

FLORIDA BRIEFS.

MEETING OF INTEREST GATHERED AT RANDON.

From All Parts of the State Summarized.

A special term of the circuit court has been ordered for Lake county on Monday in January for the trial of the Packwood murder case.

Papers have been filed in the United States court for the northern district of Florida in the filibustering case at Key. The date for hearing the case, however, has not been arranged.

Mr. E. Stokell's cedar mill at Ocala, will soon be in operation. He is now putting in the machinery. This will be quite a help to the place as he needs to bring several families to work in the cedar business.

It is said that a Georgia company is going into the turpentine business at Ocala. They have already leased over a hundred acres of land, and will build one distillery east and one north of town.

A South Florida man stated a few days ago that he had a good vine which produced thirty-five matured oranges. A. J. Reynolds, of Welaka, has a vine that by a good deal. A few days since he counted eighty-three matured oranges and says that he has one on one vine, and it is a wonder at that.

Welaka correspondent writes: The largest raft ever put together in the Oklawaha river was towed out by the steamer Mermaid, and it was all right on hand. The raft scaled 2,000 feet. The logs were gotten by Contractor T. N. Smith for the Ocala Cypress company, of Palatka. It makes about 15,000,000 feet of lumber in the river within the next twelve months.

The United States Revenue Cutters, the Moccasin and Winona, are now on the West and their duties of preventing filibustering expeditions and enforcing the coast of Florida in Federal quarantine duty are suspended for the purpose of holding another investigation to try Lieutenant W. H. Hay again, and for the fifth time, the members of the present crew being Captains Abbey, Roberts, and Thompson, with Lieutenant Johnston as official prosecutor.

Shipments through the port of Jacksonville from Texas are very large at the present time. It is expected, however, that it will soon be reduced. Shipments of wool will be made from Texas through the port. As yet it is a little early, but next month it will begin in earnest. Shipments of several tons have been made. It is considered that the business of the Clyde line in this port has increased 80 per cent. This year the total amount of naval stores shipped by that line did not exceed 2,000 barrels, while this year it is about 10,000 barrels. One shipment this year carried out 1,200 barrels.

Thousands of employees of the Jacksonville and Steamship System, of the Southern Express company and the Florida Plant of the Atlanta Exposition for the past week. Mr. Plant's railroad over the state of the Atlantic coast steamship lines extend from Jacksonville to Havana and Jamaica, and his express companies cover all the territory from the Potomac to the Gulf. He has been a conspicuous figure in transportation circles since the outbreak of the war. His employees were given a holiday to visit the exposition, and it was in the audience on the exposition that the anniversary was celebrated. Many of the general officers of the Plant project were present and every department was represented down to the hands.

This Season's Orange Crop. J. A. Enlow, Jr., who makes business tours through the state, has just returned from one of his trips in the orange region. He says the crop will not exceed 60,000 tons, all of which are far below the crop of Tampa and Bartow, the centers of the trade in that commodity (or rather in citrus fruit) in the state. The crop has been sold at \$2.50 to \$2.75 per box, beyond that basis. To "deliver" at Jacksonville \$1 more must be paid for hauling, wrapping, boxing and carting. Captain Enlow knows the market at Jacksonville. He is of opinion that most of this crop will go north and west. He knows of several orders already executed for western points for November and December deliveries. There have been few transactions in January dates.

Citrus Fruits of Italy. General Seymour, of Palermo, Sicily, says that the annual output of lemons and lemons in Italy, including Sicily and Sardinia, is about ten million boxes, only four million boxes of which are exported. The largest part goes to the United States, or say about five million boxes of fruit. Speaking of the future, Mr. Seymour says: "The ever increasing production of lemons and lemons in the United States not only removes the hope of increasing exportation thither, but causes fear that at a time not far distant, Italian fruit must give way to a considerable extent to the American product; nor can the Italians hope for any increase in their exports to European countries, owing to the competition of Spain, Greece and Algeria, Germany, England, France, Belgium and Switzerland, but of the importation of two million boxes of oranges and lemons, receive only one fourth from Italy."

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National Editors. R. B. Herbert, editor of the National Journalist, of Chicago, and organizer and first president of the National Editorial association, and J. M. Page, corresponding secretary of the association, are in Florida on a joint mission to arrange the itinerary of the association, which will hold the annual meeting of 1895 in St. Augustine January 21st, next. Mr. Page says that this itinerary will be left largely to the Florida State Press association and the general passenger agents of Florida railroads.

"I notice," said Mr. Page, "that there is considerable rivalry between the people of the East coast and West coast of the state, and for that reason we will give all of the railroad men a voice as to what places we shall visit, and therefore we feel that no section will be slighted. After having secured an itinerary we will be able to arrange the details of reception at each place. In the past the chief difficulty encountered was because of a failure to give sufficient and definite notice to small places as to our coming, the result being that inadequate provisions were made to give us something to eat. Hunger is not a comfortable feeling, and we expect to have no one in Florida complain of not having enough."

Celery in South Florida. The cultivation of celery in south Florida is attracting attention, says the Orlando Reporter. It succeeds admirably on flat woods lands and muck beds when properly drained. It is easily grown when subjected to proper manipulation. Celery is grown during the fall, winter and spring months in this latitude without danger from frost, as it will withstand a lower temperature than any other vegetable product.

The common celery is found growing wild in many parts of Europe in ditches and brooks near the sea and in saline soils. The wild plant has penetrating odor and a bitterish, acid taste, which is radically changed by cultivation so that its taste becomes agreeably sweetish and aromatic. When bleached it is much used as a salad and to impart flavor to soups, and it is sometimes used as a boiled vegetable.

Celery contains sugar, mucilage, starch and a substance resembling mannase, which acts as a stimulant to the urino-genital organs, and a valuable preparation is made from shot, leaf and stalk, which is recommended for nervous debility. This vegetable sells readily for \$1 per dozen stalks in the southern markets, and from 75 cents to \$1.50 per dozen, net, in the northern markets. Dr. Joseph Leinhardt, of Orinda, has grown celery for the past ten years. He is a practical gardener, and has made a special study regarding the production of this vegetable. In conducting his experiments he has discovered a plan of treatment which cannot fail to produce satisfactory results.

Besides growing celery in large quantities, he is raising celery plants for sale. Persons purchasing plants from him will be given his secret for managing the growth of the plants and the bleaching process free of charge. He has been induced to do this on account of the business depression caused by last winter's freeze. It requires from 23,000 to 28,000 plants to set an acre, which will produce about 2,300 dozen, showing an enormous profit. The expense of raising celery is very little more than that of a cabbage crop.

WANT TO MAKE BRANDY. Present Revenue Laws Unfair to Pear and Orange Growers.

Orange growers of South Florida and pear growers of North Florida are very anxious to manufacture brandy out of their surplus fruit and are urging an amendment to the revenue laws to include oranges and pears under the fruit and brandy classification. Many letters are written to Internal Revenue Collector George W. Wilson on the subject just after the freeze of last year, as well as since that time. Mr. Wilson has sent an official letter on the subject to the commissioner of internal revenue for his sanction. If this letter is endorsed by the commissioner copies of it will be transmitted to the members of the Florida delegation. The letter to be sent to the senators and members of congress from this state is substantially as follows: "I notice in newspaper clippings enclosed that it is probable that the honorable commissioner of internal revenue contemplates recommendations for the amendment of the internal revenue laws to embrace pears and oranges under the fruit and brandy classification. "This is of great importance to the pear and orange growers of Florida, and this statement will suffice to engage your active and zealous co-operation after the matter leaves the hands of the commissioner. "Such an amendment will add very materially to the revenue from the district as well as other districts where pears and oranges are grown. "Under the fruit and brandy classification, as it now stands, only grapes, apples and peaches are included. To qualify as a grain distiller entails an expense that would be impossible to

the fruit grower of Florida, hence the fruit growers of the state were compelled last season to make into vinegar thousands of gallons of fruit juice that could more profitably have been made into brandy.

GROWTH OF THE SOUTH.

The Industrial Condition as Reported for the Past Week. Reports as to industrial conditions in all parts of the south for the past week show that the variations in the cotton markets have not been felt in other lines of business. The crop being short and the demand very great, all growers of cotton are getting a considerable advance on what was expected in the spring, and settlements as low being are on good terms. In other lines, such as cotton manufacturing, iron making, lumber and coal, everything is prosperous. The south's great advantage this year is that its cotton crop has been made for less money than ever before, in being sold for higher prices and the proceeds are almost all available for investment, as home grown supplies were never before raised in so great quantity.

The list of new cotton mills as reported for the week includes a \$250,000 mill at Vicksburg, Miss.; mills each with \$200,000 capital at Atlanta and Rome, Ga., and Jackson, Miss.; other cotton mills at Bessemer, Ala.; Gastonia, N. C., and Meridian, Miss.; a \$200,000 cotton rope factory at Galveston, Tex., and a knitting mill at Brunswick, Ga. The Salem Oil and Gas Co., capital \$500,000, has been chartered at Salem, Va.; car works and car wheel works are to be established at Savannah, Ga., at a cost of \$100,000; the Meadow Brook Land Company, capital \$50,000, has been organized at Louisville, Ky., and the Grafton Coal and Coke Co., capital \$30,000, at Grafton, W. Va. Cooperage works, with \$20,000 capital, are reported at Moultrie, Ga.; a \$20,000 saw mill and novelty works at Tampa, Fla., and a \$15,000 saw and shingle mill at Windsor, Fla.

There is also reported an electric lighting plant at Abbeville, La.; the opening of iron mines at Cartersville, Ga., and Brown Springs, Va.; of a pottery at Macon, Tex., and a rice mill at New Orleans, La. A sugar refinery of a thousand tons capacity is to be built at Abbeville, La.; a tannery at Charlotte, N. C.; a furniture factory at Knoxville, Tenn.; saw mills at Tyrone, Ark., and Ferdinand, Fla., and water works at Dublin, Ga., and Falmouth, Ky.—Tradesman (Chattanooga, Tenn.)

DR. BATTIEY DEAD.

As a Surgeon His Fame was World-Wide.

Dr. Robert Battiey died at his home near Rome, Ga., Friday afternoon. Dr. Battiey was one of the most distinguished surgeons in the south. He was the originator of what is known as the Battiey operation that is now performed by the great surgeons all over the country. His sanitarium in Rome has been visited by patients from every state in the south, and as a successful practitioner his reputation has extended to the remotest boundaries of the country. Dr. Battiey was born in Augusta, Ga., November 26th, 1828. He received his medical degree from the University of Pennsylvania and from Jefferson medical college in 1867. During the civil war he served as a surgeon in the Confederate army, at first in the field and later in charge of various hospitals.

From 1873 to 1875 Dr. Battiey was professor of obstetrics in the Atlanta medical college, and from 1873 to 1876 he edited the Atlanta Medical Journal. He was president of the Georgia Medical Association in 1876. Dr. Battiey wrote several books and papers on surgery and diseases of women, many of which have been copied in foreign languages.

If ever a man was a martyr to his profession or calling, that man was Dr. Robert Battiey. For nearly half a century he has labored assiduously for the relief of human suffering, devoting every moment that he was not engaged in the active work of his profession, in studying, reading and investigating.

ALLEN G. THURMAN DYING.

Physicians Say He Can Only Live a Few Days Longer.

A special from Columbus, O., says: Last Friday ex-Senator Allen G. Thurman fell from a sofa in his library and suffered injury to his left hip which was very painful at the time, but his physicians found no bones broken, and though he suffered severely on Saturday, he was better on Sunday, and it was believed that his strong constitution would enable him to withstand the shock. Tuesday he was so much better that he wished to go to the polls to vote, but at the advice of his physician he did not do so. Wednesday he fell into a stupor from which it is altogether likely that he will not recover. His son, Allen W. Thurman, says that there is little ground to hope that he will live more than a few days, and his death may occur at any time.

Locked Out by Shipbuilders.

The Clyde shipbuilders at Glasgow, Scotland, began their promised lock-out by paying off and suspending 25 per cent of their workmen. The Clyde builders are acting in harmony with the Belfast Shipbuilders, whose employees are on a strike.

Assignment of a Leadville Bank.

The Leadville, Col., Savings and Deposit bank has closed its doors and made an assignment owing to a scarcity of ready money. The assignment covers the personal property of P. W. Breene, president, as well as all the bank's chattels.

BOILER EXPLODED.

BUILDING WRECKED AND MANY LIVES LOST.

Fearful Collapse of The Journal Building at Detroit.

At about 9 o'clock Wednesday morning the boilers in the Journal building, at Detroit, Mich., exploded with terrific force. A portion of the building, about 40 feet wide, immediately collapsed, burying scores of people in the ruins. Four dead and several injured were soon taken out. A great many girls and women were employed in the building. There were probably a hundred or more persons in the wrecked portion. The following is a list of the dead as far as can be ascertained at present: Two unknown men, two unknown girls, John S. Derby, Lizzie Tapley and Henry Larvier. The list of injured is a long one, and it is probable that some of those most seriously hurt will die.

Shortly after 9 o'clock the ruin broke out in flame and the stifling smoke seriously impeded the firemen in their work of rescue. It is positively known that at the time of the collapse, the stereotypers engaged on the fifth floor were Michael Ward, Arthur Lynch, James Ross, all three of whom went down in the wreck. In the third story was the Habbie Electrotype Foundry, in which there were some half dozen men. In the top story was the Journal's stereotyping department, where four or five men were busy. As near as can be learned there were from 25 to 30 at work in the building exclusive of those who may have been injured while passing on the street.

Twenty-six dead bodies have already been taken from the ruins of the Journal building, and the search still goes on. Later dispatobes are to the effect that there are yet twenty missing, swelling the probable list of dead to forty or forty-five; besides these, nineteen persons were seriously injured, two of them fatally.

The dead thus far taken from the ruins are as follows: Adolph Schriber, Jr., John Gordon, Kittie Leonard, M. Rosa Morgan, John Breitenbecher, unknown man, Jennie Niebauer, Bertha Weidensch, Lizzie Tapley, Henry Walsh, John J. Reuter, George H. Soule, George Shaw, Willie Hawes, James Ross, William W. Dunlap, Henry Larvier, unknown boy, supposed to be John Bowman; Carrie Bauer, Hattie Hillier, Minnie Liese, E. L. Kieger, unidentified man, Walter P. Saxby, Michael Ward and Ernest Parkie.

The cause of the disaster has been definitely ascertained as a boiler explosion, but what caused the explosion is still a mystery. Thomas Thompson, the engineer, was painfully injured. He said he could assign no reason for the explosion. City Inspector McGregor says he inspected the boilers last August and found them to be up to the requirements. Some of the employes in the building assert that the boilers were old and known to be unsafe.

The scenes around the wreckage were heartrending. Parents, brothers, sisters, wives and friends of the entombed victims stood anxiously by and as a dead and mangled body was brought into the open air a shriek would go up by those who were near and dear that would penetrate that entire section of the city.

THE ASSOCIATION NOW SOLID.

The F. C. & P. Agrees to Withdraw Its Withdrawal Notice.

The Florida Central and Peninsula railroad has removed the last obstacle to the success of the Southern States Passenger Association. Some time ago this road gave notice that it would withdraw from the association, the withdrawal to take effect the first of January. Now Commissioner W. E. Thomas has received a telegram from the authorities of the road canceling the former notice and announcing their intention to join the freight association also. This action on the part of the F. C. and P. puts the two associations on a much firmer footing, and removes the great danger that has threatened the successful existence of the passenger association. The F. C. and P. is a strong road and it was extremely desirable that it should be in the association.

ACCIDENT ON THE L. AND N.

Reports Say Many Lives Were Lost in a Collision.

A special from Nashville received at 2 o'clock Monday morning says: There has been an accident on the Louisville and Nashville road near Franklin, eighteen miles south of Nashville. Many reports are in circulation, and it is stated that both engineers and several passengers have been killed. It is impossible to learn tonight anything except that a New Orleans train and a freight train ran into each other four miles south of Franklin, and that many lives were lost, including five passengers.

Hayward Will Hang.

A special to a morning paper from Minneapolis says: "The supreme court has affirmed the decision of Judge Smith, of the district court, who refused to grant Harry Hayward, convicted of the murder of Miss Katherine Ging on December 3d, last, a new trial. Judge Gandy is at work upon the opinion, which will accompany the decision when it is rendered by the supreme court."

FLORIDA CENTRAL AND PENINSULAR RAILROAD.

New Florida and Northern Air Line and Florida Trunk Line. TIME TABLE IN EFFECT OCT. 7, 1895.

Table with columns for routes (e.g., Jacksonville, Tampa, Orlando, Ocala, Gainesville, Leesburg, Silver Springs, Lake City, Marianna, Oklawaha, Homosassa, Wildwood, Leesburg, Tavares, Live Oak, Orlando, Winter Park, St. Catherine, Lacombe, Dade City, Plant City, Tampa) and times for various services (Daily, Semi-Daily, etc.).

CINCINNATI-JACKSONVILLE.

Table showing routes from Cincinnati to Jacksonville via various intermediate points like Chicago, St. Louis, St. Paul, etc., with departure and arrival times.

HOLLY SPRINGS ROUTE.

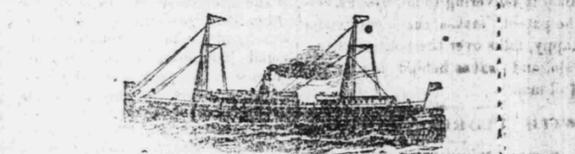
Table showing routes from Jacksonville to Holly Springs, N.C., via various points like Tallahassee, Marianna, Oklawaha, etc.

Get Card of Cheap Rates to Atlanta.

Table listing various routes to Atlanta from Jacksonville and other Florida cities, including times and service details.

Through Sleeper for Asheville by Train. Through Sleeper for Asheville by Train. Through Sleeper for Asheville by Train. Through Sleeper for Asheville by Train.

THE CLYDE STEAMSHIP CO.



NEW YORK, CHARLESTON AND FLORIDA LINES.

The magnificent Steamships of this Line are appointed to sail as follows: Calling at Charleston, S. C., both ways. From New York, Pier 22, E. R. Standard Time-Steamer. From Jacksonville, Fla. For Charleston and New York.

Philadelphia, Charleston and Jacksonville Line.

For the present and until further notice steamer "Yemassee" is intended to sail from Philadelphia for Charleston, Wednesdays, and from Charleston for Philadelphia, Sundays. Close connection made at Charleston with Clyde Florida Steamers for business to and from Jacksonville and all Florida points. Also, Philadelphia and interior points via Philadelphia.

ST. JOHNS RIVER LINE.

For Sanford, Enterprise and Intermediate Points on the St. John's River. The Elegant Iron Side-Wheel Steamer "CITY OF JACKSONVILLE" Cap. W. A. SHAW, is appointed to sail from Jacksonville Sundays, Tuesdays and Fridays at 3:30 p. m., and from Sanford Mondays, Wednesdays and Saturdays at 9:00 a. m. Enterprise 9:30 a. m.

Table showing the schedule for the St. Johns River Line, including departure and arrival times for various points like Jacksonville, Palatka, Astor, St. Francis, Beresford, Pine Springs, Sanford, and Enterprise.

General Passenger and Ticket Office 204 W. Bay street Jacksonville John L. Howard, Florida Freight Agent. F. M. Ironmonger, Jr., Florida Passenger Agent. foot Hogan street, Jacksonville, Fla. A. J. Cole, General Passenger Agent, 5 Bowling Green, New York. Theo. G. Eger, Traffic Manager, foot Hogan street, Jacksonville, Fla. D. D. C. Mink, G. F. A., 12 South Delaware Avenue, Philadelphia. W. M. P. CLYDE & CO., General Agents, 12 S. Delaware Ave., Philadelphia. 5 Bowling Green, New York.