

EARLY CALIFORNIA SHIPS.

How Commerce Grew in Pioneer Days of the Golden State.

The first European vessel to enter the port of San Francisco of which there is any record was the Eagle, in 1816, commanded by Captain William H. Davis. She sailed from Boston via the Sandwich Islands and Alaska. She carried an assortment of goods which were a revelation to the natives, and their garments of skins and hides were substituted by the clothing of civilization. Payments were made in hides, tallow, soap and fish. The Eagle then became engaged in the sea otter trade and was very successful, as otters were plentiful in San Francisco bay and all along the coast. She made three trips, netting about \$25,000 on each trip. This stimulated others, and this discovery no doubt gave an impetus to commerce which made this port known to the world.

Commerce in those days of manna was carried on in what might be termed a "free and easy" manner. On many articles the duty was 100 per cent, which practically amounted to confiscation or made smuggling necessary in self defense. The Mexican officials generally opened the door. Frequently vessels were permitted to pass Monterey, the port of entry, going to Yerba Buena and, after selling as much of the cargo as possible, to return to Monterey for entry and disposal of the remainder.

The shippers were not sworn as to the value of the cargo. They gave fictitious invoices and by this means would get off on the payment of \$5,000 on a \$20,000 cargo.

It became so customary to swindle the government as scarcely to excite comment, except in cases where goods were concealed in false linings of the vessels and the government officials were outwitted.

URIC ACID IN THE SYSTEM.

A Medical Opinion on This Foe to Health and Life.

Haig holds that the man of average weight elaborates twelve grains of uric acid in twenty-four hours, and woe betide him if he does not excrete the full amount with due celerity. A little retained uric acid will give rise to headache, lethargy and mental depression. A greater retention will give rise to arthritis, lumbago and sciatica. The uric acid miser will end his days through bronchitis, Bright's disease, apoplexy, diabetes or cancer. Man cannot avoid his fate and cease being a uric acid producer. He can avoid, to some degree, swallowing the wretched stuff. What he cannot avoid swallowing he can, with care, excrete. If man had been wise and had continued to live where he belongs, near the equator, and had fed on fruit and nuts all might have been well. But, having wandered from the tropics, he must be wise or perish. Here are the rules that one must follow to be healthy and live long: First, swallow no uric acid and pass out each day regularly and punctually all that is formed in the body. Second, excretion of uric acid may be obtained by clothing warmly, by avoiding exposure to cold in every way (the morning cold tub is an especial abomination), by eating freely of potatoes (especially in cold weather) and by avoiding fruits. Bicarbonate of sodium, night and morning, for people who live in a climate similar to London's is a fine habit. In addition to all this, it "is also advisable to secure the proper distribution of time between bodily and mental exertion and to dispense with dependence on tonics, stimulants and bracing climates."—New York Medical Journal.

Water Thieves.

Water thieves are not unique. Their prototypes existed at least as long ago as 1475. At that time a Londoner wrote: "This yere a wax chandler in Flete strete had bi craft perced a pipe of the condit withinne the gronde, and so conveyed the water into his sear; wherefor he was jugid to ride through the Citee with a condit upon his hedde." There were other difficulties too. A century later (1574) it is recorded that owing to a sudden shower of rain the water in the Dowgate channel "had such a swift course that a lad, minding to have leapt over it, was taken by the feet and borne down with the violence of that narrow stream till he came against a cart wheel that stood in the water gate, before which time he was drowned and stark dead."

A Meerschmum Mine.

"Meerschmum is mined like coal," said a pipe dealer. "It is a soft, soap-like stone, and in Asia Minor its mining is an important industry. The crude meerschmum is called hamtaah. It is yellowish white in color and a red clay coat or skin envelopes it. The blocks cost from \$25 to \$300 a cart load. They are soft enough to cut with a knife. These blocks in summer are dried by exposure to the sun. In winter a heated room is necessary. Finally the meerschmum blocks are sorted into twelve grades, wrapped in cotton and packed in cases with the greatest care. The bulk of all this meerschmum goes to Vienna. There the best pipe makers in the world live."—Philadelphia Bulletin.

Strength of Insects and Animals.

A series of experiments made to test the jaw force and pulling and lifting strength of various kinds of insects gives some curious points for study. It has been found that a cockchafer can draw fourteen times his own weight and the common honeybee thirty times. From this it may be argued that, weight for weight, each of the above named insects is twenty-one and thirty times respectively stronger than the horse, whose strength, as a rule, is taxed to its utmost in drawing its own weight as a "dead load." A scientist once experimented with a small hard shelled beetle by putting him under a common table tumbler. The little creature, not more than one-third of an inch in length, was able to move the glass in any direction. After the experiment had been satisfactorily made both the tumbler and the bug were weighed, whereupon it was found that the little Hercules had lifted 900 times its own weight! He did not carry the weight, of course, but caused it to make some lively motions.

Fly Wheel Insurance.

Fly wheel insurance is almost pure mathematics. When a wheel is revolved at a high enough speed the centrifugal force exceeds the centripetal and the wheel flies apart. Solid cast iron explodes when the speed at the rim is roughly three miles a minute. A thick rim explodes just as easily as a thin one of the same material. Wood explodes at a greater speed, jointed iron at a less. The underwriter allows a rim speed of a mile a minute, one-third the explosion rate, as a safe limit for solid iron wheels. This permits a two foot pulley wheel sixteen revolutions a second, while it keeps a sixteen foot fly wheel down to two. A jointed wheel is allowed still less. The underwriter has only to name the number of revolutions he authorizes and to proportion his premium to the size of the wheel. The larger the wheel, of course, the more destructive its explosion.—Leslie's Magazine.

Worm Destroyer.

White's Cream Vermifuge not only kills worms, but removes the mucous and slime in which they build their nests; it brings, and quickly, a healthy condition of the body, where worms cannot exist. Sold by W. M. Johnson.

AN ORDINANCE

To Provide for the Giving of Bonds by the Members of the Board of Public Works, as Bond Trustees, and the Amount of Same.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF GAINESVILLE, FLORIDA:

Section 1.—That the Board of Public Works of the City of Gainesville, Florida, as Bond Trustees, be and they are hereby required to enter into a good and sufficient bond with one or more sureties, in the sum of Twenty-five Thousand Dollars, conditioned for the faithful performance of all duties devolving upon them under the provisions of the ordinance of said city for the issuance of "Public Utility Bonds of the City of Gainesville," approved 5th September, 1905.

Said Board of Public Works may have as surety upon said bond any surety company authorized to do business in this State.

In the event said board have as surety any surety company authorized to do business in this State, the fee charged by said company for becoming such surety may be paid by said board out of the funds in their hands as an item of expense, provided, however, that not exceeding the sum of Seventy-five Dollars shall be so paid.

Sec. 2.—That this ordinance shall take effect immediately upon its passage and approval.

Passed in open session of the City Council on this 6th day of November, A. D. 1905.

G. K. BROOME, President City Council.

Attest: J. M. DELL, Clerk.

Approved by me this 6th day of November, A. D. 1905.

W. R. THOMAS, Mayor.

Attest: J. M. DELL, Clerk.

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8:00 am	Astor	8:30 pm
6:30 am	St. Francis	2:00 pm
	Bereford (DeLand)	1:00 pm
Arrive 8:30 am	Sanford	9:30 am
10:00 am	Enterprise	10:00 am

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