

## All Over the State Just Now



### AN INDUSTRY OF GREAT PROMISE FOR FLORIDA

(Concluded from 1st page)

grapefruit cannery will be known as 'Sealdsweet' and will be labeled in such a way as to leave no doubt in the mind of those who may see the packages that it is a Florida product. While one of the objects of the cannery is to save to growers the losses now due to drops, off sizes, off colors, etc., nothing but second fruit will be used for canning purposes.

"The canning of grapefruit hearts was first tried in Porto Rico and the product has been an unqualified success. The interest in the product is growing and there are many inquiries from the trade of this country regarding the Florida article. There are wonderful possibilities for the future of this industry for if it will take all the sound culls and cheaper grades of grapefruit off the northern markets and will save for Florida more millions of dollars than it can ever hope to make through its operations."

### PRESENT STATUS HARBOR IMPROVEMENT PROJECT

(Concluded from 1st page)

the interests of commerce and navigation."

"As stated in my previous letter, I mailed a copy of the notice of November 6th, referred to above, to several persons in Punta Gorda, and naturally assumed that they would pursue the matter, as indicated in the notice.

"It would be well to forward me and Representative Drake, each, copies of the additional data you submit to the Board of Engineers in order that we may be in position to render the community every possible service in connection with the desired improvements."

The first Olympic games were held 1453 B. C.

### An Exciting Race

An exciting race between a Shetland pony and three dogs, which occurred at noon yesterday on Virginia avenue, had only one witness besides Joe Addison, owner and rider of the pony. The race started at the south end of Goldstein street, when only two dogs were running against the pony. These were Joe's bull dog "Fizz" and Harry Dreggors' splendid collie "Tom." As they went tearing by Dr. McQueen's residence on the corner of Taylor street, the doctor's pointer "Doc" joined in the race. They went like John Gilpin to the ice factory, then turned and came flying back to the starting point, the total distance being half a mile. The pony easily out-distanced the bull dog, but the other two kept up with him. On the part of the dogs, it was clearly a test of speed, and it was singular that the dogs did not try to run ahead of the pony. They just wanted to show that pony that they could run as fast as he could. Dogs are natural speed fiends. That's why they like to ride in automobiles and chase railroad trains.

### Williams Stock Company Coming

An announcement of special interest to amusement seekers is contained in the advertising columns of this issue of The Herald. The original Williams Stock Company will feature the week's program at the Plaza Theatre with four nights' appearances, Monday, Tuesday, Wednesday and Thursday, making the theatrical event of the season and offering a real dramatic treat. This is the same company that broke all house records at the Plaza Theatre in St. Petersburg.

Of the 200,000 negro soldiers sent overseas during the World war, battle deaths amounted to 474, while the total deaths were 9,765.

Mention of earthenware is made in the Mosaic writings.

### PORT ST. JOE, FLORIDA

Citizens of Florida to Dedicate Monument on January 11th.

Marking the place where the first state constitutional convention was held, one of the most unusual instances in modern history will be recalled.

With the exception of the dead cities of the Montezumas of Mexico and of the Incas of South America, there is no record in American history of a city that sprang into prominence in commerce and industry and then disappeared from the face of the earth, leaving little or no record of its existence. But such was the case of the city of St. Joseph, which stood on the shores of St. Joseph's Bay nearly a century ago.

This town at one time was the most important in the state, and it came near being selected as the capital of Florida. It was the terminus of the second steam railway line constructed in the United States, and because of its prominence it was selected as the city for the first constitutional convention in 1838. The convention met Dec. 3, 1838, and drew up the document under which Florida entered the United States, hence St. Joseph is considered the birthplace of Florida. The document was signed by the delegates to the convention on Jan. 11, 1839, and it is the corresponding day that has been selected for the dedication of the monument which the state erected at a cost of \$10,000. Governor Cary A. Hardee is to make the dedication address.

The town of St. Joseph was founded about 1832, when the St. Joseph & Iola railroad was contemplated. This line was opened up in 1836, and the St. Joseph & Lake Wimico canal had proved futile as a means of communication. The arrow-like right-of-way of this old railroad still pierces the pine forests of Calhoun county, and for many miles the national beeline highway follows its course. The locomotives of this railroad were fitted with upright cylinders, and the rails of the track were laid on wood stringers. The city commission of St. Joseph adopted an ordinance in 1940 prohibiting locomotives coming west of "Cherry street" for fear of causing fire. The dock of the railroad extended more than 1,000 feet into the bay, and the railroad brought 150,000 bales of cotton yearly to the city, and it was shipped out to foreign ports.

Except with a brief reference here and there in published histories, and what dim memories have been left by pioneers who resided in St. Joseph or visited there when the city was in its prime, the story of this city has never been told until recently. In a history of St. Joseph, G. F. West, pioneer of West Florida, and newspaper editor of St. Andrews, Florida, states that St. Joseph supported at least one bank, the Commercial Bank of Florida, seminary, numerous mercantile establishments, and several hostleries. An act of the legislature of the territory passed in 1839 created the St. Joseph Board of Commerce. The St. Joseph Times was published by Peter Gautier, jr., who was U. S. Marshal for the Apalachicola district. A large racetrack a mile outside the city was one of the principal attractions, and the arena-like circle of this old speed course still remains amongst the woods nearby. During its prime St. Joseph is said by some to have had a population of 10,000, this being about 1840. Some few members of popular business firms of the city tell of

boom days that rival those of western oil town. Among these was Col. Raphael J. Moses, of Columbus, Ga., who at one time was secretary of the St. Joseph & Iola railroad. After a vain attempt to rent a house he was compelled to have one built in Charleston, N. C., and shipped to St. Joseph, carpenters wages were so high the repairs on the house in the course of only three or four years cost several thousands of dollars. St. Joseph was noted for its four fine hotels and inns, some of these possessing names such as Byron House, Shakespeare House, Tontine, Mansion House, and Railroad cottage.

The construction of steam railways from the interior of southeast states to the Atlantic Seaboard, making communication for this territory to the Atlantic Coast more rapid, resulted in the downfall of St. Joseph. In 1841 the properties of the St. Joseph & Iola railroad were sold for indebtedness and the iron taken up and sent to Monroe, Ga., to be used in railroads there. In 1841 the population of St. Joseph had dwindled considerably. An epidemic of fever broke out, and the city was abandoned. For a number of years its buildings remained standing, some of them being taken to Apalachicola on barges. During the war between the states the buildings were further demolished, and during the period of 80 years that has elapsed since St. Joseph thrived, practically every relic of its existence has disappeared. Crumbling brick piles among the pine trees that have grown up and a disheveled cemetery are about all that exists to recall St. Joseph's glory.

### Saint Joe History Corrected

Some of the newspapers are publishing the alleged history of the dead town of Saint Joseph, located on a bay near Apalachicola, in which history it is stated that the death of the town was caused by the building of trans-Georgia railroads to the Chattahoochee and Apalachicola rivers, which took away from the town its chief, if not its sole support, viz: the thousands of bales of cotton that came down those rivers and carried them to Savannah. This is not true. Saint Joe was dead and practically buried long before any railroad from the Atlantic seaboard reached those rivers. Two things killed the town: the extra cost of transferring cotton by rail from Apalachicola to Saint Joe, and an epidemic of yellow fever that decimated the people. Those who survived the epidemic abandoned their homes and left the town for good. This was some time in the '40's, and the first railroad to cross Georgia and reach the Chattahoochee river was the present southwestern branch of the Central of Georgia, which reached the Chattahoochee at Enfield in 1860. The building of these railroads came near killing Apalachicola, but they had nothing whatever to do with the death of Saint Joe.

### Joe Coburn and His Minstrels

Harry English, business manager, for Coburns Minstrels who appeared at the Arcadia Opera House on Tuesday night, Jan. 2nd, was asked "Who are the Stars this year?" "Stars! Mr. Coburn don't believe in stars in minstrelsy. He wants workers, every man and he gets them. His favorite sarcasm to performers is "Get a move on little star, or you won't twinkle very far." He has been all through the game as musician, performer, singer and manager with the old time shows and every man in his company is a star so long as he does his bit. Every man works—you notice it, you enjoy it and want more of it. Outside the theatre he is a friend of every man in the company. Inside he wants results but no Stars. adv.

### PRUNING ESSENTIAL TO SUCCESSFUL FRUIT GROWING

In the rush of your packing and shipping season, Mr. Citrus Grower, do not forget that diseases lurk in your groves. The farsighted grower takes precautions against the diseases which are sure to appear next spring. The best time to do this is during the few weeks when the trees are semi-dormant.

Specialists of the Florida Experiment Station advise that all dead or diseased wood be pruned from the grove during the next few weeks. Such wood harbors insect and fungous enemies. Scab, melanose and witherip find protection in dead tissues. It is imperative that this wood be taken out and destroyed before new growth starts, because otherwise the disease organisms will attack the tender growth as soon as it appears. Melanose will start with the new growth and it will be too late then to do any pruning.

Not only the dead wood but any other part of the tree which shows a diseased or unthrifty condition should be eliminated. Do not leave unprotected (non-disinfected) stubs, even of living branches. These will die and be a source of contamination. Cut the limbs off close to the branch or body of the tree. The cut surface should not be at right angles with the axis of the pruned branch,

but parallel to the axis of the parent branch. This will give a larger wound but it will heal without a stub. Paint the larger cuts with some moisture-proof covering so that disease cannot enter and so that evaporation from the wound during the healing process will be prevented. Pruning will go a long way toward preventing the various diseases. The grower may not think that he has time to do the work now, but when the diseases appear he will wish he had taken the time.

Most migratory birds fly by either day or night and rest at other times, but the golden plover flies both day and night.

The total number of men in the armed forces of the United States, including the army, navy, mine corps and other services, in World war amounted to 4,800,000.

### Punta Gorda Chapter-5 O. E. S.

Meets every first and third Fridays, 7:30 p. m., in regular business session. Visiting members always welcomed.

Mrs. Caroline H. Tucker, W. A. Mrs. Maude P. Smith, Sec.

## Painting, Paperhanging and Interior Finishing

Estimates cheerfully furnished and all work guaranteed first class.

J. A. Whitley

P. O. Box 55

Punta Gorda, Florida



You have been GOOD TO US -- may Fate be GOOD TO YOU in ALL THE YEARS TO COME!

## Seminole Pharmacy



Happy New Year  
May each day  
Cast new blessings  
In your way.

## First National Bank OF PUNTA GORDA



Today we are happy in the thought of the confidence of our friends, their faith in us as merchants and as individuals. We extend to all our sincere wishes for a Happy New Year

## Frank R. Blount

STAPLE AND FANCY GROCERIES

## YELLOW BUS LINE

### SCHEDULE

Sarasota, Englewood, Punta Gorda, Arcadia.—Daily and Sunday. Effective January 1, 1923.

Read down			Read up	
Bus No. 1	Bus No. 2		Bus No. 2	Bus No. 1
A. M.	P. M.		A. M.	P. M.
7:00	1:00	Sarasota	11:45	5:30
7:45	1:35	Osprey	11:15	4:45
8:05	1:50	Nokomis	10:55	4:25
8:15	1:55	Venice	10:50	4:20
8:30	2:10	Woodmere	10:35	4:00
8:50	2:25	Englewood	10:20	3:40
9:30	3:00	Salt Springs	9:55	3:00
10:20	3:40	Murdoch	9:25	2:10
11:15	4:20	Charlotte Harbor	8:40	1:10
11:30	4:30	Punta Gorda	8:30	1:00
	4:45	Cleveland	8:15	
	5:15	Fort Ogden	7:45	
	5:30	Nocatee	7:30	
	5:45	Arcadia	7:15	

### YELLOW BUS LINE CONNECTIONS

Bus No. 1 leaving Sarasota 7:00 a. m., connects at Murdoch with south bound train for Boca Grande, at Punta Gorda with south bound train for Fort Myers; leaving Punta Gorda at 1:00 p. m., connects at Murdoch with north bound train from Boca Grande, at Sarasota with evening Tampa train.

Bus No. 2 leaving Arcadia at 7:15 a. m., connects at Punta Gorda north bound train from Fort Myers, at Murdoch with south bound train for Boca Grande, at Sarasota with Jessie B. Adams boat for St. Petersburg and Tampa and Reo Bus line for Bradentown and Tampa. Bus No. 2 leaving Sarasota at 1 p. m., connects at Murdoch with north bound train from Boca Grande at Punta Gorda with south bound evening train for Fort Myers and at Arcadia with north bound evening train and the south Florida bus line for points north.