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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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THE TAMiami TRAIL.

In 1915 when Hon. Francis W. Perry and J. F. Jaudon met in Tallahassee during the Session of the Legislature and secured a map from Commissioner of Agriculture McRae (which map by the way is now one of the valued possessions of J. F. Jaudon), and marked out ~~xxxxx~~ on this map a possible "Cross-State Highway" from Fort Myers to Miami through Lee, Monroe, and Dade Counties, which line is almost the identical route of the now almost constructed "Tamiami-Trail"; Professor Perry was then President of Lee County Board of Trade and J. F. Jaudon was State and County Tax Assessor of Dade County, each pledged to the other at that time their best efforts to have their respective County construct their part and to secure if possible the co-operation of Monroe County, this can truly be said to be the actual beginning of the "Tamiami Trail" idea.

Prof. Perry returned to Fort Myers, secured the active support of Judge E. G. Wilkinson and Mr. E. W. Crayton of Naples, ~~and~~ and A. H. Andrews of Estero, ~~and~~ Captain Jaudon returned to Miami and succeeded in getting the active co-operation of both the Miami Herald and Miami Metropolis in agitating this idea, Judge Wm Stuart Hill of the Herald was especially active, ^{and} as a news-story on the subject was almost daily written by him, for ~~ex~~ even then it was realized that Dade County would have to "cross the Everglades" with the portion of the road which it would undertake.

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Many ideas were advanced as to the practical and possible route, method of financing, efforts were made to ~~to~~ divert the road to follow the Miami Canal to Lake Okechobee, or perhaps follow the Miami Canal to a point opposite "Brown's Landing" in Lee County and thence north-west to Fort Myers, in this plan the co-operation of both Broward and Palm Beach counties would have been necessary, but after due effort no such co-operation could be obtained, then ~~on 1/1~~ ~~1/1~~ 1915 the County Commissioners of Dade County by Resolution (see Minute Book _____ Page _____) appointed J. F. Jaudon, R. E. McDonald and L. T. Highleyman as a "COUNTY COMMISSIONERS COMMISSION" to handle the situation for Dade County, J. F. Jaudon was elected Chairman of this "Commission" and immediately a survey was made, which developed that the "idea" was practical by running the line of the road as far south as possible to avoid the deeper muck, hence the line from old 20th St (now South ^W 8th St.) due west. Engineer with a ~~fix~~ complete engineering crew Hobart Crabtree/running a number of ~~lines~~ preliminary lines on which he was accompanied by J. F. Jaudon on the more important ones.

The cost of Dade County's part was estimated at \$250,000 and a Special Road District was formed and bonds were issued in that sum, and a contract let to the J. B. McCrary Co to complete a finished road to or about the South east corner of Lee County; war conditions and other reasons delayed and increased the cost of the

and completion of the work, and in 1920 an additional \$50,000 was found to be necessary and additional bonds in that amount was voted and the route ~~xxxxxx~~ amended to connect with Monroe County at a point about three miles south of the South-east corner of Lee County, in the meantime Lee County had created Special Road District No 1 to construct to Marco Junction, and Road District No 3 to build ^{west} from Marco Junction to connect with the road from Miami, in 1917 it was manifest that Lee County's Road District No. 3 would not have sufficient funds, nor an additional bonding capacity to build to or about the south-east corner of Lee County and an arrangement was made where-by about eighteen miles of the road was to follow a line through Monroe County.

As has been said, war conditions, increased cost of construction, delays in construction, forfeiture of contract by contractors in Lee County and many causes delayed the work in both Lee and Dade County, and these delays did not permit even the beginning of the work in Monroe County as the Monroe County part could not even be begun until either Lee or Dade had reached their part of the work), but the Everglades was crossed by Dade County and the work is now ^{fully financed and is} being pushed rapidly forward ^{through} ~~in~~ Monroe County. Collier County was created from southern Lee by the Legislature of 1923. Lee County delivered \$44,191.04 of the ^{original} unexpended funds of Road District No 3 also \$16,325.46 of their Time Warrant Fund of District #3 hence the County Commissioners of Collier County have ample funds for the time being at least to continue their part of the work to the Monroe County line, Dade County will ^{spend} ~~xxxxxx~~ another hundred ^{Twenty five} thousand dollars to surface and asphalt oil their part of the road as soon as Monroe and Collier Counties have completed their grade or road so that it is useable.

Thus it ~~xxxxxx~~ can be seen that Dade County has its part complete except surfacing for which provision is being made, Monroe County will have their part completed by ^{July} ~~Jan~~ 1st 1925, Collier County has ^{funds} ~~about \$60,000 in on~~ hand to build about fifteen miles from Everglade to Monroe County line, ~~xxi~~