## Built Road to Market

And Freed the Everglades Empire From the Bondage of I Isolation From Rest of the World

By JUSTIN JARVIS

(In Sudiland for April)

by the shores of theechobee where
pholinded diphness waits
in the trund hand of the toller to
include the spiden gates
a concelled the wondrous highway
which shall bear his honored name,
Tribute to his vim and vision, to
his high and lasting fame,
retching like a spotless ribbon by
the land foreverniore,
here the inflan slowly plodded
through to swamplands, dank

here the Inflan
through 132 swamplands,
and sour, 45
filled cars of modern fashion speed
att fifty miles an hour."

circumventing the natural order lings and building a miracle high-through the oosy mucklands and miless lorders of the Everglades paved pathway to market which as the abackles of inaccessibilities he shackles of inaccessinities provious isolated campire— James Connors of Buffalo, it and cleechooc City, Flor-consuminated an opocial work usalites; him to rank with M Flagler and Henry Pinnt of the sutstanding builders of

"Ithinatical progressions wilConnois secured his first propall Joby—n position on a
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his business days have been
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his hidgaster bought another
allo newspaper—the Courler. In
Mr. Connors organized the
Liakes Transit Corporation and
hand the fleet of 34 vessels which
had all the railway—operated
oships that piled those waters
e years ago, this successful capipurchased the largest repair
sof the, New York Contral RallSystem, located, at East Buffalo
has slines operated thom under
name of the Conners Car Shops.

Played Political Game

this petty and as long as he vill be an ardent henchman of contain Democracy. At various to the pleasure yachts and so two to the pleasure yachts and so twice the pleasure yachts and so twice the pleasure yachts and so twice the pleasure yachts and so the U. S. Government urfare service. His "Enquirer" the meedlest yachts in sert that time wan used by your samuel, during the Spanishean War. During the World Mr. Goinons turned his high of https://doi.org/10.1001/j. High world with Government to make what to mational authorities desired vessel. Simultaneously, wr. sy folunteered for service with mericain terminals in France. Other after the war, Mr. Conners to Florida for a richly morited one with the war, Mr. Conners to Florida for a richly morited one with the war. Mr. Conners to Florida for a richly morited one with the war. Mr. Conners to Florida for a richly morited one with the war. Mr. Conners to Florida for a richly morited one with the mer condition of the war. Of water for the war for long an an eludided like for in his motor weather the war for land to be one with the paralles to be and marketed in carload quanta and a great of the with the marketing gatetentiality for a single minute that

to Florida purchase—but by the thousands and tens of thousans of acres. And almost as soon as title to the new lands was acquired, agricultural activity began. The former ide acres enlisted rapidly in the class of solf-supporting areas.

Forty-two thousand acres of fertile, pealy muck soil and 3,000 building lots in Okeech bee. City are now listed on the tax books as the property of William J. Conners. As yet, Mr. Conners has not been able to crop all of his agricultural holdings. However, he has farmed enough to prove the profitable potentialities of truck raising in the land of the Everglades. Last year, Mr. Conners shipped 150 carloads of beans, peas, tomatoes, potatoes, colery, and poppers which he raised on 600 acres of muckland. For the most part, the produce was consigned to Chicago. The total income from the northern shipments aggreated \$80,000. During the current year, 150 cars of peas and beans are being raised and marketed.

One of the objectives of the Conners farming activities is the large scale production of sugar cane. Several thousand acres of land which Mr. Conners owns need Canal Point and proximate to Lake Okeechobee are ideally adapted for sugar cane production. Floors, and overflows have handleapped operations during the last two seasons. However, it is only a matter of time until the Okeechobee Drainage District will complete the drainage of that vicinity and the water control of the surplus majesture levels. Even under the unfavorable conditions of standing water for two to three months on the cane floids, crops as large as 50 tons to the acre have been harvested. The sugar yields have amounted to as much as 215 pounds of bost quality refined sugar per ton of cane. On the higher lands which were not reached by flood waters, cane crops weighing as much as 60 tons per acrowere cut and converted linto sugar; All of which denotes the future prosiperity of an industry which will win success as soon as relieved of its present well-free where we have been for the formal approximation of the fut

sked and a streedore. At the age 28. Mr. Gembrs, was a successful girt defit actor. Later, he embarking the stone and asphalt paving lives. At few years later, he our sed the Buffalo Enquirer. He does good as a publisher and 24 liths didgatter bought another falo enewspaper—the Courier. In the Lakes Transit Corporation and chased the fleet of 34 vossels which wide all the rallway operated the fact of 34 vossels when wishings that piled those waters be years ago, this successful capital present the largest repair passed the largest r

the pleasure yachts and to work the pleasure yachts and sowned by Mr. Conners have said to the U.S. Government fairs geryleo. His "Enquirer" the mediest yachts in sertific geryleo. His "Enquirer" the moedlest yachts in sertific geryleo. His "Bounishman War. During the Spanishman War. During the Spanishman War. During the World Mr. Gehners turned his high distant yacht, the Marx Allce the Government to make what o mational authorities desired yessel. Simultaneously, are yedunteered for service with negled terminals in France. Will after the war. Mr. Conners of Florida for a richly morited in His authorities open full But never for long can an instituted in the marketing sate of the content of the conten

grass prairies sunk in the overflow waters from Lake Okeechobee and the Everglades. No building material readily, available, no temporary road over which to haul crushed rock—29 miles in one direction and 23 miles in the other to the nearest railroad. Yes, it was a mysterious enigma to the local residents—how the Conners' Highway was to be built.

The idea of William Conners was to build a cross-state highway to link together Palm Beach and Tampa. The road was improved as far as Sobring. From Sobring to the distant boundaries of Okeechobee was a 30 mile strip of unimproved road which the state agreed to improve. Mr. Conners' tremendous task was to build a permanent roadway from Okeechobee to doveful into the pathway which extended westward from West Palm Beach. This link of unsurvoyed and apparently impossible roadbed foundation was 52 miles in length. By working modern miracles, engineers surveyed the roadway, planned for its construction and began active building operations the middle of June 1923. A little over one year later—to be exact, on June 28, 1924,—the Conners' Highway was opened to traffic. All the roadbuilding records of Florida and Dixieland were smasned to smithereens. Fifty two 'miles of permanent highway—an average of 4,33 miles a month—were built under the total cost of \$2,000,000 or \$38,461 an average of the part of the commodate an average delivered.

bed on the mat-like foundation form-ed by the sand, much and mari, "Where did the mari come from in that roadless, isolated section?" you logically inquire. Will Support Traffic

From the bottom of the Palm Boach Canal. It so happens that mark rock occurs in expansive strain from ten to fiteen feet underneath the peat much throughout the Ever-

the load seatenths—bow hondraws the load of the load of the load at the load in the load of the load o

eraged \$10,000 while it cost \$700 a day to run the rook erusher plant which provided the road building material.

On July 4, 1924, 20,000 people, facilities and Governor C. A. Hardee and Governor-elect J. W. Martin of Floridia and Governor "Al" Smith of New York attended the official opening and dedication of the Conners' Highway. Independence Day was a fitting occasion for the ceremony for the completion of tha road to market ushered in independence for the Everglades and its proviously marooned residents. After years of isolation and comparative exile from all that civization offers, these people who have kept faith with their fortile fatheriands have found freedom.

The daring and presistency of VII-liam Conners in building a highway where the most of men would have been afraid to venture and invest their savings has already been father to another important advance of civilization into the neglected Everglades, Shortly, the rumble of mighty locomotives and shrill shricks of train whistles will resound for the JiPorida East Coast Railroad is now busy building its long-promised extension from Okeechobee to Miami. This transportation system will tap the same section which is now being served by the new highway. Both these roadbeds follow the northern una castern shores of Lake Okeechobee. The Atlantic Coast Line is also crossering the state from the West yra Okeechobee with its terminal at West Palm Beach, The state is building a hard surface road from Okeechobes to Fort Pierce in the Indian River country, Small wonder that prayers of thanksgiving are legion in the latitude of Florida's largest lake. A now existence has been opened and the luxuries of life are now available

supply source was closest to construction. A half dozen locomotives and 154 dump in a region of the little were roved from point to 154 dump in a construction. A half dozen locomotives and 154 dump in a construction are the rich was time feet consisted or wheats. Every little direction as the truck was time directly, along the central line of the locomotives it was improvised and attached in the feet of the fee

Special to The Tribune—
LIVERPOOL, April 18.—An argony of feminism set said from this port today.
Sixty-five British and European delegates to the quinquennial conferences of the International Council of Women, to be held in Washington, sailed on the "Montclam."
Among the British delegates were Lady Trustam Eva, Lady Salvesen, Lady Salvesen, Lady Mott Bower, Lady Adam Smith, Lady Egerton an Mrs. George Caubury.
Other delegates have already sailed from Cherbourg on the "Marburn."

Radio Protects Mariners Making Rugged Vancouver

By The Associated Press.—
SEATTLE, Wash., April 18.—Radio has brought a notable measure of protection to vessels approaching the rocks of the west const of Vancouver Island, Last winter not a ship equipped with radio was lost in this grave-yard of the Pacific, which in the past years the toll has been as high as ten wrecks and numerous deaths of passengers and crew.

The improvement is due to the building of three radio telegraph direction stations on and near the haland which, by working together with a ship with wireless, can tell the vessel her exact location and guide her safely to port.

The mouth of the Strait of Juan

guide her safely to port.

The mouth of the Strait of J
de Fuca is but 15 miles wide,
here tides and winds from all
rections meet. Vesuels coming
Fuget Sound from any point on
Pacific must held straight or
great body of Vancouver Island,
miles long, before turning into
strait.

War Veterans Help In Recording History

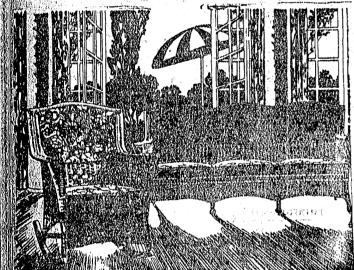
By The Associated Press.—The war department's request last November for historical data from individual to shed official light on activities of the World War has brought fruitful results.

the World War has brought fruitful results,

The department has in mind the compiling of an official history of the great conflict in future years, and is busying itself now with obtaining anformation on it from active participants, while memeries are still green, From all over the United States, and even from Canada, have come several hundred official documents, in response to the department's request. Those, include several important maps, showing the leastion of units at various stages of the war.



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