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A Modern Hero.

A sergeant of fire patrol in New York city, John R. Vaughan, was present at the fire in the Hotel Royal. At a window in one of the upper stories was gathered a group with anxious faces—a father mother and child—waiting, perhaps, to die together.

At the next window, in an adjoining building, appeared a sergeant of our patrol. The distance was too great to reach. Without hesitation he threw himself down, resting one arm upon the sill and entwining his leg around a telephone wire, fortunately conveniently near; with his other arm, one by one he conducted this group of three over his prostrate body, as a bridge, to the window of safety.

His work was not yet done. Ascending to the roof he discovered a man standing upon the sill of a window in another portion of the house, doubting whether to meet death by jumping or wait to be overtaken by the fire.

Shouting to him to wait and he would save him, Mr. Vaughan rushed to the street, and calling upon his comrades to follow ascended to the roof of another adjoining building; hastily throwing off his coat, his companions holding him by his legs, he threw himself head downward over the cornice, and with their assistance raised this man of over 200 pounds in weight to the roof. The rescue was completed, these lives were saved.

Mr. Vaughan was presented with a gold medal commemorating his heroism. And he richly deserved it. He was a true hero, and none the less so that he performed his deeds in the line of his duty.—Christian at Work.

Pound Fishing for Scup.

Late in April great schools of porgies rush on the southern New England ocean coast, and for several weeks all the fishermen from Stonington to Newport have the liveliest kind of work tending their great pounds on the wild shore. The fish usually appear first in Rhode Island waters, in which state they are called scup, and then the news is flashed along shore to the Connecticut fishermen. At once the latter begin to set their pounds, for no time is to be lost if money is to be made in scup fishing. They erect a netted fence from the strand straight into the ocean for many hundred rods, and at the end of the fence set a great heart shaped pound, in which the fish are captured.

A pound is a big and costly thing and costs from $1,500 to $2,500. In the height of the season 100 or more barrels of scup are taken daily from each one of the pounds along the Connecticut and Rhode Island shores. In two weeks' fishing at Quonochontaug, a few miles east of Watch Hill, Captain Andrew Laughear took over 1,000 barrels of scup out of his traps. Most other poundmen have had almost equally good luck. The fish are sold mainly in New York, and in the rush of the season not less than 1,000 barrels of porgies are shipped thither each night by the big sound boats from Stonington.

At first the fish fetch twelve dollars a barrel, but the price drops rapidly as soon as the fish become plentiful. Often there is a glut in the market, and then the price in the New York market is not sufficient to pay the expenses of the fishermen.—Cor. New York Sun.

The Old Love Was the New.

Last evening at the residence of the bride's father, south of Crawfordsville, occurred the marriage of A. B. Rush, aged about sixty years, and a resident of Missouri, to Miss Emma Branch, not many years the bridegroom's junior. The couple were devoted lovers many years ago near Alamo, but being estranged by a quarrel Mr. Rush married another girl. His wife died last summer and he lost no time in returning from Missouri, where he had located, and resuming his attentions to his old love, who had remained single and who seemed very happy to renew the old attachment. Mr. and Mrs. Rush will leave in a few days for Missouri, where the bridegroom has married children residing.—Indianapolis News.

A Dust Storm at Sea.

The British ship Berean, which recently made the voyage from Tasmania around Cape Horn to England, encountered a remarkable but not unusual phenomenon at sea, viz., a storm of dust. After crossing the equator she fell into the northeast trade winds, and when about 600 miles west of the Cape de Verde islands, the nearest land, the Berean's sails and rigging were thinly coated with a very fine powdery dust of a dark yellow or saffron color, scarcely discernible on or near the deck, but profuse on the highest parts of the rigging, so that the sails appeared "tanned."—School and Home.

An Expensive Plaything.

A pet cat owned by a New York family is fond of expensive playthings. The wife of its owner missed a $400 diamond a few days ago, and after notifying the police and advertising largely for it, offering a suitable reward for its return, the cat was found playing with it on the floor. Whether the cat received any portion of the reward or not the papers failed to state.—Harper's Young People.

A Venerable Pedagogue.

Schoolmaster Johann Friedrich Schulze has just celebrated at Pankow the seventieth anniversary of his wedding day. Johann is ninety-two years old and his wife ninety-one. The happy couple had the good fortune to see around them, participating in the festivities of the day, nine of their children, twenty-six grandchildren and fourteen great-grandchildren.—Vossiche Zeitung.

Ex-Alderman George O. Fall, a lunatic, escaped from the asylum at Danvers, Mass., just after midnight and had walked twenty-five miles along lonely roads in a chilling atmosphere in his night robe before he was captured.

The walls of old Exeter castle, England, are crumbling. An inspection revealed the fact that millions of microbes are gradually powdering away the stone.

TONS OF FISH BAIT.

CATCHING MENHADEN OFF THE COAST OF NEW ENGLAND.

How Schools of Fish Are Pursued, Captured and Stowed Aboard—An Accommodating Member of the Finny Tribe Which Can Be Used in Many Ways.

Pitching his voice high the lookout at the masthead of the menhaden steamer shouts out gleefully: "A school! A school!" and immediately all is bustle and excitement on board.

"As this is a new experience to you, sir, you shall have a seat with me in my boat."

"Thank you, captain; I am only too eager to see the fun."

The crews now take their places in the seine boats, while two of the party, known as drivers, go out in advance in little thirteen foot boats to learn the direction in which the school is moving, and to mark out its size. The jolly captain—a true type of the traditional Cape Codder, square built, sturdy, genial, his face bronzed by years of exposure to sunshine and sea breezes and very intelligent withal—takes his place at the inside bow oar in one of the seine boats, and the mate a corresponding position in the other, and by the time they reach the school the drivers describe the movements of the fish.

They now begin throwing out the seine, each boat going in an opposite direction around the school, the drivers in the meantime splashing the water to keep the fish from escaping. Soon the boats meet, and all hands now pull at the purse line, the net and cork line. The steamer is brought alongside, and after the fish are driven well together the net is fastened to the steamer's side and they are baled into the hold by means of a large dip net run by a donkey engine.

The next thing on the programme is to prepare the menhaden for salting, to be used as bait—for which there is great demand. This is a simple process, but to me its novelty invests it with particular interest. The head of the fish is taken in the left hand of the workman, and with a peculiarly shaped knife held in the right hand he cuts a slice, longitudinally, from each side of the body, leaving the head and vertebræ to be thrown away or occasionally to be pressed for oil. The slivers are salted and packed in barrels.

This opening act of the day's drama ended, Captain Williams invites me to accompany him into the cabin, and the jolly skipper there entertains me with some interesting points about the fishery.

"It's queer how many different names the menhaden is known by," observe the skipper. "Fact is, it has more aliases than a veteran criminal—more nicknames than there were colors to Joseph's coat. Besides the more common name of menhaden it is known as pogy, bonyfish, mossbunker, hardhead, whitefish, bunker, oldwife, bugfish, cheboy, ellwife, alewife, fatback, greentail, wife and yellowtail shad. It's about as long as the common sea herring, but is deeper and more robust looking. Its average length is from twelve to fifteen inches. I hardly need tell you that it is valuable as a bait fish, it excelling all others as such; that as a food resource it is thought to have great qualtities; that its chief value is as a fetilizer and and that it is also valuable for the oil and scrap produced by cooking and pressing them.

"For illustration, here are some minutes I made in my memorandum book in regard to what was done in the year 1880, which was a fair representative season. That year the total weight of the catch was 576,000 pounds—equivalent to about 700,000,000 menhaden in number. Pretty big army, eh? Quantity of oil produced, 2,066,396 gallons, and of guano 68,904 tons, having a total value of $2,034,641. Capital invested in steamers, etc., and their outfit and in factories, $2,362,841. As compared with previous years, however, the yield of oil was small."

"About how long, captain, does the catching season last?"

"Well, you see, as soon as the menhaden make their appearance in the spring, vessels start in pursuit of 'em, and continue capturing 'em till they disappear in the fall. From the menhaden oil and guano factories along the southern coast of New England, New York and New Jersey shores, the fleets of steam and sail vessels begin their cruises early in May, chasing the fish along the shores and in the sounds, wherever they can be found. The vessels seldom cruise more'n ten or fifteen miles from land. The total area of the ground is estimated at 5,350 square geographical miles.

"The average steamer is about the size of this one. That is to say, some 70 tons measurement, 90 feet long, 17 feet beam, 7½ feet depth of hold and seven feet draft aft and costs $16,000. It costs not far from $1,000 a month for wages, fuel and provisions to run it. Like this boat, they are screw steamers and are rigged with one mast for'ard, which is fitted with a crane for taking in the catch. The men's quarters are in the for'castle. The fish are stored in bulk in the hold. The engine house, as you see, is astern the main hatch, with coal bunkers opening on deck each side. All of 'em have fitted to the bulwarks on either side, near the stern, cranes for the boats, and towing chocks are set in the deck on either quarter aft. The hold or tank for storing the fish is water tight. There are some steamers engaged in the fishery which are more'n 150 feet long, carrying from twenty-seven to thirty men, and cost $80,000 and upward. Most of the steamers carry four seine boats.

"Since steamers have come into vogue the factories have greatly increased their facilities for handling large catches. The first factory could work up only a few hundred barrels a day, while now the big factories take from 3,000 to 5,000 barrels daily."—New York Herald.

The paper for Bank of England notes is made from new cuttings of white linens, never from linen that has been worn or soiled.

Reads Like Romance.

On a bluff of the Tippecanoe river, between Rochester and Bloomingsburg, is a solitary grave. It is in a grove along the roadside. Standing by it one may see a magnificent stretch of river, with woodland beyond. Every one who travels that way often knows the spot, and has heard the story of the death of the grave's occupant.

Many years ago a mover was passing along that highway with his family. He had neither friends nor acquaintances in the neighborhood, and, in fact, the population was sparse. His wife took sick on the way, and he laid by on his journey at this place, towering far above the beautiful river. He found no remedy for his wife's illness and she died. Without help, and with no lookeron save his daughter, then a little girl, he dug a grave and buried his wife there. The headstone, if there ever was one, decayed, and all trace of the identity of the dead was lost. But every one respected the burial place.

Among those once familiar with this neighborhood was Mrs. Martha Alleman, now of this city. Last week she was talking with an Indianapolis friend of childhood associations. The new friend in the course of the conversation said:

"There is one thing that clouds my early life, and that is that I do not know where my mother is buried. I was still young when my father died in the new community where we had settled. My mother had been dead some years already. All I remember is that on a long journey in a great covered wagon we stopped on the banks of a river. There, after some days, my father dug a hole in the earth, and I have faint recollections that it was a time of great sorrow, for mother had died, and there father all alone had buried her."

"Was there a great bluff along the river and a road running near the spot through the woods?"

"Yes; I can see the scene now pictured in my mind. I remember the road and the bluff distinctly."

"Then, my dear madam," said Mrs. Alleman, "I can tell you where your mother is buried." And she related the story as above.

The lady will go to Rochester and thence across the country to her mother's grave.—Indianapolis News.

Curious Fate of a Shark.

The steamship Kansas City, of the Ocean Steamship company, which arrived here on Wednesday night from Savannah, caused the death of a five foot shovel nosed shark in a somewhat unusual manner. Off Hatteras Shoals, steaming along at the rate of seventeen miles an hour, the steamship ran its cutwater into the shark, striking the fish square amidships, so to speak. The shark was unable to extricate itself owing to the intense pressure of the water.

In a few moments the sharp stem had cut the flesh to the backbone, and this in turn breaking under the strain, the shark assumed the shape of an inverted V, hanging on either side of the bow like an old rope, the head and tail being still connected by the muscles of the back. Caught thus, the shark was towed along by the steamship for some 300 miles, and until the stop at quarantine, when, released from the pressure of the water, the body slowly sank.—New York Sun.

A Toy Industry Festival.

A remarkable token of the importance of the toy industry in the ancient city of Nuremburg is afforded by the great gathering in one of the public halls at a banquet in celebration of the completion of the 300,000th model steam engine by a well known maker. Among the guests were the heads of the municipality and several industrial and commercial corporations.

The little model which marks this stage in the toy making industry of the Nuremberg firm was constructed with the latest improvements. It was adorned with a laurel wreath, and exhibited in the hall side by side, in order to show the progress in construction, with a model of the date 1815. It is said that this factory alone has also turned out more than 325,000 magic lanterns.—London Optician.

Cumbersome Theft.

Poets find sermons in stones, but thieves (and philosophers) look for contents of a different kind. On Friday the Earl of Lathom laid the foundation stone of a new lodge at Cambridge. Yesterday evening the stone was found to have been bodily removed. The stone, according to the custom observed on such occasions, contained a bottle in which coins of the realm were duly sealed up. The laborious method adopted by the thief is quite on a par with the historic mode of roasting pig immortalized by Elia.—London Globe.

Car Rails Five Miles Long.

The electric welding of street railway rails, as a substitute for fish plates, has been the subject of experiment for some time. The process is now said to be entirely successful, and it is possible to weld by electricity two pieces of steel of twenty-five square inches section, and therefore a solid rail four or five miles long can be had if required. The tests are also said to prove that the necessity of joints to provide for contraction and expansion is not so apparent as engineers have supposed.—New York World.

Six Educated Toads.

Landlord J. W. Steen, of the Lawrence Junction hotel, has six well trained toads, which he has been instructing for three months. The reptiles are trained to march, or hop in squads to catch roaches. One has been trained to climb a ladder, while another turns the crank of a small churn.—Cor. Pittsburg Dispatch.

Southampton Losing Its Shipping.

Not only have the peninsular and oriental steamers ceased going to Southampton, but other companies owning large steamers are now threatening to go elsewhere and abandon the use of the Southampton docks.—New York Times.

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PLACES OF WORSHIP.

CATHOLIC.—St. Paul's Church, ak. between Fifth and Sixth. Father Carney, Pastor Services: Mass at 8 and 10:30 A. M. Sunday School at 2:30, with benediction.

CHRISTIAN.—Corner Locust and Eighth Sts Services morning and evening. Elder A. Galloway pastor. Sunday School 10 A. M.

EPISCOPAL.—St. Luke's Church, corner Third and Vine. Rev. H B. Burgess, pastor. Services: 11 A. M. and 7:30 P. M. Sunday School at 2:30 P. M.

GERMAN METHODIST.—Corner Sixth St and Granite. Rev. Hirt, Pastor. Services: 11 A. M and 7:30 P. M. Sunday School 10:30 A. M.

PRESBYTERIAN.—Services in new church corner Sixth and Granite sts. Rev. J. T. Zaiff, pastor. Sunday-school at 9:30; Preaching at 11 a. m. and 8 p. m.
The Y. P. S. C. E of this church meets every Sabbath evening at 7:15 in the basement of the church. All are invited to attend these meetings.

FIRST METHODIST.—Sixth St., betwen Main and Pearl. Rev. L. F. Britt, D. D. pastor. Services: 11 A. M., 8:00 P. M Sunday School 9:30 A. M. Prayer meeting Wednesday evening.

GERMAN PRESBYTERIAN.—Corner Main and Ninth. Rev. Witte, pastor. Services usual hours. Sunday School 9:30 A. M.

SWEEDISH CONGREGATIONAL.—Granite, between Fifth and Sixth.

COLORED BAPTIST.—Mt. Olive, Oak, between Tenth and Eleventh Rev. A. Boswell, pastor. Services 11 a. m. and 7:30 p. m. Prayer meeting Wednesday evening.

YOUNG MEN'S CHRISTIAN ASSOCIATION—Rooms in Waterman block, Main street. Gospel meeting, for men only, every Sunday afternoon at 4 o'clock. Rooms open week days from 8:30 a. m., to 9:30 p. m.

SOUTH PARK TABERNACLE.—Rev. J. M. Wood, Pastor. Services: Sunday School, 9 a. m.; Preaching, 11 a. m. and 8 p. m.; prayer meeting Tuesday night; choir practice Friday night. All are welcome.