LEGAL NOTICES

IN THE CIRCUIT COURT OF ST. LUCIE COUNTY, FLORIDA.

William E. Dunwody, Complainant —VS— Florida Southern Railway Company, a corporation, Frank Q. Brown, trustee, and Frank Q. Brown, and all persons claiming an interest in the property in this bill described Defendants. | In Chancery

ORDER OF PUBLICATION

This cause coming on to be heard upon the motion of the Complainant for an order of publication to the defendant Florida Southern Railway Company;

And it appearing that William E. Dunwody, complainant, has instituted suit and filed his bill in Chancery, in the Circuit Court of St. Lucie County, Florida, against Florida Southern Railway Company, a corporation organized and existing under and by virtue of the laws of the State of Florida, Frank Q. Brown, Trustee, and Frank Q. Brown, and all persons whomsoever asserting or claiming any right, title or interest in the property described in said bill, the names and residences of whom are to the said complainant unknown, for the purpose of removing the cloud on the title of said complanant to the lands described in said bill; and it appearing further that a subpoena was duly issued out of said Court directed to said Florida Southern Railway Company, as prayed in said bill, and that said subpoena was thereafter placed in the hands of the Sheriff of St. Lucie county, Florida, and by him returned to the said court, unserved, because said defendant Florida Southern Railway Company could not be served owing to the failure of said corporation to elect any officers or to appoint any agents and further because the officers and agents of said corporation are unknown.

WHEREFORE it is hereby considered, ordered and decreed that said Florida Southern Railway Company, a corporation organized and existing under and by virtue of the laws of the State of Florida, be, and is hereby required to appear to said bill and defend said suit of the complainant, at the office of the Clerk of the Circuit Court of St. Lucie County, Florida, at Fort Pierce, Florida, on Monday, the 2nd day of January, A. D., 1911, and that this order be published once a week for the space of two months prior to the said 2nd day of January A. D., 1911, in the ST. LUCIE COUNTY TRIBUNE, a newspaper published and having a general circulation in said County.

DONE AND ORDERED, at Miami, Florida, this 5th day of September, A. D. 1910

MINOR S. JONES,
Judge of the Circuit Court of St. Lucie County, Florida.

E. J. L'Engle, W. H. Baker, Solicitors for Complainant.

IN THE CIRCUIT COURT OF ST. LUCIE COUNTY, FLORIDA. IN CHANCERY

William E. Dunwody, Complainant —VS— Florida Southern Railway Company, a corporation, Frank Q. Brown, trustee, and Frank Q. Brown, and all persons claiming an interest in the property in this bill described Defendants | Order of Publication

TO WHOM IT MAY CONCERN, GREETING:

It appearing from the sworn bill of complaint filed in this cause that there are persons interested in the property involved in this suit, other than the known defendants, and the names of such persons so interested are unknown to the complainant, and that relief is prayed in the said bill of complaint against such unknown defendants.

IT IS, THEREFORE, ORDERED that all parties claiming an interest in and to the following described lands situated in the county of St. Lucie and State of Florida, to wit:

Northwest ¼ of southeast ¼ of section 14, township 33 south, range 35 east.

South ½ of northeast ¼ of section 22 in township 34 south, range 36 east.

East ½ of southeast ¼ of section 4 in township 35 south, range 35 east.

South ½ of northeast ¼, east ½ of southeast ¼, and lots 2 and 3 of section 4 in township 37 south, range 35 east.

South ½ of northeast ¼, southeast ¼, and lot 10 of section 6, north ½ and north ½ of southwest ¼ of section 20; and southwest ¼ of section 22, township 37 south, range 36 east.

Do appear to the Complainant's Bill of complaint, herein filed, on or before the Rule Day in January, A. D. 1911, to-wit, on the 2nd day of said month of January.

AND IT IS FURTHER ORDERED that this order be published once a week for twelve (12) consecutive weeks in the ST. LUCIE COUNTY TRIBUNE, a newspaper published in said St. Lucie county and of general circulation in said county.

WITNESS the Honorable Minor S. Jones, Judge of said court, and my hand as clerk thereof, and the official seal of said court, this the 19th day of September, A. D. 1910.

(SEAL) J. E. FULTZ, Clerk Circuit Court

E. J. L'Engle, W. H. Baker, Solicitors for Complainant.

NOTICE OF APPLICATION FOR TAX DEED
Under Sec. 8 of Chapter 4885, Laws of Florida.

Notice is hereby given that Fred Fee, attorney, purchaser of Tax Certificate No. 595, dated the 2d day of July, A. D. 1909, has filed said certificate in my office, and has made application for tax deed to issue in accordance with law. Said certificate embraces the following described property situated in St. Lucie county, Florida, to-wit: The N. E. ¼ of Section 16, Twp. 34 S., R. 37 E., containing 160 acres. The said land being assessed at the date of the issuance of such certificate in the name of F. W. Lord. Unless said certificate shall be redeemed according to law, tax deed will issue thereon on the 21st day of November, A. D. 1910.

Witness my official signature and seal, this, the 15th day of October, A. D. 1910.

J. E. FULTZ,
Clerk Circuit Court St. Lucie County, Fla.

SCHOOL AT HOME

Let the Carver School teach you by mail, the Art of Photography.

If you are seeking a profession that is not overcrowded and one that is remunerative, respectable and pleasant you are advised to take up photography—Let the Carver School teach you.

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Supplies and Finishing for Amateurs
Quick Service — Best Possible Results
Everything Photographic
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ROADS MADE OF OIL AND GRAVEL

They Are Very Durable For Heavy Traffic.

MEANS OF CONSTRUCTING ONE

Much Care Required In the Selection of Stones Used—Keen Judgment In Mixing, Heating and Spreading the Substances Is Necessary For Best Results—Roll Road Thoroughly.

The highway commission in the state of Massachusetts desired to construct a high class road of oil and gravel during some experiments in road building.

A section of the state highway that was in a dilapidated condition was selected for the experiment. The old surface was loosened up with steam roller picks, then shaped up with shovels and rolled down with a steam roller, but not tightly bound on top, the old stones being loose rather than otherwise to prevent crawling or waving of the bituminous gravel surface.

The surfacing, which is really an oil mixture, followed and consisted of seven grades of compositions designed to determine as far as possible the comparative proportions of materials that would give the best results.

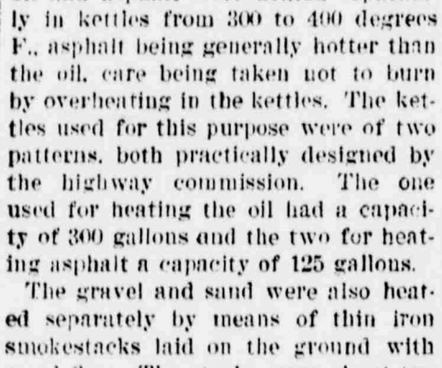
They found a gravel pit near by and started to work at once. The kettles for heating were set up on the road near the pit and the mixing done there. The gravel was screened, separated into three sizes, and the stones over one inch were thrown out as being too large.

About eighteen gallons of oil per cubic yard of gravel were used. The oil and asphalt were heated separately in kettles from 300 to 400 degrees F., asphalt being generally hotter than the oil, care being taken not to burn by overheating in the kettles. The kettles used for this purpose were of two patterns, both practically designed by the highway commission. The one used for heating the oil had a capacity of 300 gallons and the two for heating asphalt a capacity of 125 gallons.

The gravel and sand were also heated separately by means of thin iron smokestacks laid on the ground with wood fires. The stacks were about ten feet long and laid in groups of four about eighteen inches apart and parallel with each other. The screened sand or gravel was thrown over them to a depth of about one foot, and after being heated to a temperature approximately of 225 degrees F. the stacks, with the fire in them, were lifted out of the heated gravel or sand, laid down in another place and again covered with the mineral to be heated.

The mixing of the oil, gravel and sand was done by hand shoveling on wooden or steel mixing platforms, the wooden at first, but on the steel, which was much better, requiring less labor.

The heated sand and gravel in the above proportion were measured out on the platform by means of a measuring box. Hot oil in small quantities, perhaps one-third of the required amount, was thrown over the hot mineral, turned over once; then the full amount of oil added and turned, then the full quantity of asphalt added and thoroughly mixed until practically no sand could be seen that was not thoroughly coated and there were no lumps, and the completed mixture was ready to be shoveled into the carts and hauled to the road.



AN IDEAL HIGHWAY OF OIL AND GRAVEL
[From Good Roads Magazine, New York.]

The temperature of the mixture after reaching the road in the carts was from 150 to 250 degrees F. It was shoveled from the carts into place or dumped upon a dumping board and shoveled back into place. The best results were obtained when shoveled directly from the cart. Perhaps it was because there was less cooling. One man could do all the spreading. All the coarser stones were carefully raked ahead into the bottom so as to reduce as far as possible the voids on the surface. The most careful spreading was given, and a ten ton roller followed directly after the material was spread.

To obtain the most perfect results teaming should be kept off for a period which need not be longer than twenty-four hours after spreading, when the rolling would be completed.

Good to Remember.

In planning road improvements it should not be forgotten that when a road is once improved with macadam or gravel the travel instantly doubles or trebles, and the road surface must be sufficiently strong and durable to provide not only for the present traffic on the road, but for the traffic which the improved highway will bring to that community.

Federal Government.

It is a mistake to suppose that the idea of federation in government originated with the framers of the United States constitution. Long before the Philadelphia convention met federalism existed in Switzerland, and the idea when adopted by the Swiss cantons was already an old one. The first attempt at the federal union of states was made in Greece in the instance of the celebrated Achean and Aetolian leagues (280 B. C.), formed by the Greek states to save themselves from slavery to Macedon.—New York American.

Human Nature and Woman Nature

The successful advertiser must understand human nature, but his most direct appeal usually is to Woman Nature. The ladies are the bargain hunters. Very likely some of them right now are reading this and will turn to look for bargains advertised in this paper. They get on the trail of a bargain and follow it right into camp—if they once find the trail.

Your store is the camp. This paper is the trail. Why not connect the camp with the trail?

60 YEARS' EXPERIENCE
PATENTS
TRADE MARKS
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Anyone sending a sketch and description may quickly ascertain our opinion free whether an invention is probably patentable. Communications strictly confidential. HANDBOOK on Patents sent free. Oldest agency for securing patents.

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. . . For the Ladies . . .

THE TRIBUNE has just received a large shipment of the celebrated Genuine Eaton-Hurlburt English Mull writing paper and envelopes in neat boxes. We are prepared to print the paper in an attractive style with Wreath inclosing one or more initials; Fleur de Lis with initials underneath; name of town, or any other wording or design desired, in one color, at the following prices for individual orders:

100 Envelopes, 120 sheets of paper.....$1.75
150 " 180 " " " $2.75
250 " 300 " " " $3.50

For two colors, 50c extra. Envelopes not printed. When cash accompanies order we deliver postpaid. The prices quoted are the usual retail prices of this grade of paper without the printing.

Send your orders to THE TRIBUNE, Fort Pierce, Fla.

John N. C. Stockton's Space

A Little Journey to the Hearts of Business Men

BY A BUSINESS MAN

THERE are quite a lot of people—and good people at that—who hold that a State in a state of development, like this State, for instance, should be represented in the United States Senate by a business man.

And these people are entitled to their opinion, which is, in turn, entitled to serious consideration.

Therefore, let us put a senatorial candidate on the scales, apply the Bertillon system and get active with the commercial stethoscope.

JOHN N. C. STOCKTON IS A SENATORIAL CANDIDATE.

HE IS ALSO A BUSINESS MAN.

He established, and for many years successfully conducted a large banking business in Jacksonville.

He established and brought success to another large bank in another large city in this State.

He led the fight against railroad freight rebates as an aid to favored business men, and the practice was discontinued.

He, as early as 1903, was a front rank man in the movement for a Railroad Commission, and the bill was enacted by the legislature of 1897, of which he was a member. This has secured more reasonable and equitable rates and better service to shippers.

He was president of the Jacksonville Board of Trade, when that organization needed an active man, enjoying the confidence of business men, to resurrect it after the yellow fever epidemic of 888.

He was part of the movement for municipal ownership in Jacksonville, and the Jacksonville Electric Light plant was built when he was chairman of the Board of Public Works, in which was vested this power at that time.

He was Chairman of the Jacksonville Board of Public Works when brick pavements were begun, and the tablet in the City Hall bears his name.

He was a successful phosphate miner.

He was a success as a naval stores operator.

He achieved success in the real estate business.

He helped build many churches and other institutions for the moral uplift, and was chiefly instrumental in constructing one of the handsomest churches in Jacksonville.

He preserved his credit and his reputation for fair dealing in all his various business activities.

John Stockton is not a dollar chaser, but he has done well for himself and his friends in the engagements of commerce.

He is more than a business man, but as we are considering only this side of him in this litt'e hint to those wise in trade and traffic, we end as we began:

JOHN N. C. STOCKTON IS A CANDIDATE FOR UNITED STATES SENATOR.

HE IS ALSO A BUSINESS MAN.

$345 in Cash Prizes for Florida Fruits and Vegetables

Fruit and Truck Growers should get ready to make the exhibit at the meeting of the American Pomological Society in Tampa, next January, a notable one. In order to encourage competition, the following cash prizes are offered by the E. O. Painter Fertilizer Company.

For Best Box	1st Prize	2nd Prize	For Best Box	1st Prize	2nd Prize
Oranges	$50.	$25.	Egg Plants	$15.	$5.
Grape Fruit	50.	25.	Tomatoes	15.	5.
Pine Apples	25.	10.	Celery	15.	5.
Cabbage	15.	5.	Potatoes	15.	5.
Beans	15.	5.	Peppers	15.	5.
Cauliflower	15.	5.			

Prize winning fruits can be grown only on properly fertilized land. Growers are wise who go into this competition with the aid of Painter fertilizers, the fertilizers that are adapted to the needs of the land and crop, and are **Time Tried and Crop Tested.**

Write for particulars and a copy of our 1910 Florida Almanac.

THE E. O. PAINTER FERTILIZER COMPANY
Jacksonville, Florida