

THE SUNDAY CREEK COAL COMPANY

OUTLOOK BUILDING
COLUMBUS, OHIO

JOHN S. JONES,
CHAIRMAN OF THE BOARD

October 23, 1924.

Mr. J. F. Jaudon,
321 N. W. Fourth Ave.,
Miami, Florida.

Dear Mr. Jaudon:

I read with interest your letter of October 10, concerning certain moves made by Collier, also your letter of October 23, enclosing newspaper clippings which have reference to the plans of Cornelius Vanderbilt, Jr., and Collier to build a railroad from Miami to Fort Myers through the Everglades, and I firmly believe that some day there will be a railroad built from Miami to Fort Myers that will connect up the west coast with the east coast, and as you know I have been hoping for some time that something of this kind would happen because it would naturally be a benefit to Naples where I have large holdings and would, of course, be of great benefit to interests you have between Miami and Everglades. I have always told you, however, that the most important factor in the whole proposition is to first secure necessary terminal facilities at Miami and that is why I have always suggested that it would be advisable for you to get the Miami people interested with you in the matter.

In your letter of October 19, you say that the Detroit interests have offered to underwrite three million dollars of Tamiami Railway 6% bonds at 85, and in some of your letters you mention the fact you do not want to consider their proposition as you do not want "to cross wires with anything I may have planned or arranged."

I have just returned from New York where I had an interview with Mr. Walters of the Atlantic Coast Line which resulted in a frank statement from him to the effect that he had no arrangement and did not expect to make any in the near future for the extension of their line further than Bonita Springs; that they had up now negotiations with parties who were considering the purchase of certain large cypress holdings south of Immokalee and that the Atlantic Coast Line had agreed, if the cypress lands were purchased, to extend their Immokalee branch twelve miles further into the cypress belt and that this was as far as they expected to go at present.

I also had an interview with Mr. Warfield of the Seaboard Air Line Railroad and he discussed the question of extension to Miami of the line they are now building cross-state, and frankly said they were undecided as to what their plans would be. My own inference was that they hoped to make some satisfactory arrangement with the East Coast Railroad for increased tonnage and that, if they are successful, they would not build into Miami.

In answer to my question concerning the Seaboard's acquisition of the Charlotte Harbor and Northern, Mr. Warfield said there was no truth in that report, but that the Seaboard had made certain trackage arrangements with the C.H.&N. that would enable them to reach certain terminals owned by the C.H.&N., so I do not believe either the Atlantic Coast Line or the Seaboard is interested at the present time in encouraging the building of a railroad from Miami to Fort Myers via the Everglades.

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No. 2 - Mr. J. F. Jaudon.

I did not see Mr. Collier in New York. I was told he had left for Florida. The only information I have about Vanderbilt's and Collier's scheme is what I have read in the newspapers.

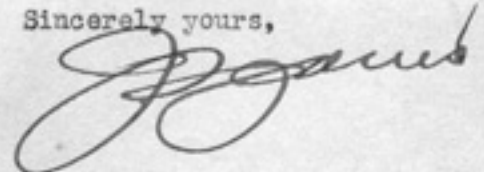
In view of the attitude of the Atlantic Coast Line and the Seaboard Air Line, and having in mind the scheme proposed by Collier and Vanderbilt for a cross state line, I have concluded, after considering the matter from all angles, that I do not care to become interested in the building of a railroad to connect the east and west coast. I may find it necessary, however, in order to protect the interests I have at Naples, to build a short line railroad from Naples to Bonita Springs.

I realize your very earnest desire to help yourself as best you can, and your intense interest in a railroad project of this kind and, therefore, think it only fair to make a frank statement to you of my efforts in this connection and of the information I have secured, and the decision I have arrived at.

While I have never considered that you were under any obligation to me, or that I was under any obligation to you, in this matter, beyond our mutual desire to see a railroad built from Miami to the west coast, you have once or twice mentioned that you did not want to do anything that would interfere with my plans and I want you to feel at liberty to go ahead with any arrangements you wish to make without any further reference to me, assuring you, however, I will be very glad to furnish you with any information I can that may be of interest or value to you from time to time.

With kindest regards, I am,

Sincerely yours,



Dict J S J