

THE FISHING GROUNDS.

SOMETHING ABOUT THE INDUSTRY OF THE NEW ENGLAND COAST.

The Dangers, Profits and Losses of the Hazardous Business—How the Boats Go Out and Set Their Lines—A Trip's Catch.

During his leisure hours your correspondent has several times visited the T. or interested in viewing its curious scenes and gathering some items concerning the fishery business. Over a score of firms engaged in the trade are located on this busy wharf, and in the docks on either side may be seen almost any day twice as many fishing schooners, their masts and rigging, as on any other day.

From some of the vessels the fishy captives are being taken, large baskets being elevated from the hold to the wharf by block and tackle. They are dumped into boxes, placed on portable scales, weighed, and then pitched into the cart or wagons of the purchaser and driven away to the retail market, shipped to inland towns, or salted down, as the case may be. In handling the fish ordinary fish forks with three tines are employed, and they are forked into the baskets, and then from the boxes into the conveyance in an orderly way.

The vessels haul from Portland, Portsmouth, Gloucester, Provincetown, Boston and other ports, but per se, largely from Gloucester. The boats are owned and operated from Rhode Island on the south to the shores of Newfoundland on the north. The favorite grounds of the Gloucester fishermen are the George's banks, about 130 miles east of port. The fish are usually caught in about thirty fathoms of water, but sometimes halibut are taken in depths of 800 fathoms. The bait used is largely small herring, and the fish caught in the various seines are cod, haddock, mackerel, pollock, lake, halibut, etc. The time required for a trip is ordinarily from four days to a week.

When the fishing grounds are reached the sails are reefed, and at the vessel glides along the dories are let down by pulleys into the water, one after another, at a distance of about one-half a mile apart. Each dory has two men, who are provided with four tubs of weight, anchors of about twenty pounds each. Each tub contains about 100 lbs. of bait. The dory is towed by a line attached to the vessel, and the line is kept taut by a man on the vessel. The dory is towed to the schooler, or the latter comes back over the line and takes them up. The process is repeated several times each day, and sometimes the trawls are set over night, the vessel lying to.

In the evening the fish are eviscerated and packed away with ice in the compartments of the hold and things set in order for the following day. The fish are weighed and the vessel sails on, hoping to find better grounds. Thus they continue day after day until they reach their destination, when they return to port. The catches of a trip vary from 25,000 to 100,000 pounds, the average being 50,000. The average price obtained for the fish during the year is about two cents per pound, but they are often sold at less than one cent, especially when the market is glutted with the fish. Boston takes about one-fourth and the crew three-fourths.

The business is a hazardous one and is attended with great loss of life. One of the men remarked: "We have seen the greatest loss, but don't know when we'll get back, if ever." The losses from Gloucester this season have been six vessels and about 135 men. Three vessels were lost in the month of June and 287 men lost, leaving a large number of widows and orphans. Though men often encounter danger on these trips, when deep waves break over the vessel, and she is scarcely able to ride the storm. One sailor said he had seen her "hove down" before the gale was over, and she lay on her side, and only the heavy ballast was visible herself. In winter time the deck and rigging are often covered with ice and the vessel is liable to be crushed under the weight of the ice covered rigging and reef the frozen sails, are neither of them taken to be covered.

This business, then, is hazardous, and not one in which many fortunes are made. The best that can be said of it is that it affords a tolerably fair means of obtaining a livelihood. The fishermen during some of the worst years often declare they will never ship again, but they soon forget their hardships again, and are again lured to the business. The Gloucester Leader.

Resonance in a Lunch Room. An ill dressed young woman produced a sensation the other day among the crowd of well dressed lunchers who were in the midday meal. She was a slight young woman, with faded red hair and dull, colorless eyes. Her face was pallid and her cheeks sunken. Her hair was drawn down and she was wearing a black dress with a high collar and a black belt. She was sitting at a table with a man who was eating and she was looking at him with a look of intense interest. The man was eating and she was looking at him with a look of intense interest.

TWO ACTORS, ARM IN ARM.

The Instinct of Pose and Parade—A Blacksmith on Shipboard.

I shall never forget the effect produced upon Broadway by the simultaneous appearance of the sidewalk one day of Barrett and Booth in arm, clad from neck to toe in heavy ulsters, shod in big rubber overshoes, topped with heavy fur caps and with big handkerchiefs wound around their necks. They stalked down the middle of the sidewalk with stiff legged and jerky pomposity, wrapped in impenetrable gloom, staring straight ahead of them, as if they were gentlemen and super-superior men might take their way through a horde of cringing vassals. A few of the people who did not recognize the celebrities looked on with curiosity at the spectacle of the two under sized and muffled little men putting on such airs as did America's two most famous tragedians that afternoon.

"The instinct of pose and parade," said one of the men to whom this incident was related, "is not confined to the stage. I am a friend of the theatre, you know, and have a very large acquaintance with actors, not only in New York and London, but in Paris, Berlin and elsewhere. I have found that it is the tragedian who always poses. I know no more genial man or franc and cordial gentleman than Wilson Barrett, and yet I have seen him in a way that made me wonder for ten days, what the influence is that causes a man to make a person of himself simply because his efforts are directed toward the heavier walks of the drama."

"When I came over from London last fall Barrett was on the same steamer. The usual entertainment for the benefit of the Seaman's home was put in the hands of a young Englishman on board, and when he was making his speech he called Barrett to the stage and asked him to read a poem upon him. Barrett agreed to do so, and recited a little poem about a blacksmith. When the entertainment was over the manager suddenly remembered that Barrett was missing, and leaving the sailing he hurried about looking for the missing tragedian. At length he found him in the cabin of the steamer, sitting at the feet of the famous tragedian peering from the half opened door.

"Is anything ready?" asked Barrett in a stagey way. "Yes, everything is ready enough. All you have to do is to step up and speak your little poem, you know." Barrett rose and stepped up to the stage, and recited a little poem about a blacksmith. When he had finished he stepped down and looked at the manager, who was standing at the side of the stage. Barrett looked at the manager, who was standing at the side of the stage.

Prof Ashburner announces that there is an abundance of natural gas under St. Louis. Jacob Hockenberger, of Toledo, O., has been used \$100 for selling liquor on Sunday. Dayton, O., has been restricted, and the Democrats are very much hurt over the change. Illinois will send five commissioners to represent that state at the Cincinnati Convention.

Minister Penleton's friends state that his return has no connection with cabinet changes. Mr. John W. Bookwalter, of Springfield, is mentioned as a candidate for governor again. Two million feet of saw-logs, at Look Haven, Pa., were swept away by the breaking of a boom. Secretary Manning has been elected President of the New Western National Bank, of New York. Judge Nicholas Longworth, of Cincinnati is making a cruise of the Mediterranean in a yacht.

Mrs Henry Wood, the English novelist, died in London, Tuesday, aged 67. Wm J Gallagher, engaged in the election fraud in Chicago, will spend one year in the penitentiary. It is reported that several of Hulligan's murderers are hiding in the swamps near Hartsville, O. Independent pipe line companies are trying to crowd the Standard Oil Co. out of the Lima (O.) field.

The General Manager of the B & O Express Co., denies the Adams has or will absorb that company. Nick Mumbaugh and Louis Klipp were killed by suffocation while cleaning out a boiler at Girard, O. The J. B. & W. R. Co. is to be sold by order of U S court, and no bid of less than \$50,000 will be entertained.

Bill for establishment of U S sub-treasury at Louisville reported adversely to home committee on finance. Two colored children, aged six and seven, at Danville, Ky., quarreled, and the older choked the other to death. Two hundred strikers at the Champion mine, Marquette, Mich., have returned to work, without making their terms known.

The Sweetest Baby in the Land.

"Sweetest baby in the land, Sweetest nose could ever be—Mamma thinks it and mamma knows it! Who's a better judge than she?"

"Little footies soft as down, Rose and snow in them I see, Lump of sweetness, mamma knows it, Who's a better judge than she?"

"Eyes of blue and bright as stars, Looking up with wondrous glee—None so bright and mamma knows it, Who's a better judge than she?"

"Little lipies, dew tender, How they strive to talk to me! Angels teach them, mamma knows it, Who's a better judge than she?"

"Old St. Peter says my baby Has away and came to me; He's tight, and mamma knows it, Who's a better judge than she?"

"All sweet babies in creation Are not half so sweet to see; Mamma thinks it, mamma knows it, Who's a better judge than she?"

—J. L. N. Johnston in Detroit Fr. Press.

THE NEWS.

Jeffersonville, O., has adopted prohibition. Oil has been discovered at New Carlisle, O. Mansfield, O., is to have an electric street railroad. The Cincinnati Sun has been ordered sold on February 23. Cotton crop of 1886 was 6,400,000 bales of superior quality. Camden's chances for U S senator in West Virginia are decidedly small. Oil has been struck in paying quantities at Erancisville, Pulaski county, Ind. Robert Crawford, St. Albans, Va., lost two legs by jumping on a moving train. Wapakoneta, O., has struck a four barrel oil well accompanied by a big flow of gas.

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Two hundred strikers at the Champion mine, Marquette, Mich., have returned to work, without making their terms known. Abraham Beers, Dealer, Ind., a fifteen-year-old sleep-walker, wandered from home at night, and cannot be found. John C. Leighton, for nineteen years a clerk of the Municipal Criminal court of Boston, it is reported is short about \$400,000.

have been on the wrecked train, 36 of whom were wounded, 32 of whom were killed, and 17 of whom returned home. This account for all. The great strike in New York is petering out slowly but surely to a rather inglorious termination. Many of the strikers' places have been filled by outsiders, and business along the docks has become quite active again.

While the hall of the Minnesota House of Representatives were crowded the ceiling crossbeams were seen to be settling; and the hall was immediately cleared of spectators. The building is new, but it is not considered safe. It is stated that the Republicans of the West Virginia legislature propose to break the senatorial deadlock there by voting for Camden (Dem.). Of 30 Republican members who have been interviewed all but one emphatically deny the charge.

At the convention in New York of the American Agricultural Society, Drury J. Beck's "railway attorneys' bill" was lost. A resolution requesting congress to act favorably on creating the department of agriculture and labor was adopted. Governor Thayer, of Nebraska, has sent a telegram to M. De Ville, French Minister of Agriculture and Commerce, and Col S D Thompson, secretary of the American Percheron Association, Paris, to use efforts with the government of France to prevent the issue of any orders prohibiting the exportation of Percheron horses from France to the United States.

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In the fire at Arnot's livery stable, at St. Louis Wednesday night, the hearse in which the remains of the martyred President Abraham Lincoln were conveyed to their last resting-place, was consumed in the flames. This hearse was built by Mr Arnot for that special purpose, and since that day had never been out of the building. Its owner refused to have it profaned by any manner use after it had been thus consecrated by the greatest and most honored man of the country. Mr. Arnot had received many offers for this vehicle, but has always refused to part with it, preferring to retain it as a sacred relic.

An End to Bone Scraping. Edward Shepherd, of Harrisburg, Ill., says: "Having received so much benefit from Electric Bitters, I feel it my duty to let suffering humanity know it; have had a running sore on my leg for eight years; my doctor told me I would have to have the bone scraped or leg amputated; I used instead three bottles of Electric Bitters and seven boxes Bucklen's Arnica Salve, and my leg is now sound and well." Electric Bitters are sold at 50 cents a bottle and Bucklen's Arnica Salve at 25c per box by Patterson & Sons.

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By Taking three bottles of this medicine I have been entirely cured. My eye has been restored, and I have no more pain, and I am now as well as ever. Mr. T. Bowen, Sugar Tree Ridge, Ohio. My daughter, ten years old, was afflicted with Scrofula Sore Eyes. During the last two years she never saw light of any kind. Physicians of the highest standing, and the best of medicine, were used, but with no permanent success. On the recommendation of a friend I purchased a bottle of Ayer's Sarsaparilla, which my daughter commenced taking. Before she had used her course she was cured, and I have since used it myself, and it has cured me.

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Table with columns: GOING NORTH, No. 1, No. 4, No. 6, No. 24, Lv. Bridgeport, Painesville, Barton, etc.

Table with columns: GOING SOUTH, No. 1, No. 4, No. 6, No. 24, Lv. Cleveland, Painesville, Massillon, etc.

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Corrected time-table of passenger trains corrected to Nov. 14, '86, Central Standard Time.

Table with columns: East and North to Pittsburgh and Cleveland, Stations, am, pm, etc.

West to Alliance and Chicago.

Table with columns: Stations, am, pm, etc.

All trains daily except Sunday. Baltimore accommodation leaves Columbus at 10:30 p.m. 11:00 a.m. arriving at 5:15 p.m. 5:55 a.m.

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Table with columns: WEST BOUND, Stations, am, pm, etc.

EAST BOUND, Stations, am, pm, etc.

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