MY FLORIDA

J. F. JAUDON

Bougainvillea

SEI N. W. FOURTH AVENUE

MIAMI, 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.

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TAMIAMI RAILWAYSSSSX

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An application for amendmentfor/Temiami Railway has been made by the officers of the organization, and an interview by a reporter of this paper was given by J.F.Jaudon President of the Company, which develops some very interesting and valuable information.

Mr. Joudon said that Charter for Tamiami Railway was secured in 1918 embediant since which time a great number of survey lines and engineering work has been done, in fact in 1919 and 1920 some actual construction work was undertaken by the Company on the West Coast Ex side of the work and slow.

but the work proved so expensive Em Key West was used as base/Eff supplies which were embedded by boat to the work; at the time of the beginning of construction it looked as the Tamiami Trail would be/rushed by the several counties which were doing the construction, but engineering and other difficulties and elays were encountered on construction of Tamiami Trail so the officers of Tamiami Railway concluded to defer any further actual construction until the completion of the Trail for the reason that they had concluded it would be far better to wait until ork could be started at a half dozon or more points on the line and then rushed to completion.

The officers of the Rail ay company have not been idle however as they have completed a number of preliminary survey lines of the route, some of the work having been done under the supervision of F.K. Askworth C.E. and the later work under the direction of william Cambier who was/cheef Engineers

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Temiomi Railway----Poge---2--

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of the Wisconsin Northern Railway and who is now stationed at Maples Florida and is continuing surveys mx and preliminay work on the engineering and of the work.

The amondments to the charter refungerable asked for do not make any material changes in the line except that the/ Reilwey Company are now asking additional that their charter be amended to give them the/right to construct from Fort Myers to Arcadia.

The present charter covered the construction from Mami to Fort

Myers but did not expend beyond that point, but the facts as to problable

tonage etc.etc. so necessary to insure paying operation has developed that

with the C.H. and H.

it is advisable to connect at Arcadic/to give the Railway the benefit of at

from Polk County

least a portion of the large shipments of phosphate/to Miomi as a forwarding

point; thus it can bee seen that ships coming to Miomi with potach and

sulphates can load with phosphates as return cargo—this not only means

or near

business for the Port of Mami but also means that at/Miomi there will be

large fertilizer factories assimilating the Florida phosphate, with foreighn

sulphates using mack as a base and for the necessary amonia content and

with these three elements produce the very highest grade of fortilizers to

supply/ the demand for the hundreds of thousands of tons mf used in Florida.

This line when constructed will also transport to the port of

Will for forwarding the large quantities of cypress and pine timber in the

a recent

"Big Cypress" country to ive the reader an idea of this/product

deal" cov ered the sale of one body of cypress which was estimated by

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Temiami Railwayama-Pago-3-

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"timber cruiser" J.D. Kendricks 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 rum 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 it way to Miemi for consumption and export via ships from our harbor.

money in reilroad earnings come from freight and not from passenger business so in constructing a reilroad the builders must figure for fifty or a hundred years shead 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 this which this reilroad will r n the lands will no doubt be inmediately planted to Oranges, grapefruit, avacades, manges, large areas will be used fo winter vegetable growing, great sugar plantations will spring up on the fertile harmoch (hardwood) there must and faction that linestone lands, thus adding to freight tempage from year to year instead of decreasing same as is the instance of running a reilroad through areas which when the timber is cut instance of running a reilroad through areas which when the timber is cut

Ir. Joudon s ys that never since the charter we granted was there

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Tamiami Railway -- Page -- 4---

any reason to doubt but that construction would be accomplised, but that wind the dealys 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 work western capitalists who will furnish the moneys as fast as it can wisely be expended construction on the hailding program, and that work ill actually start very soon.

Here was asked to give the mames 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 nixxx on a larger scale than this has been done by these same men.

He gave the following interesting figures /from the "summary" for of the engineering department xx/the line ----

Miami to Naples KUSYNN miles 108:80 Naples to Fort Myers " 34.50 Fort Myers to Arcadia " 43.25

Total Miami to Arcadia

186.55 miles

Estimated cost for the complete line \$4.125.775.00 or about \$ 22.000 per mix 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.