

F-1

Dade County Commissioners Now in Lee County  
in Consultation with the County Commis-  
sioners of that County, looking to-  
wards the definite and early com-  
pletion of the Tamiami Trail.

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Fort Myers and Lee County have as guests this week, County Commis-  
sioners Carey, Red and Douglas, of Dade County and the County Engi-  
neer, Hobart Crabtree, who is also engineer in charge of Dade Coun-  
ty's portion of the construction of the Tamiami Trail, and the Hon.  
D.A. McDougal of Sapulpa, Oklahoma, who is one of the principal  
stockholders of the Chevelier Corporation.

The mission of these gentlemen to Fort Myers and Lee County is  
to see just exactly what Lee County has done, is doing and will do  
on its portion of the Tamiami Trail, and a joint effort on the part  
of the ~~xxx~~ Boards of Lee and Dade Counties to agree with the Cheve-  
lier Corporation on the method, manner, ways and means and making  
definite arrangements in the matter of the construction of the ap-  
proximate twenty miles of the Tamiami Trail which the Chevelier  
Corporation have agreed to do. It is the intention of the Board  
of County Commissioners of Dade County to make a personal inspection  
of Lee County's portion of the work, estimate the time necessary  
to complete the project and examine the class and character of work  
already done, to the end that as the ultimate aim of all parties  
concerned is to expedite the work as rapidly as possible, to make  
an estimate of the time required for the completion of the project,  
and this method of the three parties concerned getting together  
will no doubt push the project forward many months.

To review the project from its inception. In the fall of 1915,  
J.F. Jaudon, who was then Tax Assessor of Dade County, proposed  
the practicability of constructing this cross-state highway and the  
newspaper writers in both of the Miami papers, especially Wm. Stewart  
Hill of the Herald and Lon S. Warner of the Metropolis, gave a  
great deal of publicity to the proposition, which resulted in the  
Dade County Commissioners having Assessor Jaudon and Engineer Hobart  
Crabtree with a corps of engineers make a personal inspection of  
the Everglades, which of a necessity, this highway  
cross, and upon their report and the understanding

that Lee County would construct a road to meet Dade County's portion of the Trail at or about the south-east corner of Lee County. Special Road and Bridge ~~xxx~~ District No. 2 was created in Dade County and bonds in the sum of \$275,000.00 issued; \$25,000.00 of which amount has been used in constructing the road to the Pennsylvania Sugar Company and the balance of \$250,000.00, or the major portion thereof has been used in constructing Dade County's portion of the Trail.

Due to war conditions and the high price of material and labor, the J.B. McCrary Company, who were the contractors, were severely handicapped and the work was materially delayed and rather than have any let-up in the work and suing on the McCrary bond, the proposition was submitted to the voters of Dade County last Fall to supplement the sums available by issuing \$50,000 worth of additional bonds, which was favorably acted upon by the voters of the County, to the end that Dade County could, under a system of auditing, with ample finances, complete Dade County's part of the project and when the Trail is complete make an adjustment with the contractor or his bondsmen; and since the first of the year Dade County's part of the work has been under the direction of Supt. Freeman of the J.B. McCrary Company, who was successful in building the Cape Sable highway, and the work has progressed under his direction in a most satisfactory manner. It was necessary for the McCrary Company to re-build the hull of the dredge originally used and the equipment they now have on the job is first class in every particular, and the work has progressed across the Everglades properly-- in other words, in the matter of constructing the last eight or ten miles by Dade County it was necessary to remove from five to seven feet of muck, replacing such removal with rock and building the road bed about two feet above any possible highwater; conditions that might exist even though the Everglades be not drained, but Mr. Freeman reports, and the profile of the road shows that the balance of the Dade County work will be ~~xxxxxxxxxxxx~~ much easier; that the land is considerably more elevated and the over-burden is muck and marl mixed and ~~that~~ only an average depth of about eighteen inches and the question of substituting <sup>the</sup> floating equipment for a walking or ~~is~~ being considered at this time, to the end that three

miles or more of road bed can be completed monthly instead of the approximate one mile per month which is the instance now. In any event there seems to be no question but that Dade County within ten months can and will complete its portion of the highway.

Simultaneously with the creation of the Tamiami Trail in Dade County, Lee County created Special Road and Bridge District No. 1 to construct the hard surfaced road from Fort Myers to Marco and bonded in the sum of \$177,500.00 for this project. This portion of Lee County's road has been constructed and with the exception of ten miles of road between Fort Myers and Estero is a fairly good hard surfaced road. There was also created in Lee County, Special Road and Bridge District No. 3 to construct 54 miles of road from a junction with the Fort Myers-Marco road at Henderson Creek a distance of 54 miles to or about the south-east corner of Lee County, but the same condition as existed in Dade County of increased labor and material was present with them, and as their bond issue for this project was only for the sum of \$125,000.00, which sum has been found to be totally inadequate to construct the 54 miles of road constructed, and as Lee County is not favorable to supplementing this bond issue, County Commissioners of Lee County have agreed and are prosecuting the plan of constructing the hard surfaced road and building the necessary bridges from Henderson Creek as far eastward towards Dade County as their funds will permit--which is estimated to be at a point a little south of Turner River--about 22 miles from the Dade County line. Lee County has had a Monahan drag line dredge at work on their project and have their road bed complete to or about Everglades, and have a distance of only about twelve miles or more to complete to connect with the proposed connecting link to be constructed by the Chevelier Corporation. They have expended on their road for this district between \$50,000 and \$60,000, which is no doubt sufficient to put in the bridges and hard surface the road to the point named, but not sufficient to produce a hard surfaced road to the south-east corner of Lee County.

The Chevelier Corporation, who own the north thirteen miles of Monroe County, has agreed to take up the work of constructing this 22 miles gap between Lee and Dade County's portion

of the Trail, which is already provided for, as per above, at their own expense. They obligate to construct their part of the work as soon as they can successfully put machinery, men and material on the job and to expedite the work as rapidly as possible. Consequently, if the conference which is now on between the Commissioners of Dade and Lee County and the Chevelier Corporation is carried out, as per above, the actual completion of the Tamiami Trail is assured within a reasonable length of time. The Tamiami Trail from Miami to Fort Myers has been declared a state aid road, which does not spell anything at this stage of the game, because the State Highway Department has not sufficient funds available with which they could aid this road--in fact a state aid road means that the State Aid Department will aid in the up-keep and maintenance of roads already constructed but not in initiating or constructing a highway. Were the Tamiami Trail designated as a State Highway and if funds were available in the treasury of the State Highway Board, there is hardly any question but that Hon. I.E. Schilling, who is a member of the State Highway Board, could induce his associates to give a large appropriation to the project, but as such is not the instance they cannot aid this road until a roadbed is at least constructed and until funds are in hand.

The Chevelier Corporation's holdings are within Monroe County and the Hon. Hilton W. Curry, Road Commissioner of Monroe County is now in the city conferring with J.F. Jaudon, President, and the Directors of the Chevelier Corporation, to the end that Monroe County can aid the project to the extent of delivering to the Chevelier Corporation an Austin Catapiller type steam shovel, with the understanding that the Chevelier Corporation will operate its equipment and deliver back to Monroe County upon the completion of the Trail, and this arrangement will no doubt be satisfactorily made, conditioned on a thorough understanding between the Commissioners of Dade and Lee Counties. Monroe County takes the position that it can well afford to do this very thing as a portion of the Tamiami Trail lays within the boundary of Monroe County and as they have just recently sold a bond issue in the sum of \$400,000 for roads, funds are available, and it looks now, for the first time the completion of the Tamiami Trail is in sight, with

funds available and plans, ways and means provided to meet the  
cost of same.