

NEWS TERSELY TOLD.

The American bark, Rebecca Grow, of Captain Dow, is ashore 20 miles east of Nassau.

Dr. P. Matthews for 20 years the chairman of the Baptist Southern Foreign Mission board, died at his home in Manchester, Va., today.

A train on the Norfolk and West end west of Portsmouth ran into a landslide. The engine was overturned, one man was killed and three probably fatally injured.

Frank P. Flint, of Los Angeles, has been chosen senator in caucus from California. The call for a caucus was signed by 75 members of both houses. Sixty-five attended and voted.

The National Machine works, on corner of Wood and Hawthorne streets in Chicago, have been destroyed by fire which started in the engine room. The loss is estimated at \$70,000.

Frank Solomons, a merchant and prominent citizen of Apalachicola, Fla., has been found dead in his bed by his wife. Heart trouble was supposed to be the cause of his death.

The cattle of Texas, New Mexico and Arizona have been visited by the heaviest and most general fall of snow known in many years. A good range is assured for the coming year.

The intervention of the American legation at Constantinople has been successful and the Bibles seized at Merzina and Trebizond have been restored to the American Bible Society's agents.

The elections, which have been marked by riotous proceedings in Ecuador, ended Wednesday. Lizardo Garcia was elected president of Ecuador, and will assume the presidency on Aug. 10.

The supreme court of appeals of Virginia today refused a writ of error in the case of ex-Mayor McCue, of Charlottesville, convicted of wife murder and sentenced to hang the 20th of this month.

Governor Beckham, of Kentucky, has granted a stay of execution until July in the case of George Holland, sentenced to hang here tomorrow, for complicity in the murder of an unknown white man near Pembroke, November, 1904.

W. H. Sarasohn, pioneer Jewish newspaper publisher of the United States, died at his home in New York today. He was 73 years old. At the time of his death he was the editor and publisher of the Jewish Daily News, which he founded in 1886.

By Wire and Air.

An accidental experiment in the velocity of sound is recounted by a correspondent. He went to his telephone, and just as he put the receiver to his ear he heard the click of another telephone. Another receiver had been removed and the line was open.

Then he heard through the telephone the shriek of a locomotive whistle, and a few seconds later the sound came through the open window in the usual way. Looking up, he saw a locomotive half a mile away, passing the house of a friend.

The mystery was solved. The telephone that was open was that at the distant house, and the sound of the whistle had come through its transformation into an electric current quicker than it had traveled through the air.

Soap That Floats.

A floating soap is produced by the mass of soap being "beaten" while it is cooling, just as we beat eggs or batter. This incorporates air into the soap and makes it float. A given bulk of floating soap weighs much less than the same bulk of soap that does not float. One hundred pounds of soap beaten will make many more cakes of a given size of floating soap not beaten. It is due to no ingredient. Any soap will float if beaten. A soap is no better because it floats. This is no sign of a good soap. The only advantage is in being able to find the cake more easily if it is dropped into the bath or wash tub. In soap factories the soap is beaten by machinery.

Roosting Burglars.

"You can't lose my wife."
"No?"
"Well, listen. I was away from home for three days last week. One night she heard burglars, the same burglars that she has been hearing ever since we were married. 'I'll make them think there's a man in the house,' she decided. So she put on a pair of my shoes and tramped about on the hardwood floors for an hour to scare them away. My wife is a diplomat."—Cleveland Leader.

Best Water Pipes.

It is calculated that one right angle bend in a pipe through which water flows will make necessary 9 per cent more pressure for a given flow than is required for a straight pipe of like size and structure. With three sharp bends at right angles the pressure needed is 17 per cent more than that which is used in a straight pipe.

Reminders of the Moors.

Concerning the dwellings in the Argentine Republic a traveler writes: "Wherever there was a collection of houses I was greatly struck with the character of the architecture—like Arab or Moorish villages, one great wall without windows surrounding them. The country is very quiet now—safe enough for a bevy of schoolgirls to travel by day or night—but still the peculiar architecture remains. At Negra Muerta, where we camped, there was only one large building, once the headquarters of the 'estancero,' who owns hundreds of square leagues of the surrounding country, but now tenanted by his manager, a superior sort of half breed Spanish Indian, with his family. There was the huge square outside wall without any windows of any kind, one arched doorway and the inside house or houses built against the outer wall and facing into a patio—a most Moorish looking place. Truly the occupation of Spain by the Moors has left its deep markings; they extended across to the new world, influencing today even the customs of the Indians of Spanish South America."

Shoemaking in the Black Forest.

The Black forest of Germany, a region famous for centuries, is hundreds of years behind the present age in methods of living and conducting simple industries. This fact is strikingly exemplified in the primitive ways the natives follow in making leather and shoes. When a farmer kills his beef he takes the hide to the local tanner, who will keep it for two years before he considers it fit for the shoemaker. When the hide is leather the shoemaker is informed of the fact.

Then some morning the shoemaker comes to the farmer's house with his kit of tools and for the time being is one of the family. Every Katrina and every Johann is marched before him and measured, and the work of making shoes for the family begins. It may take a month, more or less, but he sticks to his job until every one is properly shod, when he is away to the next customer needing his services.—Shoe Retailer.

A Story of Napoleon.

Napoleon invariably refused to remove his hat when he received kings and sovereign princes under the rank of emperor. He uncovered his head only in the presence of the emperors of Russia and of Austria. One day Napoleon received the king of Bavaria and of Saxony at St. Cloud. As the two kings removed their hats the emperor acknowledged their salutations by merely touching the brim of his cocked hat with his forefinger. He then drove with the two kings to Malmaison and, getting out of his carriage, casually remarked: "I am going to see the empress. Would you mind waiting for me?" The royal pair seemed to have been forgotten, for they sat in silent expectation for nearly an hour. Finally they noticed some of the imperial footmen playing cards. The king of Bavaria then laughingly remarked to the king of Saxony: "What a pity we haven't got a pack of cards. Since he treats us in this way we might at least follow the servants' example and pass the time playing piquet."—New York Tribune.

Bolivian Runners.

"Every one who has read the histories of the Incas," writes an Englishman, "has marveled at the tales of the native runners who were a feature in the civilization of that period. Some of this race of men still remain. When in Bolivia I have often had a telegram delivered at the station, forty miles away, and an answer received and brought back by the same man, all including the journey of eighty miles, not occupying more than eighteen hours. The man was well content to receive two Bolivian dollars, or 75 cents in American money, for the service. I saw a man who delivered a message 200 miles away and brought an answer back, covering within six days and nights 400 miles. As he did this work for a native, his charge was five Bolivian dollars, about \$1.87 American, out of which he provided his own food."

No Reception.

Miss Goodall—I gave you that quarter because you said you hadn't had anything to eat since yesterday morning, and here I catch you going into a saloon. Wreny Willie—Lady, I said I hadn't anything to eat, but I didn't say I wanted anything to eat, did I?—Philadelphia Ledger.

Crippled.

Tramp (pleading)—Please help a cripple, sir.
Kind Old Gent handing him some money—Bless me, why, of course! How are you crippled, my poor fellow?
Tramp (pocketing the money)—Financially crippled, sir.—Glasgow Times.

Bony.

David Harum—That was a pretty good horse old Ex was drivin', eh? Eben Holden—Yes, he had so many good points you could use him for a hat rack.—Pennsylvania Punch Bowl.

An ounce of a man's own wit is worth a ton of other people's.—Horne.

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Gainesville, the County Seat.

Has fourteen churches, two public schools, the East Florida Seminary, private schools, three newspapers, United States land office, the best water, fire alarm system, electric and gas lights, two ice factories, machine shops, three wood factories, cotton gin, two mill factories, three railroads, two fertilizer manufacturing companies, one fiber manufacturing, one rectifying turpentine plant, two banks, and well stocked stores embracing everything in the commercial line.

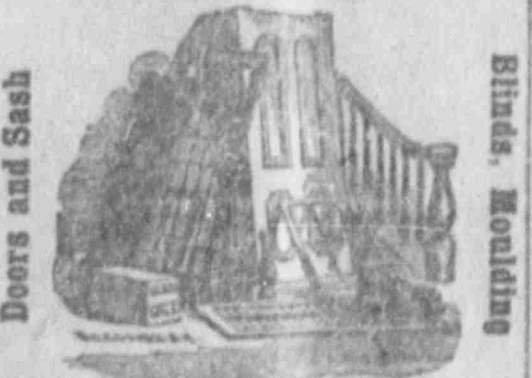
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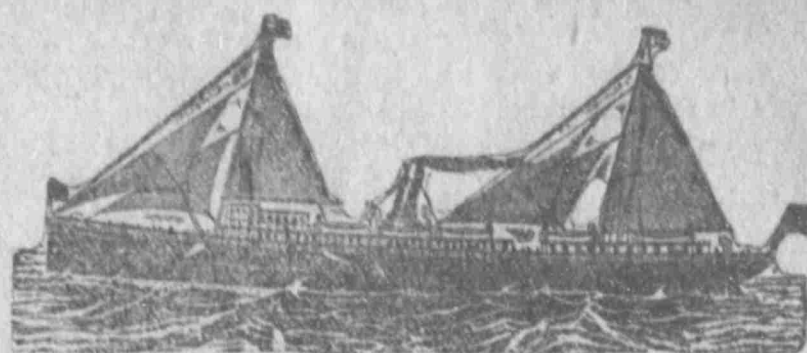
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	Beresford (DeLand)	1:00 pm
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10:00 am	Enterprise	10:00 am

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SOUTHERN RAILWAY

SCHEDULE IN EFFECT NOV. 6, 1904.

2 Vestibule Trains East	No. 34	No. 30	North and West.	No. 13
Lv Jacksonville, Fla.	So Ry 8 50a	7 55p	Lv Jacksonville, Fla.	So Ry 7 45p
Lv Jesup	So Ry 11 25a	10 40p	Lv Jesup, Ga.	So Ry 10 30p
Lv Savannah	So Ry 1 00p	12 15a	Ar Macon, Ga.	So Ry 3 00a
Ar Columbia	So Ry 6 30p	6 00a	Ar Atlanta, Ga.	So Ry 5 20a
Ar Charlotte	So Ry 9 40p	9 55a	Ar Rome, Ga.	So Ry 7 33a
Ar Greensboro	So Ry 12 35a	12 15p	Ar Dalton, Ga.	So Ry 8 29a
Ar Danville	So Ry 1 45a	2 10p	Ar Chattanooga, Tenn.	So Ry 9 45a
Ar Richmond	So Ry 6 58a	6 42p	Ar Lexington, Ky.	Q & C 5 20p
Ar Lynchburg	So Ry 4 04a	4 20p	Ar Cincinnati, O.	Q & C 7 40p
Ar Charlotte, N.C.	So Ry 5 50a	6 10p	Lv Cincinnati, O.	Big Four 8 40p
Ar Washington	So Ry 9 45a	9 50p	Ar Chicago, Ill.	Big Four 7 10a
Ar Baltimore	P Ry 11 30a	11 25p	Lv Cincinnati, O.	Pa Lines 8 35p
Ar Philadelphia	P Ry 1 45p	2 35a	Ar Chicago, Ill.	Pa Lines 7 10a
Ar New York	P Ry 4 15p	6 30a	Lv Cincinnati, O.	O H & D 8 45p
No. 34—"New York and Florida Express."	Daily Pullman Drawing Room Sleeping Car between Port Tampa, Jacksonville and New York.		Ar Chicago, Ill.	O H & D 7 23a
No. 30—"Washington and Florida Limited."	Daily Pullman Drawing Room Sleeping Car Jacksonville to New York.		Lv Cincinnati, O.	O H & D 9 45p
Through "The Land of the Sky."	No. 20		Ar Toledo, O.	O H & D 5 20a
Lv Jacksonville, Fla.	So Ry 7 55p		Ar Detroit, Mich.	P M 7 25a
Lv Savannah, Ga.	So Ry 12 15a		Lv Cincinnati, O.	Pa Lines 8 30p
Ar Columbia, S. C.	So Ry 6 00a		Ar Pittsburgh, Pa.	Pa Lines 5 55a
Ar Asheville, N. C.	So Ry 1 50p		Lv Cincinnati, O.	Big Four 9 30p
Ar Hot Springs, N. C.	So Ry 2 37p		Ar Cleveland, O.	Big Four 6 45a
Ar Knoxville, Tenn.	So Ry 6 00p		Lv Lexington, Ky.	So Ry 5 30p
Ar Louisville	So Ry 8 50a		Ar Louisville, Ky.	So Ry 8 10p
Ar St. Louis	So Ry 4 58p		Ar St. Louis, Mo.	So Ry 7 32a
Ar Cincinnati	Q & C 8 15a		No. 13—"The Florida Limited."	
No. 30—Daily Pullman drawing room and buffet sleeping car between Jacksonville and St. Louis.			Daily solid vestibule train, through day coaches and Pullman sleeping cars Jacksonville to Cincinnati.	
Two Trains Daily To Washington and New York.			Northwest	No. 13
			Lv Jacksonville, Fla.	So Ry 7 45p
			Lv Jesup, Ga.	So Ry 10 30p
			Ar Macon, Ga.	So Ry 3 00a
			Ar Atlanta, Ga.	So Ry 5 20a
			Ar Anniston, Ala.	So Ry 9 42a
			Ar Birmingham, Ala.	So Ry 11 45a
			Ar Memphis, Tenn.	Frisco 8 05p
			Ar Kansas City, Mo.	Frisco 9 40a
			Lv Memphis, Tenn.	8 30p
			Ar Hot Springs, Ark.	9 30a
			No. 13—"The Florida Limited."	
			Daily Pullman drawing room sleeping cars between Jacksonville, Birmingham, Memphis and Kansas City.	

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From Kansas City, Memphis, Birmingham, etc.—No. 14, "Florida Limited," 9:35 a. m.
From Cincinnati, Asheville, etc.—No. 23, "Washington and Florida Limited," 9:00 a. m.
From New York, Washington, etc.—No. 33, "New York and Florida Express," 7:40 p. m.

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