

REPORT OF THE SECRETARY  
OF THE  
INTERNAL IMPROVEMENT BOARD.

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TALLAHASSEE, FLORIDA, November 15, 1862.

To His Excellency JOHN MILTON,

*Governor of Florida :*

SIR : For the information of the General Assembly, the following statement of the transactions of the Board of Trustees of the Internal Improvement Fund for the past two years is submitted :

On the 22d November, 1860, an application was made on behalf of the St. John's and Indian River Canal Commissioners to fix their salaries, whereupon the Board established the salary of the Chairman of said Commissioners at \$1,000 per annum, the salary of the Secretary and Treasury at \$1,000 per annum, and the compensation of the other Commissioners at \$5 per diem, and actual traveling expenses while transacting the business of the Canal, provided the whole amount do not exceed \$3,000 per annum.

On the 29th November, 1860, the price of the Internal Improvement Lands, which was formerly raised fifty per cent. upon their appraised value, was reduced to twenty-five per cent. upon their appraised value, and the price of such as were formerly raised to one hundred per cent. upon their appraised value, were reduced to fifty per cent. upon said appraisements, and the price of swamp lands was reduced to seventy-five cents per acre, except within six miles of the railroad routes where the price was fixed at one dollar and fifty cents per acre, such reductions to take place on the 1st of January, 1861.

On the 1st December, 1860, the Board of Trustees, in conformity with the 9th section of "An Act to facilitate the construction of the St. John's and Indian River Canal," approved January 1st, 1857, appraised all the Internal Improvement and Swamp and overflowed Lands lying South of Township 18, and East of Range 28, at their then fixed price, and agreed to allow the Canal Commissioners, at any time within five years from the date of said Act, to enter upon said lands and sell the same, the Trustees agreeing to convey the said lands, or any part thereof, to the said Commissioners, or any person.

whom they might appoint upon the payment by the said Commissioners of said appraised value.

On the 5th December, 1860, the Board authorized and directed the Treasurer to pay to Messrs. Randolph & Wells, State Agents for the selection of Swamp Lands, one half of the monthly receipts from the sales of Swamp Lands, in accordance with resolutions previously adopted by the Board, until, together with previous payments, the amount of \$85,319 07 shall be paid them.

On the 29th December, 1860, the Board appointed Henry Wells as Agent to collect the reclamation money due from the United States for swamp and overflowed lands sold by the U. S. Land Officers since the 28th September, 1850.

On the 29th January, 1861, Mr. John Bradford, who had been designated by the Board as a suitable engineer to examine and report upon so much of the Pen. & Georgia Railroad as might be submitted to his inspection, made his report. Said report set forth that the Pensacola & Georgia Railroad Company had graded, cross-tied, and laid the iron upon 10 6-10 miles of said road, completing their Road East of Tallahassee, in accordance with law; whereupon the Board agreed to endorse the quantity of interest on the Bonds of said Company for said 10 6-10 miles, at the rate of \$7,200 per mile, amounting to \$76,320. The said report also set forth that the necessary quantity of iron rails were laid in the manner prescribed by law upon 44 miles of said Road East of Tallahassee, whereupon the Board agreed to guarantee the interest upon the Bonds of said Company to the amount of \$88,000 for equipments on said 44 miles. Said report also set forth that the said Company had done work upon the bridge across the Suwannee River to the value of \$9,000; whereupon the Board agreed to guarantee the interest on the Bonds of said Company to the amount of \$9,000 for work completed on said bridge. Said report also set forth that 20 miles of said Road from Tallahassee Westwardly, was continuously graded and cross-tied according to law, and affidavit being made by the President and Directors that the necessary quantity and quality of iron to lay said 20 miles was in the jurisdiction of the State, paid for or to be paid for with their Bonds or the proceeds thereof, and a bond conditioned to lay said iron within six months having been filed by said Company and accepted, the Board agreed to guarantee the interest upon the Bonds of said Company for said 20 miles at the rate of \$7,200 per mile, amounting to \$144,000. Said report also set forth that the iron rails were already laid upon seven miles of said Road West of Tallahassee; whereupon the Board agreed to guarantee the interest upon the Bonds of said Company for \$14,000 for equipments on said seven miles.

In compliance with "Resolution relative to the cultivation of Tropical Fruits in this State," approved February 14, 1861, the  
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Board of Trustees, on the 16th February, 1861, agreed to sell to D. W. F. Bisbee, L. W. Stickney, A. T. Howe, and their associates, one Township of land lying South of 27 deg. 30 min. North latitude, at two cents per acre, upon condition that said parties would, within four years, settle each section of land in said Township with an actual settler engaged in the cultivation of tropical fruits, and in case, at the expiration of such period, any of said sections are not so occupied, the unoccupied sections should revert to the State, the expense of surveying said Township to be paid by said Bisbee, Stickney, Howe, and their associates. Or the Board agreed to sell to the said Bisbee and others 23,040 acres of land according to the usual legal subdivisions at 75 cents per acre, within the following Townships, to-wit: Township 42, South, of Ranges 25, 26, 27, 28 and 29, East; Township 43, South, of Ranges 23 to 29, East, inclusive; Township 44, South, of Ranges 22, 23, 24 and 25, East; Township 45, South, of Ranges 22, 23 and 24, East, and Township 46, South, of Ranges 22 and 23, East; and reserved said Townships from sale temporarily; provided such selections should be made within 12 months, and should not embrace the residence, cultivated lands or improvements of any settler without his consent. No selections have been made by said parties in accordance with said agreement of the Board.

In compliance with the provisions of "An Act to improve the navigation of the Apalachicola River, and to reclaim the Swamp and Overflowed Lands on said stream," approved February 14, 1861, the Board of Trustees, on the 18th of February, 1861, adopted a resolution authorizing a survey of the Apalachicola River from the outo stake of said river to the corporate limits of the City of Apalachicola, for the purpose of cleaning out and improving the channel of said river, and to ascertain the cost of the work, the practicability of the same, and the depth of water required.

On the 9th May, 1861, William Bailey, a bondholder under the Act of January 6, 1855, filed a bill of injunction to restrain the Trustees from applying any of said fund to the cleaning out of the Apalachicola River, or making any survey preparatory thereto. The injunction was granted and perpetuated by the Judge of the Middle Circuit, and upon appeal to the Supreme Court the decree of the Circuit Court was affirmed.

On the 4th March, 1861, Mr. John Bradford was appointed by the Board as Engineer to examine the manner in which the iron had been laid down on the last section of the Cedar Key Branch of the Florida Railroad.

On the 5th March, 1861, application was made on behalf of the Florida Railroad Company, for the appointment of a suitable Engineer to examine the grading, cross-ties, and details of construction of ten miles of the main line of their Road to Tampa, commencing at Waldo, the point of diversion of the Cedar Key Branch. The

Board postponed the consideration of said application, for the reason that another Company had been chartered by the Legislature to construct a Railroad upon the same route, and the Trustees were not prepared to determine which Company was entitled to the benefits of the Act of January 6, 1855.

In accordance with the provisions of an Act approved January 14, 1859, entitled "An Act to amend an Act to provide for and encourage a liberal system of Internal Improvements in this State, approved January 6, 1855," the Board of Trustees, on the 5th March, 1861, appointed the following persons Directors in the several Railroad Companies who had accepted the provisions of the Act of Jan. 6, 1855, to wit: Hugh A. Corley, Director in the Florida Railroad Company; John B. Galbraith, Director in the Tallahassee Railroad Company; Robert C. Williams, Director in the Pensacola & Georgia Railroad Company; Charles H. Austin, Director in the Florida, Atlantic & Gulf Central Railroad Company; and John W. Pearson, Director in the Peninsular Railroad Company.

On the 13th April, 1861, Mr. John Bradford, who had been appointed to examine and report upon the last section of the Cedar Key Branch of the Florida Railroad, made his report. Said report set forth that the Florida Railroad Company had laid the iron in the manner required by law from the 145 1-4 mile from Fernandina to the West end of Way Key, the terminus of the track, a distance of 9 1-18 miles, whereupon it was resolved by the Board to guarantee the interest upon the Bonds of said Company to the amount of \$18,000 for equipments upon nine miles of said Road.

On the 26th of April, 1861, a communication was received from Dr. John Westcott, suggesting the advantages which would result to the Internal Improvement Fund by the reclamation of the lands in the basin of the upper St. John's, South of Township 20, subject to partial and general overflow, and proposing to make the necessary examinations and surveys, and run the necessary levels to ascertain the practicability of draining said lands, asking to be remunerated only out of the enhanced value of the lands over the present fixed price, resulting from the success thereof, or in the alternative, that he be reimbursed for the actual expenses incurred by him, not exceeding \$800, and be further paid the usual compensation in such cases, provided the improvement of the lands becomes a success, based upon his survey and report; whereupon the Trustees authorized the said Westcott to make the necessary surveys and run the necessary levels to ascertain the practicability of draining said lands, and make a full report with his opinion thereon, the Trustees reserving to themselves the right to determine which of the alternatives for compensation shall be accepted until the report should be made.

In pursuance of "An Act to grant alternate sections of Swamp and Overflowed Lands to the Perdido Railroad Company," approved

December 22, 1859, the Board of Trustees, on the 10th December, 1861, did grant to said Company alternate sections of Swamp and Overflowed lands lying and being in the County of Escambia for six miles on each side of said Perdido Railroad, provided said Road be constructed according to the provisions of "An Act to provide for and encourage a liberal system of Internal Improvements in this State," approved January 6, 1855,

On the 19th December, 1861, the Trustees agreed to interfere by bill of injunction to prevent the sale of lands levied upon as the property of the Pen. & Georgia Railroad Co., which may be subject to the here created by the Internal Improvement law, and especially in the case of John S. Mooring against said Company.

On the 22d January, 1862, the Commissioners of the St. John's and Indian River Canal applied for titles to so much of the lands previously selected by them as had not already been conveyed to them. The Board, by resolution, expressed the opinion that under the Act of January 1, 1857, the Commissioners are only entitled to said lands as the Canal progresses, that is to say, 4,000 acres of land for each mile of the Canal completed, but agreed to reserve from sale for the benefit of said Canal the lands selected by said Commissioners.

In compliance with the "Resolution concerning the Indian River Canal," approved December 13, 1861, the Trustees, on the 22d January, 1862, continued in force, for two years longer, the resolution adopted by them on the 1st December, 1860, giving to the Canal Commissioners the enhanced value of the lands lying South of Township 18 and East of Range 28.

On the 22d January, 1862, a communication was received from the Chairman of the Board of Canal Commissioners, informing the Board that a contract had been made for constructing the St. John's and Indian River Canal.

On the 15th May, 1862, a report was received from Mr. John Bradford who had been appointed to inspect and report upon the condition and construction of a part of the Pensacola & Georgia Railroad, which report stated that the grading of said Road had been completed and cross-ties furnished from station 27 to station 158, (the end of the Road at Quincy), a distance of 3 1-2 miles, that the track had been laid from the 7 mile point West of Tallahassee, to station 832, a distance of 8 1-2 miles, and also a side track completed at Midway of 1,000 feet, and that the whole work has been done in a thorough and workmanlike manner, and in accordance with the specifications of the Internal Improvement Act and the modifications and amendments thereto. An affidavit of the President and three of the Directors was filed that the necessary quantity and quality of iron to lay said 3 1-2 miles was in the jurisdiction of the State, which was to be paid for with the proceeds of their Bonds;

whereupon the Board resolved to guarantee the interest upon the Bonds of the Pensacola & Georgia Railroad Company for the 3 1-2 miles graded and cross-tied at the rate of \$7,200 per mile, upon the filing of the usual Bond, and at the rate of \$2,000 per mile for equipments upon the 8 1-2 miles completed as aforesaid, amounting in all to \$42,200. The Bond was filed and approved on the 28th May.

By order of the Board of Trustees.

HUGH A. CORLEY,  
*Secretary pro tem.*