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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 Fishy 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 or in one of the seine boats, and the mate 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 vertebrae 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," observes the skipper. "Fact is, it has more aliases than a veteran criminal—more nick names than there were colors to Joseph's coat. Besides the more common name of menhaden it is known as pogey, bonyfish, mossbunker, hardhead, whitefish, bunker, oldwife, bugfish, cheboy, ill-wife, 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 quantities; that its chief value is as a fertilizer 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."
 "Alone 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 5,550 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 a crane forward, which is fitted with a crane for taking in the catch. The men's quarters are in the fore-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 catches 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 \$20,000 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.

Ducks Killed by the Falls.
 "Large numbers of ducks are being caught in the rapids and carried over Niagara falls. They are either killed or so shocked that hunters in boats below the falls easily secure them." Commenting on this, Mr. John B. Sage writes: "I have heard nothing of it, but you may be sure that it's a mistake. I don't believe a duck was ever carried over the falls, unless he was wounded so that he couldn't fly. It is, however, a common occurrence for ducks and other birds to fly up the river from Lake Ontario on foggy nights and fly right into the falls, and thus be killed or injured so that they are picked up in the river, and this is probably how the story originated."—Forest and Stream.

Killing Off Squirrels.
 The following novel plan of ridding farms of squirrels is being tried in portions of Asotin county, Wash. Several furrows are plowed in the field nearest where the squirrels are thickest, and at a distance of about every thirty or forty feet holes to a depth of about twenty inches are sunk with a posthole digger. The squirrels, it is asserted, will take possession of the furrows as a playground, and while running after one another will tumble into these holes, from which they cannot emerge, but die. Several farmers who have tried it say it works admirably.—Asotin (Wash.) Sentinel.

The New Paris Bridge.
 The new bridge in Paris, called the Pont Mirabeau, is to be constructed somewhat on the cantilever principle, since it will rest upon two piers and meet in the center. Its stability, however, will depend upon an adjustment of weight like that of a huge crane. The long arm meeting in the center will be of light construction, and to compensate for its weight the short arm received by the abutment will be specially heavy.—New York Times.

The Lawyer Won.
 The ownership of a dog was contested by a lawyer and a farmer in Moberly, Mo. The dog was worth about ten cents, but the costs of the suit amounted to over \$100. These the farmer had to pay, as the law gave the dog to the owner claimant. The farmer was mad, but the dog didn't seem at all displeased as he went off with the lawyer.—Yankee Blade.

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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 cutter 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 Nuremberg is afforded by the great gathering in one of the public halls at a banquet in celebration of the completion of the 200,000th 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 \$25,000 magic lanterns.—London Optician.

Cumbersome Theft.
 Poets (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.

- PLACES OF WORSHIP.**
- CATHOLIC.**—St. Paul's Church, at 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. Galaway pastor. Sunday School 10 A. M.
- EPISCOPAL.**—St. Luke's Church, corner Third and Vine. Rev. H. B. Burtz, 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. H. H. Pastor. Services: 11 A. M. and 7:30 P. M. Sunday School 9:30 A. M.
- PRESBYTERIAN.**—Services in new church, 907 1/2 Sixth and Granite Sts. Rev. J. T. Baird, pastor. Sunday school at 10:30. Freezing at 11 A. M., 9:30 P. M.
- THE Y. R. S. C. E.** of this church meet every Sabbath evening at 7:35 in the basement of the church. All are invited to attend these meetings.
- FIRST METHODIST.**—Sixth St., between 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 convocation.
- GERMAN PRESBYTERIAN.**—Corner Main and Sixth. Rev. W. H. White, pastor. Services usual hours. Sunday School 9:30 A. M.
- SWEDISH CONGREGATIONAL.**—Granite, between Fifth and Sixth.
- COLORADO BAPTIST.**—Mt. Olive, thk. between Fifth and Eleventh. Rev. A. Howell, 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. W. 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.