

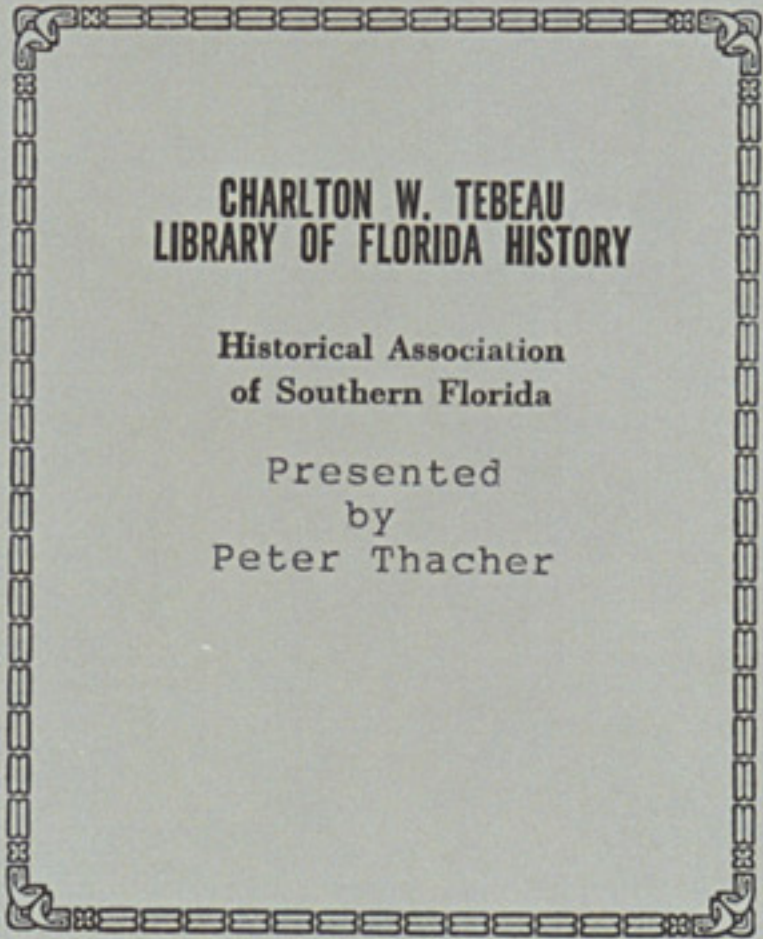
HISTORY
of the
TAMIAMI TRAIL

And a Brief Review of the Road
Construction Movement
in Florida



Published by Authority of
The Tamiami Trail Commissioners
and the County Commissioners
of Dade County, Florida

M I A M I
1 9 2 8



**CHARLTON W. TEBEAU
LIBRARY OF FLORIDA HISTORY**

**Historical Association
of Southern Florida**

Presented
by
Peter Thacher

HISTORY
of the
TAMIAMI TRAIL

And a Brief Review of the Road
Construction Movement
in Florida



Published by Authority of
The Tamiami Trail Commissioners
and the County Commissioners
of Dade County, Florida

M I A M I
1 9 2 8



EARLY VIEW OF TAMIAMI TRAIL

This account deals generally with Tamiami Trail work from Miami to Tampa, but more specifically it treats of the project from Miami to Fort Myers because in the origin of Tamiami Trail or Miami-Marco Highway there was not a single mile of hard surface road from Miami to Fort Myers. In fact there was considerably over a hundred miles of route along which there was not a single house consequently the project from Fort Myers to Miami was not only conquering the Everglades and Big Cypress but blazing a trail from Miami to Fort Myers through what was before 1915 an almost unexplored section of Florida. That portion of the Tamiami Trail from Fort Myers to Tampa and to points north has since been designated as Tamiami Trail, had been constructed prior to 1915 as a travelable and usable road, consequently the author has confined the major part of these statistical facts to that part of the Tamiami Trail between Fort Myers and Miami.

FOREWORD

A TENDENCY to forget or overlook the work of those identified with great enterprises if circumstances interpose to prevent carrying them to completion, impels consideration of the value of such services as have been rendered by the pioneers who have given freely of their time and means to inaugurate the construction of a trans-peninsula highway in Florida. It was due to their firm resolution and faith that the Tamiami Trail came into being. The work which they accomplished required vision as well as faith; physical endurance as well as vision. Building up a strong public demand for the highway was fundamental before construction of the road could be commenced. Wading in water breast-deep for interminable days, sleeping under the stars upon sodden hummocks harassed by torturing insects, burning smoke signals to locate each other when widely separated by the requirements of the fortuitous labor in which they were engaged, were only a few of the hardships they endured.

Financial difficulties were not the least of the troubles with which they had to contend. The unknown character of the immense terra incognita through which the highway was projected could not be determined by engineers trudging through miles of aquatic prairie. Not until actual construction was attempted did the discouraging features of the undertaking become adequately known. Perhaps it is due to divine oversight that man's foresight is confined within such a limited horizon. If our pioneers had fully realized the formidable nature of the task it is probable they would never have tried to master it, for they would have known that their estimates were woefully inaccurate and their resources unequal to its encompassment. But having started it, they were determined to finish the job, and today it has been brought to pass, primarily because they kept eternally at it until means were provided to lift the burden from their weary shoulders. Their valiant struggle has been rewarded, and nothing so unworthy as selfishness or conceit should be permitted to dim the lustre of their achievement or mar the memory of their soulful courage.

**Tentative Order of Exercises in Celebration of the
Opening of the Tamiami Trail, in Miami,
Thursday, April 26, 1928.**

THE motorcade from Tampa and Fort Myers is expected to reach Miami by 4 P. M., of Thursday, April 26, 1928, and will be met by a delegation of citizens headed by the Commissioners of Dade County, Florida, and the Honorable Everest G. Sewell, Mayor of Miami, accompanied by I. E. Schilling, member resident of the State Road Department, and by the Mayor of Coral Gables, Edward E. Dammers, the Mayor of Hialeah, J. P. Grethen, and the Mayor of Miami Beach, J. N. Lummus.

The motorcade will be conducted by the Miami escort past the City Hall at Coral Gables, along the principal streets of that city, and passing out through the imposing Ponce de Leon gateway, along Southwest Eighth Street to Southwest Second Avenue, crossing to Flagler Street, thence east to Miami's most distinctive thoroughfare, the magnificent Biscayne Boulevard. Passing through Bayfront Park, the visitors will view the decorations set up for the 54th Imperial Council of the Ancient Arabic Order Nobles of the Mystic Shrine to be held in Miami May 1, 2 and 3, and then will proceed across the County Causeway, viewing the City Hall of Miami Beach, and returning to Miami over the Venetian Way, thence south along Biscayne Boulevard, and back to Bayfront Park, where the formal exercises will be held at 8 P. M., as follows:

Address by James F. Jaudon, on the early history of the Tamiami Trail.

Address by Hugh Peters, Chairman of the Board of County Commissioners of Dade County.

Address by Clinton Bolick, Mayor of Fort Myers.

Address by Donald B. McKay, Mayor of Tampa.

Address by E. G. Sewell, Mayor of Miami, who will introduce I. E. Schilling.

Introduction of Fons A. Hathaway, Chairman of the Florida State Highway Commission, by Mr. Schilling.

Address by Fons A. Hathaway, on the part taken by the State Highway Department in the completion of the Tamiami Trail.

Address by Barron G. Collier, of New York, on "The Development of the Last American Frontier."

Address by John W. Martin, Governor of Florida, on "The Value of the Tamiami Trail to the State."

COMPLETING a task involving eleven years of time and a cost of seven million dollars is cause enough for rejoicing. Such a notable achievement in road construction is the Tamiami Trail, the formal opening of which will take place April 25-27, 1928.

The ceremonies will begin at Tampa, where the celebrants will form a motorcade moving on to Fort Myers where the first night will be spent, thence to Everglades, the seat of Collier County, where the party will be entertained by Barron G. Collier for whom the county was named, and then move over the new highway to Miami where the ceremonies will be concluded.

The celebration will be conducted under the auspices of the Tamiami Trail Association.

It is expected that the Governor, the Honorable John W. Martin; the Chairman of the State Highway Commission, the Honorable Fons A. Hathaway, and other distinguished persons, including City and County officials, will honor this occasion by their presence and active participation.

To others less conspicuous than those who have taken part in the promotion and construction of the Tamiami Trail will fall the duty of recording the successive steps by which this project was undertaken and carried to successful completion. Though not such a stupendous task as building a great highway, it is neither slight nor easy, and with due regard for proportion it may be approached with certain misgivings, for the fear that some important fact may escape the search or some personage who contributed much of value to the enterprise shall fail to receive just recognition.

To set down in chronological sequence the items which eventually crystallized in action it is necessary to extend the quest beyond official records to discover the origin of the movement to build the highway which connects the principal cities of the east and west coasts of peninsula Florida. It would be impossible to state with assured positivity just when or where the idea was born, whether in council or in the brain of a solitary individual without taking into account such evidence as may be had from those who were foremost in promoting the plan, and in doing this one must accept with seemly corroboration such statements as tend to establish a definite starting point.

With this in mind and a desire to do exact justice to all concerned it is essential to the aims of this chronicle to record the fact that an informal meeting at Tallahassee between Francis W. Perry,

of Fort Myers, and James F. Jaudon, of Miami, in April of 1915, appears to be the time and place when and where the Tamiami Trail idea began to germinate.

It is significant that statements of each of these parties agree in essence, and for this reason demand credibility.

Mr. Perry was president of the Fort Myers Chamber of Commerce at the time and upon his return from Tallahassee set in motion the agitation which in time took the form of official action. Captain Jaudon returned to Miami and set afoot a movement corresponding in character to that which Mr. Perry sponsored in Fort Myers. Subsequent events which have been recorded officially prove that the propaganda thus started in Fort Myers and Miami were synchronal, and the outstanding acts in advocacy of the proposed highway were harmonious and went forward for the greater part with commendable cooperation and that the beginning of the work from the terminal points on the projected road took place about the same time.

A collateral branch of this story deals with the general road building wave which swept over Florida that year. Laying the route of the Dixie Highway from Chicago to Miami was the occasion of a convention of the Dixie Highway Association in Chattanooga May 20, 1915. Governor Park Trammell appointed George W. Saxon, of Tallahassee, and Samuel A. Belcher, of Miami, as commissioners from Florida, but in addition to these official representatives on the Dixie Highway Commission, there were numerous delegates from Florida and other states who were interested in securing the routing of the highway through their respective counties.

A meeting was held at Kissimmee May 8 to choose delegates to the Chattanooga convention to turn the routing of the Dixie Highway through Central Florida. T. Ed Bryan, of Tampa, was chosen to preside at the Kissimmee meeting and E. W. Elliott, of Palatka, was secretary. A representative group was chosen to go to Chattanooga, Ed Scott, of Arcadia, being chairman. The late Colonel J. N. Bradshaw was elected a delegate from Orange County, but being unable to attend he appointed M. M. Smith, of Orlando, as his alternate. The Central Florida group failed to secure the Dixie Highway route, but this disappointment served only to make them more determined to compel the Dixie Highway Association to recognize the merits of their claims and it was there that the movement was launched for a meeting to be held in Orlando June 10, 1915, at which time the Central Florida Highway Association was organized.

This probably was the greatest road convention ever held in Florida. It was attended by approximately two thousand persons,

267 official delegates being enrolled representing many central and south Florida counties. The Orlando committee of entertainment was overwhelmed by the unexpected crowd, but met the demands upon their hospitality in a cordial and adequate manner. T. Ed Bryan, of Tampa, was elected president; E. W. Elliott, of Palatka, treasurer; L. P. Dickie, of Tampa, secretary; M. M. Smith, first vice president; C. G. Ware, of Leesburg, second vice president; H. Clay Stanford, of Kissimmee, third vice president. The executive committee was composed of T. Ed Bryan, L. P. Dickie, M. O. Overstreet, of Orlando; Lycurgus Burns, of Winter Haven; Ed Scott, of Arcadia; L. C. Lynch, Gainesville, and J. H. Scales, Perry. A resolution was adopted recommending that Governor Trammell appoint as members of the State Road Commission, which had been authorized by act of the legislature of 1915, the following: Ed Scott, of Arcadia; G. H. Cairn, of Gainesville; M. M. Smith, of Orlando, and F. O. Miller, of Jacksonville, to be member from the State at large. Governor Trammell honored the recommendations by appointing three of the four thus nominated to be members of the first Florida Highway Commission, which was composed of Ed Scott, W. J. Hillman of Live Oak, J. D. Smith of Marianna, M. M. Smith and F. O. Miller. Ed Scott was chosen as chairman, serving from 1915 to 1918; M. M. Smith was chairman in 1919 and 1920; Forrest Lake, of Sanford, was chairman for about six months in 1921, when he was succeeded by Judge H. B. Phillips, of Jacksonville, who served as chairman until Fons A. Hathaway, the present chairman, was appointed by Governor Martin in 1925.

It is apropos to introduce the Central Florida Highway Association because at that meeting the "Tamiami Trail" was formally adopted as one of the projects to which the support of the association was pledged. Prior to that time the proposed highway had been referred to as the Miami to Marco highway, or Atlantic to Gulf Boulevard. It will be shown from official records that for some time after the Orlando meeting it was known as the Miami-Marco road. And it should be noted that the original coinage of the name was "Tamiam."

Francis W. Perry, of Fort Myers, introduced the resolution, which was adopted, for the construction of the "Tamiam Trail" over the following proposed route: Tampa, Riverview, Bradenton, Sarasota, Arcadia, Punta Gorda, Fort Myers, Bonita Springs, Estero, Naples, Marco, thence east direct across the state to Miami.

ORIGIN OF THE NAME

When the road clans gathered at Orlando for this historic convention a few men met in advance of the session to outline a plan of action. Among these were Francis W. Perry, president of the Fort Myers Chamber of Commerce, J. G. Rooney, secretary of the

Ocala Chamber of Commerce, and L. P. Dickie, secretary of the Tampa Board of Trade.

Mr. Perry traced the route of the proposed Tamiami Trail on the map and he accords the credit for coining the word "Tamiam" to Mr. Dickie, but it appears that a short time prior to that time, D. C. Gillett, of Tampa, president of the Tampa Board of Trade, visited Miami and in speaking of that visit recently, he said:

"Mr. V. W. Helm at that time, I believe, was an officer of the Miami Chamber of Commerce and chairman of the Good Roads committee, and we held a meeting either of the membership or of your directors, or of your good roads bureau, before which I appeared, and the press gave quite some publicity to the movement and to the name. Up to within the past three or four months I was always under the impression that I coined the name Tamiami Trail, and that this highway was originated upon the occasion of a visit made by me to Miami while I was president of the Tampa Board of Trade."

Capt. G. Duncan Brossier was president of the Miami Chamber of Commerce at the time, and corroborates the story of Gillett's visit to Miami and Helm's active participation in the Tamiami Trail movement.

There was some objection to the name, the late Samuel A. Belcher, then chairman of the Dade County Commissioners, being among the principal objectors. He was of the opinion that it would be a misnomer, because it conveyed the idea of a path only. The same opinion has been frequently echoed, and not without reason, for the Trail is probably the most substantially built highway in Florida, being a broad road of rock construction, with the enduring qualities of the famed Appian Way.

BIRTH OF THE ROAD MOVEMENT

"I remember very well the Central Florida Highway Association, the greatest good roads booster association which has ever existed in Florida," writes M. M. Smith, "and the association which was responsible for the real beginning, in a big way, of good roads in the central and southern parts of the State. The Tamiami Trail was included in that program as one of the future prospects for highway construction."

This association continued active until October 4, 1920, when the last meeting was held. It is noteworthy that the first and the last meetings were held at Orlando, and it is due to Orange County to interject that it was the first county to complete a hard surfaced highway from county line to county line, this being accomplished in 1915, when some of the larger and richer counties were only becoming aroused to the importance of good roads.

The year 1915 is emphatically important in the history of permanent highway construction in Florida for several outstanding reasons. The State Highway Commission was established that year, the building of the Dixie Highway was started, and several counties voted bonds in larger amounts than ever for the construction of hard surfaced roads, but most pertinent of all to the immediate subject, the Tamiami Trail was definitely started.

THE PRELIMINARY SURVEY

Turning now to matters of authentic record we find that on June 3, 1915, L. T. Highleyman, E. C. Stahl and W. T. Carter were notified by Secretary George A. Paddock, of the Miami Chamber of Commerce, that they had been appointed a committee to represent that body to perfect a plan for a highway across the State from Miami to Tampa to be called the Tamiami Trail. The appointment of this committee was a week in advance of the meeting of the Central Florida Highway Association in Orlando, and this incident would appear to establish the fact beyond dispute that the name was coined in advance of the Orlando meeting and substantiates Mr. Gillett's recollection that the phrase was originated upon the occasion of his visit to Miami the latter part of May, 1915. This is not of any great moment, however, in view of the willingness of all concerned to concede credit in this respect to others. It is mentioned here for what it is worth as a matter of record.

On July 6, 1915, the following entry appears on the minutes of the Dade County Commissioners:

"Messrs. Highleyman, Stahl and several others addressed the Board at some length relative to a road from Miami to the west coast and Gulf, discussing the merits of the several proposed routes. After a thorough discussion of the matter the following resolution was offered by Commissioner Bryan, and upon vote of the Board was carried:

"Be it resolved by the Board of County Commissioners of Dade County, Florida, that they heartily approve the idea of a road from Miami to the Gulf and will call an election when the proper and necessary petitions have been filed with the Board to create a special road and bridge district to finance the building of a road to meet the Lee county road at the Dade county line."

On August 3, 1915, this entry appears:

"Messrs. Highleyman, Carter and several others addressed the Board relative to the Tamiami Trail and a preliminary survey of same. After some little discussion the Board agreed to stand part of the expense of said survey by furnishing the county engineer."

Two days later the preliminary survey was started. The field notes made by Hobart Crabtree, county engineer, are as follows:

"Preliminary Survey of Tamiami Trail from and of Twentieth Street road west to Lee County Line: Left Miami, August 5, 1915. Party composed of following men: Captain James F. Jaudon, L. T. Highleyman, Hobart Crabtree, engineer; Van Cleve Hallowes, chainman; Wallace Culbertson, chainman; Walter Ludlam, J. T. Albritton, A. W. Frederick, and (one) Gay, colored. (Frederick later became county engineer of Collier County).

"August 5, run $3\frac{1}{2}$ miles; Aug. 6, run $3\frac{1}{2}$ miles; Aug. 7, run $1\frac{1}{2}$ miles, rained hard most of day.

"August 8, Sunday, Capt. Jaudon, Highleyman, Ludlam, Albritton and Gay left for Miami in A. M. Balance of crew remained in camp.

August 9: Crabtree, Frederick and two chainmen continued survey west $2\frac{1}{2}$ miles. Returned to camp, as we did not have sufficient crew or boats to move camp.

"August 10: Remained in camp waiting for Albritton to bring boats and supplies.

"August 11: Albritton and J. M. Wilson arrived about 10 A. M. Moved camp west to end of line, $2\frac{1}{2}$ miles.

"August 12: Run 3 miles.

"August 13: Run 3 miles.

"August 14: Run 3 miles.

"August 15: Run 3 miles. Turned north at station 4,000 in Range 36. Dry country and myrtle ridges ahead. Impossible to get boats through.

"August 16: Run north 3 miles.

"August 17: Run north $2\frac{3}{4}$ miles. Turned west $\frac{1}{4}$ mile.

"August 18: Run $1\frac{1}{4}$ mile west.

"August 18: Capt. Jaudon and Bob Watson arrived about noon with two Indians, Grover Doctor and Frank Cypress, and two canoes."

The field notes show that the preliminary survey was begun at the northwest corner of Section 11, 54, 40, thence west 34 miles. Soundings were made every 100 feet to determine depth of soil and rock. The overburden of muck and marl varied in depth from a few inches to five feet. The elevation of water surface in the Everglades at the end of Twentieth Street on August 8, 1915, was 7.059 feet above mean low water of Biscayne Bay.

The preliminary survey required 17 days, or until August 21, when the party returned to Miami, an item in the expense account of \$10 a day for the engineer for 17 days being the entry establishing the time consumed on that expedition, which was the first actual work done on the Tamiami Trail.

The Dade County Commissioners met August 14, 1915, and the following entry appears on the minutes:

"L. T. Highleyman read a report to the Board of the survey of the Tamiami Trail so far as surveyed, giving the depth and character of soil above rock, and the general characteristics of the Trail, also stating that they hoped to be able to give by the next meeting of the Board a complete report of the survey. A motion was made by Commissioner Bryan, seconded and carried, that the chair appoint a committee of three to go to Tallahassee and have an interview with the Board of Trustees of the Internal Improvement Fund and urge upon them the merits of this route to the west coast and the very great benefits that would be derived by them as well as the public as the road and drainage canals will bring into productivity a very large body of State lands. The Chairman of the Board of Commissioners named the following gentlemen as the committee: L. T. Highleyman, R. E. McDonald, J. F. Jaudon.

The following resolution was offered by Commissioner Bryan, seconded by Commissioner Burr, and upon vote was carried:

"Be it resolved by the Board of County Commissioners of Dade County, Florida, that the partial report of J. F. Jaudon and L. T. Highleyman referring to the proposed road and canal west from Miami to the Lee County line be received and accepted, and that a commission to be known as the Miami-Marco Road and Canal Commission consisting of R. E. McDonald, L. T. Highleyman and J. F. Jaudon, be appointed to prepare the proper petition creating a special road and bridge district under Chapter 6208, Acts of 1911, and amended by Chapter 6879, Acts of 1915, embracing the lands suggested in their report and that this commission be also authorized to prepare the necessary maps and plats of the territory embraced in the proposed road and bridge district, and that they be authorized to circulate petitions for subscriptions from land owners in said district to prosecute the construction of roads and canals in such district and that they be authorized to place facts and figures before the Trustees of the Internal Improvement Fund and Commissioners of Everglades Drainage District of Florida to the end that they apply the sum of \$250,000 of the present proposed bond issue on the Everglades Drainage District as authorized by Chapter 6957, Acts of Legislature of 1915, or in case it be not practicable to apply these bonds or the proceeds thereof to this project, that they be asked to set aside a specific acreage adjacent to line of proposed road and canal at a minimum price per acre to aggregate the sum of \$250,000, the proceeds thereof to be used on canal work as recommended by the Randolph Drainage Commission, and that this commission appointed by us be authorized to circulate a subscription for the sale of these lands on such terms and at such prices

as may be named by the Trustees of the Internal Improvement Fund."

From the foregoing citations it will be seen that the commission as officially designated was the Miami-Marco Road and Canal Commission, though the name of the highway which it was proposed to build was to be known as the Tamiami Trail. Also that this commission was charged with several onerous duties. First, to circulate petitions for the establishment of a special road and bridge district, to map and plat the lands to be included in this district, and the members were to go to Tallahassee and attempt to procure aid from the Internal Improvement Board, or Drainage Commissioners, first from the proceeds of the proposed bond issue of \$3,000,000, which had been authorized by the legislature to carry on drainage operations, and failing in this the special commission was to apply to the Internal Improvement Board for lands aggregating the value of \$250,000 (50,000 acres at \$5 an acre) to be sold and the proceeds used in the construction of the Tamiami Trail and canal.

The idea actuating the Dade County Commissioners was that the drainage of the Everglades would be promoted by the construction of the proposed road, because it was the plan to dig a canal and use the rock excavated from the canal for road bed. The canal would constitute a waterway of value in draining the adjacent lands, and the drainage thus effected would enhance their value to the State.

On August 25, 1915, this entry appears in the minutes of the Trustees of the Internal Improvement Fund at Tallahassee:

"Messrs. Jaudon and Highleyman of Dade County, appeared before the Board and presented the following communication from the Board of County Commissioners of Dade County."

It is not necessary to quote the communication for the reason that it recites practically the same matter as appears in the resolution already quoted, with the exception that it states a bond issue of \$275,000 is contemplated in Dade County for the construction of roads in the proposed new district. After this communication was presented to the Trustees of the Internal Improvement Board the Chief Drainage Engineer was instructed to take up the matter from a drainage and reclamation standpoint and report to the Trustees.

Pending report from the Chief Drainage Engineer the Miami-Marco commissioners returned to Miami and circulated the petitions for the establishment of a special road and bridge district, the result of which is recited in the minutes of the Dade County Commissioners September 7, 1915, as follows:

the following petition with profile of road made by the County Engineer running through the territory for which the petition asks be created into a special road and bridge district. Mr. Highleyman spoke at some length as to the merits of the proposed road and of the benefits to be derived by Dade County from the building of said road. Following is the petition and description of the territory to be embraced in the special road and bridge district, and that bonds be issued in the sum of \$275,000, \$250,000 in bonds to be issued and sold as funds may be needed to construct the necessary hard surface road and build the necessary bridges from the northwest corner of Section 11, Township 54 South, Range 40 East, or such other point as may be found more practicable in a general westerly direction to the Lee county line, to connect with the hard surfaced road to be constructed by Lee County from Marco and Fort Myers to said point; \$25,000 in bonds to be issued and sold for constructing a hard surfaced road and building the necessary bridges along the north bank of the Miami canal."

The minutes also note that:

"Mr. J. H. Tatum addressed the Board and asked that the matter be not disposed of as he wished to enter a protest against the calling of an election as petitioned for, asking that the matter be deferred until 10 A. M., September 8, that he might have the opportunity to get together the necessary data in opposing the calling of the election. He was addressed by the chairman of the Board, Mr. S. A. Belcher, that there was nothing for the Board to do but call the election if it was found that the requisite number of qualified voters had signed the petition, but that if he and others wished to be heard upon the matter the Board would name the hour of 10 A. M., Sept. 8, 1915, when all interests would be given an opportunity to discuss the matter."

Mr. Tatum was supported in his opposition to the proposed road by H. H. Harrison, and the argument waxed warm at times between the proponents, Highleyman and Jaudon on one side and the two veterans in opposition. Tatum claimed that the building of the road across the Everglades would flood Dade county, and he was unalterably opposed to spending money to turn a deluge of water upon the valuable lands of this county. It was argued also that there was grave doubt if Lee county would ever build its link of the proposed highway and that the Dade county end would be less than useless, in his opinion. While the argument was in progress a telegram was received addressed to the Commissioners of Dade County from R. G. Collier, chairman of the Lee County Commissioners, that

the Lee County body had ordered an election for bonds to build the Lee County end of the Trail for October 19, 1915.

As the petitions which had been circulated by the Trail Commissioners in Dade County contained the signatures of more than 25 per cent of the qualified electors in the proposed district the election in Dade County was ordered to be held October 19, 1915.

From this it appears that Lee County acted in advance of Dade so far as calling a bond election was concerned, and was a step ahead in preparing to build its link of the highway.

The controversy over the road in Dade county continued in the Miami papers principally between Tatum and Jaudon, though others took a hand in it now and then, but the election was overwhelmingly carried in favor of the bonds, the vote being 325 votes for and 43 votes against the issue.

At this juncture it becomes pertinent to note that Broward county was created by act of the legislature in 1915, and the commissioner from that district, Frank Bryan, became clerk of the court of Broward county when the new county was organized. The vacancy created on the Dade county board by his retirement was filled by the appointment of George E. Merrick.

It may seem inconsistent that every motion thus far made in favor of constructing the Tamiami Trail had been offered by Commissioner Bryan of the Fort Lauderdale district while he was a member of the Dade County Commissioners, and yet it was impossible for the supporters of the proposed Trail to get any organized support for the project in Fort Lauderdale.

Mr. Merrick took his seat as a Dade County Commissioner October 5, 1915. The Dade county board as reorganized was as follows: Chairman, J. J. Hinson, George E. Merrick, E. D. V. Burr, W. J. Tweedell and J. G. Truitt. Hinson had replaced Belcher and Merrick had succeeded Bryan. Otherwise the Commission remained as it was at the beginning of the Trail movement.

Deputy County Clerk F. J. MaGill continued to act as clerk to the commissioners as he had from the beginning of the Tamiami Trail history, but he was succeeded in 1917 by W. E. Norton.

The bond issue of \$275,000 bore the date of January 1, 1916, and was sold February 7, 1916, to the Fifth-Third National Bank of Cincinnati for \$275,907.50. At this meeting the commissioners appointed T. N. Gautier, R. W. McLendon and Edwin N. Belcher trustees for the "said Special Road and Bridge District No. 2."

The commissioners met February 11, 1916, for the purpose of opening bids for the construction of the Trail, but as no bids were offered the clerk was instructed to re-advertise when the county

engineer had made a permanent survey of the route to be constructed.

So the permanent survey was started February 18, 1916, the party consisting of Hobart Crabtree, chief; L. D. Franklin, transitman, V. C. Hallows, Forrest Drysdale, one Lockman, J. T. Albritton, W. E. and A. T. Sapp, and Fred Bonhart. The surveyors completed the survey, a distance of 37½ miles to the Lee County line over practically the same route which had been followed in the preliminary survey, though the distance was more accurately determined. They returned to Miami at 3:30 of the afternoon of March 14, 1916, the expedition having required 26 days.

The simple notation in the minutes of the commissioners that no bids had been received from the first advertising might be expanded considerably. It is a brief but eloquent testimonial to the circumstances that road builders were not eager to tackle such a difficult task, particularly in view of the fact that there had been no permanent survey.

Aside from the physical inhibitions to the profitable prosecution of such a project, the World War was in progress and the uncertainty accompanying the acceptance of major structural contracts was intensified by war time conditions.

The county engineer filed profile and specifications of the proposed Tamiami Trail in Dade county with the commissioners April 4, 1916, and the clerk was instructed to advertise again for bids.

The minutes of May 2, 1916, inform one that bids for the Miami-Marco Division of the Tamiami Trail were opened on that date and J. B. McCrary Company, of Atlanta, Ga., was awarded the contract for the sum of \$241,500, and was given 15 days from May 4 to sign contract. On May 20 George Pierce, representing the McCrary Company, presented the contract and on May 29 the contractors filed bond with the commissioners with the Hartford Accident and Indemnity Company as surety in the sum of \$120,750.

The exact date when work on the Tamiami Trail was begun does not appear of record, but the first payment on estimates of work performed was made September 5, 1916. By way of preserving the sequence of this phase of the story it is well to proceed with its conclusion at once.

The contracting firm sublet the contract to the Morgan Paving Company, but the subcontractor fared so poorly that McCrary was compelled to take the work over and attempt to perform the terms of the contract himself. The truth appears, in fact, that the subcontractor gave up work because of the many discouragements which he encountered. They were many. Starting from raw, as it were, it was necessary for the contractor to build a dredge and

open a waterway to float the dredge and proceed on his way in this manner, removing the overburden from the rock base, and then blasting the rock from the excavation intended to be a canal and throw up a roadbed of rock upon the other half of the space uncovered. During dry seasons there was not water enough to float a dredge, and in every respect the work was harder and more expensive than any one had anticipated. About twelve miles out an expansive stratum of flint was encountered extending for many miles ahead, and at that time no means were available for penetrating this forbidding formation.

CONTROVERSY OVER CHANGE OF ROUTE

In 1919 it became evident that Lee County would not be able to complete its link of the Trail for financial reasons. The mileage in that county was 121, more than twice the mileage in Dade, and with less improved land and assessable values upon which to levy taxes. It was then that the Chevelier Corporation came to the rescue and offered to build a link of the highway through its holdings in Monroe County and dedicate the same to public use if Dade and Lee counties would agree to change the original route and turn the Trail through Monroe County. This proposal was formally submitted to the commissioners of the counties concerned, including Monroe, and was accepted. So, in 1919 the Chevelier Corporation began laying out a route for the Trail through its holdings and as soon as possible began construction of the road, which was in 1921.

But in 1923 Collier County was created by legislative enactment, the territory in the new county being that which had formed the southern portion of the parent county of Lee, and almost immediately thereafter a contention arose over the change of route, the sponsors of the new county advocating the original route which had lain in their own domain, notwithstanding the formal agreement which had been consummated between the counties of Dade and Lee and the Chevelier Corporation which had resulted in a change of the routing and in the expenditure of a large sum by the Chevelier Corporation in constructing its link of the road. About this time also an agitation was started for the State Road Department to make the Trail a State highway, and this was brought about in 1925 by act of the legislature, the Trail being designated as State Highway No. 27. In 1924 Dade County had voted \$125,000 to complete its link of the Trail, this issue bearing date October 1, 1924, and on July 14, 1925, the Dade commissioners turned over this amount to the State Road Department, through the bond trustees of the district, J. F. Jaudon, A. S. Eldridge and Preston H. Lee. In the meantime conflict over the change arose and at the

January 25, 1926 meeting of the Dade County Commissioners a resolution was passed, as follows:

"Whereas the Board of County Commissioners of Dade County did agree to the proposition as made by Mr. Jaudon upon condition that the county of Lee would connect the road with that portion of the north end thereof to be constructed by said Chevelier Corporation, and that said corporation dedicate the use of such road to the public; and whereas the Board of County Commissioners of Dade County did thereafter on March 23, 1921, adopt a certain resolution agreeing to said proposition as above set out and requiring the execution of a bond by the Chevelier Corporation in the sum of \$20,000 providing that it in fact build that portion of the road agreed by it to be built which said resolution appears in the Minutes of the Board in Minute book 1 page 266; and whereas the Board of County Commissioners of Lee County also agreed to said proposition and adopted a resolution to this effect, a certified copy of which was transmitted to the Board of County Commissioners of Dade County, and appears on the minutes of said Board in said Book 1 page 278; and whereas the said Chevelier Corporation filed its bond as was required and agreed upon, and the route or line of said Trail was accordingly definitely fixed along the present designated route thereof, extending westward from the present point of intersection with the Dade-Monroe county line through the northern portion of Monroe County, and the said Chevelier Corporation since the definite location of the line of said road as aforesaid in carrying out and performing the said agreement on its part has expended in work upon said road many hundreds of thousands of dollars, and has completed or partially completed many miles of said road, so that now only a few miles are left to be constructed in order to connect the Trail in Monroe County with the work on said road in Collier County, originally in Lee County, and whereas this Board is now advised that an effort is being made to induce the State Road Department to change the route of the Tamiami Trail to a line some miles north of the present location thereof, abandoning the constructed portion of the Trail in Monroe County which has been done at great cost and expense by the said Chevelier Corporation, leaving no portion of said Trail within the limits of said Monroe County, which said county, this Board is informed, has provided, or is about to provide a large sum of money to assist in the completion of Tamiami Trail on the agreed route through the northern portion of said county, and whereas this Board feels that a legal as well as a moral obligation was entered into by the respective parties with regard to the location of the said Tamiami Trail by virtue of the proceedings hereinabove set out, and has been given to understand that innocent persons relying in

good faith upon the permanent location of said Trail have purchased lands lying along or abutting the same, whose interests would be greatly damaged and injured if the suggested change of location of said Trail should be adopted, etc.," it was therefore resolved to invite the attention of these matters to the attention of the State Road Department that the agreement made between counties of Lee and Dade and the Chevelier Corporation be respected as a matter of equity and good conscience; that the Board of Dade county was under the impression when it delivered to the Road department the proceeds of its last bond issue for the purpose of finishing the Trail that no change of route was contemplated and that none would be made, and that none would be permitted, and if so the Chevelier Corporation and the purchasers of land along the Trail in Monroe County would have just cause to feel that good faith had not been observed toward them. But in spite of this protest the Collier County route was adopted by the State Road Department and the Monroe County link was accepted as the "South Loop" of the Tamiami Trail by the State Road Department. This explains why parallel lines of road were built for a distance of about 20 miles.

In order that both Collier and Monroe Counties should be served by the Trail and as it worked out the State secured both roads at less than the cost of one and as they are seven miles apart, both are needed to open up the agricultural areas in the two Counties.

HARD GOING FOR THE CONTRACTORS

Appreciating the hardships under which the contractor was laboring the commissioners amended the contract several times, but even this availed little and the time came when he virtually admitted defeat.

The total cost of this work, from September 5, 1916, to August 14, 1923, including engineer's fees, was \$293,141.20. It had been necessary in the meanwhile for the commissioners to float a second bond issue of \$50,000 to meet the unanticipated additional cost of this work, and still it was not complete.

There was great sympathy for the contractor but the matter had to be brought to focus and it was reached March 17, 1924, when attorneys for the board, A. B. and C. C. Small, reported that the arbitration proceedings between the Board and the McCrary Company had been brought to a conclusion. The arbitrators were E. B. Douglas, umpire; Frank B. Stoneman, editor of the Miami Herald, and Arthur G. Keene, managing editor of the Miami News, on behalf of the commissioners, and Clifford Walker, Governor of Georgia, and Josiah T. Rose, of Georgia, acting for the McCrary Company.

The arbitrators unanimously agreed upon an award in favor of Dade County in the sum of \$18,000, which was to have the force

and effect of a judgment against the contracting firm. The award was to be paid in four equal payments, six, twelve, eighteen and twenty-four months, with interest at 6 per cent. The commissioners at the time of the arbitration were Chairman J. W. Carey, W. M. Bennett, R. A. Coachman, Jr., D. L. Killian and J. D. Redd.

This diversion breaks the chronology of the narrative but not without occasion, for it lays the foundation for much which followed and it appears to be the opinion of all acquainted with the circumstances that much credit is due the McCrary Company in spite of its misfortune for the pioneer work it accomplished in the face of discouraging conditions.

"There is really no telling how much McCrary lost on that contract," one of the commissioners remarked recently. "He tackled an unknown problem and the solution of it which has been worked out by others was due largely to his work."

McCrary worked over most of the distance in Dade County to the Lee County line, but he had constructed only about 14 miles of travelable road. Yet he blazed the trail at great labor and expense to himself, and without receiving much credit from the public who could only view the situation impatiently. The commissioners also received their share of the blame arising from this unfortunate experience. But now that the work has been finished there is a disposition to forget the unpleasant experiences and controversies and give credit for honest effort, overlooking the shortcomings which gave rise to criticism.

On September 15, 1916, Captain Jaudon reported to the Dade County Commissioners that he and other members of the Tamiami Trail commission had held four conferences with the Trustees of the Internal Improvement Fund, and the Trustees had set aside 31.25 sections, or 20,000 acres, the proceeds to be used for the purpose of extending Snapper Creek canal to intersect the Miami-Marco road canal, the land to be sold at prices from \$15 to \$30 per acre with respect to location on the canal or road, and distance from canal or road.

On December 18, 1916, the minutes of the Internal Improvement Fund show that Messrs. J. F. Jaudon, L. T. Highleyman and R. E. McDonald appeared before the board and agreed to bid the sum of at least \$100,000 for the lands so set apart to be paid as follows: \$10,000 cash on or before thirty days from award of lands to them; \$21,250 in six months from date of first payment, and similar payments at twelve, eighteen and twenty-four months from date of first payment, the Trustees agreeing to deed to said parties

lands at the rate of \$5 an acre. The Trustees obligated themselves to advertise for excavating the Snapper Creek canal to the extent of \$100,000 when the second payment should be made, providing proper safeguards in event the balance of the purchase price was not paid.

Thus the Tamiami Trail Commissioners (Jaudon, Highleyman and McDonald) purchased and paid for \$100,000 worth of State land in order to gain the assistance of the Drainage Commissioners in excavating the cut-off canal, which now exists and was brought into being by virtue of their initiative and activity. True they sold the land but they made no profit. It was their constructive energy put forth primarily in furthering the construction of the Tamiami Trail that resulted in opening new territory to settlement and development. As a direct result of this work the Southern Drainage district was organized, and has prosecuted the drainage of lands in that district successfully while others have failed. Captain Jaudon was chairman of the district supervisors for several years.

In 1917 Captain Jaudon organized the Chevelier Corporation which purchased 207,360 acres lying mostly in Monroe county, a fractional part of it being in Dade county. The route of the Trail was changed to traverse Monroe (as already noted) and pass through the Chevelier tract, it having become evident that funds at the command of Lee County would not be sufficient to complete the trail as originally projected, and in 1921 the officials of this company began building that link of the road.

As originally organized the Chevelier Corporation officers were J. F. Jaudon president, Paul Jaudon vice president, George F. Cook secretary and treasurer. Some time later Paul Jaudon was succeeded by D. A. McDougal, of Oklahoma, as vice president.

There are sixteen miles of construction in Monroe county to which that county has contributed the sum of \$210,000, seven miles of the distance passing through the lands of the Chevelier Corporation which has cost that company \$333,000.

The labor involved in the construction of this link has been of that type and character commonly described as monumental. In the initial stages it was necessary to transport all implements and supplies from Miami around by Cape Sable, approaching the location from the west coast of the peninsula through the Thousand Islands and entering one of the numerous creeks in that region to reach the location of the Trail.

The Chevelier Corporation was the contractor for Monroe county's mileage, and Erben Cook, son of Capt. Geo. F. Cook, the

corporation's executive director, has been in charge of the work. Every foot of the way has been blasted and large quantities of high explosive have been used on this as well as other sectors of the highway.

So unique in road construction has this project been that it has attracted widespread attention and has been made the subject of many articles in various periodicals. Among the most interesting of these was that in the "Explosives Engineer" for November, 1927, written by A. P. Van Gedler, in which he says:

"The Tamiami Trail is of more than usual interest to the explosives engineer because of the large consumption of the highest grade dynamite on the main part of this work all the way across the Everglades. At its peak, a contractor on one of the four largest sections of this work reports a consumption of more than forty thousand pounds of sixty per cent straight nitroglycerine dynamite a mile of road constructed. The consumption of explosives in Florida highway work of all kinds had a marked influence in bringing Florida into a prominent place among the states as a high consumer of explosives. Prior to 1925 Florida stood seventeenth among the states as a consumer of dynamite, other than permissibles, but in January, 1927, when this work was at its height, there were only two other states in the Union which consumed more of the ordinary grades of dynamite than Florida. The work in Monroe county was carried on by Marion steam and Bucyrus Diesel shovels following a compressed air drill mounted on a Buckeye ditcher frame. The latter had a turntable on which the air drill could be swung to any desired position over the canal. This drill, designed and built by Erben Cook, superintendent of construction for the Chevelier Corporation, was the pioneer of its type. It was a completely self-contained unit carrying not only a drill sharpener and forge and other tools, but providing living quarters and kitchen to enable its crew of five men to work for miles in advance of the shovels. In fact, as a general thing, the dynamite crew seldom came to the main camp except over the week end. Many demands were made on the ingenuity of the contracting engineers. For example, the work in Monroe county was so far distant from the centers of communication that it was necessary to install radio sending and receiving apparatus both in the field and at the home office in Miami, forty-five miles distant. This was one of the first commercial radio sets to be used for such a purpose."

The Monroe county commissioners are William R. Porter, Braxton B. Warren, Carl Bervaldi, W. Hilton Curry and J. Otto Kirchheiner, chairman. Mr. Kirchheiner has been chairman for ten years, or more, and Jos. N. Watkins has been county engineer seven years,

so they have witnessed and aided in the building of the Tamiami Trail through their county from start to finish.

In Collier county, which was created from a part of Lee county's territory in 1923, there are 76 miles of the Tamiami Trail. Work on the Trail had been practically suspended by Lee county when Collier county was created, and the new county resumed the work and carried it forward until the State Road Department took over the Trail and carried the work to completion. Collier sold two issues of bonds of \$350,000 each and two issues of time warrants of \$200,000 each, making a total of \$1,100,000 which it spent on the highway.

E. G. Wilkinson and E. W. Crayton were the Tamiami Trail Commissioners for Lee County serving in the same capacity as that filled by Jaudon, Highleyman and McDonald in Dade County, and they were appointed about the same time. Wilkinson gives the following figures of what the Trail cost Lee county: Charlotte county line to Fort Myers, \$74,000; Caloosahatchee bridge, \$110,000; Fort Myers to Marco, \$175,000; Marco Junction to Dade County line \$125,000; rebuilding road from Fort Myers to Bonita Springs, county bond issue, \$600,000; total \$1,084,000. Present condition: Standard State Road, penetration type, 82 miles; same type built by county, 24 miles; bridge and city streets 2 miles; original shell road, Naples to Bonita Springs, 13 miles. The county commissioners who voted the original measure were R. G. Collier, chairman (not related to Barron Collier) George Lightsey, W. S. Turner, W. E. Philipps, E. E. Goodno. Others prominently identified with the project were Capt. George Storter, of Everglades, who secured signatures to the petition in District No. 3, which completed the link, and W. G. Langford, of Fort Myers, who secured rights of way from the land owners of District No. 3.

In Dade county the mileage of the Trail is estimated at 42; if the distance miles intervening between the point at which the survey was begun and Biscayne Bay is to be counted, and it seems that it should for the reason that the county spent \$160,000 in building the foundation for this street which is Southwest Eighth Street in Miami, besides the amounts expended by the City of Miami and Coral Gables in surfacing this thoroughfare. The City of Miami alone spent \$340,500 on it. If the total cost of this street is to be counted in, the cost of the Dade county mileage of the Trail has been more than a million dollars. There was the first bond issue of \$250,000, a second of \$50,000, and third of \$125,000, the last being turned over to the State Road Department, and the cost of Southwest Eighth Street to the county of \$160,000, making a definite total expenditure of \$585,000. Thus, in recapitulation, the following figures gives some accurate idea of the total cost of the Tamiami Trail.

Dade county \$585,000; Monroe \$210,000; Chevelier Corporation, \$333,000; Collier County, \$1,100,000; Lee County, \$1,084,000; State Road Department up to December 31, 1927, had expended \$3,570,964.81, making a total of \$6,882,964. What has been spent by the road department in 1928 has not been stated, but this amount will run the complete cost of the Tamiami Trail to \$7,000,000, or more, to say nothing of the Tampa to Fort Myers stretch.

The Tamiami Trail was first given official recognition by the State Road Department in 1924, during the administration of Judge Phillips. In October that year engineers of the department started surveys and location work. The first contract on the Trail executed by the department was signed August 24, 1925, during Hathaway's administration, and was for the ten miles in Dade county from Coral Gables west. After that the department completed its survey all the way across to Naples and let contracts covering the entire Trail except the stretch between Naples and Bonita Springs, which is a rock road and will be maintained by the department.

The Tamiami Trail has a standard width of 30 feet from shoulder to shoulder, and since all the material is rock the entire width is travelable. The asphalt portion is 19 feet in the western part of Collier County and 20 feet wide in the eastern part of Collier county and all of Dade County. The length of the Trail from Tampa to Miami is 274.33 miles and from Fort Myers to Miami is 143 miles. For a distance of 60.54 miles the only available material was solid rock. This was the most difficult and costly stretch but it is also the best and most durable. This distance has been "clocked" with varying results, the distance between Miami and Fort Myers varying from 132 to 143, as stated.

The State Road Department was authorized by act of the 1915 legislature and was organized in October of that year. It derives its revenue from an auto license tax, an ad valorem tax, Federal aid, gasoline tax, gas and oil inspection tax, title certificate, county donation. The annual revenue of this department for 1915 was \$3,646.90; 1916, \$30,246.23; 1917, \$21,678.21; 1918, \$475,390.30; 1919, \$722,927.81; 1920, \$1,660,546.42; 1921, \$2,200,806.36; 1922, \$3,576,381.51; 1923, \$4,511,553.62; 1924, \$6,708,780.17; 1925, \$10,351,979.03; 1926, \$15,906,912.16; 1927, \$19,403,095.86; total revenue since department was established, \$65,573,944.58. The miles of paved road built by the State in this period number 1566.45; the mileage under construction is 986.74.

MANY EVENTS OF HUMAN INTEREST

Any story of the Tamiami Trail would be incomplete without relating some of the human interest events which have transpired

during its construction. Probably the most sensational of these was the disappearance of a surveying party for a period of about two weeks from the date when they were due to return to Miami. During this time the families of the men in the party were driven to a frenzy of suspense, and papers all over the country carried screaming headlines concerning their probable fate and the efforts that were being made to find them.

On February 10, 1917, John W. King, engineer, accompanied by his son, John W. King, Jr., a youth of 16, and W. D. Catlow, Jr., 18, started on a prospecting trip in the employment of Captain Jaudon to examine the land which the Tamiami Trail Commissioners had purchased from the Internal Improvement Trustees. They went into the northern region of Monroe county and expected to be away not later than February 24. Mr. King gave instructions that if he had not returned within four days after the time set for his return that Capt. Jaudon should send out a relief party.

The days passed and no word came from King, and when the time limit had expired, including four days of grace which he had allowed, Capt. Jaudon kept his agreement faithfully. All the resources at his command were employed to locate the missing men. The Miami Herald of March 10 tells of a record flight made by Phil Rader, aviator of the Curtiss aviation school, and Bert Tubbs surveyor, in an attempt to locate the lost men. Rader rose to a height of 14,000 feet, in a flight over the Everglades, which at that time was the record, the former altitude record being less than 12,000 feet. But even this was without avail, the only persons sighted by Rader and his observer being one of the searching parties. A year or two later Rader was killed by falling in an exhibition flight while in the North.

Captain Jaudon left nothing undone to find the missing men, employing Indians and others to enter the Glades from different points and there were many who volunteered to join in the search until there were seven parties engaged in the quest. But no trace of the King party was found until a man named Tolbert rescued him and his companions in Shark river and took them aboard his yacht and carried them to Key West. They had been absent for over a month. Their supplies had been exhausted for many days, and they had lived on fish and other wild food. Though they were emaciated and exhausted by physical hardships and mental anxiety they did not suffer any severe effects from the mishap. A story of their adventure was published in the magazine "Forest and Stream," and ran through several issues. It was written by W. Livingston Larned of New York from King's notes, and was an intensely thrilling narrative. King was a highly scientific person, being a chemist, bot-

anist, naturalist and civil engineer, and was the first to discover traces of oil in the Everglades. It was his report on these indications which led Captain Jaudon and his associates to begin drilling for oil in the Everglades. The well which was started by them has been drilled to a depth of nearly 3,000 feet, and is located 42 miles west on the Tamiami Trail. Encouraging indications of the existence of oil have been found, and Captain Jaudon is firm in the faith that oil yet will be discovered. It might be remarked that the King adventure cost Captain Jaudon \$1,400, to say nothing of all the anxiety it occasioned. King is now living in Brooklyn.

Another party which attempted to cross the Everglades from Fort Myers to Miami spent twenty-three days in accomplishing their objective. This party also experienced many hardships. They had attempted a very difficult undertaking, which proved also an expensive one. They left Fort Myers, April 4, 1923, in ten cars, only seven of which finally reached Miami. They were engaged in blazing a trail through the territory which later became Collier county, and were delayed by mired automobiles and other causes.

Worthy of more extended space than it is possible to give in this narrative were the feats achieved by Capt. Jaudon in walking across the Everglades on two occasions. On one of these excursions he was accompanied by Ross Clark, a wealthy cattleman of Texas, who was prospecting for new cattle fields, and his companion on the other occasion was Capt. George Storter, of Everglades, an enthusiastic supporter of the Trail from the beginning.

Detailed descriptions of these venturesome journeys would make reading as entertaining as any ever written of the pioneer days of the West with the exception of bandits and other outlaws who generally figure in such tales.

It is superfluous to point out that the money, time and energy expended by Jaudon and his associates in promoting interest in the Trail have constituted probably the strongest single factor in sustaining faith in that project which often lagged, but at last, after more than eleven years it has been brought to successful completion.

Loyal to those who stood by and assisted him in keeping the project favorably before the public Capt. Jaudon speaks often of the valuable work rendered in this wise by William Stuart Hill of the Miami Herald and by F. E. Harrison, deceased, some time of the Fort Myers Press. Jaudon has a trunk full of clippings bearing upon the Tamiami Trail, among which are many that were contributed to the contemporary history of the Trail by those writers. There are many others who have been identified with the work in one capacity or another, but even though some of them have had

a prominent part in carrying it forward, to mention all even in an incidental way would be extremely impracticable. Our aim has been chiefly to establish dates of importance in preserving at least the high lights of history of the Tamiami Trail and to give that recognition which is the rightful due of some who have worked long, faithfully and unselfishly to bring about the completion of this highway—one which is destined to become a useful factor in the development of the lower Florida Peninsula.

**Dade County Commissioners Who Served During the
Construction of the Tamiami Trail,
From 1915 to 1928.**

- 1915—S. A. Belcher, chairman; Frank A. Bryan, J. J. Hinson, W. J. Tweedell, J. G. Truitt, who was succeeded by E. D. V. Burr.
- 1916—J. J. Hinson, chairman; George E. Merrick, who succeeded Frank A. Bryan; E. D. V. Burr, W. J. Tweedell, J. G. Smith.
- 1917—Julius Smith, chairman; E. D. V. Burr, Beverly Peacock, Preston H. Lee and W. J. Tweedell.
- 1918—E. D. V. Burr, chairman; J. W. Carey, Preston H. Lee, W. J. Tweedell, Julius Smith.
- 1919—E. D. V. Burr, chairman; J. W. Carey, J. C. Baile, Preston H. Lee, W. J. Tweedell.
- 1920—E. D. V. Burr, chairman; J. W. Carey, Preston H. Lee, W. J. Tweedell, J. C. Baile.
- 1921—J. W. Carey, chairman; G. A. Douglas, R. A. Coachman, Jr., Preston H. Lee, J. D. Redd, who succeeded W. J. Tweedell.
- 1922—J. W. Carey, chairman; G. A. Douglas, Preston H. Lee, J. D. Redd, R. A. Coachman, Jr.
- 1923—J. W. Carey, chairman; W. M. Bennett, D. L. Killian, J. D. Redd, R. A. Coachman, Jr.
- 1924—J. W. Carey, chairman; W. M. Bennett, R. A. Coachman, Jr., D. L. Killian, J. D. Redd.
- 1925—J. W. Carey, chairman; Hugh Peters, W. Cecil Watson, D. L. Killian, J. D. Redd.
- 1926—J. D. Redd, chairman; Hugh Peters, D. L. Killian, W. Cecil Watson, J. W. Carey.
- 1927—Hugh Peters, chairman; J. W. Carey, J. D. Redd, R. P. Barfield, W. Cecil Watson.
- 1928—Hugh Peters, chairman; W. Cecil Watson, R. P. Barfield, J. D. Redd, J. W. Carey.

Frederick MaGill, deputy clerk, who kept the records of the County Commissioners in the beginning of the Tamiami Trail construction, died April 3, 1917, and was succeeded by W. E. Norton, the present efficient clerk.

Attorneys for the Dade County Commissioners during the period 1915-1928 have been L. R. Railey, G. E. McCaskill and the firm of A. B. and C. C. Small, the last mentioned being at present legal counsellors for the Board.

Hobart Crabtree still is the County Engineer, and at the time this publication was issued, the original Tamiami Trail Commissioners of Dade County, Messrs. L. T. Highleyman, J. F. Jaudon and R. E. McDonald; and those appointed for Lee County, E. G. Wilkinson and E. W. Crayton, are all living and active. They have lived to see the completion of a great road building enterprise, and they

have the right to indulge a feeling of pride that in so doing they have rendered their State and generation a valuable service.

PART PLAYED BY MIAMI MOTOR CLUB

Starting December 1, 1927, the Miami Motor Club was taking care of about 100 visitors daily, and increased to approximately 250 a day by December 15th, and this average was maintained until April 1st, 1928, and then gradually decreased to an average of 50 to 75 per day.

The club handled nearly 2,000 license and title applications during the season, and secured license plates for visitors from twenty-five different states, a service which means a great deal to the visitors. Telephone calls during the busy season averaged more than 100 a day. Telegraph averaged \$45 per month. Postage equalled 33 pieces of 2c mail daily for the entire year.

The club services affiliated members from 986 clubs, and to the Chicago Motor Club goes the honor of being the largest representative with 33 members serviced in one day, Detroit second with 21 and Cleveland third with 19.

The club has answered inquiries from every state for information regarding the Tamiami Trail and the Overseas Highway. It has maintained a special information desk for the Overseas Highway, and the sale of ferry tickets. Two ferries are operated and the ticket receipts show the ferries operating to a capacity of 20 cars each, daily, from January 25th to April 1st.

The club has adjusted many accident claims for visitors, stored baggage, attended to laundry, having clothes cleaned and pressed, made hotel reservations, prepared entry papers for visitors going into foreign countries, secured passes for trips over the Tamiami Trail, including many prominent persons.

Another important service is the "Tourist Mail Delivery." During this season we have handled 1,500 pieces of mail for our affiliated members. This is a particularly convenient service, for the member not knowing where he will be able to locate when he reaches Miami. In addition to this the club has received wires from five different clubs this season, requesting it to locate members, on account of sickness or death at home. Not having these persons registered, it was necessary to call the hotels throughout Miami and Miami Beach.

The Club has given away 15,000 Florida State Road maps, 5,000 City of Miami maps, 1,000 Old Spanish Trail maps and guides, 10,000 road maps of the Eastern half of the United States, and more than 10,000 sectional road maps, covering various parts of the country, and several hundred tour books of various kinds.

PROMINENTLY IDENTIFIED WITH THE TAMiami TRAIL
MOVEMENT

1. Capt. J. W. Johnson, Punta Gorda, Fla.
Cross-State Highway Booster.
2. J. F. Garner, Fort Myers, Fla.
Clerk of Circuit Court
Always for the Ft. Myers-Miami Highway.
3. Frank Tippins, Sheriff, Fort Myers, Fla.
Fort Myers-Miami Road Booster.
4. Hon. John Morris, Fort Myers, Fla.
County Commissioner
Fort Myers-Miami Road Booster.
5. E. E. Goodno, LaBelle, Fla.
Fort Myers-Miami Road Booster.
6. Capt. W. D. Collier, Fort Myers, Fla.
Miami-Marco Road Booster.
7. E. W. Crayton, Naples, Fla.
Miami-Fort Myers 1915 Road Booster.
8. Judge E. G. Wilkinson, Naples, Fla.
Miami-Fort Myers 1915 Road Booster.
9. Capt. Geo. W. Storter, Everglades, Fla.
One of the original Cross-State Highway workers with J. F.
Jaudon; has been on the job ever since.
10. Hon. Francis W. Perry, Fort Myers, Fla.
Originator with J. F. Jaudon of the Cross-State Highway
idea.
11. Hon. J. H. Andrews, Estero, Fla.
Editor, writer, promoter and booster for the Highway;
worker and fighter for Ft. Myers-Miami Highway.
12. Stanley Hanson, Fort Myers, Fla.
Pioneer—and ever for Tamiami Trail.
13. Capt. Billie Roberts, cr. Chevelier Corp., Miami, Fla.
Pioneer of Southern Florida and co-operator with J. F.
Jaudon.
14. Eugene C. Stahl, 622 Wash. Ave., Miami Beach, Fla.
Miami Chamber of Commerce Original Pioneer Worker for
Tamiami Trail.

15. W. T. Carter, City, National Bank, Miami, Fla.
Original Pioneer Worker for Tamiami Trail.
16. W. S. Maxwell, cr. Miami Motor Club, Miami, Fla.
Original Pioneer Worker for Tamiami Trail.
17. Vance W. Helm, Ingraham Bldg., Miami, Fla.
Chamber of Commerce—Original Pioneer Worker for Tamiami Trail.
18. Frank H. Wharton, 550 N. E. 59th St., Miami, Fla.
Original Pioneer worker for Tamiami Trail.
19. John Frohock 261 N. E. 21st St., Miami, Fla.
Viewer—Original Pioneer Work for Tamiami Trail.
20. Beverly Peacock, Miami, Fla.
Viewer—Original Pioneer Work for Tamiami Trail.
21. Hon. Z. T. Merritt, 155, N. E. 41st St., Miami, Fla.
Viewer—Original Pioneer Work for Tamiami Trail.
22. Capt. Geo. F. Cook Ingraham Bldg., Miami, Fla.
Sec'y. Chev. Corporation
Associated with J. F. Jaudon on Tamiami Trail project.
23. Judge D. A. McDougal Ingraham Bldg., Miami, Fla.
Vice-President Chevelier Corp.
Associated with J. F. Jaudon on Tamiami Trail project.
24. R. O. Watson, 624 Brickell Ave., Miami, Fla.
With first Indian Canoe Party Tamiami Trail.
25. Hon. Norris McElya, Seybold Bldg., Miami, Fla.
Ex-Representative Dade County.
Who helped secure designation of Tamiami Trail as State and Federal Highway.
26. T. O. Wilson, Congress Bldg., Miami, Fla.
Early Promoter and Backer of Tamiami Trail.
27. V. Earl Irons Congress Bldg., Miami, Fla.
Real Estate Operator and Advertiser of Tamiami Trail.
28. J. B. McCrary, 3024 Miami-Homestead Highway,
cr. J. B. McC. Co. Coconut Grove, Fla.
Of J. B. McCrary Construction Co., Atlanta, Georgia,
Original construction workers for Lee and Dade Counties, Tamiami Trail.
29. J. F. Morgan, Miami, Fla.
Of Morgan Construction Co., Sub-Contractors, Dade County, Tamiami Trail work.

30. L. T. Highleyman, Meyer-Kiser Bldg., Miami, Fla.
Member of Miami-Marco Road and Canal Commission;
Original and permanent booster and promoter of Tamiami Trail.
31. Hon. R. E. McDonald, Fulford, Fla.
Ex-Representative
Dade County.
Member of Miami-Marco Road and Canal Commission;
Backer of J. F. Jaudon and L. T. Highleyman on the
Miami-Fort Myers Highway project.
32. J. F. Jaudon, 406-10 Seybold Bldg., Miami, Fla.
Originator of Tamiami Trail; Member of Miami-Marco Road
and Canal Commission; Ex-Supervisor Southern Drainage
District, and always a worker for Tamiami Trail.
33. Hon. Hobart Crabtree, Court House, Miami, Fla.
County Engineer, Dade County.
The man who laid off Dade County's part of the Tamiami
Trail, wading armpit deep in water to demonstrate
Tamiami Trail could be built, accompanied by J. F.
Jaudon. With first Jaudon party of engineering survey
on the job till now.
34. Judge William Stuart,
Hill, Miami Herald, Miami, Fla.
Newspaper writer; Tamiami Trail Booster with J. F. Jaudon.
35. C. F. Cushman, Miami Daily News, Miami, Fla.
Newspaper writer; ever for the Tamiami Trail.
36. J. P. Conrad, 28 S. E. 6th St., Miami, Fla.
Supervisor Southern Drainage District
Supervisor Southern Drainage District, along the Tamiami
Trail.
37. Ross L. Clark, Fort Lauderdale, Fla.
Trail Blazer with J. F. Jaudon.
38. S. Bobo Dean, Congress Bldg., Miami, Fla.
Newspaper writer; Editor Miami Metropolis; always for the
Tamiami Trail.
39. Judge F. B. Stoneman, Miami Herald, Miami, Fla.
Editor, Miami Herald.
Tamiami Trail Booster; newspaper writer and editor.
40. C. Clifton Page, Miami Herald, Miami, Fla.
Newspaper writer; Tamiami Trail Booster.

41. Morton Milford, Miami Daily News, Miami, Fla.
Editor, Newspaper writer; comparatively new in Miami,
but old to the Tamiami Trail interest.
42. Ora E. Chapin, Fort Myers, Fla.
Executive Vice-President Tamiami Trail Association,
Who in 1923 crossed from Ft. Myers to Miami on the route
and over part of Tamiami Trail.
43. E. W. Russell, Everglades, Fla.
Circuit Court Clerk.
Always a booster for the Highway.
44. Mr. Audley Frederick, Everglades, Fla.
County Engineer,
Collier County.
Was Assistant County Engineer of Dade County; with
Hobart Crabtree and J. F. Jaudon on the original sur-
vey of Tamiami Trail.
45. Hilton Curry, Key West, Fla.
Original Monroe County proponent of Monroe County's
part of Tamiami Trail.
46. Clerk Bd. County Key West, Fla.
Commissioners of Monroe County.
47. Mr. J. Otto Kirchheiner Key West, Fla.
Chairman, Board of County Commissioners of Monroe Coun-
ty, Florida.
48. Ben Shepherd, Miami, Fla.
Ex-Clerk Circuit Court, Dade County, Tamiami Trail worker
49. Geo. F. Holly, Miami, Fla.
Ex-Clerk Circuit Court, Dade County, Tamiami Trail worker
50. E. B. Leatherman, Court House, Miami, Fla.
Clerk Circuit Court, Dade County; Tamiami Trail worker.
51. Hon. W. E. Norton, Court House, Miami, Fla.
Clerk Board County Commissioners, Dade County; best in-
formed man on Tamiami Trail in the world.
52. Hon. Geo. McCaskill, 1556 N.W.S. River Dr., Miami, Fla.
Ex-Attorney, Board County Commissioners, Dade County;
fully informed on Tamiami Trail.

53. L. R. Railey, First National Bank, Miami, Fla.
Ex-Attorney, Board County Commissioners, Dade County;
fully informed on Tamiami Trail.
54. A. B. & C. C. Small, Court House, Miami, Fla.
Attorneys, Board County Commissioners. See them for
latest information and full particulars Tamiami Trail.
55. F. A. Bryan, Fort Lauderdale, Fla.
County Commissioner who had to do with affairs of Ta-
miami Trail.
56. J. J. Hinson, Miami, Fla.
County Commissioner who had to do with affairs of Ta-
miami Trail.
57. J. G. Truitt, _____
County Commissioner who had to do with affairs of Ta-
miami Trail.
58. Geo. E. Merrick, Coral Gables, Fla.
County Commissioner who had to do with affairs of Ta-
miami Trail.
59. E. D. V. Burr, Arch Creek, Fla.
County Commissioner who had to do with affairs of Ta-
miami Trail; was Chairman of County Commissioners.
60. Preston H. Lee, Goulds, Fla.
County Commissioner who had to do with affairs of Ta-
miami Trail.
61. J. W. Carey, Coconut Grove, Fla.
Board of County Commissioners, Dade County; Tamiami
Trail Booster.
62. Hugh Peters, Little River, Fla.
Chairman Board County Commissioners, Dade County; Ta-
miami Trail Booster.
63. W. Cecil Watson, Miami, Fla.
Board of County Commissioners, Dade County; Tamiami
Trail Booster.
64. R. P. Barfield, Perrine, Fla.
Board of County Commissioners, Dade County; Tamiami
Trail Booster.
65. J. D. Redd, Homestead, Fla.
Board of County Commissioners, Dade County; Tamiami
Trail Booster.
66. A. S. Eldridge, Miami, Fla.
Purchasing Agent, Board County Commissioners, Dade
County; Tamiami Trail Booster.

67. Barron G. Collier, Everglades, Fla., and 220 W. 42nd St., New York City.
Developer Collier County, Florida.
68. J. C. Baile, Miami, Fla.
Board County Commissioners who had to do with affairs of Tamiami Trail.
69. R. A. Coachman, Jr., Seybold Bldg., Miami, Fla.
Board County Commissioners who had to do with affairs of Tamiami Trail.
70. W. M. Bennett, Arch Creek, Fla.
Board County Commissioners who had to do with affairs of Tamiami Trail.
71. D. L. Killian, Kendall, Fla.
Board County Commissioners who had to do with affairs of Tamiami Trail.
72. Paul Boyson, Key West, Fla.
Constructor, part of Tamiami Trail.
73. Mrs. W. C. Littlewood, Miami, Fla.
First woman who lived at Sweetwater on Tamiami Trail.
74. Major T. A. Price, Miami, Fla.
Newspaper man and booster for Tamiami Trail.
75. Judge R. B. Gautier, Miami, Fla.
Newspaper man and booster for Tamiami Trail.
76. Dr. Robert Ranson, St. Augustine, Fla.
Civil Engineer
Florida pioneer and booster for Tamiami Trail; Assistant County Engineer, Dade County.
77. Roland Kolb, Miami, Fla.
County Engineer.
Assistant Engineer, Dade County, and Engineer on Tamiami Trail work.
78. E. N. Belcher, Belcher Asphalt Pav. Co., Miami.
Bond Trustee, first Tamiami Trail bond issue.
79. R. W. McLendon, Coral Gables, Fla.
Bond Trustee, first Tamiami Trail bond issue.
80. Walter Ludlum, Miami, Fla.
Chainman on original survey of Tamiami Trail.
81. Wallace Culbertson, cr. First Nat. Bank, Miami, Fla.
Chainman on original survey of Tamiami Trail.
82. Van Cleve Hallowes, cr. Hobart Crabtree, C. E., Miami.
Assistant to Hobart Crabtree, County Engineer, original survey of Tamiami Trail.

83. Hon. John C. Luming, State Treasurer, Tallahassee, Fla.
Trustee of Internal Improvement Fund; aided Miami-Marco
Road and Canal Commission in Tamiami Trail affairs.
84. Senator Park Trammell, Washington, D. C.
Ex-Governor of Florida, and Chairman Trustees Internal
Improvement Fund; aided Miami-Marco Road and
Canal Commission in Tamiami Trail affairs.
85. Judge Thos. F. West, Milton, Fla.
Attorney General of Florida; member Trustees Internal Im-
provement Fund; aided Tamiami Trail work.
86. Hon. W. V. Knott, Tallahassee, Fla.
Ex-Comptroller of Florida; member Trustee Internal Im-
provement Fund; aided Tamiami Trail work.
87. Hon. W. A. McRae, West Palm Beach, Fla.
Ex-Commissioner of Agriculture of Florida; aided in Ta-
miami Trail affairs.
88. Hon. Sidney J. Catts, DeFuniak Springs, Fla.
Ex-Governor of Florida, and as Governor aided in Tamiami
Trail affairs; deeded Tamiami Trail lands to the Com-
missioners.
89. L. P. Dickie, Tampa, Fla.
Executive Secretary Board of Trade, Tampa; had to do
with naming Tamiami Trail.
90. D. C. Gillett, Tampa, Fla.
President Tampa Board of Trade; had to do with naming
Tamiami Trail.
91. Frank Baker, Congress Bldg., Miami, Fla.
Member North Miami Improvement Association; Tamiami
Trail worker and booster.
92. S. C. Headley, Fort Myers, Fla.
Tamiami Trail Booster.
93. Arthur G. Keene, Miami, Fla.
Newspaper man and arbiter Tamiami Trail.
94. E. B. Douglas, Bank Bay Biscayne Bldg., Miami.
Newspaper man and arbiter Tamiami Trail.
95. Hon. Clifford Walker, Atlanta, Ga.
Ex-Governor of Georgia; arbiter Tamiami Trail.
96. Josiah T. Rose, Atlanta, Ga.
Arbiter, Tamiami Trail.
97. Erben Cook, Miami, Fla.
Superintendent Road Construction Tamiami Trail in Mon-
roe County.

98. John W. King, Brooklyn, N. Y.
Surveyor on Tamiami Trail and the engineer who was reported lost in the Everglades on the Tamiami Trail work.
99. W. V. Blackwell, Miami, Fla.
Secretary Southern Drainage District.
100. Fred Siegel, Miami, Fla.
President Southern Drainage District.
101. Dr. J. L. Holmberg, Miami, Fla.
Land Owners' League, adjacent to Tamiami Trail.
102. A. W. Corbett, Real Estate Bldg., Miami, Fla.
Tamiami Trail Improvement Association.
103. Willis M. Quinn, 229 N. E. 1st Ave., Miami, Fla.
Tamiami Trail Improvement Association.
104. A. H. Adams, Miami, Fla.
Tamiami Trail pioneer.
105. George E. Hosmer, Editor, Fort Myers, Fla.
Newspaper man and booster for Tamiami Trail.
106. J. M. Kerr, Miami, Fla.
Tamiami Trail Improvement Association.
107. Tom Weeks, Naples, Fla.
Tamiami Trail worker.
108. Fons A. Hathaway, Tallahassee, Fla.
Chairman State Road Department.
109. Gov. John W. Martin, Tallahassee, Fla.
Governor of Florida.
110. Dr. W. Phillips, Alva, Fla.
County Commissioner, Lee County, in Tamiami Trail affairs.
111. Chas. P. Staley, Fort Myers, Fla.
Ex-County Commissioner, Lee County, Florida; Tamiami Trail affairs.
112. R. V. Hedges, LaBelle, Fla.
Ex-County Commissioner, Lee County, Tamiami Trail affairs.
113. Jno. M. Boring, Fort Myers, Fla.
Tax Assessor, Lee County, Tamiami Trail affairs.
114. Capt. G. Duncan Brossier,
President of the Miami Chamber of Commerce during 1915 when Tamiami Trail work was started.
115. Isidor Cohen, Miami, Fla.
Always in forefront of civic improvements.

**Invitation Sent Out by Commissioners of Dade County to
Reception in Honor of Completion of Tamiami Trail
to be Held in the Dade County Court House, Friday,
April 27, 1928.**

In 1915 Dade and Lee counties began the construction of a cross state road from Miami on the Atlantic Ocean across the Everglades of Florida to Fort Myers on the Gulf of Mexico, this highway since 1916 has been known as the Tamiami Trail, and it will be opened to the public on April 25th as a State and Federal Highway.

A motorcade is planned to visit Miami reaching here Thursday, April 26th, and a program has been arranged for the reception of those coming. We, the County Commissioners of Dade County, trust you will come to Miami on this occasion.

**OUR RECORDS SHOW THAT YOU HAVE BEEN
PERSONALLY OR OFFICIALLY IDENTIFIED WITH
THIS GREAT PROJECT.**

We are going to hold an informal reception in the office of the County Commissioners in the new 27-story Dade County Court House on Friday morning April 27th at 10 o'clock, and we extend to you a cordial invitation to be with us as we desire to have the pleasure of meeting you and have you also meet those who, like yourself, were active in the initiation and construction of this highway up to the time the Legislature of Florida designated the Tamiami Trail as a State and Federal Highway.

Please be present at 10 A. M., Friday, April 27th, on the 10th Floor, Dade County Court House.

Cordially and sincerely,

HUGH PETERS, Chairman,
W. CECIL WATSON,
J. D. REDD,
R. L. BARFIELD,
J. W. CAREY,

Board, County Commissioners of Dade County, Florida.

ATTEST:

W. E. NORTON, Deputy Clerk.

April 16, 1928.

In Memoriam

1. F. E. Harrison, Newspaper writer of Fort Myers, Fla.—1915-1922.
2. S. A. Belcher of Miami, Chairman Board of County Commissioners—1915-1917.
3. R. G. Collier of Bonita Springs, Fla., Chairman Lee Co. Bd. of County Commissioners—1915-1917
4. Lon S. Warner of Hialeah, Fla. Newspaper writer of Hialeah—1916-1927.
5. Dr. W. S. Turner, Captiva Island, Fla., County Commissioner of Lee County Florida—1915-1923.
6. Walter O. Shepherd of Fort Myers, Fla. Attorney of Board of County Commissioners of Lee County, Florida—1917-1921.
7. J. W. Tweedell of Homestead, Fla. County Commissioner of Dade County—1915-1919.
8. Julius Smith of Miami, Fla. County Commissioner of Dade County—1917-1919.
9. G. A. Douglas of Arch Creek, Fla. County Commissioner of Dade County—1919-1921.
10. F. J. MaGill of Miami, Fla. Deputy Circuit Court Clerk Dade County and Clerk of the Board of County Commissioner 1915-1916.



ROYAL PALMS—FORT MYERS, FLORIDA.

