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RESOURCES OF FLORIDA'S SOIL

Much Remains to Be Told of The Wonderful Empire

NONE BETTER FOUND

Enormous Growth of Cities Surpassed by Rural Communities—Development of Her Acres Is Key to Fortune

Much has been written about Florida about her opportunities and her resources. Much remains to be told, for the story is that of a wonderful empire which has just been fairly started in a marvelous development. Much that has been written and told has done untold harm to the state, because it has deliberately falsified existing conditions because it has so stretched the truth as to give false impressions, because it has told only part of the truth which often is worse than a lie, or because facts have been given in such a way as to be misleading to those who are wont to judge of conditions from the viewpoint of the Northern and Western farmer accustomed to different environments.

Florida is essentially an agricultural state. The enormous growth of her cities has been surpassed by that of her rural communities during the ten years just passed. Their prosperity is dependent upon that of the groves and gardens and farms and unquestionably its relation will continue indefinitely. Florida. The development of her resources is the key to the future, and as its advances, the growth of the cities and markets and shipping points will follow naturally and inevitably. The great opportunities of Florida are in her acres, and these opportunities are greater in Florida than in any other section of the United States.

The statement is a bold one, but it is capable of proof. The natural conditions that warrant it are mainly the enormous areas of unoccupied lands, the rich fertility of these acres and a favoring climate that grow from two to four profit-paying crops from the same land every season, that permit quick and healthful development of these crops and that allow practically uninterrupted out-door work through the entire twelve months.

In no other state are these conditions combined as in Florida. The variety of soil, from the red clay of the western and northern sections, to the black loam of the southern part of the peninsula, encourages the growing of a wider assortment of vegetation than the soils of any other state. It ranges from the hardy grains and fruits that are supposed to belong on the prairies of Nebraska or Illinois, to the bananas and pineapples and oranges and lemons of the semi-tropics. This versatility of products is demonstrated by the natural growth of a larger variety of trees and wild vegetation than is found in any other state, or so far as is known, any other area in the world.

All these resources of soil are in Florida awaiting on millions of virgin acres the coming of the farmer and horticulturist from wheresoever existing conditions impel the dissatisfied worker to seek more congenial surroundings, where his labor will bring larger returns. It is a demonstrated fact that the same energy coupled with the same or a less investment of capital, will produce larger net cash results from Florida soils than from those of any other state which lies north or west of her. In acres here carefully tended and intensively cultivated will produce more ready net money in a year than twice as much in three times ten acres in the north or west.

It follows naturally that small acreage is the proper basis for farming in Florida. The amount of land that the individual can care for himself, or on which he can personally direct the labor, could be the measure of his holdings for cultivation.

It follows, quite as naturally, that Florida offers unparalleled opportunity to the small farmer, for the man or woman of limited means. In many sections the new comer still meets such conditions as confronted the pioneers who first opened this continent to the world. In Florida the timber lands are all too valuable for lumbering and repenting to be turned over to the agriculturist, especially in view of the fact that uncounted acres are ready for the plow. On the cut over lands, some of them the richest in the state, on which the stumpage remains, the clearing is accomplished easily and with little expense, and these lands are productive from the first. There are thousands and hundreds of thousands of acres now ready for cultivation, where the settler finds no natural obstacles to immediate operations. There are on these lands scattered growths of trees efficient for fuel, fencing and other domestic purposes and for shade for the home and stock.—Florida Financial and Industrial Record.

Hallowes-Bailey Marriage

Tuesday afternoon witnessed a very interesting matrimonial event in Fort Pierce, which took place at St. Andrew's

Episcopal church, the Rev. Vincent C. Lacey, priest-in-charge, officiating. The principals were Mr. John Hallowes, civil engineer of Jacksonville, and Miss Edna Marie Bailey, of Walton. The church presented a very pretty appearance as the bridal party proceeded up the aisle to the strains of Mendelssohn's Wedding march. The chancel was beautifully decorated with cut flowers and potted plants as a setting for the bridal party was very pleasing.

Miss Florence Brewer acted as bridesmaid, with Mr. J. K. Williams as groomsmen. The event had been kept very quiet but in spite of this the church was fairly filled with their interested friends.

After the ceremony the bridal party and invited guests partook of beautifully served refreshments at the home of Capt. and Mrs. W. J. Nesbitt. The table decorations consisting of wedding bells and garlands were very tasteful and quite in keeping with the occasion.

The happy couple left on the Florida Limited for points south amid the well wishes of a host of friends.

The groom is a young man of sterling merit and ability in his profession and holds the respect and esteem of all who know him.

Miss Bailey is well known as the adopted granddaughter of Capt. and Mrs. J. H. Andrews, of Walton, and has always been a favorite among the society young people of Walton and Fort Pierce, who all join in wishing her a long life of useful happiness.

The bride was the recipient of numerous elegant and useful gifts token of the esteem in which she is held by those who know her.

COST OF IRRIGATION AND CLEARING LANDS

As a general thing no irrigation is necessary in Florida except when land is tiled and sub-irrigated. For celery, lettuce, strawberries the growing is usually carried on by irrigation as this makes crops sure, not only providing water in times of drouth, but draining the land in time of heavy rainfall and assuring the crops of periodical waterings.

Flowing wells can be obtained by boring in many parts of the state, and in these sections have grown up the famous vegetable-producing towns. These wells are generally from 75 to 200 feet deep and cost on the average \$1.00 per foot for driving. A six inch well will water fifty acres, and in localities where intensive farming is carried on and where the average holdings are from 5 to 10 acres, all side by side, community water systems are possible.

It costs to clear pine lands about \$40 an acre, "cut over" pine lands \$30, hammock lands \$125; palm hammock \$75, rocky pine land \$125, per acre. This is the actual cost of clearing, but the timber is of value and sometimes pays the total cost. Much of this cleared land must be drained and this costs upwards of \$10 an acre. When the land is cleared and drained a crop of grass should be grown on it and burned before vegetables are planted. A man with a family will do well to get onto the land before he attempts to bring his family if he is to do pioneering. Besides clearing the land there are houses and cisterns to be made ready, and much to be done before the women folks will be ready to call it home. Of course if the wife is ready to rough it some, and the children are old enough to help and there is money enough in the sock to buy "grits," why it would be all right to come, as tents could be provided. While no actual suffering would result from living in tents, it must be remembered that the winter nights, and some of the days, are quite cold, and while frosts are rare, it is not at all comfortable when the thermometer gets down to 35 or 40.—Florida Fruit and Produce News.

LYCEUM ATTRACTIONS DATES ARE ARRANGED

The Fort Pierce Improvement club announces the appearance in Fort Pierce the evening of Tuesday, January 24th, of Sidney Landon, the great character artist, who attracts crowded houses wherever he appears. He is the first of the Lyceum attractions secured by the club for the entertainment of the people of Fort Pierce and vicinity.

The club has secured five of the high class attractions, and in each instance was obliged to put up a guarantee. Season tickets for the five attractions have sold at the low price of \$2—only 40 cents for each number, and the club is yet short \$70 in having the amount required for the five attractions in the bank. To raise this amount they will sell thirty-five more tickets at \$2, if bought before the 24th, after that date no season tickets will be placed on sale, and admission will be 50 and 75 cents for each performance.

Dates have already been made for the succeeding four attractions, as follows: Ross Crane, February 15th; The Rooney Boys, March 8th; The Dell Fox Company, March 15th and the Chicago Glee Club, March 22nd. If you do not have a season ticket, buy before it is too late. These entertainments promise to be unusually interesting.

UNCLE SAM'S NEW WAR SHIP

Arkansas Is the Most Powerful Man-of-War In the World

LAUNCHED JANUARY 14

She Has a Displacement of 26,000 Tons and Will Cost \$10,000,000 When She Is Placed in Commission

Uncle Sam's Navy was increased Saturday by the addition of the most powerful fighting vessel in the world, when Miss Mary L. Macon, daughter of Congressman Macon, of Arkansas, broke a bottle of champagne over the new battleship named for that State, and sent it gliding gracefully down the ways on to the broad surface of the Delaware at the yards of the New York Shipbuilding Company in Camden, N.J.

The new battleship is the most powerful in the world, having a displacement of 26,000 tons, the next in size being four battleships of the British navy—the Conqueror, Monarch, Orion and Thunderer—which each have a displacement of 22,500 tons.

It will be fitted up as a flagship and will be ready for commission in a year. When completed the vessel will carry an armament of twelve 12-inch guns as a main battery and will have more power and destructive force than any vessel in the navy.

In length over all exceeding she will also exceed any other, being 554 feet; her breadth at the load water line being 92 feet. While her normal displacement is 26,000 tons, her full load displacement will reach, it is estimated, 27,243 tons. She will have a bunker capacity of 25,000 tons independent of the 400 tons in the oil tanks.

The crew of the new vessel will include 1,030 men, and 86 officers, exceeding by 200 the number of men carried by the largest battleships of our fleets today.

She will be an expensive ship, as are all the up-to-date battleships of the navies of the world. To construct her hull and engines cost \$5,000,000. Her armament, two thousand tons of steel plates, worth \$460 per ton, will cost \$900,000. Her twelve 12-inch guns, worth \$80,000 each, will cost \$960,000. Her secondary battery, made up of rapid fire guns and the 5-inch guns, 25 in number, will add \$200,000 to cost of her armament. Her fire control system, electric searchlights, and telephones, will add \$300,000 more to the bill. After these items are met there is a cost running into several million of dollars to fit up the warship, so that the officers and men can comfortably live aboard her. She will cost at least \$10,000,000 when she goes into commission.

At her trial trip it cannot be definitely stated what the speed of the new sea monster will be. Estimates, however, place her speed at 20 1-2 knots per hour.

The Wyoming, the sister ship to the Arkansas, and the only other battleship of her class, is now building at Cramps Ship Yards in Philadelphia, and will be launched early in the spring.

The Texas and New York, the former of which is to be built in Newport News, Va., and the latter in one of the government navy yards, will cost when completed about \$12,000,000 each, owing to the fact that unloaded they will have a displacement of at least 27,000 tons.

SOUTHERN STATES HAS THE BEST ADVANTAGES

The following letter to The Southern Cultivator, from H. H. Deane, gives a good description of the rapid strides of the South and especially Florida:

"Were Horace Greeley alive he would not say, 'Go West, young man,' but 'Go South.'"

"Never before in the history of our nation has the South gone forward with such rapid strides in agricultural and industrial development as now. Each Southern State has advantages pre-eminent advantageous to some special industry. Textile, coal, iron, phosphate, lumber, turpentine and others. Capital has been quick to enter these promising fields, and the South is rapidly forging to the front as a great manufacturing center.

"Agriculturally the South has no competitor. When the chilly winds of the North, East and West begin to blow, and the frost is nipping vegetation, the South with a yawn arouses from her midsummer siesta, gets busy and sends her shivering neighbor, from her bounteous grounds, fields and gardens, all the various delicious fruits and vegetables for which that favored section is famed.

"With no disparagement to any other section of the South, it may be truly said that Florida is in the lead in agricultural development. During the last year many hundreds of acres have been sold to individuals and syndicates, in tracts varying from 500 to 100,000 acres each, these tracts are at once platted

into small farms of ten to forty acres each and offered for sale to settlers at a reasonable price, on very liberal terms.

"Occasionally a careless purchaser gets 'bit,' but there is no excuse for this, as the truth may be learned by writing to a newspaper editor, county official or reliable real estate agent living near the land regarding which information is desired. Most of the companies exploiting these tracts are honest, and desire actual settlers, satisfied settlers, for each of these is an advertisement, a loadstone, drawing the attention of their friends to that special locality, acquainting them with its advantages and eventually recruiting from their ranks many settlers.

"Our whole State is on the move. The 'Good Roads' question is occupying the thought and receiving attention at the hands of individuals and counties.

"Duval county has just voted one million dollars of bonds for this purpose. Jacksonville now has a hard road to the ocean beach, eighteen miles distant, about sixteen miles of which is laid with vitrified brick."

Pension Bill Before Congress

There is a bill before Congress that any Federal soldier who served ninety days, whether he saw active service or not, is entitled to a pension, ranging from \$15 to \$36 a month, provided he has reached the age of sixty-two. Should he have passed that age, he is entitled to back pay. This will add forty-five millions of dollars to the stupendous sum of \$162,000,000 appropriated for pensions last year, although it is forty-five years since Lee surrendered to Grant at Appomattox.

STOCKTON'S PREFERS BRYAN TO BLOUNT

Conceding his own defeat in the first primary, John N. C. Stockton announces that he will support Nathan P. Bryan, against W. A. Blount, of Pensacola, and asks his friends throughout the State to vote for Bryan. Mr. Stockton says:

"The returns from the primary election, held January 10th, to nominate a candidate for the United States Senatorship, to be elected by the Legislature to convene in April, shows that Mr. Blount and Mr. Bryan are both in the lead, therefore, under the rules of the primary law they will contest for the nomination in a second primary to be held January 31, 1911.

"I wish to thank those friends who have fought loyally for me and the principles I represent, and also thank each individual who vote for me.

"The returns indicate that not over 30 per cent of the qualified voters voted in the election held last Tuesday, and while I would not for one moment undertake to dictate to my friends how they should vote, I want to ask them, for patriotic reasons, to vote for the candidate who, in their conscientious judgment, represent nearest the principles I have stood for. I realize that many of my friends might resent my urging them to vote otherwise than their conscience dictates, but I want to appeal to their selfishness and their patriotism, and to remember the power of the United States Senator for good, and not to let any little personal dislikes or personal disappointments interfere with their doing their full duty.

"I know my friends are disappointed, and I do not hesitate to say that I am disappointed, but I made the best fight I could under the circumstances.

"In conclusion, I would thank all those who can conscientiously do so, to vote for Hon. N. P. Bryan for United States Senator, because I believe that it is my duty to support him, as I consider he represents the principles I have contended for, and for this reason I will support him on January 31st."

FLORIDA CITIES WITH POPULATION OF 5,000

Florida's cities during the last decade all showed splendid growth according to the figures of the thirteenth census recently issued, giving statistics for the municipalities having a population in excess of 5,000. From four cities in this class in 1900 the number has grown to ten. Their average increase in population during the ten years was 77.2 per cent. Not a decrease was shown anywhere.

The most remarkable increase in the cities of this class was West Tampa, whose growth was 250.6 per cent and Miami, which grew 225.4 per cent. Of the other cities Tampa leads with 138.5 per cent, followed by Jacksonville, with 103 per cent; Tallahassee, with 68.3 per cent; Pensacola, with 29.4 per cent and Key West, with 16.5 per cent.

Population statistics of the thirteenth census issued included the following cities in Florida:

Key West	1910	1900
Guineville	19,945	19,114
Jacksonville	6,183	3,633
Lake City	57,699	28,439
Miami	5,032	4,032
Pensacola	5,471	1,681
St. Augustine	22,982	17,747
Tallahassee	5,494	4,272
Tampa	5,018	2,981
West Tampa	37,782	15,839
	8,258	2,855

NEW RAILROAD NOW ASSURED

Atlantic, Okechobee and Gulf Is Name Chose by Promoters

TRANS-PENINSULA LINE

Road to Run Through Hillsborough, Polk, DeSoto, Lee, Palm Beach, Dade, St. Lucie, Brevard, Manatee Counties

After having practically completed the organization of the Atlantic Okechobee and Gulf Railway Company, Hy C. Ferriot, Robert L. Riley and Hiram McElroy, left Jacksonville for Tampa, where they will make final arrangements for the preliminary survey of the new road.

The gentlemen interested in this new railroad are all prominent citizens of this state and New Orleans, La., and they have been busily engaged for nearly a year in completing the arrangements for the organization of the company to finance the project.

On February 28, the gentlemen will apply to Hon. Albert W. Gilchrist, governor of Florida, for letters patent, incorporating the company. Those applying are, Daniel A. Simmons, Francis P. McGarry, the Broward Land Company, A. H. West, Walter Graham, Robert L. Riley, Hy C. Ferriot, Hunter W. Raiford, J. O. McPherson, E. E. West and William S. Jordan.

The principal offices of the new railroad will be Tampa, and the main line will begin from a point near the city of Tampa, extending easterly through the counties of Hillsborough, Polk, DeSoto, Lee, Palm Beach and Dade to a point near Miami, and a branch, beginning at Melbourne, in Brevard county, extending southwesterly through the counties of Brevard, St. Lucie, Osceola, DeSoto and Lee to a point near Fort Myers; a branch from that point extending northerly through the counties of Lee, DeSoto, Manatee and Hillsborough to Tampa; a branch line beginning at Basinger in Osceola county, and extending northerly to St. Cloud.

The capital stock of the company will be \$1,000,000 and as much more as will give the company \$10,000 stock at par for each mile of constructed road.

The officers of the new company will be Henry Clay Farriot, president; Robert H. Riley, first vice president; Walter Graham, second vice president; A. H. West, third vice president; Daniel A. Simmons, secretary; W. H. Milton, treasurer and Francis Belding McGarry general counsel.

The books for the subscription of stock will be opened within thirty days after the first organization meeting of the stockholders, which will be held in the office of the Florida Trust Company on the second Tuesday in March, 1911.

Mr. Farriot, who is a former newspaper man, stated that the road would be built just as soon as possible after the granting of the charter; that everything is now in readiness for the preliminary survey, and that he wanted the people of Florida to know that he and his associates meant business.

The gentlemen connected with this new company are nearly all well known in business circles of Jacksonville. Hiram McElroy, who will be the chief engineer of the new road, was for three years an engineer at the Panama canal and is well fitted for the duties he will have to perform. Dr. Riley, who is of New Orleans, was formerly connected with the Southern Pacific railway.

Mr. Farriot was at one time editor and proprietor of the Algiers, (La.) Daily Chronicle. Mr. Simmons was private secretary to Gov. Broward, and is now general counsel of Our Home Life Insurance Company. Mr. McGarry is a partner of W. P. Smith, and a son of T. F. McGarry, Mr. Raiford, who is from Raiford, Fla., is a prominent turpentine man.

The proposed trans peninsula line will open up a section of Florida unknown to the masses of people in the United States, and will develop the great lake district of Polk and DeSoto counties, making a great tourist section.

The necessity of this new road is based on the demand of all interested in mining, mercantile, horticulture and agriculture pursuits.

The road will open up and pass through a particular section of country carefully selected for its fertility of soil and adaptability for successful farming and fruit culture, and will pass through vast fields of rich muck land.

In crossing the state the road will pass through very large and valuable tracts of pine and old cypress timber, which is now many miles from rail lines.

The promoters of the new line are enthusiastic over the bright prospects ahead of them, and are anxiously awaiting the granting of the charter so as actual work can be commenced.

Federal Judge Carpenter, of Chicago, last week handed down a decision in which he held that the government may proceed with its criminal prosecution of packers under the Sherman anti-trust law. He held that the present action is not barred by the injunction granted by Judge Grosscup in 1903.