Boys and Girls of Dade County!



Are You On?

The above illustrates the Brownickar to be given to some boy or girl under eighteen years of age in Dade County, by The Miami Metropolis

Following are full particulars regarding the construction, speed, etc., of this handsome little children's automobile

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This Browniekar will be given to the boy or girl receiving the greatest number of votes in a voting contest. Any boy or girl under eighteen years of age is eligible to enter the contest, which opened

Saturday, October 2nd

Nomination Blanks, good for fifty votes, will be published in the Metropolis until the contest opens. Nomination Blanks printed after that time will not be good for any number of votes, merely a Nomination Blank.





The names of persons nominating candidates will not be divulged, if so requested. The above nomination blanks, good for 50 votes, will be printed but one week. All nominations made thereafter will count only for nominating and above nominating blanks cannot be cast after Manday, October 4th. If they are east after that day, they will count only as nominating blanks.

General Conditions

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Fack from most be cost within 7 days from days on the fac. So other because consent to Bade County in given personage in most consent of this contract. This is a Management counterpart of the contract of th

Address all communications relative to the Contest to

THE CONTEST MANAGER,
Miami Netropolis, Miami, Florida

Advertisement from THE WEEKLY MIAMI METROPOLIS, October 9, 1909, page 5.

of the county, that is, the September 1926 hurricane and the lesser known one of July 1926. Mr. Knetsch is a member of the Broward County Historical Commission and teaches gifted students at Ramblewood Middle School in Coral Springs.

More than any other invention, automobiles revolutionized American life during the first part of this century. Florida legislators admitted, in 1906, that the state stood almost last in the Union in the utilization of the automobile. In general, Floridians were dirt poor until the land boom of the 1920s and this poverty delayed the construction of the most rudimentary roads.

But, by an evolutionary process, automobiles took hold. The 15,000 horseless carriages in the United States in December 1900, however, hardly presaged a transformation of American society. The first ones to enter southeast Florida arrived in Miami on January 24, 1901, as the property of J. F. Plummer, Jr. He put his Locomobiles on sale with prices that ranged from \$750 to \$1,400, depending upon options. In September 1902 Dade County Commissioners began the construction of the first public road along the lower East Coast, This unpaved, 12 foot wide rock road section from Miami to West Palm Beach was completed in early 1906. Little in the way of roads led northward from there to Jacksonville.

Thus, it is easy to realize the importance of the first automobile trip from Jacksonville to Miami in February 1908, an event described by one of the participants and reprinted in this issue of the Legacy. This "pathfinding" trip and the subsequent race in March of that same year drew the attention of the members of the state legislature, the local people and the nation to the needs for a road along the fast growing lower East Coast and, eventually, for one along the whole of the Florida Atlantic Coast.

The events of 1902, 1906 and 1908 laid the foundation for today's network of roads.