


8-30-1938

## Report of Civic Improvement Committee

George W. Simons Jr

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# REPORT OF CIVIC IMPROVEMENT COMMITTEE

AS MADE AUGUST 30, 1938

TO

Hon. Geo. C. Blume,  
Mayor of Jacksonville

Hon. Tom Marshall,  
President City Council

Hon. Fred M. Valz,  
Chairman City Commission

Hon. Jas. G. Cary,  
Chairman County Commission

Hon. W. C. Rivers,  
Chairman Board of Public  
Instruction

The within report is made for the benefit of the freeholders of Jacksonville and Duval County, Florida. It sets forth facts both favorable and unfavorable to the several projects upon which the freeholders will vote at the forthcoming city, county and school bond elections to be held September 20, 1938.

MR. GEO. W. SIMONS, JR.

many thanks  
W. J. M. Mays  
Jas. L. Cary  
Chairman Board of Co. Comm.

J. M. Marshall  
Pres. City Council

James A. Commissioner  
City  
Chairman  
M. B. B. B. B.  
Chairman School Board

REPORT OF

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REPORT OF

# CIVIC IMPROVEMENT COMMITTEE

FOR THE YEAR 1901

Presented to the  
Board of Aldermen  
at their regular session  
on the 12th day of  
January, 1902  
by the  
Committee on  
Civic Improvement  
and  
Public Health  
and  
Sanitation  
and  
the  
Committee on  
Public Works  
and  
Highways  
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Committee on  
Public Safety  
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Fire Prevention  
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Public Education  
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Public Amusement  
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Public Boxing



Aug. 30, 1938

HON. GEO. C. BLUME,  
Mayor Jacksonville.  
HON. TOM MARSHALL,  
President City Council.  
HON. FRED M. VALZ,  
Chairman City Commission.  
HON. JAS. G. CARY,  
Chairman County Commission.  
HON. W. C. RIVERS,  
Chairman Board of Public Instruction.

Dears Sirs:

Pursuant to your joint invitation of the 25th ultimo a group of ninety-one citizens representative of that number of local civic organizations met in the City Hall on August 16th to constitute themselves into a Civic Improvement Committee to study the several bond proposals of the City Commission, County Commission and School Board and place before the freeholders a statement showing facts pertaining to the projects, whether these facts be favorable or unfavorable.

The committee organized and has carried on its labors thus far through two sub-committees known as the Facts Finding Committee and the Bond Indebtedness Committee. The reports of these two committees, approved by the general committee, are attached hereto and comprise the full report of the latter committee. You will notice that the background found to be necessary to a full report borders closely on an economic survey of the city and county. An effort has been made to keep the report free from recommendations and opinions.

Following is the personnel of the two committees and their club affiliations:

#### FACT FINDING

George W. Simons, Jr., Chairman, City Planning Advisory Board

E. H. Clarkson, Civitan Club  
C. W. Edwards, Rotary Club  
S. H. Fifield, Exchange Club  
Myron Howard, Chamber of Commerce  
John E. Mathews, Civic Round Table  
C. Harrison Mann, Kiwanis Club  
I. Beverly Nalle, Real Estate Board  
Mrs. T. L. Schulenberger, Federation Women's Clubs  
M. W. Sprague, Optimist Club  
Max L. Worthley, Lions Club

#### BOND INDEBTEDNESS

P. W. Fisher, Chairman, Jacksonville Chapter of Florida Institute of Accountants  
Robt. M. Angas, Jacksonville Engineering Professions Club  
Dean Boggs, Jacksonville Bar Association

The committee charged with the responsibility of placing before the freeholders the facts as shown in the report are:

Ted D. Bayley, Chairman, Junior Chamber of Commerce  
Mrs. E. Screven Bond, Ladies Friday Musicales  
Quinlin Adams, Jacksonville Insurers Association  
Leo H. Hill, Central Labor Union  
Ben Wand, Jacksonville Advertising Club  
J. Burton Webster, Jax Life Underwriters Association.

The committee feels that the report should be placed in the hands of all freeholders and trusts that the facts as gathered and presented may be helpful to the taxpayer in casting his vote at the September 20th bond elections.

Yours most sincerely,

**CIVIC IMPROVEMENT COMMITTEE**

By LEE GUEST,  
General Chairman.

MR. LEE GUEST, Chairman, and  
Members, Civic Improvement Committee,  
Jacksonville, Florida.

Ladies and Gentlemen:

Since its appointment on August 16th the members of the Facts Finding Committee have been diligently and eagerly collecting and bringing together such facts as are hereinafter presented. Because of the magnitude of the task involved and because of the limited time available the Committee was obliged to devise a method of operation that would assure the assembling of the greatest amount of factual information in the shortest possible time. To accomplish this your Committee resolved itself into three sub-committees, one assigned to a consideration of those facts relating to the proposed City of Jacksonville bond issues, one to a consideration of those facts relating to the proposed Duval County bond issues and the third to a consideration of those bond issues proposed by the Board of Public Instruction. To further expedite and facilitate the accomplishment of its task the several sub-committees and committee as a whole resorted to the following six ways and means of ascertaining the facts on each of the proposals under consideration:

1. By questionnaires.
2. By personal conferences and interviews with officials and departmental employees.
3. By a study and digest of audits, financial statements and other printed reports.
4. By letters to the official sponsoring bodies.
5. By a public hearing of citizens.
6. By requests to the public through the press for facts.

Your Committee endeavored by these several means to encourage the public generally to contribute such facts as it had, facts that could be presented to the public at large, whether favorable or unfavorable to the project involved.

This Committee was not charged with the task or responsibility of expressing opinions or recommendations on any of the projects under consideration. Its objective has been attained when it has placed before the people of the community those pertinent facts which will enable the voting freeholder to judge for himself once reviewing them as presented. Had more time been available a deeper, more intensive study could have been made but even so the members of your Committee question whether any more pertinent, critical facts could have been assembled than here presented, especially when considered in conjunction with the report of the Bonded Indebtedness Committee.

In the conduct of its work during the past ten days the public generally has graciously responded to the request of the Committee for cooperative assistance, and too, the several members of your Committee desire to express their appreciation of the splendid spirit in which the various officials and employees of the respective governmental units cooperated and assisted in supplying needed facts as requested. And too, the Committee commends the press for its helpful assistance in bringing its objective to the public's attention. Your Committee has devoted hours of labor and thought to the work assigned it and only regrets that more citizens of this community could not have been afforded the same opportunity to study and learn more about the official conduct of this community in which we live.

For purposes of better understanding and evaluating the factual information presented, your Committee has chosen to divide the following report into three parts. The first will present general factual information pertinent to Duval County and the City of Jacksonville; the second and principal part of the report will disclose of those facts surrounding each of the projects for which it is proposed to issue bonds and finally the third portion will treat of miscellaneous facts.



## GENERAL

In the contemplation and planning of any capital improvements in a community it is helpful to have before one a picture and understanding of the community, particularly as it relates to progress and growth. The advancement of a community frequently justifies a consideration of improvements, consequently a statement of facts showing growth and development along certain lines will enable one to better judge the necessity for improvements when proposed. The first item for consideration is that of Population.

**POPULATION:** Table No. 1 shows the population growth of Jacksonville and Duval County. From this, one can quickly conclude that the growth of Jacksonville has been steady and consistent. The period of greatest growth was the decade 1920-1930. For the past decade about forty per cent (40%) of the City's population has been colored.

TABLE I  
POPULATION

Year	Duval County	Jacksonville
1890	26,800	17,201
1900	39,733	28,420
1910	75,163	57,699
1915	94,834	66,850
1920	113,540	91,558
1925	123,481	95,450
1930	155,503	129,549
1935	175,204	146,259*

\*91,546 White  
54,697 Colored

It should be noted as a fact that the beaches constitute one of the greatest assets. Growth and development at the beaches, in recent years, have been remarkable.

## AREA AND EXPANSION

Duval County has an approximate area of 844.75 square miles, water and land. Of this area, approximately 45,103 acres of land are devoted to farming, 3,500 acres to pasturage, 31,200 acres to timber, groves and trucking. Within recent years the cattle and dairying business of the county has attracted wide attention and opened new lands.

To serve the county area a network of 931 miles of road has been provided, of which 152 miles are State-maintained roads and 779 miles are County highways. Of the 779 miles of County highways 185 miles are paved and 594 graded.

The corporate area of Jacksonville has been subjected to a substantial expansion since 1920. Prior to January 1, 1920, the corporate area comprised 12.34 square miles but subsequent thereto it expanded to an area of 23.30—nearly double. Since January 1, 1920, the area, as shown by the following Table II has expanded about seventy per cent, to 39.37 square miles; the land area however has expanded from 15.35 square miles as of January 1, 1920 to 30.21 square miles as of January 1, 1938. Such expansion of area has placed more property under the jurisdiction of the City and simultaneously imposed greater demands for service upon the City.

TABLE II  
AREA OF JACKSONVILLE (Square Miles)

	Land	Water	Total
Prior to January 1, 1920.....	9.47	2.87	12.34
January 1, 1920.....	15.35	7.95	23.30
"    1926.....	26.38	8.25	34.63
"    1932.....	29.70	9.17	38.96
"    1935.....	29.89	9.17	39.06
"    1938.....	30.21	9.17	39.37



## ASSESSED VALUATIONS

Assessed Valuations reflect the quality of development within a governmental entity and afford a basis on which the tax rate is predicated. Some people gauge the relative magnitude of taxes in a community by the amount of assessed valuation, others by the number of mills levied. It makes little difference how it goes; if the assessed valuation is kept low the millage will be relatively high and if the millage is kept low the assessed valuation will be increased proportionately; because regardless of the policy followed in the final analysis the amount of tax dollars and cents required to be produced is the controlling factor.

Table III is a tabulation of assessed valuations in the County and City for a period of years, with tax rates also shown. It will be noted that the County value has been reduced 21% since 1928 and since 1931 the City value has been reduced less than 17%. 1926-27 known as the "Boom Period" rents were considerably higher than at any period since.

TABLE III  
ASSESSED VALUATION

Year	Duval County	Tax Rate	Jacksonville	Millage
1920	.....	.....	\$ 69,056,500	17.0
1925	.....	.....	79,201,960	23.8
1926	.....	.....	92,496,380	27.0
1927	.....	.....	99,004,820	26.5
1928	\$81,058,441	41.000	100,906,700	24.5
1929	80,401,873	46.250	101,706,880	21.8
1930	77,675,478	32.500	101,504,460	21.8
1931	73,158,843	31.000	102,826,210	19.5
1932	64,160,992	29.958	93,322,700	11.5
1933	67,681,273	29.355	86,407,860	15.5
1934	67,051,291	29.384	85,382,240	18.6
1935	59,795,680**	34.276	84,867,380*	16.0
1936	60,954,248**	28.676	84,799,140*	17.0
1937	63,445,840**	32.034	85,376,460*	19.0

Homesteads included in the figures above.

\*\*Homesteads: 1935.....\$10,498,540  
1936..... 11,512,000  
1937..... 12,755,740

\*Homesteads: 1935.....\$11,669,380  
1936..... 12,848,620  
1937..... 13,869,900

In the accompanying Table IV the assessed valuation of Jacksonville compared with that of several other southern cities is shown.

TABLE IV

		Per Capita
Jacksonville	\$ 85,376,460	\$ 560
Atlanta	349,784,773	1,400
Savannah	60,395,102	720
Birmingham	160,359,773	630
Nashville	160,547,636	1,040
Memphis	281,669,258	1,100
Mobile	41,041,744	600
Knoxville	132,694,201	1,260

## INDICES OF COMMERCIAL AND INDUSTRIAL DEVELOPMENT

A community's commercial and industrial welfare and growth over a span of years can sometimes be judged more definitely by a study of those factual data reflecting the construction of homes and other structures, the use of telephones and postal facilities and the production of power. Following in Table VI is an impressive array of facts that mirror not only the population growth and area expansion of Jacksonville but also the advance of commercial and industrial activities.

TABLE VI

Year	Number Building Permits	Value Building Permits	Number Telephone Connections	Value Postal Receipts	City Electric Kilowatt Output
1926 .....	5,676	\$21,393,945	6,899	\$1,322,041	72,828,900
1927 .....	4,991	13,051,074	8,558	1,174,345	82,689,800
1928 .....	4,274	7,905,762	9,076	1,059,934	85,802,300
1929 .....	3,860	4,824,332	9,116	1,020,640	88,499,600
1930 .....	3,385	2,594,351	8,554	970,716	92,296,400
1931 .....	3,496	1,728,200	7,773	927,285	92,983,900
1932 .....	3,659	2,871,689	5,558	893,985	87,273,300
1933 .....	4,749	1,658,661	4,525	885,346	87,179,700
1934 .....	6,096	2,284,622	6,039	982,113	96,203,600
1935 .....	6,437	3,373,645	7,447	999,326	103,750,200
1936 .....	6,685	5,227,325	9,742	1,174,183	117,319,000
1937 .....	6,298	5,400,267	10,909	1,293,310	134,730,300

From the foregoing statistical table, facts collected from authentic sources in Jacksonville, show the following:

1. The number of building permits for every year since 1934 have been greater than in the boom year 1926. However, most of these constitute homesteads which are non-taxable up to \$5,000 assessed value.
2. The value of building permits in the past two years has been greater than in any year since 1928.
3. Telephone connections for the past two years exceed all time record.
4. Postal receipts are greater than at any time since 1926.
5. Electric production (kilowatt output) has reached an all time peak.

The area expansion of Jacksonville, placing more property within the protection and jurisdiction of the City has encouraged the utilization of properties in all directions thruout the corporate area. To some casual observers all residential building has been in one direction but facts disclose a different story.

A careful analysis of building permits in the office of the City Building Supervisor, issued for residential construction in the period January 1, 1937 to May 27, 1938, reveals that while three hundred and fifty-two (352) homes were erected on the southside of the river, four hundred and ninety-six (496) were erected in all sections on the north side. The value of permits on the southside however exceeded the value on the north side by \$245,547.

These facts are stated merely to show that Jacksonville has grown in all directions—property has been developed in its four corners and continues to grow.

### COST OF GOVERNMENT

The governmental expenditures of the City of Jacksonville as reflected by the audits over a period of years are as follows:

1930 .....	\$4,271,425
1931 .....	4,466,742
1932 .....	4,197,341
1933 .....	4,392,409
1934 .....	4,429,066
1935 .....	4,616,600
1936 .....	5,240,288
1937 .....	4,806,738

### PROPOSED BOND PROJECTS

With the foregoing assembly of factual information pertinent to the growth and development of Jacksonville and Duval County in mind, your Committee now turns to a presentation of facts relating to each of the proposed issues listed in the following tabulation.



## DUVAL COUNTY

	Amount	Federal Grant	Bonds
Arlington Bridge .....	\$3,959,000.00	\$1,959,000.00	\$2,000,000.00
Annex Court Couse.....	653,281.00	298,281.00	355,000.00
Improve Armory.....	177,000.00	82,000.00	95,000.00
Hogan Road Route to Beach County Highway Improvement (General) purchase of Right of Way for Building Four Lane Highway State Road No. 3 North Airport to Nassau County Line.....	2,856,000.00	2,114,000.00	742,000.00
	\$7,645,281.00	\$4,453,281.00	\$3,192,000.00

## CITY OF JACKSONVILLE

Auditorium .....	\$1,100,000.00	\$ 495,000.00	\$ 605,000.00
Yacht Basin.....	200,000.00	90,000.00	110,000.00
Incinerator .....	90,000.00	40,500.00	49,500.00
Fire Station.....	30,000.00	13,500.00	16,500.00
Airport Improvements .....	100,000.00	45,000.00	55,000.00
Park Improvements* .....	150,000.00	67,500.00	82,500.00
Davis Street Viaduct.....	697,654.00	313,944.00	383,710.00
Broad Street Viaduct Widening Roadway Myrtle Avenue Subway Roadway and Drainage.....	90,000.00	40,500.00	49,500.00
Paving & Street Improvement* .....	778,709.00	350,419.00	428,290.00
Sewers and Drains* .....	400,000.00	180,000.00	220,000.00
<b>TOTALS.....</b>	<b>\$3,636,363.00</b>	<b>\$1,636,363.00</b>	<b>\$2,000,000.00</b>

\*Not specified.

## DUVAL COUNTY, BOARD OF PUBLIC INSTRUCTION SCHOOL DISTRICT No. 1

Schools .....	\$3,712,455.00	\$1,670,455.00	\$2,042,000.00
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## DUVAL COUNTY

<b>ARLINGTON BRIDGE</b>	<b>TOTAL COST</b>	<b>\$3,959,000</b>
	<b>FEDERAL GRANT</b>	<b>1,959,000</b>
	<b>BONDS</b>	<b>2,000,000</b>

**DESCRIPTION OF PROJECT:** It consists of the construction of a high level bridge across the Saint Johns River, leading from Beaver Street, in East Jacksonville, to a point approximately one-half mile south of the Town of Arlington, and continuing thence easterly with a connecting road to intersect Atlantic Boulevard near Stickley's Filling Station. The bridge itself consists of main river span 3,859 feet in length with structural approaches totalling 4,589 feet in length. The connecting highway to be three miles in length and will consist of two 20-foot paved lanes separated with 20-foot parkway in the center.

The Arlington Bridge will shorten the distance from the Post Office to Neptune and Atlantic Beach two miles. It will afford an additional outlet to the beach for traffic originating north of Jacksonville and in those parts of the corporate area north and east of the business district. It will also provide a direct access to property and open new lands along the river in the Chaseville, Gilmore, Fort Caroline and Saint Johns Bluff sections. Opposed to the several advantages are these facts:

The Arlington bridge pier will constitute some interference to river traffic and limit docking facilities to some extent.

Tax increase of 3.21 mills on the present assessed value will be necessary to pay interest and amortize debt the first year. For the actual increase in taxes in dollars and cents for this project, see page 21 of this report.



**COURT HOUSE ANNEX**

TOTAL COST	\$653,281
FEDERAL GRANT	298,281
BONDS	355,000

**DESCRIPTION OF PROJECT:** It is proposed under this issue to construct a six-story addition to the present Court House.

Duval County now has four Circuit Judges who must use one court room. The small Grand Jury Room on the third floor is used as an emergency room in civil cases, but is inadequate and interferes with the work of the Grand Jury. There are no witness or consultation rooms.

The present structure houses the Circuit Clerk's office, Clerk of the Criminal Court, County Judge's office and Court, Civil Court of Record, State's Attorney's office, County Detective, Tax Assessor, Sheriff, Tax Collector, Automotive Tag Registration Office, Supervisor of Registration, County Engineer and Grand Jury Rooms.

Space and accommodations in the present building are over-crowded. Vault space and storage inadequate, and many valuable records such as probated estates, wills, birth and death certificates are inadequately protected.

The structure contemplated under the proposed bond issue is designed to care adequately for present congested conditions. Under the plan, the present Circuit Court room will also be rearranged to provide quarters for Juvenile delinquents who are now kept in jail in direct contravention to the law.

Opposed to the several advantages are these facts:

The annual interest and amortization charges will be 0.5698 mills on the present assessed value the first year. Supplementing those charges will be an additional charge for maintenance. For the actual increase in taxes in dollars and cents, see page 21 of this report.

**DUVAL COUNTY ARMORY**

TOTAL COST	\$177,000
FEDERAL GRANT	82,000
BONDS	95,000

**DESCRIPTION OF PROJECT:** Since the Armory was originally constructed, units and types of military training have been considerably expanded and augmented. Because of this and the inadequacy of the present plant, the United States War Department has for some time been insisting on an enlargement of the Armory to properly house and provide storage space for the equipment of the various National Guard units now stationed in Jacksonville. The War Department has stated that if the enlargement is not provided that Jacksonville will probably lose several of the military units now stationed here.

The Armory enlargement will not only provide added storage facilities but added seating capacity for public use.

According to available figures the payrolls and supply costs incident to the several Armory organizations aggregate approximately \$70,696.00 per year. Additional \$5,760.00 per year cost maintenance from State and U. S. Government.

Opposed to the several advantages and the income derived as a result of Armory units, is the additional cost to taxpayers of 0.1525 mills on present assessed value, the first year.

For the actual increase in taxes in dollars and cents for this project see Page 21 of this report.

**DUVAL COUNTY-WIDE ROADS**

TOTAL COST	\$2,856,000
FEDERAL GRANT	2,114,000
BONDS	742,000

**DESCRIPTION OF PROJECT:** The proposed bond issue for County-Wide Roads provides for the construction of the Hogan-Beach Road, for which an application has already been filed with the Works Progress Administration (W.P.A.) in the amount of \$1,574,000. The State Road Department has agreed to construct a bridge across Pablo Canal and two bridges over Pottsburg Creek, which are estimated to cost approximately \$200,000.

An item of \$32,000 is included in County-Wide Road Bond Issue for the purchase of necessary rights-of-way for the construction of State Road No. 3 (U. S. No. 17), from Dunn Avenue north to Nassau Marsh (Main Street Highway).

Also included in the County-wide Bond Issue is an item of \$210,000 with which the County proposes to sponsor 20 roads and 14 streets in all parts of the County, and which will be matched by the Works Progress Administration, in an

amount sufficient to bring this total construction item to \$1,050,000. The roads to be improved and paved under the County-Wide issue consist of the following roads:

Eastport-New Berlin Road.....	2.5 miles
Duval Road .....	3.5 miles
45th Street .....	0.5 miles
Streets in Lem Turner Park.....	1.26 miles
Jones Avenue.....	3.60 miles
Streets in Riverview.....	1.25 miles
Pickett Road.....	3.50 miles
Roberts Street and Highway Avenue.....	1.20 miles
Jacksonville Heights Road.....	2.00 miles
Melson Avenue .....	2.00 miles
Chaffee Road.....	1.25 miles
Old Orange Park Road.....	0.50 miles
Collins Road.....	3.00 miles
Morse Avenue.....	0.50 miles
Fort Caroline Road.....	4.00 miles
Seminole Beach-Saltair Road.....	2.00 miles
Gilmore Heights Road.....	2.10 miles
Mount Pleasant-Girvin Road.....	6.00 miles
Sunbeam Road.....	3.00 miles
First Avenue—Jacksonville Beach.....	2.00 miles
Streets in Riverside Villas.....	2.25 miles
Fries Avenue.....	0.50 miles
Seminole Beach Road Extension.....	1.05 miles
<b>Total Mileage .....</b>	<b>49.49 miles</b>

The above roads are named in the Bond Resolution and therefore no changes are permissible.

All of the work done under the County-Wide Road Bond Issue will be performed in conjunction with the Works Progress Administration and the County funds in the amount of \$742,000, will produce highway facilities to the total amount of \$2,856,000.

The proposed road program will provide in the Hogan-Beach Highway a new artery to the Jacksonville Beach-Ponte Vedra sections thus relieving Atlantic Boulevard. Other roads in the program will provide access to other areas of the County.

As opposed to the advantages of the contemplated highway work is the additional cost of upkeep and maintenance which is now largely provided from gasoline taxes. Interest charges and amortization will approximate 1.19 mills on present County Assessed Valuation the first year. For the actual increase in taxes in dollars and cents, see page 21 of this report.

## CITY OF JACKSONVILLE

As shown previously the City of Jacksonville proposes to issue bonds aggregating \$2,000,000 covering ten (10) projects. These will be discussed as follows:

### AUDITORIUM

TOTAL COST	\$1,100,000
FEDERAL GRANT	495,000
BOND ISSUE	605,000

According to the plans proposed to the City Commission by its Technical Committee composed of W. S. Johnson, George Simons, W. B. Simmons, Joe Byrnes, and M. G. Boyce, the following features will be incorporated in the design and construction of the auditorium.

(a) An **Exhibit Hall** which can also be used for the parking of automobiles will contain 30,000 square feet of exhibition area. On the same floor will be space for storage, mechanical equipment, kitchen and six ramps leading to the main auditorium.

(b) **Entrance Wing** will consist of spacious entrance lobby. To the left of the lobby will be a small Convention Hall seating four hundred and offices to the right. Over the main lobby will be an Art Gallery 44 x 60 with staircases on either end. There will be a mezzanine floor over the office wing for storage purposes.



(c) **Main Auditorium** with a clear Arena 156 x 100 feet with a 60 foot ceiling height and amphitheatre type seating around the arena starting with boxes. This room will accommodate a total of 5,112 people divided as follows: 2,600 on the arena floor, 288 in the boxes and 2,224 in the horseshoe. Committee rooms, storage space, toilets and check rooms will occupy space under the horseshoe. Ample walkways and corridors surround the arena—it being estimated the building can be emptied of 5,000 persons in three minutes. This room will be ventilated by mechanical blowers.

(d) **Stage** 48 x 130 will be between and connect the Auditorium with the Concert Hall. This Stage will have a proscenium opening 80 feet wide and 40 feet high and will accommodate all types of productions.

(e) The **Concert Hall** with sloping floor will hold 2,500 persons divided as follows: 1,600 on the main floor and 900 in the balcony. This room will be fully air-conditioned. Entrance to this room is from the Foyer or from the main Auditorium—this arrangement makes the entire area available if and when large capacities are needed.

**Type of Construction:** The architects have recommended steel for main structural members with monolithic concrete for walls. The building has been designed to afford all spectators a clear vision from any seat occupied in the auditorium or concert hall. Maximum comfort in seat spacing and type of seating will be provided and latest acoustical engineering methods will be used.

Jacksonville is without a large suitable meeting place having the acoustical properties necessary for many events that can be attracted to it. Existing halls have poor seating arrangements both from the standpoint of comfort and visibility. There is no suitable, large enough floor area in the city for accommodating all types of sporting events and exhibits. The existing halls or auditoriums are also improperly and too remotely located from central business and hotel areas.

Conventions would constitute but a small percentage of the occupancy of the building. Symphony concerts, artists concerts, religious gatherings, opera, graduation exercises, lectures, basketball, wrestling, tennis, table tennis, ice skating carnivals, boxing, gymnastic demonstrations, cooking schools, automobile shows, boat shows, flower shows, mass meetings and other events of community interest would use the auditorium facilities.

Revenue of indeterminate amounts can be realized. Some cities throughout the country derive substantial revenues from their auditoriums, others break even and some lose.

As opposed to those facts favorable to the need of an auditorium stands one unfavorable fact that no specific site has been designated for its location. According to advices from the City Commission, several sites will be placed on a straw ballot, the voters being requested to register their choice. Chairman of the City Commission Fred M. Valz, has advised as follows:

"I am pleased to inform you that the City Commission announces that several locality sites for the auditorium will be placed on a straw ballot at the bond election and the voters requested to make a first, second, and third choice. The three localities receiving the largest number of votes will be given preference in their order."

Amplifying the above statement, the City Commission has addressed the following letter to the Civic Improvement Committee:

"With regards to the auditorium site, the City Commission has been requested to make more definite its statement that 'The three localities receiving the largest number of votes will be given preference in their order.' We are glad to do so.

"The statement means that the first choice selected by the freeholders themselves will positively be the site where the auditorium will be located. However, let it be clearly understood that no unreasonable prices will be paid for the land. If the owners of the land are not willing to accept the value as named by competent appraisers, then the City Commission will pass on to the other sites selected in their order by the freeholders."

Further opposed to the facts justifying the need, no money has been provided in the bond allotment for the purchase of an auditorium site.

Interest charges and amortization will add 0.6197 mills on present assessed valuation the first year. For the actual increase in taxes in dollars and cents, see page 21 of this report. A maintenance and upkeep expense will also have to be provided if the auditorium revenue does not meet all expenses.



## YACHT BASIN

TOTAL COST	\$200,000
FEDERAL GRANT	90,000
BONDS	110,000

**DESCRIPTION OF PROJECT:** It is proposed to develop on the river front a yacht basin capable of providing berths for approximately three of the largest sea going yachts, averaging 200 feet or more in length; 10 average sized craft averaging 55 feet or more in length and 25 small boats averaging 35 feet in length. Many small boats can be accommodated when large berths are unoccupied.

The plan tentatively contemplates the construction of four 300 foot piers with a width of 20 feet to permit of truck deliveries alongside yachts. Piers will be solidly constructed to reduce current and tidal action and protect the ships from floating oil, hyacinths, etc. Plans also provide for the proper spacing of piling to which lines may be attached to prevent small boats from rubbing against catwalks. Essential water and electric connections are to be provided as well as provisions for fuel delivery.

Jacksonville has no attractive pier or dockage facilities for pleasure yachts centrally located and easily accessible to the central business and hotel and boat repair sections.

Many yachts come to Jacksonville annually for repairs and storage. The United States Engineers advise that during 1936, 783 pleasure boats passed the Palm Valley Bridge over the Intra-Coastal Waterway. During the first nine months of 1937, 630 pleasure boats passed the same bridge.

A survey during October, 1937, disclosed that every possible berth along the river was taken, that six sea going yachts paying an average of \$100.00 per month each for wharfage were stored in Jacksonville.

A yacht basin appealing to yachts, their owners and crews would bring into the community new people and new revenue that would find its way through many channels of trade.

A recent national survey of municipally owned pleasure boat terminals revealed that twenty-three cities and towns along the coasts of Florida have yacht basins or docks.

One boat which has been in Jacksonville for the past few months has spent over \$50,000 in the city.

Jacksonville has the advantage of being out of the so-called "hurricane" or freezing areas where higher boat insurance rates prevail.

Despite the facts favorable to a new yacht basin in Jacksonville, it is also a fact that no definite site or location has been designated for such a development. And also no funds have been provided for the purchase of land or water frontage or access thereto.

Although Jacksonville is not on the Intra-Coastal Waterway, yachts do come into Jacksonville for repairs, supplies and storage.

The interest and amortization charges will be 0.1127 mills on present assessed valuation for the first year. Revenue and maintenance costs are indeterminate.

For the actual increase in taxes in dollars and cents for this project see page 21 of this report.

## INCINERATOR

TOTAL COST	\$90,000
FEDERAL GRANT	40,500
BONDS	49,500

**STATUS OF REFUSE PRODUCTION:** According to records filed with the Supervisor of Building the City of Jacksonville during the year 1937 collected for incineration an average of 162 tons of garbage per day. The maximum month of production of 1937 was December when an average daily production of 184 tons was collected and burned. Records for the first six months of 1938 show that the average daily production has increased to 196 tons per day. In other words, based on the actual weight figures taken at the incinerator plants, the people of Jacksonville produce on the average of 2.6 pounds of garbage per day, with a maximum day's production in excess of that amount. This average daily production of garbage is also in excess of the daily production of average American cities of similar character.

At present the daily garbage and refuse production is disposed of by incineration and dumping. At Margaret Street and McCoys Boulevard there are currently four furnace units having an aggregate capacity of 120 tons daily. At Fifth and Cleve-



land Street is a second plant, also of 120 tons daily capacity. In other words the City is now equipped with incinerator capacity of various ages aggregating 240 tons which is just about enough capacity to meet average conditions but inadequate to meet such peak load conditions as were encountered on July 3rd and 4th, this year, when the production exceeded 300 tons.

Because of their respective ages, two units at McCoy's Boulevard and Margaret Street dating back to 1918 and four units at Fifth and Cleveland to 1924, none of the furnaces approach their rated capacities which likewise contributes to the problems of the incinerators. The City is obliged to create and maintain dumps in low areas for the disposal of surplus refuse, which dumps must constantly be supervised and sprayed by the City Health Department.

**DESCRIPTION OF PROJECT:** The plan under the proposed bond issue provides for the addition of two 40 ton units at Margaret and McCoy Boulevard and two 40 ton units at Fifth and Cleveland, thus adding an aggregate of 160 tons per ten hour day to the present 240 tons daily.

Incinerator requirements by actual demonstration have increased twenty-five per cent this year over last.

A small revenue of some \$3,500 to \$4,000 per year is derived from salvaging at the present plants, which money is returned to the City.

The addition of these units will not entail any additional operation expense because the same force augmented by men taken from the dumps will be used.

As opposed to the facts justifying the need of additional incinerator capacity is the fact that a job of this size could be done on a pay as you go basis without incurring a debt extending over a period of thirty years.

The annual interest and amortization charges will entail a levy of 0.0507 mills on the assessed value of the City the first year. For the actual increase in taxes in dollars and cents for this project see page 21 of this report.

## **FIRE STATION**

<b>TOTAL COST</b>	<b>\$30,000</b>
<b>FEDERAL GRANT</b>	<b>13,500</b>
<b>BONDS</b>	<b>16,500</b>

**DESCRIPTION OF PROJECT:** With the proceeds from this issue it is proposed to erect and equip a new fire station on the southside between Hendricks Avenue and Atlantic Boulevard, south of the East Coast Railroad tracks, to serve the 18th Ward. This particular area now growing rapidly is at present inadequately served by a station located in the 17th Ward augmented by apparatus from the north side of the river.

The contemplated station will have a personnel of three shifts.

Because of the relatively small amount involved this station could be erected and equipped on a pay as you go basis.

The southside could definitely use more than one station.

The annual interest and amortization charges for the fire station would require a levy of 0.0169 mills on present city assessed valuation the first year.

For the actual increase in taxes in dollars and cents for this project see page 21 of this report.

## **AIRPORT IMPROVEMENTS**

<b>TOTAL COST</b>	<b>\$100,000</b>
<b>FEDERAL GRANT</b>	<b>45,000</b>
<b>BONDS</b>	<b>55,000</b>

**PRESENT STATUS OF AIRPORT:** The airport tract on North Main Street contains approximately 700 acres of which between 300 and 350 are graded and developed. There are three hangars for planes of various sizes. On the port is a large paved parking area having a capacity for approximately 200 planes of the pursuit or attack type or thirty to forty planes of the large four motored B-17 type. The field is equipped with lights, accessory buildings and repair shop.

Since its start in 1926 the airport has been steadily improved. During recent years considerable grubbing and clearing of land has been done in addition to lengthening and improving run ways and port generally.

During 1937 transient planes using the Airport were as follows:

Privately owned planes.....	1,210
Government owned planes.....	812

Total ..... 2,022



The regular scheduled air lines landings and departures totaled 3,620 which gives a grand total of 5,642 planes using the port in 1937. However, these figures do not include planes of local flyers.

Recently the Flying Fortresses were able to land and take off at the airport—some of the largest planes in service.

Opposed to the benefits are the following:

No definite plans have yet been developed under the proposed bond issue. However, additional grading and additions to the lighting system and a northeast-southwest runway are contemplated.

Since 1926 to June 13, 1938, \$508,658.36 has been spent in the development of the airport.

New improvements will increase operating costs.

The added millage necessary to support the annual interest and sinking fund of these bonds will amount to 0.0563 mills on present assessed valuation the first year.

For actual increase in taxes in dollars and cents, see page 21 of this report.

#### **PARK IMPROVEMENTS**

<b>TOTAL COST</b>	<b>\$150,000</b>
<b>FEDERAL GRANT</b>	<b>67,500</b>
<b>BONDS</b>	<b>82,500</b>

The park system of Jacksonville, although inadequate as to number and combined acreage, is still a community asset. The City has few relatively large park areas but many small irregularly shaped plots scattered throughout the corporate area.

At the present time the City has an aggregate park acreage of about eight hundred (800) acres, of which four hundred acres (400) are of the small plot type. Less than five per cent of the park area is devoted to recreational uses.

It is contemplated that the proposed bond funds will be used to improve existing parks although as yet no definite plans have been defined as to the nature and full extent and specific location of improvements. It is, however, proposed to make twenty applications of \$15,000 each for improvement work in parks in diverse sections of the city.

The Park Department is allotted \$138,000 annually for the maintenance of the zoo, parks and nursery.

Opposed to these favorable facts is the one that no definite plan has yet been developed and one does not know where the improvements will be made or the nature of same.

These bonds will require an annual interest and amortization charge of 0.0845 mills on present assessed valuation the first year. For actual increase in taxes in dollars and cents, see page 21 of this report. Annual maintenance is an important item.

#### **DAVIS STREET VIADUCT**

<b>TOTAL COST</b>	<b>\$697,654</b>
<b>FEDERAL GRANT</b>	<b>313,944</b>
<b>BONDS</b>	<b>383,710</b>

The Davis Street viaduct will open a new artery of travel into Riverside. Starting at Davis and Houston Streets and extending south over Forsyth and Bay Streets along what would be Davis Street, extending across the Jacksonville Terminal Company, the Seaboard and Atlantic Coast Line railroad yards to a point south of McCoy's Creek, connecting with Magnolia Street at Leila Street, the viaduct with approaches from Houston and Leila Streets will have an over-all length of 1,609 feet, and over-all width of fifty-six feet of which forty-two feet will be roadway.

The railroads are not bearing any of this expense for construction and maintenance as heretofore. However, they have donated the right-of-way.

The plan is proposed primarily to relieve the traffic congestion now evident at Broad and Bay.

Funds from bond issue are sufficient to widen streets affected by this project.

This construction will impose an added tax levy of 0.3931 mills on present City assessed valuation for the first year. There will be maintenance and upkeep also. For the actual increase in taxes in dollars and cents for this project, see page 21 of this report.



**BROAD STREET VIADUCT AND  
MYRTLE AVENUE SUBWAY**

<b>TOTAL COST</b>	<b>\$90,000</b>
<b>FEDERAL GRANT</b>	<b>40,500</b>
<b>BONDS</b>	<b>49,500</b>

Under this issue it is proposed to make improvements to the present Broad Street or Riverside viaduct and Myrtle Avenue subway as follows:

(1) **Riverside Viaduct**—roadway will be widened six feet by reducing present sidewalk widths from ten to seven feet. Sidewalks and handrails will be rebuilt and modernized. Old pavement will be resurfaced.

Borings and other tests show that the strength of the viaduct is adequate. Piers and understructure are in good shape.

The railroads, it is stated, will not contribute to improvement work because they consider it a betterment job, as distinguished from maintenance or repairs.

This improvement will provide more and better roadway for traffic and the annual interest charge and amortization will add 0.0507 mills on the present City assessed valuation the first year. For actual increase in taxes in dollars and cents, see page 21 of this report.

(2) **Myrtle Avenue Subway**—the sidewalks will be eliminated from each side, the roadways will each be widened to eighteen feet. In the center a large storm sewer will be constructed, having a walkway across the top. Drainage facilities will also be provided. This improvement, considered with the Riverside viaduct plan, will afford additional facilities for traffic movements into the Riverside areas.

**STREET IMPROVEMENTS**

<b>TOTAL COST</b>	<b>\$778,709</b>
<b>FEDERAL GRANT</b>	<b>350,419</b>
<b>BONDS</b>	<b>428,290</b>

In a previous section of this report, reference was made to the City's growth in population and area. Figures as to residential building construction were also given to show that building is in progress in all sections of the City. As a City grows, streets or means of ingress and egress are not only desirable but necessary.

As of January 1, 1938, Jacksonville had 619.36 miles of streets, of which 246.76 miles (or about 40%) are paved or hardsurfaced. Of this 246.76 miles, 59.44 miles are of brick, 34.00 miles of asphalt, 3.52 miles of asphalt block, 34.45 miles of concrete and 115.00 miles of so-called hardsurface.

There are still 372.60 miles of unpaved streets in the corporate area.

To provide for the direct, expeditious and safe movement of traffic from one part of the city to another or through the city, wider, more direct, better paved streets are necessary. Unnecessary curves, jogs, abrupt reverses need rectifying and the existing street pattern should be developed into a harmonious whole. To accomplish these improvements, a street plan is necessary.

So far no plans have been adopted showing where or how the proposed street improvement funds will be spent. A schedule of improvements is under consideration but none has yet been specified for construction.

A number of petitions for street improvements have been presented to the City Commission as follows and from among these the street program will be developed:

<b>Street</b>	<b>From</b>	<b>To</b>
Adams Street	Haines	Franklin
Ashley Street	Main	Julia
Beaver Street	Palmetto	Lafayette
Broad Street	Monroe	State
Cherry Street	Saint Johns Avenue	College
Church Street	Washington	Catherine
College Street	Willow Branch	Day
Charles Street	Price	Stonewall
Crystal Street	Lackawanna	Fitzgerald
Crescent Street	Foster's Trail	Lackawanna Avenue
Downing Avenue	Forbes	McDuff
Ellis Street	Beaver	Cleveland
58th Street	Herschell	Euclid
Fitzgerald Street	Crystal	McDuff
Forbes Street	Stockton	King
Herschell Street	Ingleside	Dancy
Hubbard Street	16th	21st

Street	From	To
Jackson Street	Park	McCoy's Creek
Jefferson Street	State	Missouri
King Street	A. C. L. R.R.	Edison
Lee Street	Adams	Forsyth
Lydia Street	King	Cherry
Oak Street	Challen	Saint Johns Avenue
Pearl Street	N. Line of Brentwood S/D	Tallulah
Parker	Talleyrand	Adams
Perry Street	10th	A. C. L. R.R.
Redwing Street	10th	11th
Richmond Street	Van Wert	Ingleside
Rosselle Street	Stockton	McDuff
Saint Clair	Beaver	Commonwealth
Seminole Road	Oak	Park
17th Street	Pearl	Bisbee
Spearing Street	Union	Jessie
Springfield Boulevard	Golfair	N. Line Brentwood S/D
Stuart Street	Forsyth	Adams
Sidney Street	James	Donald
Terrace Avenue	21st	23rd
10th Street	Evergreen	Phoenix
21st Street	Davis	Moncrief
21st Street	Davis	Pearl
20th Street	Pearl	Main
23rd Street	Main	Pearl
12th Street	Silver	Boulevard
27th Street	Main	Pearl
Valencia Road	Dancy	Park
Pablo Avenue	Barbara	Manning
Barbara Street	Atlantic Boulevard	Pablo
Manning Street	Kings Avenue	Pablo
Belvedere Avenue	Remington	Randall

These contemplated improvements will impose an added millage of 0.4383 on the present assessed valuation the first year. For actual increase in taxes in dollars and cents, see page 21 of this report.

Benefited and abutting properties will be assessed the usual two-thirds of the costs.

#### SEWERAGE IMPROVEMENTS

TOTAL COST	\$400,000
FEDERAL GRANT	180,000
BONDS	220,000

Today approximately twenty-five per cent of the population of Jacksonville is inaccessible to sewers. The principal unsewered areas are in the north and northwest parts of the City (Norwood and Grand Park sections). The City is now served by 262.89 miles of sanitary sewers and 72.43 miles of storm sewers. By its sewer extension program of the past few years the pit privies in Jacksonville have been reduced from 3,993 to 2,809.

Although no definite location plans for additional sewerage under this project have been developed, it is generally proposed to devote a major part of the funds to the installation of lateral sewers. Only about twenty per cent of the work will be on trunk or relief sewers. No part of funds will be used to relieve the pollution of the Saint Johns River in Riverside.

Also included in this program will be needed drainage work in the western part of the city between Edgewood and McDuff Avenue.

Sewerage relief is a health betterment aid, however the absence of definite plans makes a proper appraisal of the benefits impossible.

The annual interest and amortization costs will add 0.2254 mills on the present current City assessed valuation the first year. For actual increase in taxes in dollars and cents see page 21 of this report.



# BOARD OF PUBLIC INSTRUCTION SCHOOL PROGRAM

TOTAL COST	\$3,712,455
FEDERAL GRANT	1,670,455
BONDS	2,042,000

Duval County has forty-two white schools with a 1937-1938 enrollment of 27,211 and thirty-eight colored schools with an enrollment of 12,145. The gross enrollment was 39,356. By years from 1928-1929, the enrollment of Duval County schools exclusive of 1937-1938 above, has been as follows:

Year	Enrollment
1928-1929 .....	31,701
1929-1930 .....	31,665
1930-1931 .....	32,754
1931-1932 .....	34,003
1932-1933 .....	34,893
1933-1934 .....	34,634
1934-1935 .....	35,047
1935-1936 .....	36,313
1936-1937 .....	37,555

This table indicates a substantial growth in school attendance or population since 1928. There is a distinction between daily average attendance and enrollment. One child may enroll several times in a year with change of residence from one section of the city to another.

The Schools of District No. 1 in which Jacksonville is located are congested in a number of spots and to relieve this increasing congestion and provide needed facilities, the present program was conceived.

**DESCRIPTION OF THE PROJECT:** The expansion plan proposed by the Board of Public Instruction is described as follows:

August 26th, 1938

## LIST OF PROPOSED NEW SCHOOL BUILDINGS AND ADDITIONS IN SPECIAL TAX SCHOOL DISTRICT No. 1 Jacksonville, Florida

### ITEM NO. 1 Junior-Senior High School

50 Classrooms, Gymnasium, Auditorium and Cafeteria  
Located in southwestern section of district.

This school will be so located that it will relieve a part of the overload at Robert E. Lee Senior High School and the John Gorrie Junior High School of approximately 1,311 pupils. The school will be designed for a normal load of 1,000 pupils.

Robert E. Lee is designed for a normal load of 1,000 pupils and has an enrollment at the present time of approximately 1,676. John Gorrie was designed for a normal load of 1,500 and now has an enrollment of approximately 2,135. The new school will be more accessible to Ortega, Wesconnett, Lake Shore, parts of Murray Hill and all of the western and southwestern part of the county, thereby materially reducing transportation expense.

There are approximately 375 pupils transported daily by school buses to Robert E. Lee and John Gorrie.

### ITEM NO. 2 Junior-Senior High School

50 Classrooms, Gymnasium, Auditorium and Cafeteria  
Located in northwestern section of district.

This school will be so located that it will relieve a part of the overload at Andrew Jackson Senior High School and Kirby-Smith Junior High School of approximately 1,132 pupils. The school will be designed for a normal load of 1,000 pupils.

Andrew Jackson is designed for a normal load of 1,000 pupils and has an enrollment at the present time of approximately 1,486. Kirby-Smith was designed for a normal load of 1,500 and now has an enrollment of approximately 2,145. The new school will be more accessible to Woodstock Park, Grand Park, a part of Lackawanna and Murray Hill and all of the northwestern part of the county, thereby materially reducing transportation expense.



There are approximately 415 pupils transported daily by school buses to Andrew Jackson and Kirby-Smith.

**ITEM NO. 3 Junior-Senior High School**

50 Classrooms, Gymnasium, Auditorium and Cafeteria  
Located in the southeastern section of the Southside.

This will give relief to the overcrowded condition which is developing at Landon Junior-Senior High School. The present enrollment at Landon is 1,213 and the school is designed for 1,000 pupils. The new school will be designed for a normal load of 1,000 pupils, and it is the intention to eventually use either Landon or the new school for a high school exclusively.

This school will serve the fast-growing sections of the Southside and will materially reduce transportation expense, as its location will be more in the center of the territory served.

**ITEM NO. 4 Junior-Senior High School**

50 Classrooms, Gymnasium, Auditorium and Cafeteria  
Located on property the School Board already owns on Davis Street.

The school will be used for a Junior-Senior colored High School. It is the intention to equip this school so that more adequate vocational training can be given the colored students than it is possible to give them at the Stanton colored High School.

The Stanton School contains only 27 rooms and there are 3 sessions conducted daily in this school. The new school will relieve some of this congestion, and will release the Stanton building for elementary work, which will assist in relieving some of the overcrowded conditions in the colored elementary schools in this section. Stanton was designed for 600 students and has an enrollment of approximately 1,303.

**ITEM NO. 5 Elementary School**

10 Classrooms, Auditorium and Portable Cafeteria  
Located on property the School Board already owns in Lake Shore.

The school will serve all of Lake Shore section and a part of St. Johns Park section. These pupils are now going to Ortega and Fishweir Schools, which are very much overcrowded.

**ITEM NO. 6 Elementary School**

10 Classrooms, Auditorium  
This school will be located somewhere in the center of the Avondale section.

The school is designed to accommodate the children in the Avondale section, thereby relieving West Riverside and Fishweir Schools, which are overcrowded. The school will be situated in the center of a triangle formed by West Riverside, Fishweir and Murray Hill Schools.

**ITEM NO. 7 Elementary School**

16 Classrooms, Auditorium and Cafeteria  
This school will be located in the southeastern section of South Jacksonville.

This section is rapidly growing. The only elementary school in South Jacksonville is located on Flagler and Cedar Streets, and has an enrollment of 1,038 pupils, which very much exceeds its capacity. There are 338 children transported to South Jacksonville School and with the construction of the new school nearly all of this transportation will be eliminated.

This school is probably one of the most necessary of the elementary schools. The southeastern section of South Jacksonville is growing very rapidly and the school will be more in the center of the population than the overcrowded school on Flagler and Cedar Streets.

**ITEM NO. 8 Elementary School**

10 Classrooms, Auditorium and Wooden Cafeteria.  
This school will be located somewhere in the proximity of Edgewood Avenue and the Lake City Road.

The school will relieve some of the Lackawanna and Marietta Schools. Children are now being transported out of District No. 1 to Marietta which is located in District No. 6. This will obviate the necessity of this transportation.

**ITEM NO. 9 Elementary School**

12 Classrooms, Auditorium and Portable Cafeteria  
This elementary school will be located in the center of a triangle formed by Norwood, Panama Park and Brentwood.

The school will relieve the congestion in these schools, and also furnish school facilities to this rapidly growing section in the northern part of the city.

**ITEM NO. 10 Elementary School**

8 Classrooms

This school will be located somewhere in the Glen Myra section, east of Phoenix Avenue.

The school is designed to care for children in this vicinity who are now compelled to walk quite a distance to the Northeast Springfield School, which is badly overcrowded.

**ITEM NO. 11**

4 Classrooms, Auditorium and Addition to Cafeteria at Murray Hill.

This is a four classroom addition and auditorium to the present Murray Hill School which is at present overcrowded, although a 12 classroom addition was made to the school in 1936.

This section of the town is growing very rapidly and the need of this addition will be acute before it can be constructed.

**ITEM NO. 12**

Auditorium and Addition to Cafeteria, Brentwood.

These facilities at this school are very much needed. Brentwood is a 21 classroom elementary school with no auditorium facilities, except a converted classroom which is entirely inadequate.

**ITEM NO. 13**

Athletic Field at Andrew Jackson Senior High School

Every high school should be equipped with an athletic field. When the new building program is completed all of the high schools will have room for an athletic field except Andrew Jackson, and it is proposed to eliminate this condition by the purchase of additional ground and the erection of suitable bleachers, and obtaining the necessary land for athletic purposes.

**ITEM NO. 14**

4 Classroom Addition to Norwood School.

It is proposed to add four classrooms to the present school building at Norwood, as the community is growing rapidly and the relief afforded Norwood from the new North Shore School will not be sufficient to care for this growth.

**ITEM NO. 15 Elementary School**

16 Classrooms, Auditorium (colored)

It is proposed to build a 16 classroom elementary school for colored pupils somewhere in the section west of Myrtle Avenue and north of Kings Road.

The location of this school will be in the heart of a very thickly populated negro district, and will be almost directly opposite Durkeeville, the new Government housing project for Negroes. This school will only partially relieve the muchly overcrowded condition at Davis Street, Cookman and Lincoln Park Schools, where three sessions daily are held.

**ITEM NO. 16 Elementary School**

6 Classrooms

It is proposed to build a six classroom school on the present site of the Picketts School. This school is an old three room wooden building and is entirely unsuitable for school purposes, and inadequate for this rapidly growing section.

**ITEM NO. 17**

Two Classroom Addition

This is a two classroom addition to Central Riverside School. These two classrooms will be added to the main building at Central Riverside and are much needed as the relief afforded by the Avondale School will not be sufficient to entirely relieve the overcrowded condition at the Central Riverside School.

In locating these schools, the Board has had in mind eliminating the necessity of housing school children in poorly constructed wooden portables. These portables, in some cases will be moved to other locations where conditions make it necessary to provide more classroom space.



Additional estimated annual costs necessary if present building program is carried out by Board of Public Instruction of Duval County.

**Showing Savings Affected by Program—**

For new Principals, Deans and Clerks .....	\$28,400.00
Janitor Service .....	19,100.00
Fuel and Utilities .....	12,100.00
Maintenance .....	9,500.00
Insurance .....	5,800.00
Library .....	300.00
Janitor's Supplies .....	2,400.00
Total .....	\$77,600.00
Additional Teachers .....	.00*

**Savings Affected by Program—**

By 2139 seventh and eighth grade pupils being transferred from Elementary to Junior High units .....	\$23,500.00
By relieving the operating costs of new Buildings and Equipment that would be necessary without the program .....	50,000.00
By lower Transportation costs .....	8,000.00
Total .....	\$81,500.00

\* No more additional teachers would be employed than would be if no building is done.

It will be noted in the statement furnished by the School authorities under the heading of "Additional estimated annual costs necessary . . . . . etc." that no additional teachers will be required. This was explained more in detail verbally, stating that with the children who are transferred now from halls, partitioned-off rooms, etc., will also be transferred the teachers now teaching in them. Under the item \$50,000 saving by relieving the operating cost of new buildings and equipment, etc., this was verbally explained. In simple words, this \$50,000 has been used for temporary equipment, temporary additions, partitions, and other costs due to overcrowded conditions and the \$50,000 was taken from the regular operation funds.

The School program as herein outlined will add 3.3391 mills on the present County Assessed valuation the first year. For exact increase in taxes in dollars and cents, see page 21 of this report.

### MISCELLANEOUS FACTS

During the course of the Committee's study a number of facts of general interest and application came to notice. These will be listed briefly here.

1. Your particular attention is called to the fact that no adequate sinking fund is maintained for debt retirement for the City of Jacksonville. There is now being carried on City books approximately \$1,201,354.00 in item of Sinking Fund, represented by delinquent taxes.

2. The costs incident to the preparation of the proceedings and validation of bonds and approving opinions of New York counsel will be as follows:

(a) The only fees incident to the bonds of the City of Jacksonville are those charged by the New York approving attorneys. The City Attorney handles all other proceedings as a part of his city service. The total attorney's fees will not exceed \$1,500. This does not include cost of engraving and printing bonds.

(b) The legal fees incident to County bonds will not exceed \$15,000 including fees of approving counsel in New York.

(c) The legal fees incident to validating District No. One School Bonds will not exceed \$10,000.00 or one-half of one percent.

3. It will be recalled that Homesteads up to \$5,000.00 valuation are exempt from taxation. Assessed values, however, are subject to increase and that value in excess of \$5,000 is taxable. The owner of a homestead can determine to what extent he will pay, if any, by checking the present assessment of his home. This has no relation to assessment for paving.

4. The Constitution of the State of Florida provides that bonds shall be issued only after the same shall have been approved by the majority of the votes cast in an election in which a majority of the free holders who are qualified electors, shall participate.

5. Only freeholders who have registered are qualified to vote.  
(A freeholder is a person owning an interest in real estate.)

6. Special attention is directed to Exhibit A of the report of the Bond Indebtedness Committee where detailed figures may be found with reference to the millage increase to be occasioned by the several projects proposed by the three governmental entities. However, for quick reference, the information following is here given so that freeholders may quickly see the actual cost of each project as it would apply to a taxpayer paying \$100 a year. Those paying more or less can easily see what would be their proportion of increase. The tax for the first year would be the highest figure. In following years the amount would gradually decrease. Both the high and average figures are shown. The figures in columns (1) and (2) apply in instances where the taxpayer pays \$100.00 to the City, \$100.00 to the County, and \$100.00 to the schools, or a total of \$300.00. The figures in columns (3) and (4) apply in instances where the total paid by the taxpayer to all three taxing authorities is \$100.00 and is the basic figure to be used by the taxpayer in arriving at his proportionate increase.

	Unit tax cost per \$100 of present levy by each taxing authority		Unit tax cost per \$100 of present tax levy by all taxing authorities	
	First Year	Average Year	First Year	Average Year
<b>City Projects</b>	(1)	(2)	(3)	(4)
Auditorium .....	\$ 3.26	\$ 2.52	\$ 1.04	\$ .81
Yacht Basin .....	.59	.46	.19	.15
Incinerator .....	.27	.20	.09	.06
Fire Station .....	.09	.07	.03	.02
Davis St. Viaduct .....	2.07	1.60	.66	.52
Broad St. Viaduct .....	.27	.20	.09	.06
Park Improvements .....	.44	.34	.14	.11
Airport Improvements .....	.29	.23	.09	.07
Sewers and Drains .....	1.19	.91	.38	.29
Paving and Streets .....	2.31	1.78	.74	.57
<b>Total City Projects</b> ....	10.78	8.31	3.45	2.66
<b>County Projects</b>				
Arlington Bridge .....	10.63	7.83	3.40	2.51
County Wide Roads .....	3.94	2.90	1.26	.93
Court House .....	1.89	1.39	.61	.45
Armory .....	.50	.37	.16	.12
<b>Total County Projects</b> ..	16.96	12.49	5.43	4.01
<b>Schools</b>				
Additional facilities .....	19.08	14.36	6.11	4.61
<b>TOTAL ALL PROJECTS</b>			<b>14.99</b>	<b>11.28</b>

If all projects are voted for in all three divisions, the increase the first year for the taxpayer paying \$100.00 would be \$14.99, while the average year would be \$11.20. Of course it should be understood that any freeholder exercising his right to participate may vote for one project alone or any number less than the total of 15 projects, and if only the projects for which he votes, whether one or more, carry, then his tax increase would be confined to those particular projects in the respective amounts as shown above.

Respectfully submitted,

**FACT-FINDING COMMITTEE,**

GEO. W. SIMONS, JR., Chairman, City Planning Advisory Board  
 STEPHEN H. FIFIELD, Vice-Chairman, Exchange Club  
 E. H. CLARKSON, Civitan Club  
 C. W. EDWARDS, Rotary Club  
 MYRON HOWARD, Chamber of Commerce  
 JOHN E. MATHEWS, Civic Round Table  
 C. HARRISON MANN, Kiwanis Club  
 I. BEVERLY NALLE, Real Estate Board  
 MRS. T. L. SCHULENBERGER, Federation of Women's Clubs  
 M. W. SPRAGUE, Optimist Club  
 MAX L. WORTHLEY, Lions Club



MR. LEE GUEST, General Chairman,  
Civic Improvement Committee,  
Jacksonville, Florida.

Dear Sir:

The committee on Bonded Indebtedness has made a study of the effect on the rates of tax assessment that would result from the issuance of proposed bonds, in the City of Jacksonville, the County of Duval, and School District No. 1 in Duval County. Present rates of tax levies on real and personal properties by the taxing authorities in Jacksonville and Duval County have been ascertained, and the present outstanding bonds with dates of maturity noted. From the information obtained, tabulations have been arranged in Exhibit A of this report, which show the increases in taxes that would result from the issuance of any and all of the issues; by purpose of issue; by city, county and school groups; and in total. The within report is submitted to inform the taxpayers of the county and city, and all citizens who are interested in the tax increases that will result from the validation and issuance of the proposed bonds: in part and as a whole.

The information tabulated in the accompanying statements or noted elsewhere in this report is predicated upon the following assumptions:

1. That all proposed bonds are to mature serially and in equal annual amounts, over a period of thirty years.
2. That the annual rate of interest for the bonds will be as follows: City of Jacksonville: three percent; Duval County: four percent; Board of Public Instruction; three and one-half percent. We are advised that the rates on some of these bonds will probably be different from these, and will depend upon the amount of bonds voted. The larger the amount of bonds voted the higher in all probability will be the rate.

In reading and studying this report, consideration should be given to the following paragraphs (numbered 1 to 4) to which your attention is invited:

1. Any and all increases in taxation set forth herein are based solely upon the issuance of the proposed bonds, and do not in any way include a study of other changes in tax rates which may result from other increases or decreases in the cost of governmental functions or other factors. No provision for cost of maintenance of the contemplated projects for which bonds are to be issued has been included in these figures. The maintenance costs furnished us are not sufficiently set forth on all projects requiring maintenance, nor are the off-setting revenues to be derived from some of them complete enough, to be made a part of this report. These costs should be considered however, as a factor in increasing taxes from the issuance of the bonds.
2. The whole basis of the study is that of ad valorem taxes, and no consideration has been given to any earnings or receipts that may be made a part of the resources upon which the bonds are to be issued or that may become a factor without any stipulation to that effect.
3. The basis of assessed valuation used is that of the non-exempt property in the last year of assessment by each taxing authority. In making allowance for delinquencies and non-collections of taxes, we have eliminated the values for personal property in the instance of the City of Jacksonville, and have used ninety percent of the total non-exempt values in the County and School District.
4. The work and study of this committee is necessarily limited, through lack of time, to information contained in reports and other advice received from the best sources available; and no examination has been made of the accounting records, charters, minutes of the several Boards, or other documents.

The information given covers property lying in School District No. 1. The property in this district has an assessed valuation of approximately ninety percent of the total assessed valuation of the County.

The increases in the tax millage that will result from the issuance of the several units of bonds will be found in columns 10 and 11 of the accompanying Exhibit A for the first year levies are made. The average increases for the thirty years over which the bonds will mature are shown in columns above mentioned. The total millage increase as shown in the Exhibit, is as follows:

	First Year	Average or 15th Year
City of Jacksonville .....	2.0487	1.5797
Duval County .....	5.1231	3.7724
Board of Public Instruction .....	3.3391	2.5125

In columns 14 and 15 of the Exhibit is shown the increase in ratio to the present \$100.00 of taxes assessed in the current year. The total are as follows:

	First Year	Average or 15th Year
City of Jacksonville .....\$	10.78	\$ 8.31
Duval County .....	16.96	12.49
Board of Public Instruction .....	19.08	14.36
Total — All Issues .....	14.99	11.28

Columns 12 and 13 of the Exhibit show the increase in taxes on each thousand dollars of assessed valuation. The totals are as follows:

		First Year	Average or 15th Year
City of Jacksonville	— Now	\$ 2.05	\$ 1.58
Duval County	— Now	5.12	3.77
Board of Public Instruction	— Now	3.34	2.51
Total	— Now	10.51	7.86

Further information with reference to the millage and dollars of increase for each group of bonds will be found in Exhibit A, in the respective columns referred to by number above. The present bonded indebtedness and sinking funds provided are made a part of this report per the index below.

It has been requested that this committee furnish information as to the effect the new bonds will have upon interest rates of future refunding bonds. This question cannot be answered from any facts gathered by us, and while it is well worth considering, the manner in which sinking fund requirements are met and bonds paid at maturity will probably be a great factor in gauging the variance of these future interest rates. Reference is made to Schedule 1-B for the amount of bonds issued, retired and refunded by the City of Jacksonville over the past eighteen and one-half years.

As a result of our work, we submit the above information and the following statements which are attached, all of which are related and subject to this letter:

Exhibit A—Statement of Proposed Bonds and Resulting Increases in Taxes

Schedule 1 Bonds Outstanding—City of Jacksonville  
 Schedule 1A Statement of Sinking Fund—City of Jacksonville  
 Schedule 1B Bonds retired—issued and refunded—City of Jacksonville  
 Schedule 2 Bonds Outstanding and Sinking Funds—Duval County  
 Schedule 3 Bonds Outstanding—Board of Public Instruction  
 Schedule 3A Statement of Sinking Fund—Board of Public Instruction

Respectfully submitted,

#### COMMITTEE ON BONDED INDEBTEDNESS

P. W. FISHER, Representing,  
 Jacksonville Chapter of Florida Institute of Accountants

DEAN BOGGS, Representing,  
 Jacksonville Bar Association

ROBERT M. ANGAS, Representing,  
 Jacksonville Engineering Professions Club



Exhibit A

# PROPOSED

	1	2	3	4	5
Purpose	Total Cost	Grant	Bonds	Annual Principal Payment	Annual First Year
CITY OF JACKSONVILLE					
Auditorium .....	\$ 1,100,000.00	\$ 495,000.00	\$ 605,000.00	\$ 20,166.67	\$ 18,150.00
Yacht Basin .....	200,000.00	90,000.00	110,000.00	3,666.67	3,300.00
Incinerator .....	90,000.00	40,500.00	49,500.00	1,650.00	1,485.00
Fire Station .....	30,000.00	13,500.00	16,500.00	550.00	495.00
Davis St. Viaduct .....	697,654.00	313,944.00	383,710.00	12,790.33	11,511.30
Broad St. Viaduct Im- provements .....	90,000.00	40,500.00	49,500.00	1,650.00	1,485.00
Park Improvements ....	150,000.00	67,500.00	82,500.00	2,750.00	2,475.00
Airport Improvements	100,000.00	45,000.00	55,000.00	1,833.33	1,650.00
Sewers and Drains .....	400,000.00	180,000.00	220,000.00	7,333.33	6,600.00
Paving and Street im- provements .....	778,709.00	350,419.00	428,290.00	14,276.33	12,848.70
TOTAL CITY .....	3,636,363.00	\$1,636,363.00	\$2,000,000.00	\$ 66,666.66	\$ 60,000.00
Present Taxes					
Total—Including Bonds					
DUVAL COUNTY					
Arlington Bridge .....	\$ 3,959,000.00	\$1,959,000.00	\$2,000,000.00	\$ 66,666.67	\$ 80,000.00
County Wide Roads.....	2,856,000.00	2,114,000.00	742,000.00	24,733.33	29,680.00
Courthouse .....	653,281.00	298,281.00	355,000.00	11,833.33	14,200.00
Armory .....	177,000.00	82,000.00	95,000.00	3,166.67	3,800.00
TOTAL COUNTY ..	7,645,281.00	\$4,453,281.00	\$3,192,000.00	\$106,400.00	\$127,680.00
Present Taxes					
Total—Including Bonds					
SCHOOL BOARD BONDS					
Erection of Additional Facilities .....	\$ 3,712,455.00	\$1,670,455.00	\$2,042,000.00	\$ 68,066.67	\$ 71,470.00
Present Taxes					
Total—Including Bonds					
Recapitulation					
CITY .....	\$ 3,636,363.00	\$1,636,363.00	\$2,000,000.00	\$ 66,666.66	\$ 60,000.00
COUNTY .....	7,645,281.00	4,453,281.00	\$3,192,000.00	106,400.00	127,680.00
SCHOOLS .....	3,712,455.00	1,670,455.00	2,042,000.00	68,066.67	71,470.00
GRAND TOTAL .....	\$ 14,994,099.00	\$7,760,099.00	\$7,234,000.00	\$241,133.33	\$259,150.00

# BOND ISSUES

6		7		8		9		10		11		12		13		14		15	
Interest Requirements				Total Annual Requirements				Millage Increase				Amount Per \$1000 Valuation				Unit Cost Tax Per \$100 of Present Levy			
Thirtieth Year	Average Per Year	Year First	Average Year	First Year	Average Year	First Year	Average Year	First Year	Average Year	First Year	Average Year	First Year	Average Year	First Year	Average Year	First Year	Average Year		
\$ 605.00	\$ 9,377.50	\$ 38,316.67	\$ 29,544.17	.6197	.4779	\$ .62	\$ .48	\$ 3.26	\$ 2.52										
110.00	1,705.00	6,996.67	5,371.67	.1127	.0869	.11	.09	.59	.46										
49.50	767.25	3,135.00	2,417.25	.0507	.0391	.05	.04	.27	.20										
16.50	255.75	1,045.00	805.75	.0169	.0130	.02	.01	.09	.07										
383.71	5,947.50	24,301.63	18,737.83	.3931	.3031	.39	.30	2.07	1.60										
49.50	767.25	3,135.00	2,417.25	.0507	.0391	.05	.04	.27	.20										
82.50	1,278.75	5,225.00	4,028.75	.0845	.0652	.08	.07	.44	.34										
55.00	852.50	3,483.33	2,685.83	.0563	.0434	.06	.04	.29	.23										
220.00	3,410.00	13,933.33	10,743.33	.2254	.1737	.23	.17	1.19	.91										
428.29	6,638.50	27,125.03	20,914.83	.4387	.3383	.44	.34	2.31	1.78										
\$2,000.00	\$ 31,000.00	\$126,666.66	\$ 97,666.66	2.0487	1.5797	\$ 2.05	\$1.58	\$ 10.78	\$ 8.31										
				19.0000	19.0000	19.00	19.00	100.00	100.00										
				21.0487	20.5797	21.05	20.58	110.78	108.31										
\$2,666.67	\$ 41,333.33	\$146,666.67	\$108,000.00	3.2099	2.3637	\$ 3.21	\$2.36	\$ 10.63	\$ 7.83										
989.33	15,334.67	54,413.33	40,068.00	1.1909	.8769	1.19	.88	3.94	2.90										
473.33	7,336.67	26,033.33	19,170.00	.5698	.4195	.57	.42	1.89	1.39										
126.67	1,963.33	6,966.67	5,130.00	.1525	.1123	.15	.11	.50	.37										
\$4,256.00	\$ 65,968.00	\$234,080.00	\$172,368.00	5.1231	3.7724	5.12	3.77	16.96	12.49										
				30.1980	30.1980	30.20	30.20	100.00	100.00										
				35.3211	33.9704	\$35.32	\$33.97	\$116.96	\$112.49										
\$2,382.33	\$ 36,926.66	\$139,536.67	\$104,993.33	3.3391	2.5125	\$ 3.34	\$2.51	\$ 19.08	\$ 14.36										
				17.5000	17.5000	17.50	17.50	100.00	100.00										
				20.8391	20.0125	\$20.84	\$20.01	\$119.08	\$114.36										
\$2,000.00	\$ 31,000.00	\$126,666.66	\$ 97,666.66	2.0487	1.5797	\$ 2.05	\$1.58	\$110.78	\$108.31										
4,256.00	65,968.00	234,080.00	172,368.00	5.1231	3.7724	5.12	3.77	116.96	112.49										
2,382.33	36,926.66	139,536.67	104,993.33	3.3391	2.5125	3.34	2.51	119.08	114.36										
\$8,638.33	\$133,894.66	\$500,283.33	\$375,027.99	10.5109	7.8646	\$10.51	\$7.86	\$114.99	\$111.28										



# CITY OF JACKSONVILLE, FLORIDA

## BONDS OUTSTANDING

*As At March 31, 1938*

Maturity	Totals	General Taxation	Improvement Assessments	Electric Plant	Water Works	Docks and Terminals
1938 .....	\$ 490,000.00	\$ 50,000.00	\$115,000.00	\$ 300,000.00	\$ 25,000.00	\$ .....
1939 .....	780,000.00	240,000.00	70,000.00	285,000.00	25,000.00	160,000.00
1940 .....	621,000.00	476,000.00	20,000.00	100,000.00	25,000.00	.....
1941 .....	489,000.00	320,000.00	44,000.00	100,000.00	25,000.00	.....
1942 .....	865,000.00	425,000.00	90,000.00	300,000.00	50,000.00	.....
1943 .....	1,695,000.00	80,000.00	.....	135,000.00	155,000.00	1,325,000.00
1944 .....	555,000.00	130,000.00	.....	100,000.00	25,000.00	300,000.00
1945 .....	673,000.00	270,000.00	18,000.00	100,000.00	25,000.00	260,000.00
1946 .....	581,000.00	456,000.00	.....	100,000.00	25,000.00	.....
1947 .....	564,000.00	319,000.00	.....	100,000.00	25,000.00	120,000.00
1948 .....	410,000.00	285,000.00	.....	100,000.00	25,000.00	.....
1949 .....	749,000.00	599,000.00	.....	150,000.00	.....	.....
1950 .....	442,000.00	242,000.00	.....	200,000.00	.....	.....
1951 .....	300,000.00	.....	300,000.00	.....	.....	.....
1952 .....	325,000.00	235,000.00	.....	.....	90,000.00	.....
1953 .....	240,000.00	240,000.00	.....	.....	.....	.....
1954 .....	398,000.00	70,500.00	.....	102,500.00	225,000.00	.....
1955 .....	430,000.00	430,000.00	.....	.....	.....	.....
1956 .....	500,000.00	500,000.00	.....	.....	.....	.....
1957 .....	275,000.00	83,000.00	.....	92,000.00	100,000.00	.....
1958 .....	300,000.00	.....	100,000.00	200,000.00	.....	.....
1959 .....	75,000.00	75,000.00	.....	.....	.....	.....
<b>TOTALS</b> .....	<b>\$11,757,000.00</b>	<b>\$5,525,500.00</b>	<b>\$757,000.00</b>	<b>\$2,464,500.00</b>	<b>\$845,000.00</b>	<b>\$2,165,000.00</b>

The above figures are from the latest available audit report of the City of Jacksonville. The outstanding bonded debt at June 30, 1938 is \$12,557,000.00 as shown in Schedule 1A. The difference of \$800,000.00 is the result of the issuance of \$1,000,000.00 of bonds and the retirement of \$200,000.00 between March 31st, and June 30, 1938.

SCHEDULE -I-

# STATEMENT OF SINKING FUND

CITY OF JACKSONVILLE, FLORIDA

March 31, 1938

## ASSETS

Cash .....	\$ 5,384.66
Current Year Taxes .....	222,213.03
Delinquent Taxes .....	1,724,112.26
Improvement Liens .....	590,891.51
Motor Transit Company Bonds .....	155,000.00
Total .....	2,697,601.46
Sinking Fund Requirements .....	2,851,760.00

REQUIREMENTS NOT PROVIDED .....\$ 154,158.54

## SCHEDULE I-A

# BONDS - RETIRED - ISSUED - AND REFUNDED

CITY OF JACKSONVILLE, FLORIDA

1920 to June 1938

	Outstanding January 1st.	Retired	New	Refunding	Outstanding December 31st.
1920	4,228,500	4,000	950,000	.....	5,174,500
1921	5,174,500	177,000	154,000	.....	5,151,500
1922	5,151,500	90,000	2,005,000	.....	7,066,500
1923	7,066,500	226,500	1,914,000	.....	8,754,000
1924	8,754,000	1,275,000	246,000	400,000	8,125,000
1925	8,125,000	246,000	908,000	.....	8,787,000
1926	8,787,000	535,500	1,527,000	.....	9,778,500
1927	9,778,500	565,000	3,501,000	.....	12,714,500
1928	12,714,500	933,000	2,094,000	.....	13,875,500
1929	13,875,500	1,233,500	1,051,000	.....	13,693,000
1930	13,693,000	777,000	344,000	.....	13,260,000
1931	13,260,000	2,931,000	19,000	2,000,000	12,348,000
*1932	12,348,000	889,000	1,296,000*	.....	12,755,000
1933	12,755,000	1,059,000	.....	450,000	12,146,000
1934	12,146,000	1,079,000	.....	740,000	11,807,000
1935	11,807,000	973,000	.....	885,000	11,719,000
1936	11,719,000	1,621,000	.....	785,000	10,883,000
1937	10,883,000	761,000	1,250,000	600,000	11,972,000
1938 (June 30th)	11,972,000	895,000	1,000,000	480,000	12,557,000
TOTAL		16,270,500	18,259,000	6,340,000	

\* - South Jacksonville Annexed.

## SCHEDULE I-B



# BONDED DEBT AND SINKING FUNDS

DUVAL COUNTY, FLORIDA

June 30, 1938

		Date of Bonds	Maturity of Bonds	Bonds Outstanding	Accrued Unpaid Interest to Date	Total Outstanding Bonds and Accrued Interest	Sinking Fund
Road Bonds	5%	Dec. 1, 1909	Dec. 1, 1939	\$ 729,000.00	\$ 3,037.50	\$ 732,037.50	\$ 685,501.70
Road Bonds	5%	July 1, 1923	Serial to 1953	1,894,000.00	47,350.00	1,941,350.00	146,958.67
Bridge Bonds	5%	July 1, 1923	Serial to 1953	339,000.00	8,475.00	347,475.00	26,680.12
Road Bonds	5%	Oct. 1, 1925	Oct. 1, 1955	1,283,000.00	16,037.50	1,299,037.50	474,529.96
TOTAL ISSUES ADMINISTERED BY BOARD ADMINISTRATION				\$4,245,000.00	\$74,900.00	\$4,319,900.00	\$1,333,670.45
28 St. Johns River Improvement Refunding	5%	Jan. 1, 1920	Jan. 1, 1950	\$ .....	\$ .....	\$ .....	\$ 156.11
Jacksonville - St. Johns River (Toll) Bridge	5%	Jan. 1, 1918	Jan. 1, 1948	71,000.00	1,775.00	72,775.00	219,869.73
Armory	5%	Jan. 1, 1914	Jan. 1, 1944	150,000.00	3,750.00	153,750.00	95,880.57
Funding Outstanding Indebtedness	5%	Jan 1, 1916	Jan. 1, 1946	199,380.56	4,984.50	204,365.06	59,485.84
TOTAL ISSUED ADMINISTERED BY LOCAL BOARDS				420,380.56	10,509.50	430,890.06	375,392.25
GRAND TOTALS				\$4,665,380.56	\$85,409.50	\$4,750,790.06	\$1,709,062.70

## ANALYSIS OF SINKING FUND RESOURCES

June 30, 1938

	Total Resources	Cash On Hand And in Banks	Bonds - General Duval County	Bonds Other	Accrued Uncollected Interest Duval County Bonds	Accrued Uncollected Interest Other Bonds
GRAND TOTAL — ALL ISSUES	\$1,709,062.70	\$828,755.20	\$779,000.00	\$82,000.00	\$17,650.00	\$1,657.50

SCHEDULE -2-

# BOARD OF PUBLIC INSTRUCTION

Duval County, Florida

## SPECIAL TAX SCHOOL DISTRICT No. 1 BONDED INDEBTEDNESS

At August 15, 1938

Principal Maturities					
Calendar Year	Serial	Fixed	Total	Interest Maturities	Total Requirements
1938 (Not yet pd.)	18,000.00	\$ .....	\$ 18,000.00	\$ 95,000.00	\$ 113,000.00
1939	93,000.00	.....	93,000.00	191,972.00	284,972.00
1940	40,000.00	.....	40,000.00	188,197.00	228,197.00
1941	75,000.00	.....	75,000.00	186,725.00	261,725.00
1942	75,000.00	.....	75,000.00	182,975.00	257,975.00
1943	80,000.00	.....	80,000.00	179,100.00	259,100.00
1944	103,000.00	.....	103,000.00	174,975.00	277,975.00
1945	93,000.00	750,000.00	843,000.00	169,800.00	1,012,800.00
1946	115,000.00	.....	115,000.00	127,450.00	242,450.00
1947	120,000.00	.....	120,000.00	121,600.00	241,600.00
1948	117,000.00	.....	117,000.00	115,675.00	232,675.00
1949	123,000.00	143,000.00	266,000.00	109,675.00	375,675.00
1950	87,000.00	.....	87,000.00	98,375.00	185,375.00
1951	120,000.00	.....	120,000.00	93,200.00	213,200.00
1952	144,000.00	1,000,000.00	1,144,000.00	56,600.00	1,200,600.00
1953	148,000.00	.....	148,000.00	19,300.00	167,300.00
1954	136,000.00	.....	136,000.00	12,300.00	148,300.00
1955	103,000.00	.....	103,000.00	6,325.00	109,325.00
1956	30,000.00	.....	30,000.00	3,000.00	33,000.00
1957	30,000.00	.....	30,000.00	1,500.00	31,500.00
<b>TOTALS</b>	<b>\$1,850,000.00</b>	<b>\$1,893,000.00</b>	<b>\$3,743,000.00</b>	<b>\$2,133,744.00</b>	<b>\$5,876,744.00</b>

NOTE: The reason for irregularity of maturities per above is that the Board of Public Instruction has availed itself of every opportunity to purchase and retire bonds before maturity in order to reduce interest requirements.

### SCHEDULE 3

## STATEMENT OF SINKING FUND

DUVAL COUNTY BOARD OF PUBLIC INSTRUCTION

August 15, 1938

### ASSETS

Cash .....	\$409,155.35
Bonds:	
5% Bonds of School District No. 3 .....	\$44,500.00
5% Bonds of School District No. 4 .....	20,000.00
5% Bonds of School District No. 5 .....	18,000.00
5% Bonds of School District No. 6 .....	64,000.00
5% Duval County Road Bonds .....	35,000.00
Total Bonds Not Due .....	181,500.00
5% Bonds of School District No. 4	
Due September 1, 1929 .....	\$ 1,000.00
Time Warrants of General School	
Fund—Due September 1, 1929 .....	20,000.00
Delinquent Interest on Bonds of	
School District No. 6 .....	28,800.00
	<u>49,800.00</u>
<b>TOTAL .....</b>	<b>\$640,455.35</b>

### SCHEDULE 3-A



## PERSONNEL OF THE CIVIC IMPROVEMENT COMMITTEE

Quinlan Adams, Insurors Assn.; Mrs. H. L. Anders, Springfield Improvement Assn.; Robt. M. Angas, Engineering Professions Club; R. T. Arnold, Master Printers Assn.; J. K. Attwood, Five Points Business Men's Assn.; W. S. Bailey, Railway Employees' League; Mrs. Emmett Batey, Woman's Club; T. D. Bayley, Junior Chamber of Commerce; E. Jay Becker, San Jose Boulevard Community Assn.; Dean Boggs, Bar Assn.; E. Screven Bond, AAA; Mrs. E. Screven Bond, Friday Musicale; Fred Bradshaw, Seminole Club; Erwin T. Brooks, Auto Dealer's Assn.; Mrs. Ida Broward, Democratic Women; M. E. Browning, Goodwill Club of South Jacksonville; Miss Sarah Bryan, Pilot Club; Dr. E. H. Clarkson, Civitan Club; Mrs. Geo. P. Coyle, Catholic Woman's Club; Mrs. James C. Craig, Junior Woman's Club; J. B. Culp, River Oaks Club; Al Curty, American Legion Luncheon Club; Maj. R. W. Cushman, Army & Navy Club.

J. K. David, Syrian American Club; Henry DeSaussure, American Legion No. 9; W. L. DeVore, Rental Agents Assn.; C. W. Edwards, Rotary Club; Mrs. E. H. Emery, Civic Music Assn.; Dr. Lynwood Evans, Dental Society; J. C. Fannin, Retail Credit Men's Luncheon Club; J. A. Fern, Du-Jax Club; Stephen Fifield, Exchange Club; P. W. Fisher, Accountants Institute; Chas. C. Foster, Fine Art Society; E. L. Gibbs, Brotherhood of Locomotive Engineers; Carlton Glass, Hotel Greeters; L. D. Griffin, Park Street Civic League; Mrs. W. F. Gruber, Westbrook Civic League; Lee Guest, Tourist & Convention Bureau; Norman E. Hagan, American Legion No. 88; W. O. Henderson, Electrical Contractors Assn.; R. L. Hightower, Brotherhood of Railway Trainmen; Leo H. Hill, Central Labor Union; Mrs. S. B. Hilyard, Junior League; Myron L. Howard, Chamber of Commerce; Mrs. O. G. Husband, Fairfield Improvement Assn.; T. W. Jenks, Main Street Assn.; Mrs. W. S. Jennings, Beautification Assn.; Harold Juenger, Norwood Community League; Paul R. Kendrick, North Shore Improvement Assn.

Mrs. Jerry Kodatt, Parent-Teachers Assn.; W. T. Landree, Woodmen of the World; Mrs. E. T. Lay, University Women's Assn.; Mrs. D. H. Lasarow, Hadassah Chapter; Chas. E. LePaige, Musician's Federation; W. B. Lindsley, 26th District Social Club; Hunter Lynde, Little Theatre; Wm. M. Madison, XIX Club; C. Harrison Mann, Kiwanis Club; John E. Mathews, Civic Round Table; O'Neal Mattox, 17th Ward Assn.; Dr. H. B. Merner, Osteopathic Medical Society; P. L. Moore, Traffic Club; Mrs. Frederick R. McConnel, Federated Circle of Garden Clubs.

I. Beverly Nalle, Real Estate Board; E. C. Newsom, Broad Street Improvement Assn.; Ben J. Phillips, Murray Hill Citizens League; Capt. A. B. Potter, Propeller Club; Dr. L. G. Rawls, North Jacksonville Civic League; Dr. Shaler Richardson, Medical Society; Mrs. T. L. Schulenberg, Federation of Women's Clubs; Geo. W. Simons, Jr., City Planning Board; Mrs. Margie Skeen, 13th Ward Civic Club; Ivy H. Smith, Associated General Contractors; Dr. E. D. Solomon, Ministerial Alliance; Marion Sprague, Optimist Club; W. A. Stall, 13th Ward Community League; Dr. Wm. Stinson, 16th Ward Civic Club; Cliff P. Sweet, Banking Institute; Carl M. Taylor, Southside Business Men's Club; W. E. Terry, Springfield Boosters Club; T. H. Thompson, Plumbers & Heaters Assn.

Miss Emma Walls, Business & Professional Women's Club; J. Ben Wand, Advertising Club; J. C. Walton, Veterans of Foreign Wars; J. Burton Webster, Life Underwriters Assn.; Leo Weinstein, Retail Druggists Assn.; John L. Wilkes, Masonic Club; Felix H. Williams, Am. Fed. of Government Employees; Mrs. H. M. Wilson, Daughters of American Revolution; Max L. Worthley, Lions Club.

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ARNOLD PTG. & LABEL CO

