

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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Miami Fla., Aug. 11th 1924

J. F. JAUDON

Bougainvillea

321 N. W. FOURTH AVENUE
MIAMI, FLORIDA

Mr. John S. Jones
Columbus
Ohio.

Dear Mr. Jones:

After receiving your letter of 4th inst. with memorandums of Mr. C. H. Bartley I at once had a conference with Mr. Taylor, and he thought it advisable (as Mr. Bartley had suggested) to at once file our "amended survey" with the Secretary of State of Florida showing our extended line to Arcadia-----as he will go to Tallahassee we also deemed it advisable to secure the endorsement and approval (of the Florida Railway Commission) to construct-----I have had the proper applications drawn, and have had maps of the new line made, all in accordance with the "Summary of entire project" made by Mr. Gambier.

Not only did your letter and Mr. Bartley's memorandum lead us to conclude that this was advisable now but we also found that Mr. Barron Collier had (we believed) made propositions to the Pennsylvania Company to join with him in a railroad from Miami North-West along the banks of the Miami Canal, through Hialeah and on up to Pennsylvania Sugar Company plantation (where they already have about fifteen miles of railway laid), and then on DUE WEST to Everglade (the county seat of Collier County) and join with the extension (which Collier has been trying to arrange) of the Atlantic Coast Railway from Immokalee-----this plan would only require Collier and the Pennsylvania Sugar Company to build about fifty five miles of line to reach Miami, as the Florida East Coast are going to build at once the line from Miami through Hialeah to the Pennsylvania Sugar Company Plantation, and the Atlantic Coast will of course follow their usual course "build spur lines where needed" (I think this is what Mr. Harry Walters told you)-----thus the fifty five miles is all Collier et al would have to construct-----BUT THIS PLAN WOULD-----

Change the route of Tamiami Trail entirely and-----
First-----Would Give Railroad connection to Everglade to Immokalee and Miami.

Second-----Would leave Naples with NO RAILROAD CONNECTION WITH MIAMI.

Third-----Would DIVERT automobile traffic north from Everglade to Immokalee, and on to LaBelle, and on to Lake Wales Sebring, and the High-land section of central Fla.

Fourth-----Would place the Tamiami Trail about nine miles north

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PAGE---2---

J.S.J.---Aug.11th 1924.

of the Chevelier Tract (Monroe County)----he could do this as the recent bond election in Collier County for \$250,000 was for "hard surfaced roads" but the "call for election" did not state WHERE THESE ROADS WERE TO BE BUILT----hence if no road program is ADOPTED the County Commissioners of Collier County (who are more or less subject to Mr. Collier's view point) can construct----when the bonds are validated---any road on any line they desire. So it is quite probable that Mr. Collier's policy would be to do very little for the original Tamiami Trail running via Naples to Fort Myers, in fact it is fair to presume he would "forget all about it" at least until his Everglade-Immokalee Highway was built.

Fifth----He (Mr. Collier) would have the Pennsylvania Sugar Company, The Curtis (Glenn H. Curtis) Bright people at Hialeah all working for him for the change in Highway routing as well as the change in any possible Cross-tate Railway.

Sixth----This plan would also make allies for him of both the Florida East Coast Railway at Miami, and the Atlantic Coast Railway from Immokalee (changing a liability (now) to an asset (then)

Seventh---It would give to Mr. Collier the ONLY GULF OUTLET via Railway and automobile highway----AT EVERGLADE the county seat.

With all this before us we concluded to act on Mr. Hartley's suggestion AT ONCE hence the necessary papers are prepared and are being filed at Tallahassee with the Secretary of State and The Florida Railway Commission.

Am attaching a "clipping" from the Miami Herald (owned by the Florida East Coast Railway) which gives my statement on the reason for us advertising for an "amendment to our Charter".

Could I ask that you have Mr. Hartley (I am mailing him a copy of this letter) to meet Mr. P.C. Taylor in Tallahassee on Wednesday 20th next week---you will have time to wire him, and he time to get to Tallahassee after you have received this letter----my idea is that Mr. Hartley can be of great assistance in case Mr. Collier and his friends have already made a move in that direction.

Am also attaching several clippings as to Mr. Carl Fisher's ideas of the Port of Miami, I am quite sure that we can get his active support as also the active support of Mr. George B. Merrick the owner of Coral Gables, in all our plans, with highest regards, I am

Most truly yours

J. F. Jaudon.