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Miami, Fla.,  
Aug. 28, 1917.

Capt. J. F. Jaudon,  
Miami, Fla.

Dear Sir:

In accordance with your request for a progressive plan of improvement on the A. W. Hopkins Tract, I have prepared the accompanying plan and preliminary cost estimate.

The plan provides, first, for certain general improvements which will be beneficial to the entire tract before the actual development of the land begins; second, bringing the land into condition for agricultural use by districts.

GENERAL IMPROVEMENTS.

Under the head of general improvements are included the following:-

(1)

Perfecting a channel through the Chathan River from the Gulf of Mexico to Tarpon Cove, a distance of six miles. At present this channel is, in general, good and the work will consist in dredging through occasional water bars so as to enable boats drawing five feet to use this channel at low tide.

(2)

Clearing a channel from Tarpon Cove south through the inland bays to Loosman's River. This will enable launches drawing three and one-half feet to cruise these bays.

(3)

The Chevelier Transportation Waterway from Tarpon Cove to the east line of the Chevelier Townsite. This waterway as planned will be fifty feet wide and eight feet average depth, which will afford four feet of water in dry seasons. It will serve the double purpose of transportation to the town and drainage. Also a large portion of the rock thus obtained may be used for building the roads.

(4)

A thirty foot canal eight feet deep extending east from the townsite, as shown on the plat, for the purpose of drainage and transportation.



(5)

A main highway from Tarpon Cove east through the Townsite, and connecting with the Tamiami Trail at a point nine miles east of the Hopkins Tract. Also a highway from the west line of the Townsite running northwest to the north line of the tract at a point within four miles of the proposed Tamiami Trail in Lee County.

(6)

Clearing the mangrove and sunken logs from Lossman's River, Rookery Creek, and Sweetwater Creek so as to make the timber lands immediately accessible by launch. Also clearing logs and snags from Charlie's Creek to provide a waterway for launches from Cannon Bay to the Gulf of Mexico.

(7)

The building of a fishing camp and hunting lodges for the entertainment of winter visitors.

#### PROGRESSIVE DEVELOPMENT.

The plan of improvement of the lands, as shown on the accompanying plat, consists of seventeen districts, numbered in the probable order of their development. The starting point is chosen for several reasons, to wit

Ideal location for the townsite in high pineland; easy access to the bays and character of land affording good conditions for the construction of main highways connecting with Miami and Ft. Myers; unusual fertility and variety of soil in this region. It is in the heart of the Cypress country and will enable you to start marketing the timber immediately.

The improvements which are essential prior to the complete development of the first districts are as follows:-

(1) Perfecting Chatham River Channel	Est. cost \$ 4,500
(2) Chevelier waterway	" " 80,000
(3) 2 miles 30' canal	" " 22,000
(4) Main Highways (complete)	" " 82,000

However, it will not be necessary to expend all of this amount at the outset before you can realize some benefits. The opening of the Chevelier waterway alone will enable you to put into immediate tillable condition fully four thousand acres of excellent marl and loam



lands. It will also furnish a means of transportation for getting out cypress. The construction of a road along the bay as shown in Districts 3 and 4 will make many choice building sites fronting on the bays available soon after the work starts.

#### DISTRICT DEVELOPMENT.

The plan as shown provides for a road and ditch through or adjacent to each section of land. Extensive drainage is not necessary, owing to the elevation and loam character of the land. There is little or no very low land in any of the districts except a strip from one to two miles wide lying adjacent to the bays. This strip is largely marl and black soil prairie with scattering hammocks of cabbage palm and can be easily drained by a system of dykes and tide gates. The only time these lands are now submerged is during extreme Spring tides and if this inundation is prevented, the land is very valuable. The roads along the bays can be made to serve as dykes with culverts (provided with tide-gates) under them at short intervals. The roads built in the first districts to be developed will serve as a dam to prevent overflow of the prairie from the higher wooded lands.

I wish to once more mention the cleaning out of the creeks. These natural drains are at present so choked with mangrove and accumulated trash that very little water can flow through them. If opened they would afford considerable drainage and also furnish water transportation, at a slight cost, to some lands which could be used at present for truck farming or stock raising.

My examination of this tract was made in June of this year, during a very wet season, so that I saw it under the worst conditions and had an opportunity to study the drainage problem. Any canals or ditches that you may put in must be provided with locks or gates so as to retain as much of the normal rainfall as possible. It is for the Torrential Summer rains that drainage should be provided, so as to make farming a safe proposition at all times.

Respectfully,

PKA-KLM.

F. K. ASHWORTH.