

Miami Pioneers / Natives of Dade

celebrating and preserving the local history of Miami-Dade County, Florida

monthly meetings with historical programs • www.MPNOD.org • January, 2018

Next Meeting
Sunday, January 7
at 2:30pm

Central Christian Church
222 Menores Ave, Coral Gables 33134

Enter the door at the south side of the building on Mendoza Ave. Parking in west lot is also available if you enter from Menores Ave. Street parking is also free on Sunday.

Please bring \$1 donation to cover the cost of the room. We very much appreciate those who can provide refreshments such as cookies, crackers, brownies, etc.

Correspondence

Send to MP/NOD at:
14900 SW 71 Ave
Miami, FL 33158

MP/NOD Facebook Page
<https://www.facebook.com/MPNOD/>

Dues

Please bring your annual \$20 dues to the meeting, or mail your check made to MP/NOD to our Treasurer: Marlene B. Carlin, 14900 SW 71 Ave, Miami, FL 33158. If your envelope is marked, your dues are past. Please help by sending in your payment as soon as possible.

2016-18 Officers

our president is Jim Hartnett
305-667-5733 or hartnettj@bellsouth.net

past president, Caesar Philips
treasurer, Marlene B. Carlin
corresponding secretary, Mary Pyle
recording secretary, Cele Diaz
sergeant at arms, Gerda Marchese
parliamentarian, Linda Hertz

January 7 Sunday Meeting

The next meeting of the Miami Pioneers and Natives of Dade will take place at the usual location at 2:30pm.

Stephanie Murphy-Lupo: All Aboard — A History of Florida's Railroads

Our special guest speaker for the January 7th meeting is author Stephanie Murphy-Lupo, presenting a delightful history of Florida's Railroads and her book: **All Aboard — A History of Florida's Railroads**.

Florida's size and shape meant a largely remote interior until shortly before the Civil War. The catalysts for blasting through that anonymity built railroads linking east to west and north to south: Their iron horses transported people — rich Northern tourists, rural settlers, slaves, and hired hands — and goods from around the state and the globe. Versions of the main lines run today, hauling freight in and out of the state and carrying passengers to connecting lines nationwide.

Author Stephanie Murphy-Lupo captures the state's vast history — telling the tale of its beginnings as well as its future.

Stephanie Murphy-Lupo is an author, journalist and hyphenated "cracker gal" born in Jacksonville. Both sides of her family settled in the New World during the Colonial Era. Her paternal grandparents moved to Brooksville after generations of kin lived in Ohio. In the mid-1720s, her mother's ancestors were Virginia cattlemen and their families who settled in the Carolinas, Georgia, Alabama, and DeFuniak Springs in the Panhandle.

Stephanie and her husband, Gerard A. Lupo, live in West Palm Beach, where she currently is writing a novel and screenplay.



January Birthdays

03 J. Johnson
05 Rose Morris
06 Mary Pyle
08 Juanita Henderson
11 Barbara Koesy
11 Joan Madden
12 John McMath
16 Herbert Savage Sr
17 Joan Clancey
19 Arva McCabe
28 William Glisson
31 Alfred Underwood

Save The Date 

February 4
Mark Your Calendar for a delightful presentation on the first Sunday in February.

The First Automobile in Dade County?

-- Robert Burr

From the 1910 Florida Automobile Registration Records, evidence of my great grandfather's 30 horsepower 1908 Maxwell Roadster (serial number 7338). According to family lore, EDV Burr owned the first automobile in Dade County. In searching these records, I found no other registrations in Dade County in 1910.

Maxwell was one of the big three auto manufacturers at the time. Does anyone remember Jack Benny's old car, the one that served the purpose of proving how cheap he was? It was a 1910 Maxwell as I recall.

1910 Florida Auto Register						
Record of Registration of Automobiles and Other Motor Vehicles.						
Plate	License Number	Make of Vehicle	H.P.	Factory No.	Make's Name	Owner's Name and Address
						56 Road
Man	1004	Renovated	30	7338	Maxwell	Ed V Burr Burr's Bay, Fla
						Lawrence & Graham Burr's Bay, Fla
						57 Road

and large sums of money in an effort to better connect Dade County to other growing population centers in Florida. The name is derived from the route it would span — Tampa to Miami.

Even more critical to Bun Burr was the eastern route along the coast of Dade County, soon to be named East Dixie Highway. This newly paved path linked the settlements of Lemon City,

Little River, Biscayne and Arch Creek through Burr's district, as well as the upstart subdivisions known as Fallasen Park, Elmira, Acadia, Biscayne Heights and Aqua Vista. This eastern road, built on a high ridge, also allowed wonderful views of Biscayne Bay and was the preferred route for travelers visiting the area by car.

By contrast, West Dixie Highway, the original military trail that linked Ft. Lauderdale with Ft. Dallas on the Miami

River, passed through a number of low lying prairies and was subject to flooding all too often.

The distinctly raised coral ridges that define the eastern and western coasts of Florida, were long used by indigenous settlers who created foot trails on the high ground. Later, modern pioneers expanded these paths into trails and roads along the high ground that rarely flooded, known locally as the reef.

The route south of Miami and Coconut Grove, now dubbed Ingraham Highway as it was improved by modern road-building techniques, was further enhanced by erecting a proper concrete bridge over Snapper Creek, allowing travelers to reach all the way to Royal Palm Park and beyond in the Southern Everglades.

Not a commission meeting went

by that a number of roads were not requested to be declared as public highways, to be constructed to the standards set by the commission and maintained in perpetuity for the benefit of the public. When citizens would petition the commission for such roads, a group of viewers would be appointed by the commission to evaluate the route and report back their findings. These connecting series of roads allowed farmers to get their crops to market before spoiling, increased the value of land surrounding them and raised the tax roles of a fast-growing Dade County to the greater benefit of the public.

Roads were largely built with the labor of state and county convicts. Dade County operated several convict camps at this time and the inmates were designated to work on projects specified by the commission. Convicts could also be leased to landowners and construction companies, but owing to the urgent need for road building, the commission generally preferred to prioritize their use for public projects.

The county commission at this time, made a priority of purchasing the latest road building equipment, replacing out-dated stream driven tractors and rollers with modern gasoline powered units, which were kept busy at all times improving the public roads.



One hundred years ago, EDV Burr served as the chairman of the Dade County commission, championing and overseeing all the major roads built in the area, turning South Florida from a disparate group of small pioneer settlements to a vast metro area, poised for growth in the boom era of the 1920s.

The following is excerpted from "Bun" -- the story of Edward DeVere Burr, Florida Pioneer, Chairman of the Dade County Commission. *Facts, legends and rumors as told to great-grandson Robert Adams Burr.*

Another seminal event that occurred in October of 1915 was the suggestion of building a road westward across the everglades. The Miami-Marco portion of the Tamiami Trail was a grandiose project that would require years of work

Bring
a
Friend

Bring A Friend

Please remember to tell your friends about our Miami Pioneers and Natives of Dade historical society. As always, bring a friend as your guest to share the delightful programs, the camaraderie and the social time with refreshments.