

VOLUME IV.

CITY DIRECTORY.

APOTHECARIES. ACKERMAN & STEWART. ... CITY DIRECTORY listing various professions and businesses in Palatka, Florida.

CONGRESS.

MR. RIDDLERBERGER COMPLAINS.

SPEECH BY MR. KENNA IN REPLY TO SHERMAN.

House Bill Regulating Books as Mail Matter.

The Indiana Contested Election Case Called Up in the House—Proposed Constitutional Amendment.

SENATE.

WASHINGTON, February 2.—Among the petitions and memorials presented and referred to some, numerous signed, from Pennsylvania asking such changes of the laws as to debar all pauper immigrants, to prevent the landing of immigrants, under contract, to debar from citizenship all foreigners who owe allegiance to other powers or governments, and to require twenty-one years residence before any immigrant can hold any public office of trust or emolument.

BRIDGE AT NATCHEZ.

PLUMB'S POSTAL RESOLUTION.

At the close of Plumb's remarks Riddlerberger complained that the time had been purposely consumed until the close of the morning business so as to keep him from getting up the resolution to consider the British treaty in open session, and he declared that he had overheard the Senator from Kansas say in a low tone that he would fill up the half hour until 2 o'clock.

INCREASING PENSIONS.

At 2 o'clock the Blair Educational bill came up as unfinished business, but with Blair's consent, it was informally laid aside and the Senate took up and passed the bill increasing the pension for total disability to \$72 per month.

COMMITTEE ON PRESIDENT'S MESSAGE.

The presiding officer announced that he had appointed as the select committee to which had been referred the President's message on the Pacific Railroads Messrs. Frye, Dawes, Hisscock, Davis, Morgan, Butler and Hearst.

MR. KENNA REPLIES TO SHERMAN.

Mr. Kenna then proceeded to address the Senate on the subject of the President's message on surplus revenue and tariff matters, and of Sherman's speech in reply thereto.

INSURANCE.

HEALTH, O. E.

FREE JACKSONVILLE.

Carpenier Escaped—Express Messenger Arrested. Imagined Himself a Policeman.

JACKSONVILLE, February 2.—Carpenier, the forger, escaped last night. He prevailed on Sheriff Holland to have him guarded in the Tischer building, as the county jail was pretty rough.

MR. HOAR WILL NOT SERVE.

Pending the question the Chair announced with respect to the formation of the select committee for the consideration of the message of the President on the reports of the Pacific Railway Commission that the mover of the resolution, the Senator from Massachusetts (Hoar) would have been entitled to the chairmanship, but the Chair was informed by that Senator that under no circumstances would he accept a place upon that committee.

THE SENATE PROCEEDED TO EXECUTIVE BUSINESS, AND AT 4:20 ADJOURNED TILL MONDAY.

HOUSES.

WASHINGTON, February 2.—Mr. Blount, of Georgia, chairman of the Committee on Postoffices and Post Roads, called up for consideration the bill amending the statutes so as to provide that no publications that are but books, or reprints of books, whether they be issued complete or in parts, bound or unbound or in series, or whether sold by subscription or otherwise, shall be admitted to the mails as second class matter.

SECOND AND THIRD CLASS MATTER.

The object of the bill, as explained by Mr. Blount, was to prevent evasion of the law which designates what shall constitute second and third class matter. Under the law books must pass through the mails as second class matter, but an abuse had sprung up and the law had been evaded by publishers printing books at stated intervals and passing them through the mails as third class periodicals.

THE WESTERN AND ATLANTIC.

Reduction in Passenger Rates to Take Effect March 1.

ATLANTA, Ga., February 2.—At the annual meeting of the Western and Atlantic Railway lessees to-day, J. E. Brown was re-elected president. Joseph M. Brown, general passenger agent of the road, urged upon the lessees the importance of lowering the passenger rates. The rates on all Georgia roads formerly were five cents per mile.

THE NEW NAVAL VESSELS.

Cramp's Statement—Delay Due to Change in Steel Tests.

WASHINGTON, February 2.—Charles Cramp, of Philadelphia, was at the Navy Department to-day and spent several hours in consultation with Chief Naval Constructor Wilson in regard to the work on the naval vessels building at his yard. Subsequently, in conversation with an Associated Press reporter, he said the vessels were being constructed as rapidly as possible, and that gangs of men were at work on them night and day.

MR. CARUSLE.

He Will Resume His Duties To-day—The Select Committee.

WASHINGTON, February 2.—Carlsruhe at the Capitol to-day, but will not resume his duties until to-morrow. He is looking well but has not yet completely recovered his strength. The duty of appointing the select committee to investigate the Reading strike has been transferred to him, and he is giving earnest attention to the matter, it being his desire, as he says, to make sure of the selection of five fair-minded, competent members of the House.

THE INDIANA CONTESTED CASE.

Mr. Criggs, chairman of the Committee on Elections, called up the contested election case of Lowry against White, from the Twelfth District of Indiana.

Mr. Cooper, of Ohio, sustained the claim of the contestee. The records of Allen County had been proven to be wholly unreliable, while the contestee had thoroughly established the truth of his assertion that he had been naturalized twenty years previous to the election of 1886.

A CONSTITUTIONAL AMENDMENT.

Mr. Crain, from the Committee on Presidential Election, reported the joint resolution proposing a constitutional amendment providing that Congress shall hold its annual meetings on the first Monday in January. Placed on the House calendar.

A YOUTHFUL INCENDIARY.

The Indianapolis Sentinel Passes into the Hands of a Stock Company.

INDIANAPOLIS, February 2.—The deal involving the reorganization of the Indianapolis Sentinel was perfected to-day, by which the paper passes into the hands of a joint stock company, with a capital of \$75,000.

CONDENSED DISPATCHES.

The latest estimate of the Charleston cotton fire Wednesday is that 1,800 bales of cotton were burned or damaged. The total loss is over \$30,000.

A MISTAKE COLLS TWO LIVES.

MORRISON, Ill., February 2.—On the Chicago and Northwestern Railway Monday night, as a stock train was entering a deep cut near here, the engineer discovered the red light of a way car only a few yards in front of him.

FROM THE MINES.

IT LOOKS LIKE RESUMPTION.

THE DUNBAR FURNACE STARTS UP AGAIN.

Lee's Unsuccessful Effort to Induce the Miners of the William Penn Colliery to Remain Out.

UNIONTOWN, Pa., February 2.—The Dunbar Furnace, which closed down several weeks ago because the men refused to accept a reduction in wages, has started up again, the men agreeing to a reduction of 10 per cent. The resumption gives work to 700 men.

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Operative Strike in Canada.

CORNWALL, Ont., February 2.—Fifteen hundred costumed operatives are on strike here. The mill managers express their determination to stand firm till the employees agree to work for reduced wages.

RESUMPTION PROGRESSING.

POTTSVILLE, Pa., February 2.—Although so far as surface indications are concerned, an authoritative relinquishing of the strike is still far off as ever, the work of resumption is gradually but steadily progressing.

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DUBLIN, February 2.—Eight persons have been convicted at Katurk, County Cork, of attending meetings of suppressed branches of the National League, and sentenced to two months' imprisonment at hard labor.

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LONDON, February 2.—A sharp shock of earthquake has been felt in Scotland. It caused no damage. The shocks were also felt in different parts of England.

SATSUMA HIGHS.

Arrivals—Lecture on Astronomy—Odd fellows Lodge to be Formed.

SATSUMA HIGHS, SATSUMA COUNTY, JAPAN.

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Satisfactory Settlement.

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WOLF FROM THE PINE WOODS.

Correspondence of the Palatka News.

HUNTINGTON, February 2.—One of the most interesting trips that one makes from Huntington, on the line of the Jacksonville, Tampa and Key West Railway, is to Spring Garden, twenty-five miles south of Huntington. The road is cut mostly through the woods, but the waters of the numerous lakes that are dotted along the way sparkle among the melancholy pines and brighten the otherwise sombre landscape.

At the Spring Garden station there is a superb forest of oaks, whose delicate foliage and graceful outline are in striking contrast to the stiff and stately pine.

A few minutes' walk from the station leads to the lake, where are the ruins of the old Spanish sugar house. The spot is exceedingly picturesque, and the tall chimney, built of bricks, which are said to have been brought from Spain two hundred years ago, stands amid the ruins like a sentinel on guard.

This place furnishes a rich field for the study and speculation of the geologist. The surface of the ground is covered with shells as small and white and unbroken as if the sea had just swept over it, and the bank along the roadside to the depth of several feet discloses a conglomerate of shell and sand, and reveals the fact that for ages this spot, at least, of the peninsula of Florida must have been submerged.

We lost an hour of our picnic at this lovely place, because of the train being an hour late in the morning. The free and easy way of doing things at the South is not more noticeable in anything than in the frequent irregularity of the trains. At the North every body rushes to the train at breakfast speed. Every moment is so precious that for fear of losing five seconds at his office a man will give himself sixty seconds to catch the train—sure to be on time. Here, however, time has no such value—nobody is in a hurry, nobody rushes. One may allow even three or four minutes grace, but when one has to wait at the station an hour—more or less—it is rather upsetting to all one's ideas. But notwithstanding the uncertainty, passengers must be at the station at the advertised time, for woe to the unfortunate who should take advantage of this irregularity and venture to delay a little, as then he would be very likely to see the train moving off just as he entered the station; such is the perversity of material things. Nobody ever knows why the train is late, and nobody is ever to blame in the matter. It is accepted with perfect equanimity, and instead of the impatient who would be manifested in the North at such delays and detentions, there is the most sensible, happy-go-lucky state of feeling. This is by no means intended to reflect upon the Jacksonville, Tampa and Key West Railway, which we consider one of the finest roads in the country.

Adjoining Huntington is Crescent City, which is charmingly located on Crescent Lake. Its position on that most beautiful of all the lakes of Florida renders it especially attractive, but a few days there is quite sufficient for a visitor, on account of the distance from the railroad, and the inconvenience in getting to and from the train. A wagon can be procured to carry passengers back and forth, and it is supposed that there is one all the time in readiness, but it is slow and expensive.

Now if there were a tramway between Huntington and Crescent City, it would be an immense advantage to both places, and to the latter place especially it would bring fresh life and interest. It could be built at comparatively small expense, and after a little time it would prove to be so convenient, and would be so warmly patronized, that it would be nothing to eat in Florida except what is obtained from the New York market, and that we live on canned meats and vegetables. On the contrary, we have as good fresh beef and mutton here as I have ever eaten anywhere. It does not matter whether it comes from the North or the West, so long as it is of the best quality and the transportation so swift and direct. As to vegetables, we have every day from our own gardens, lettuce, radishes