

MY FLORIDA

"A state oldest in white settlement and newest and best in modern development—a state with a rare blending of the old and the new. A state where the products of the Temperate Zone and the Semi-Tropics meet on common ground, and intermingling reach their highest perfection. A state abounding in assets of pure air, good water, generous sunshine, ample rainfall, and twelve full months in each year to grow grain, grass, root and fruit crops and live stock. A state with gentle and healing winds bearing balsam from the pines and salt air from the seas. A state fast becoming the all-year-round playground, health resort and income producing region of the nation. A state to which the world is invited to come and study and enjoy, and by staying prolong life in comfort. A state to which the tourist and homeseeker can come in any month of the year."—By Pat Murphy.

Are you here? Will you come?

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Tamiami Railway-----Page-----2-----

of the Wisconsin Northern Railway and who is now stationed at Naples Florida and is continuing surveys ~~in~~ and preliminary work on the engineering end of the work.

The amendments to the charter ~~submitted~~ asked for do not make any material changes in the line except that the/ Railway Company are now asking that their charter be amended to give them ^{additional} the/right to construct from Fort Myers to Arcadia.

The present charter covered the construction from Miami to Fort Myers but did not extend beyond that point, but the facts as to probable tonnage etc, etc, so necessary to insure paying operation has developed that it is advisable to connect at Arcadia/^{with the C. H. and N.} to give the Railway the benefit of at least a portion of the large shipments of phosphate/^{from Polk County} to Miami as a forwarding point; thus it can be seen that ships coming to Miami with potash and sulphates can load with phosphates as return cargo---this not only means business for the Port of Miami but also means that ^{or near} at/Miami there will be large fertilizer factories assimilating the Florida phosphate, with foreign sulphates using ^{or near} muck as a base and for the necessary ammonia content and with these three elements produce the very highest grade of fertilizers to supply/ the demand for the hundreds of thousands of tons ~~is~~ used in Florida.

This line when constructed will also transport to the port of Miami for forwarding the large quantities of cypress and pine timber in the "Big Cypress" country, to give the reader an idea of this/product ^{a recent} "deal" covered the sale of one body of cypress which was estimated by

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Tamiami Railway ~~Page 3~~

"timber cruiser" J. D. Kendrick in 1912 to cut eight hundred and forty two million feet of board lumber; there are other large bodies of cypress in the counties through which this railway will run including the several large "strands" of pine and cypress in Monroe County estimated by S. J. E. Lucas (another "timber cruiser") to cut one hundred and fifty one million feet of board lumber; all told the "statistical men" of the railway company estimate there is upwards of two billion feet of cypress, pine, and hardwoods along the line of the railway all of which except that part used along the line for construction should find its way to Miami for consumption and export via ships from our harbor.

It is not generally known by the average "layman" that the real money in railroad earnings come from freight and not from passenger business so in constructing a railroad the builders must figure for fifty or a hundred years ahead so that earnings can be depended upon to cover that period; as a matter of fact as soon as the timber is cut from the area through which this railroad will run the lands will no doubt be immediately planted to oranges, grapefruit, avocados, mangoes, large areas will be used for winter vegetable growing, great sugar plantations will spring up on the fertile hammock (hardwood) ~~land~~ marl and ~~limestone~~ limestone lands, thus adding to freight tonnage from year to year instead of decreasing same as is the instance of running a railroad through areas which when the timber is cut ~~is depleted~~ the revenue "along the line" is decreased.

Mr. Jaudon says that never since the charter was granted was there

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Tamiami Railway--Page--4---

any reason to doubt but that construction would be accomplished, but that ~~the~~ the delays in the Highway work has of course delayed his organization, as they intend to start work at a dozen or more points on their line and RUSH the construction work; he further says the company is financed by ~~such~~ western capitalists who will furnish the moneys as fast as it can wisely be expended on the ~~building~~ construction program, and that work will actually start very soon.

He/ was asked to give the names of the men or interests behind the project but replied by saying "you can rest assured that the men and interest are well able to do this work; railroad building ~~now~~ on a larger scale than this has been done by these same men".

He gave the following interesting figures /from the "summary" of the engineering department ^{for} ~~of~~ the line -----

Miami to Naples	108.80 miles	108.80
Naples to Fort Myers	"	34.50
Fort Myers to Arcadia	"	<u>43.25</u>

Total Miami to Arcadia 186.55 miles

Estimated cost for the complete line \$4,125,775.00 or about \$ 22,000 per ~~mi~~ mile; this estimate provides for 80# rails for main line and 70# rails for side-tracks etc, and covers the very highest type of construction.