# Kent News.

CHESTERTOWN - FEB. 16, 1889.


## A MAN FISH.

**He Could Swim for Three Days in the Roughest of Seas—Sharks Wouldn't Bite Him, but Fled at His Approach.**

At 1 o'clock on the afternoon of June 21, 1859, I was in the crow's nest or lookout on board the New England whaler Yankee Land, and we were bearing up for Valparaiso from the Juan Fernandez Islands, when I caught sight of a floating human body on the lee bow, and half a mile away. We had only a light breeze and the sea was scarcely disturbed, and from my perch aloft I could see even the fish as they played about us.

I had scarcely hailed the deck when the floater raised his head, kicked his feet under the surface, and, after waving his arms as a signal, he began swimming down to us. The sight of a man out at sea, provided with nothing whatever to float him, was queer enough; but there was something much more queer in store for us. I have seen the natives of almost every country in the water, but I never saw anything like the speed this floater made as he came down to us. He just smoked through the water like a yawl with her sail set to a stiff breeze. All the men mustered forward to get sight of him, and as he came alongside he checked his way, took a long survey of our craft, and coolly called out:

"What ship is that?"

"The American whaler, Yankee Land," answered the mate.

"Want any hands?"

"Yes, we'll ship you," replied the captain, civilly.

"Very well, sir—I'll come aboard."

They threw him a rope and he soon stood on deck, the only unconcerned person on the ship. He asked for a chew of tobacco, wrung the water out of his clothing, and when the cook brought him some grub he did not appear over hungry. He refused dry clothes, saying that he felt better when damp, and when he had finished eating he explained:

"My name is Tom Finch. I quit the English brig Saxon two days ago. I can steer a boat or fasten to a whale with the best of you. Give me a lay and let me turn to."

"You quit the Saxon two days ago?" queried the captain.

"Yes, sir."

"Where was she?"

"A matter of fifty miles to the northwest, sir."

"At sea?"

"Yes, sir."

"How did you quit?"

"Said good-bye to my watch and jumped overboard, and have been floating ever since."

There wasn't a man in the ship who believed his story. Indeed, what intelligent man would believe it? And yet it was gospel truth, as we discovered when we reached Valparaiso. The Saxon was there, and half a dozen of her crew had seen him go overboard, as stated.

A man fish had come aboard of us. There never was a mermaid, but he certainly was a merman. He was next to amphibious. He was with us for sixteen months, and during that time was the wonder of our crew and of every other crew we met. He was a stalwart, good-looking chap of 35, but his interior may have been built on the fish principle. He swam as swiftly as some kinds of fish, and that without seeming to tire him. He could not be drowned, and no shark would bite him. I said he was a queer man. The reader probably agrees with me. I give my word and honor that every statement I shall make is true, and can be proved to be true.

Our carpenter was laid up with a broken leg, and when Finch announced that he could use tools he became carpenter temporarily. After we left Valparaiso, no longer doubting the story of his two days' float, he gave us a marvelous exhibition of his skill as a swimmer. In running back to the south we struck the fag end of a cyclone, and got a terrible sea. Our big ship was pitched about like a pea, and the waves walled up on us now and then until their crests seemed to tower fifty feet above the rail. Everything was lashed and double lashed, and the cook could not make us even a cup of coffee for twenty hours. While we were lying to and hanging on for life Finch stripped to his shirt and pants and went overboard for a lark. The best man among us would have been drowned in five minutes. He was in the water two hours, and when he came out he did not puff as heavily as a man who had run across the street. A hundred times in those two hours we thought he was lost, but he had no more fear for himself than if he was on dry land. In the sixteen months I saw him go overboard as many as fifty times, in all sorts of weather, and by day and by night, and yet he never met with an accident.

I stated that no shark would bite him. He proved this fact a thousand times over. Harbor sharks, for reasons best known to themselves, will sometimes pass a swimmer by, but they are small fry compared to the big hammer heads and white sharks of midocean. The true man-eater is not a shore fish, except in tropical waters. When a whaler is engaged in cutting in and trying out, and is drifting off before the wind, your real man-eater appears. I have often seen them twenty-five feet long, barnacled up and moss-grown like ancient whales, and evidently a hundred years old. These are the demons of the deep, who will rush upon a raft and upset it or tear it to pieces, and who seem to feel no pain from the prick of a lance. We got a whale to the southwest of Conception, a hundred miles off shore, and Finch gave us his first exhibition. We had an eighty barrel fish lashed head and tail to our starboard side, and were just hooking on to the first blanket piece to hoist away, when three or four monster sharks appeared. The one who came up astern was of such size that the men called out in amazement. He lay with his dorsal fin above water, and we could see every inch of him. It was enough to give you a chill to note his wicked eyes and his awful mouth.

When Finch saw this shark he said he would drive him away. The captain ordered him to go about his business, not wishing to lose a man; but Finch waited until the officers were off their guard, and then went overboard off the lee bow with a great splash. There was a wild cry from the crew and a rush with the ropes, but but Tom looked up and laughed and swam around the stern of the ship. The big man-eater had backed off about twenty feet at the splash, but two others, almost as large, had come up on the quarters, and there lay three of the wickedest fish in the Atlantic ocean. Everybody shouted and gestured, and half a dozen ropes' ends were thrown to Tom, but he would not mind us. He suddenly sank below the surface and made a bee line for the big fish, and, to my surprise, the old fellow darted aside to escape the collision.

It is truth to the letter that Tom Finch drove every one of those monsters away from the ship, and for an hour he paddled about in the water and was unharmed. In the course of a couple of hours the big shark returned. A piece of blubber was tied up in an old coat and dropped overboard, and he made a dash of a hundred feet and bolted it down like a flash. He then took up his station off our quarter, and not over thirty feet away, and the sailor mounted the rail and made a long leap right at him. The shark went off like a streak, and we saw him no more.—*New York Sun.*

[WRITTEN FOR THE KENT NEWS.]

## CHRONIC GROWLERS.

The world contains many people who are always growling. If anything does not suit them, they growl; if it is to their taste, they growl. They grumble at right and they grumble at wrong. They find fault alike with truth and with error. Nothing is done as it should be; everything is amiss. They would be frantic if the privilege were taken from them, for this querulous spirit invests life with its chief worth for them. I have a friend who first finds on which side his friend's ideas are, and then assumes the opposite side. If he should happen to speak first, and you should *happen* to agree, he becomes silent and leaves the question. In such people's eyes none but themselves ever do right. Everything and everybody are perverse; they alone are of a normal temperament. They are ever on the alert, prying into every one's affairs, endeavoring to find a text for their complaints; and, having contorted other people's affairs into a monstrosity, they begin, in perfect ignorance of his motives, to pick flaws in his actions. We are not in position rightly to judge others, and consequently should withhold our propensity to indiscriminately complain of others, because:

1. *We are ignorant of the true motives actuating others.* Intelligent and reasonable actions oft appear perverted; all appears in a new light when we know the conditions producing them. If we must judge at all, in all propriety we should judge, at least, in full light of the actuating motives. But in every part of the world—in all phases of society—are murmurers. In those very cases in which we are finding so much fault, we probably would have done similarly under the same circumstances.

2. *Motives are generally better than credited.* In the absence of defense, they may appear trivial and feeble. We are so anxious to tear our neighbor's good name to shreds that we do not wait for his action to grow cold ere we sit in judgment on its tomb. Let us seek first the actuating motive, and if it does not stop our mouth it at least will dull our blade. Much misunderstanding exists. It is extreme presumption for us, who are confessedly uninformed, to judge the action of him who has specially considered the case in all its relations and aspects. We think we understand when we do not. In our differing with another, let us look at ourselves as well, and say, "Possibly the trouble is with me and not with him; it may be that what seems all wrong to me may seem all right to others.

3. *We are prone to depreciate and underrate others.* We esteem our own reasons and productions most illustrious of all. Of a woman who once carried her progeny to the editorial sanctum to learn the trade of printing, the editor inquired: "What will you expect your son to do?" "Oh!" said she, nonchalantly, "while learning he will sweep, make fires and 'edick' your paper." And to hear some people talk of newspaper men one would suppose that the most efficient editors were wasting their sweetness on the desert air, while terribly mistaken men were droning away their existence in the editorial sanctum.

4. *The most symmetrical character lays no claim to perfection.* None other than an unreasonable man would entertain the arrogant assumption that others are always wrong while he is always right. We say we would have done differently had we had the chance. Granted. We would have done differently, *but would we have done better?* We have read of a man who was building a boat by a roadside. Every passer-by would proffer some suggestion of improvement, all of which were followed. One laughed to scorn his bow, and suggested how he might change it; another knew how to improve the stern; while others proposed that the ribs were wrongly bent, the keel misplaced, and the hull out of proportion, &c. Consistent with these suggestions, the entire structure was altered, and when finished it was indeed queer looking, possessing neither symmetry nor proportion, strength, utility nor beauty. He called it "Everybody's boat." He then built another, and followed his own plans alone. A small rural congregation were thinking of calling Spurgeon. They were persuaded that their church future rather than to the past. Grumbling arises oft from misunderstanding and misrepresentation, and satisfaction from the true explanation.

8. *It would not be desirable for all to act alike.* Variety brings improvement. The natural world teems with diversity. No two minds are cast in the same mould. To every man is given an individuality that distinguishes his work. It does not follow that an act is wrong because it differs from another; both may be good. Variety brings prosperity; uniformity, sluggishness. It is becoming and the duty of every man to speak only good of his neighbor, and if he feels that he cannot speak well of him, let him preserve silence. There are several elements in the composition of the human nature that incapacitate men for the judgment throne. Our actions are judged, and rightly, but by one who is infinite in all the attributes required in a judge. No two of us judge alike. All actions stand approved of one and condemned of another. Both cannot be right; but both claim so. We all make mistakes. We cannot judge correctly. Seek for the charity which never faileth. 'If one be overtaken in a fault, restore such a one in the spirit of meekness; considering thyself also, lest thou be tempted.'

SALLY—Why is marriage a failure, George? George—Because the bride never marries the best man.


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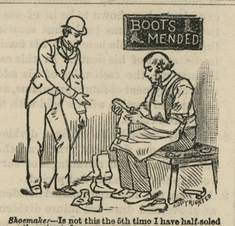


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**for 1889**

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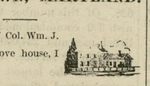

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HAVING rented the storehouse formerly occupied by O. P. Beck I am ready to serve the public generally with anything usually kept in a country store, consisting of

**Dry Goods, Notions, Choice Lot of Groceries**

such as Tea, Coffee, Chocolate, Sugars, Spices, Syrup, Molasses, Vinegar, Provisions, Flour, Meal, Bacon Lard, Mackerel, Salt by sack or bushel.

Machine Oil, Coal Oil, Castor Oil, Linseed Oil, Lard Oil, Turpentine, &c. Tinware, Lamp Burners and Chimneys, Castings for Plows, Traces, Lines, Buckets, Brooms, Tobacco, Cigars, Snuff, Candy, Cakes, Lemons, Oranges, Peanuts, &c.

**S. W. WALLIS.**

May 21, 1887.

# JERMAN & COSGRIFF,

(Successors to W. M. Bell)

**MANUFACTURERS OF**

**Porous Drain Tile!**

Egg-Shaped, 2 to 8 inches Calibre. Round, with Collar, 2, 2½ and 3 inches Calibre.

Send for price list and circular.

Address, JERMAN & COSGRIFF, SMYRNA, DEL., or T. R. HUBBARD & SON, Agents at Chestertown, Md

jy9.

## THE PLUMBING BUSINESS.

**WM. T. SUTTON**

IS now prepared to do any work in the Plumbing Line, such as putting in

**Bath-Tubs and Water Fixtures Generally.**

Also Hydrants and Sprinklers whenever desired.

I have had considerable experience and will not undertake to do anything that I cannot do in a first-class manner. I only ask a trial, and that my work may speak for itself. I shall not only do good work but will also aim to make my charges as low as possible for a living profit.

Hose, Traps, Spigots, Sprinklers, kept on hand, at shop on Court street. REPAIRING done in the best manner at short notice.

A share of the public patronage is respectfully solicited. WM. T. SUTTON,

July 28, 1888—tf. Chestertown.

# Hudgins' Bakery

**WE ARE BAKING DAILY**

FRESH BREAD, BUNS, ROLLS, BISCUITS, PIES, &c.

Full assortment FINE CAKE always on hand.

We are Headquarters for Toys, Baby Carriages, Shoo Flys and Wagons.

Camp-Meetings, Picnics, &c., supplied at lowest prices.

**HUDGINS, Baker,** jel6. CROSS ST., Chestertown.

# SPECIAL NOTICE!

# Steamer GRATITUDE

*WITHDRAWN on and after Saturday, February 9, until further notice.*

C. HALYBURTON, JR., MANAGER.

Feb. 9.

## Sassafras River Steamboat Co.

Commencing on and after Saturday, Jan. 26th, 1889,

**Steamer TRUMPETER**

Will leave Georgetown Mondays, Wednesdays and Fridays at 7.30 A. M., and Buck Neck at 10.30 A. M., arriving in Baltimore at 1.30 P. M.

Returning, leave Pier 6, Light street, Baltimore, at 10.30 A. M., on Tuesdays, Thursdays and Saturdays.

Stopping at the usual landings on Sassafras river and Worton creek.

**WILLIAM CUNDIFF,** Jan. 26, 1889. CAPTAIN

## Chester River Steamboat Company.

**1888**

commencing Monday, Dec. 31,

**Steamer EMMA A. FORD**

Will leave Chestertown every Monday, Wednesday and Friday at 8 o'clock A. M., stopping at Rolph's, Booker's, Quaker Neck, Grey's Inn Queenstown and Kent Island, arriving in Baltimore about 1.30 P. M.

RETURNING will leave Pier 7, Light Street Wharf every Tuesday, Thursday and Saturday at 10.00 A. M.

*Fare from all Points $1.00 Round Trip.*

**Single Ticket 75 Cents.**

TICKETS GOOD UNTIL USED.

dec29. GEORGE WARFIELD, PRES'T.


## Balto. and Delaware Bay Railroad.

**CHANGE OF SCHEDULE.**

Connecting with the Delaware Railroad at Clayton on and after Monday, September 24, 1888, until further notice, Sundays excepted, Trains will run as follows;

| GOING NORTH. | | | | STATIONS. | | | GOING SOUTH | | |
|---|---|---|---|---|---|---|---|---|---|
| Pass. and Freight No. 1, Daily. | Passk. Freht. No. 3 Thursdays only. | Passk. Freht. No. 2 daily except Thurs. | | | | | Passk. Freht. No. 1 daily except Thurs. | Passk. Freht. No. 3 Thursdays only. | Pass. and Freight No. 2, Daily. |
| Read Downwards | | | | | | | Read Upwards | | |
| a.m. | p.m. | | | | | | p.m. | p.m. | p.m. |
| 6 00 | 1 20 | ... | Lve | Chestertown | Arve | ... | 1 30 | 12 15 | 7 00 |
| 6 25 | 1 45 | ... | " | Worton | Leave | ... | 1 02 | 11 50 | 6 41 |
| 6 35 | 1 53 | ... | " | Lynch's | " | ... | 12 54 | 11 41 | 6 35 |
| 6 45 | 2 00 | ... | " | Still Pond | " | ... | 12 48 | 11 35 | 6 30 |
| 7 00 | 2 15 | ... | " | Kennedyville | " | ... | 12 36 | 11 25 | 6 22 |
| 7 15 | 2 30 | ... | " | Black's | " | ... | 12 15 | 11 10 | 6 10 |
| 7 30 | 2 45 | ... | " | Lumbson's | " | ... | 12 00 | 10 58 | 5 57 |
| 7 45 | 3 00 | ... | " | Masseys | " | ... | 11 45 | 10 45 | 5 42 |
| 8 00 | 3 15 | ... | " | Delaney's | " | ... | 11 29 | 10 30 | 5 25 |
| 8 05 | 3 20 | ... | " | *Bingham's | " | ... | 11 23 | 10 25 | 5 20 |
| 8 20 | 3 40 | ... | Arrive | Clayton | " | ... | 11 15 | 10 15 | 5 10 |
| 8 35 | 5 09 | ... | Leave | Clayton | Arrive | ... | 10 00 | 10 00 | 4 59 |
| 9 00 | 5 34 | ... | " | Middletown | Leave | ... | 9 33 | 9 33 | 4 38 |
| 9 42 | 6 35 | ... | " | Wilmington | " | ... | 8 30 | 8 30 | 3 50 |
| 10 32 | 7 40 | ... | Arr | Philadelphia | " | ... | 7 27 | 7 27 | 3 01 |
| 11 10 | 8 32 | ... | " | Baltimore | " | ... | 6 40 | 6 40 | 2 30 |
| a.m. | p.m. | | | | | | a.m. | a.m. | a.m. |

Stations marked (*) have no agents

Freight for Bingham, Flatland and Nicholson's must be prepaid.

mThe Morning Trains make close connection at Clayton with Trains on the Delaware Railroad going north or south. Passengers to and from Baltimore change at Porter's.

Freight carried at low rates to all points, and must be at Stations Thirty (30) Minutes before starting time, in order to insure dispatch.

Excursion Tickets issued at reduced rates.

The above arrangements will give passengers four and a half hours in Philadelphia, three hours and twenty minutes in Baltimore and return home the same day.

s22-tf. FRED. GERKER, Lessee.

## Phila., Wilmington & Baltimore R. R.

**DELAWARE DIVISION.**

On and after December 16th 1888, (Sundays excepted) trains will leave as follows:

| SOUTHWARD. | | | | | NORTHWARD. | | | |
|---|---|---|---|---|---|---|---|---|
| PASS EXP. | PASS | MAIL | | | PASS | EXP. | MAIL | PASS |
| P M | P M | A M | A M | | A M | A M | P M | P M |
| 5.21 | 3.01 | 11.55 | 7.27 | Philadel'a. | 9.32 | 10.32 | 1.22 | 7.40 |
| 5.17 | 2.30 | 10.08 | 6.40 | Baltimore. | 11.10 | 11.10 | 2.00 | 8.49 |
| 6.25 | 3.50 | 12.55 | 8.30 | Wilming'n | 8.43 | 9.42 | 12.35 | 6.35 |
| 6.36 | | 1.04 | 8.44 | Farmhurst. | 8.33 | | | 6.24 |
| 6.42 | 4.02 | 1.09 | 8.50 | New Castle. | 8.28 | 9.31 | 12.14 | 6.47 |
| 6.48 | | 1.15 | 8.56 | State Road. | 8.23 | | 12.09 | 6.09 |
| 6.55 | | 1.20 | 9.01 | .....Bear..... | 8.17 | | 12.03 | 6.03 |
| 7.06 | 4.14 | 1.25 | 9.10 | ...Porter's... | 8.12 | 9.19 | 11.58 | 5.57 |
| 7.11 | | 1.30 | 9.15 | ..Kirkwood.. | 8.06 | | 11.53 | 5.52 |
| 7.20 | | 1.39 | 9.23 | Mt. Pleasant | 7.57 | | 11.44 | 5.43 |
| 7.22 | | | 9.27 | ..Armstrong.. | 7.53 | | | 5.37 |
| 7.30 | 4.38 | 1.49 | 9.33 | Middleto'n. | 7.49 | 9.00 | 11.36 | 5.24 |
| 7.39 | | 1.57 | 9.43 | .Townsend. | 7.40 | 8.50 | 11.27 | 5.25 |
| 7.43 | | 2.01 | 9.48 | ..Blackbird. | 7.35 | | 11.22 | 5.20 |
| 7.50 | | 2.09 | 9.54 | Green Spring | 7.28 | | | 5.12 |
| 7.55 | 4.59 | 2.14 | 10.00 | ..Clayton.... | 7.24 | 8.36 | 11.12 | 5.06 |
| 7.45 | 4.49 | 2.04 | 9.50 | LveSmyrna. | 7.15 | 8.28 | 11.02 | 4.49 |
| 7.59 | | 2.19 | 10.05 | ...Brenford.. | 7.19 | | | 4.59 |
| 8.04 | A5.07 | 2.25 | 10.11 | ...Cheswold | 7.15 | B8.27 | 11.02 | 4.53 |
| 8.07 | | | | ....Dupont... | 7.09 | | | |
| 8.15 | 5.15 | 2.35 | 10.22 | .....Dover.... | 7.06 | 8.20 | 10.54 | 4.45 |
| 8.21 | 5.21 | 2.42 | 10.28 | ..Wyoming.. | 6.59 | 8.14 | 10.46 | 4.38 |
| 8.28 | | 2.49 | 10.34 | ..Woodside.. | 6.53 | | 10.40 | 4.31 |
| 8.32 | | 2.54 | 10.45 | .....Viola.... | 6.49 | | 10.35 | 4.27 |
| 8.37 | 5.33 | 2.59 | 10.49 | ....Felton.... | 6.45 | 8.00 | 10.30 | 4.23 |
| 8.45 | 5.44 | 3.12 | 11.02 | .Harrington. | 6.35 | 7.50 | 10.19 | 4.13 |
| | 5.52