

REPORT
OF THE
COMMISSIONER OF LANDS AND IMMIGRATION.

To His Excellency HARRISON REED,

Governor of Florida :

SIR:—In accordance with the laws of the State, I have the honor to submit the following report in regard to Immigration and the Public Lands, the duties of Commissioner of Immigration and Surveyor General having, by the amendment of the Constitution, devolved upon me as Commissioner of Lands and Immigration :

IMMIGRATION.

Immigration into the Southern States has been hindered by a variety of causes, differing in character and effect in the different localities. In some of the States well founded and prudent regard for health, in others, distrust of the financial prosperity and soundness, and generally apprehensions in regard to personal safety, have operated as obstacles retarding the progress, and diminishing the amount of immigration that was reasonably expected by those fully aware of the attractions offered.

In recent years our own State of Florida has received a larger proportionate share than most of the South, and as large as any with one or two exceptions. With us, from the very termination of the war, the rate of increase from immigration has been steadily and regularly increasing, and more especially so since the organization of the Bureau of Immigration.

In 1860 the total population of the State was 140,123, and, as appears from an enumeration made in 1867, it had, in seven years only, gained an increase of 13,556, or a little less than 2,000 as its annual gain. But in 1870 the population had increased to nearly 189,000, giving a gross increase of near 40,000 for three years, or an annual gain of upwards of 12,000.

Thus, manifestly, since the organization of the Bureau, the rate of increase which prevailed for seven years previ-

ously has been multiplied by six, and it is not unreasonable to attribute this decided increase to the operations of this Department. Restricted, by its narrow financial scope, almost entire dependence is of necessity had upon its means of collecting and distributing useful and authentic information to those inquiring the desirability of Florida for a future home or temporary residence; and undoubtedly the potent results are very directly owing to the large amount of various books and pamphlets distributed from the Bureau, and the wide-spread and laborious correspondence of the Commissioner.

At the date of my last report, with a large number of other books on hand, it had, as mentioned in the report, been found expedient to prepare the publication of a pamphlet embodying the results and observations of actual residents in various parts of the State, as containing precisely the information most necessary for and most desired by newcomers. Accordingly, I published an edition of 3,000 of the "Colonist," supposing it would suffice to supply that particular demand for at least ten years; but the edition is nearly exhausted, while the demand for it has steadily and rapidly increased. It has become necessary to supply this demand, and I have just issued a second edition of the Colonist, enlarged and improved, with a map, copies of which will be supplied to members of the Legislature; and an inspection of the work will invite, and I think receive, general approval. The book is closely printed in small type for economy, but contains a large amount of valuable selected matter, and will accomplish its work.

An over estimate of the abstract value of lands as lands, if I may so speak, is one of the chief obstacles to the rapid occupation and development of all the Southern States, and we feel its effects very strongly in Florida. Many of our citizens find themselves much straightened in their pecuniary ability by the results of the war, and the absolute re-organization of the whole system of house labor which has occurred. Numbers who still retain their large tracts of land, which seemed a necessity for successful cultivation of corn and cotton under the old system, confess themselves to be unable to cultivate the huge and remote plantations of old times, but are not willing to part with a portion to increase their power to properly farm the remainder, preferring to sell all or none. On the other hand, unless they come in colonies, immigrants from other sections are unwilling to invest in

large tracts, and so investment and occupation are obstructed.

The experience of all new States and countries proves conclusively that the one quarter of 2,000 acres of land owned by one man, whether wild or cultivated, is worth more in cash, after the other three quarters are occupied and settled, than the whole tract would ever bring without such occupation; and could the number of people in the State be immediately doubled by a gratuitous distribution among a number of tax-paying citizens, equal to the present number of land-holders of the unoccupied land in the State, the State would be benefited, and no individual would suffer loss. But in the whole South, the policy prevailing in regard to land seems to proceed upon an entirely different hypothesis; individuals refuse to sell who yet would double their means by offering to actual settlers alternate tracts of land upon condition of settlement, while States regard with jealous suspicion all grants for actual occupation and improvement, as though uncultivated and waste land were a treasure in itself, and tax-paying citizens not to be desired. That Florida lands are in a sense valuable, no one acquainted with them can doubt; but it is as true of these lands as of lands anywhere, and universally—they are subject to one invariable measure of value; the value of all lands is measured by the results that can be made to grow out of them. What can be done with them? What can be produced from them? What can they be sold for? These are the questions whose answers determine the actual value of lands everywhere.

In documents issuing from this department, and from other sources, a very high valuation has been put upon the lands of this State, both for lumber and turpentine capacity, and their ability to raise several of the most valuable known staple crops; but all this valuation is based upon the basis of their occupation by industrious and energetic settlers, and without this, the valuation made falls to the ground; and this point deserves attention and illustration, for correct views in relation to it have much to do with the future of Florida.

AN ESTIMATE OF THE VALUE OF FLORIDA LANDS.

In 1867 there appeared a then present prospect of the immediate completion of a railroad extending from the Apalachicola river to Pensacola, reaching 154 miles along the line of the Jacksonville, Pensacola and Mobile Railroad,

being rapidly extended beyond Quincy, and under contract westward under circumstances warranting a reasonable certainty of its completion to Mobile now within a very short time. At that time Mr. Judah, a railroad engineer, with a national reputation for competency and accuracy, made a very laborious and careful examination of the route, and an extended and valuable report, including an estimate of the cost of construction, the probable business and the resources of the road.

If constructed at that time, the road would have been entitled to some 500,000 acres of U. S. land, and 100,000 acres of swamp and overflowed lands from the State; and in making his estimate of the resources of the road, he of course includes an estimate of the amount of lumber which would depend upon the road for transportation, as being easily accessible therefrom, and the value of lumber, timber and land of the 600,000 acres which it was supposed would become the property of the road. Extracts from this report of Mr. Judah are valuable because they furnish data for a present reasonable estimate of the value of Florida lands, generally, although the report contemplates lands which, beyond Jackson county, have without sufficient reason long and very generally been considered as of less value than the average of land in the State.

I give the extracts in full that the basis of the engineer's estimates may appear and prove or disprove the conclusions reached, and thus the value of the lands in the estimation of a careful, competent and practical business man may fully appear; for it is of special importance to Florida that the value of her lands to the lumberman, the railroad and the farmer should be more widely known.

“ Value of the Lands.

“ The value of these lands can with difficulty be correctly estimated. Their value is two fold. They possess at the present time an intrinsic value, which is estimated at \$1.25 per acre. But the construction of a railroad through them immediately confers an additional value which is difficult to determine, it being dependent on—

First, the value of the natural productions now growing upon them, (viz: yellow pine lumber and turpentine) with the facilities for getting them to market.

Secondly, upon their fertility or capability of raising the natural agricultural productions of the country after the timber shall have been taken off.

Thirdly, upon the inducements offered to settlers and the amount of settlement that can be brought on to them."

These questions are briefly answered by stating—

First, The lumber on these lands fit for cutting into saw-logs is sufficient to furnish alone a profitable business to the road, which will require five daily lumber trains to carry to market the increase, or to transport it as fast as it grows, giving a perpetual supply.

Secondly, It can be shown that the fertility of the soil is not surpassed by that of the best western lands, and yield, with an equal amount of labor and care, as much if not more profit as can be made per acre on the best western lands.

Thirdly, The lumber business will induce that kind of immigration most needed to develop the fertility of the soil, and the position of the line upon the nearest and best highway from New York to New Orleans, renders it easy of access, while the market for the staple productions of the soil is inexhaustible and not subject to the fluctuations to which the grain market is liable, and the healthfulness of this section of the country is unexcelled, and the climate unsurpassed.

"One great advantage which these lands possess over western lands lies in their ability to produce six great staple productions, the most valuable known, and of which the supply cannot equal the demand; while the western lands produce but two great staples, viz: wheat and corn. The construction of the road also gives the advantage of a market on both the Atlantic and the Gulf of Mexico.

"These staples are yellow pine lumber, turpentine, cotton, tobacco, sugar and rice, in addition to which may be enumerated, among other productions, hay, corn, oats, potatoes, oranges, bananas, figs, peaches, quinces, and many other tropical fruits which can be grown nowhere else in the United States as well as here.

"Nearly the entire body of these lands is covered with a dense growth of yellow pine lumber of a quality unsurpassed by that of any other State in the Union. The principal lumber trade of Florida is carried on from Santa Rosa county, nearly the entire population of which is engaged in and dependent upon this trade for their support. Some of the largest and finest lumber mills anywhere to be found in the United States are in operation in this county, the principal among which are located upon the Blackwater river, in the

vicinity of the town of Milton, which is situated near the mouth of the Blackwater and at the head of the navigable waters of Pensacola Bay.

“The amount of lumber annually shipped from this district is about 50,000,000 feet per year, yielding upward of \$500,000 to the manufacturers and costing the mill-owners, delivered in the log, upwards of \$40,000. The logs to supply their lumber are principally cut upon the margins of the Blackwater and Yellowwater rivers and their tributaries. The cutters seldom go further than one and a half miles back from the margins of the rivers. The timber on the margins of the rivers is smaller and not of so good a quality as that growing further back from the rivers.

“These logs contain an average of about 200 feet when cut into lumber; the minimum limit of size is that the logs be large enough to square one foot. It is estimated that the logs at a distance of six to ten miles from the river will yield about 250 B. M. feet of a better quality than now furnished.

“Trees will furnish from two to three logs per tree, but for purposes of this estimate, they are considered to yield 2 logs per tree. The mills generally buy their logs by contract, paying \$4 per M. feet for them delivered. Those mills cutting their own logs from lands owned by themselves find that it costs them about the same price.

“The best of the timber lying near the margins of the rivers is becoming exhausted, so that the cutters are obliged to go further back, and consequently to haul the logs further, in consequence of which they are preparing to demand \$5 per M. feet, and the mills will soon be obliged to pay the increased price.

“The Black and Yellowwater rivers run northwestwardly through Santa Rosa county, averaging about 12 miles apart. The timber on the margins has been principally cut for about one and a half miles back. The timber lying between is untouched, is larger and of a quality superior to that growing upon the streams. It is proposed to locate the line of this road about midway between these two rivers running northwestwardly through the county. The nature of the country will admit of this. The lands belonging to the company will, therefore, comprise a portion of the best timber lands in the county.

“It is proposed to furnish this 50,000,000 feet of lumber in the log to these mills by railroad. It is believed that the logs cut from this section will yield 250 feet each. To sup-

ply the amount will, therefore, require 200,000 logs cut from 100,000 trees, or about 650 logs daily. Allowing each log to contain 300 feet B. M. before being sawed, and it gives the amount of 195,000 feet B. M. as the daily quantity to be hauled.

"The weight of the lumber manufactured is about 2 tons per M. feet, but it is here estimated, in order to be safe, at 3 tons per M. feet in the log. This will give the quantity of 585 tons to be hauled by railroad. Allowing each car to be loaded with 10 tons, then 60 car loads per day would supply the mills. Two daily lumber trains of 30 cars each would then supply the demand.

"The grades through Santa Rosa county will be light and descending towards the market.

"We will assume that 20 miles of road are first built, the average haul upon which will be ten miles. The prices at present paid for cutting are ten cents per log. The haul of this timber to the railroad would for the first year or two be comparatively little, as the logs would be cut from the immediate vicinity of the road. It is estimated that for the first five years the cost would not average to exceed 25 cents per log or \$1 per M. feet.

"Thus, then, we find the cost of 1 M., B. M., of lumber as follows:

Cutting 4 logs at 10 cents.....	\$.40
Hauling 4 logs to railroad at 25 cents.....	1.00
Loading the same on cars at 5 cents.....	.20

Or, cost of logs loaded on cars, per M. feet..... \$1.60

Assuming railroad charges for hauling to be 4 cents

per ton per mile, the average distance of hauling

to be 10 miles, and the cost of railroad charges is. . \$1.20

making the total cost of lumber delivered in log \$2.80 per M. feet.

"Thus it is found that after making a liberal allowance to the railroad for their charges, there results a net profit to the company of \$1.20 per M. feet. At the present prices of logs, viz., \$4, this on 50,000,000 feet per year amounts to \$60,000, which will pay the interest on the \$200,000 of bonds authorized to be issued by the company at 7 per cent., and accumulate a fund sufficient to retire them in five years, leaving the whole of the earnings, after deducting necessary expenses, to be applied to dividends.

"It is believed that permanent contracts can be made with the mills for supplying their logs at \$5 per M. feet, which would give an additional profit of \$20,000 per year.

The greatest average haul by railroad will not exceed 20 miles, and the greatest extreme haul 40 miles, showing the entire length of road, 154 miles, to be available for hauling lumber.

“ Navigable Points from which Lumber can be Shipped.

“ There are four points on the line of the road from which manufactured lumber can be shipped, viz :

“ 1st. Junction of the Alabama and Florida Railroad.

“ 2d. The Blackwater river, 15 miles further.

“ 3d. The Chattahoochee river, 80 miles further.

“ 4th. The Apalachicola river, 59 miles further.

“ Thus it will be seen that the longest division of country to be hauled over is between Milton and the Chattahoochee river, a distance of 80 miles. Assuming that lumber is hauled each way on this division, and the *extreme* length of each sub-division would be 40 miles, the average haul upon which would be 20 miles.

“ Points where Saw-mills can be Established and Lumber Shipped to Navigable Waters.

“ There are several points where the railroad will cross streams and rivers not navigable for sailing vessels, but available for rafting down logs, some of which reach into Alabama and Georgia, and upon which grow large quantities of pine timber, which will furnish a supply for railroad transportation entirely independent of that estimated as belonging to the railroad company. These points are the Shoal river, with its branches, the branches of the Choctawhatchee, Holmes' Creek, the Chipola and its branches and the branches of the Chattahoochee and Flint rivers, with several minor streams and creeks.

“ These points are available locations for saw-mills, depending upon their supply not only on the railroad lands, but also upon the lands lying upon those streams, above the railroad, in Alabama and Georgia.

“ Quantity of Lumber on Lands.

“ Allowing 20 trees per acre fit for cutting into saw-logs, averaging 500 feet B. M. per tree, and the quantity amounts to 6,000 millions of feet of lumber, which is worth manufactured, at only \$12, \$72,000,000. At only five trees per acre, the quantity is 1,250,000,000 feet of lumber, worth manufactured \$18,000,000. Allow it worth \$2.50 per M. feet standing and it will pay the whole cost of the road.

‘Cut but one tree per acre per year and it affords an annual yield of 300,000,000 feet, or about one million feet per day, to transport which would tax the road to its utmost capacity, giving about three thousand tons per day, or nearly one million tons per year.

“It is also the fact that timber makes anew again in from 20 to 25 years; or that after going over a body of timber cutting off that large enough for saw-logs, leaving the smaller timber, this smaller timber will have grown sufficiently in from 20 to 25 years to yield another supply equal to the first.

“Spar timber exists nowhere in greater abundance or of better quality than upon these lands. Nearly all the land lying on the streams having been exhausted of this article, the spar timber along the railroad will be brought into immediate requisition when the road is built. Heavy European contracts have been filled from this locality, and contracts can be obtained to any extent that can be filled. Good spars bring from \$100 to \$300 each. Reliable parties who have traversed these lands have asserted that they have seen lands where twelve spars could be cut from an acre. These spars are valueless now, and will remain so until the construction of the road, when that trade will be brought into full activity, and every acre of land that has a spar on it should be worth from one hundred to three hundred dollars per acre. Allowing that one spar can be cut from each five acres, and it gives 125,000 spars, which at only \$100 each are worth \$12,500,000 at tide-water. It is not unlikely that the land may yield an average of one spar per acre, which would give us the value of spar timber alone, standing, of \$62,500,000. The spars of Florida are well known in Europe, and are believed to be equal to any in the United States.

“The value of such a domain as this can scarcely be estimated, and if a thorough examination confirms a present reasonable belief, the value of the lumber alone on these lands will exceed the total aggregate cost of the Illinois Central Railroad.”

Such is the estimate, not of an enthusiast, but of a sober, active business man, and without a doubt the estimate is well founded. But it will be noticed that all these estimates are made upon the supposition, not only that the lands are made accessible by the completion of the great Railroad running East and West through the State, but that

they are handled by active, intelligent men. We are apt to be satisfied with the contemplation of such estimates and readily accept their truth, while we forget the inevitable condition of occupancy upon which they all rest. The truth is lost sight of that while such lands are of untold value to the State, their value is not direct and intrinsic, but indirect and comes to the State, if at all, through their occupancy by tax-paying citizens. Without this, they are of no more value to the State than so much absolute desert, or a spot upon the sun. But put them under the direction and management of busy, industrious tax-paying citizens, who clear and cultivate them, and by their own skill and energy carve out of them that actual wealth upon the contributions of which through the taxes levied the State subsists, and their value, before imaginary, becomes real and actual. And this fact becomes perfectly clear when by the side of such an estimate are placed such facts as these :

The R. R. lands are equal in value as a whole to the lands whose value is above estimated ; yet, accessible as they are, the proceeds of the annual sales for the last five years have not been sufficient to pay the taxes imposed thereon in the same time.

A large tract of Internal Improvement lands, formerly bestowed upon the P. & G. R. R., containing some excellent lands, are at this moment advertised for taxes.

The State lands, having been in market for very many years, at prices during the war as low as ten cents, and from that to \$10 per acre, have yielded more to the State from taxes than from their purchase price.

And at this time hundreds of thousands of acres now in the hands of corporations and individuals may be bought at 25 per cent. of the price asked by the State for similar lands, and at 50 per cent. of the value assessed upon them for purposes of taxation.

And, judging by the experience of the Western and Northwestern States, the taxes levied upon unoccupied lands will eat up their value once in every five years.

It is by no means difficult to illustrate this truth, although it is not generally credited. Suppose two tracts of land of same value and under the same circumstances, each of 100 acres and each at same price of \$125 : Let one remain vacant in the possession of the State for five years from a given date, without any change of circumstances it will remain unchanged in value, and at the end of five years be worth the

same \$125. Sell the other to an industrious working settler of ordinary prudence, and at the end of five years the 100 acres by improvement have become worth \$1,250. The occupant has accumulated personal property to the amount of \$1,000, and has consumed \$2,000 worth of produce in sustaining his family, contributing so much to the current business of community, while he himself according to the average estimate of statisticians is worth to the State \$1,000. The first 100 acre tract thus, at the end of five years, is worth \$125, while occupation has caused the other to add \$5,375 to the resources of the State, and in the course of the five years the last will have contributed through taxation the sum of \$265, or more than twice the value of the unoccupied tract to the State.

Such and many more illustrations could easily be given, all tending to show the immediate and exceeding value to any State of all measures taken to bring within its borders a strong and steady flow of immigration from abroad, that always has and always will by occupation and development so powerfully and directly invigorate and increase all the resources of the State.

Unable by the establishment and support of expensive agencies abroad to affect the streams of immigration at their sources and within those countries from which they mainly take their origin, we are restricted to those means which can be put in operation here, at home. Among these means the most prominent as well as the most effectual are the diffusion of reliable knowledge of the value of our lands, the increase of the means of access to them, and the reduction of the terms at which they can be obtained.

So far as regards the dissemination of authentic information in regard to our inducements to settlers, much and good work has been done through the direct operations of the Commissioner, and indirectly by the encouragement which has been extended to associations organized for the express or incidental purpose of introducing actual settlers into the State; and this necessary work can easily proceed under the natural working of the law organizing the Bureau.

And both the other means of facilitating immigration, viz: by improving the means of access and reducing the terms of purchase, can probably be accomplished as well and as certainly through the completion of the great works of internal improvement now projected; as in any other way for the value of lands, whether used for lumbering, for turpen-

tine, or for the raising of crops, is as effectually increased by facilitating their access to markets as by actually reducing the price at which they can be purchased. The value of a bale of cotton or barrel of syrup is increased by building a railroad or canal so as to bring a market 50 miles nearer by just as much as the hauling for the 50 miles would cost.

All those companies which have organized for the perfection of works of internal improvement in other States, have been assisted by county, State or internal grants of land, and the possession of lands has in itself operated to make the rapid introduction of immigration and the occupation and cultivation of their lands a matter of direct and important interest, thus making their interest and that of the State in immigration identical; for the business of the railroads and the resources of the State alike depend upon the purchase price of the lands and the proceeds of their cultivation. Thus the Illinois Central, the Hannibal and St. Joseph Railroads, and others of the Great Western and the North Western Railroads, have proved absolutely the most efficient possible agents for promoting the purchase, occupation and improvement of those western territories whose progress and development has been a continued surprise to the world. These roads thus of necessity and out of an inevitable regard for the promotion of their own corporate interests, become active and thoroughly organized associations for immigration, working directly in the interests of the State.

From the peculiar topography of the southern portion of Florida, and its location directly between the easterly rain-bearing winds of the Atlantic, and the westerly winds of the Gulf, it receives and retains a very large annual rain-fall, for the outside, or coast portion of the Peninsula, is more elevated than the interior, and the outlets being few and more or less obstructed by the luxuriant growth of those semi-tropical regions, the inner portions are more or less submerged, and hence the Everglades characteristic features of South Florida are supposed by strangers to represent the general character of the State.

But the bottom of the whole bed of the Everglades is sufficiently elevated above the ocean level, although below the level of the coast region, to admit of the drainage of immense sections of land, now utterly worthless from submerision, which upon the accomplishment of thorough drainage will supply a vast extent of capital sugar lands, equal to any

known. Hence the drainage of the whole peninsula becomes a matter of the highest moment to the State and the people, both on account of the effect that would thus be wrought upon the general health as well as the resources of the State

The drainage of the eastern portion of the State, facilitated as it is by the location of Indian river and the St. Johns along and parallel to the Atlantic ocean, will be effectually accomplished by the completion of the Southern Inland Navigation Canal, a work which ther Trustees have assisted by a large concession of land ; but the complete drainage of the whole peninsula, although apparently an entirely feasible project, is a work of such gigantic magnitude and the proportion of submerged land is so large, that a concession of the land adjacent will hardly suffice to defray the expenses of the work. Still the drainage that would be effected for the State by a canal connecting the Atlantic and the Gulf, beside being a matter of great local interest, is made one of national importance by the liability to loss by shipwreck of the large commercial marine that is compelled to pass along the Florida coast. This commercial intercourse between New York, New Orleans, Galveston, Mexico and the South American ports is so much more extensive and the losses incurred so much more severe than is ordinarily supposed that I insert here certain statistics showing the number of vessels that have been partially wrecked on the Florida coast from 1848 to 1859, with the values of vessels and cargo, the amount of salvage allowed and the total expenses incurred by vessels adjudicated upon at Key West :

Years.	Nos.	Value.	Salvage.	Total ex.
1848	41	1,282,000	125,000	200,000
1849	46	1,205,000	127,870	219,160
1850	30	929,800	122,831	200,860
1851	34	950,000	75,850	165,000
1852	23	675,000	80,112	163,000
1853	57	1,973,000	174,950	330,100
1854	59	2,469,009	182,400	211,808
1855	80	2,844,177	100,495	190,910
1856	71	2,000,000	163,117	262,664
1857	59	1,837,950	101,890	181,772
1858	52	2,692,000	142,182	247,557
1859	66	3,035,100	198,404	293,497

Totals, 618 \$22,043,327 \$1,595,101 \$2,666,388
 The total wrecks south of Cape Canaveral unadjudicated are probably equal to same amount.

I am indebted for these statistics to Hon. W. H. Gleason, and insert them as of general interest.

The western and north-western States have long been suffering under a lack of facilities for transportation, which has caused them a continual annual loss on their produce of more than 50 per cent. Indeed, it has been stated by competent authority that in the north-western States and remote western States, it cost two bushels of wheat to transport a third bushel to market. The exit of all this western produce is over the eastern roads and canals, and down the Mississippi river, the latter being, if unencumbered and ample, the preferable route. But the exit by the Mississippi is restricted and made costly by the lack of tonnage and its expense. Hence, throughout the west and north-west an intense interest has been awakened to the possibility of a large addition to the means of transportation by the construction of a Southern Inland Canal from New Orleans across Mississippi, Alabama, Florida and Georgia to the Atlantic. And the severe losses by wreck upon the Florida coast, and consequent heavy rate of insurance, have combined to increase the interest in all southern lines of trans-continental transportation, and particularly in the Southern Pacific R. R. and New Orleans Canal.

By the completion of either of these enterprises, the State of Florida would be very largely benefited; and partly in response to the interest felt in these great works, I attended the National Commercial Convention held in Baltimore on the 25th day of September last, as it was hoped that the attention of the convention could be drawn somewhat particularly to these great and useful projects; and in these expectations, the friends of these works were not disappointed, for much time and attention were given to them in the convention, and the reports and resolutions bearing upon them, as matters of general commercial and national importance, were unanimously and cordially approved.

The Committee on Railroads in their report says:

Your committee are also of the opinion that a Southern Trans-continental Railroad from ocean to ocean is entirely feasible, and under as favorable conditions and with as fair a promise of success, as has attended the construction of the Northern or Central Pacific Railroad; and believing that a Southern Pacific Railroad is necessary to the full and round completion of a National Railroad system, and believing that the endorsement of such an enterprise by this National Convention will be cordially given and received, and largely tend to the promotion of a warm and cordial spirit of common nationality, they recommend the adoption of a resolution prepared upon that subject, and submitted with this report.

And one of their resolutions is as follows:

3. Resolved, That this Convention are fully persuaded of the feasibility

and desirability of a railroad chain extending from the Atlantic to the Pacific, and lying entirely to the South of the Central Pacific, and will most heartily hail its completion as a practical and necessary portion of a truly National Railroad system.

And the Committee on Interior Lines of Water Communication reported as follows among other things:

Whereas, Recent surveys, conducted by individual enterprise, have demonstrated the practicability of making the whole Valley of the St. Johns accessible to sea-going vessels of heavy draught by giving a channel of eighteen feet in depth through Nassau Inlet; therefore,

Resolved, That the improvement of the navigation of St. Johns river is a matter of national importance, and worthy the attention of all interested in general commercial prosperity, for two main reasons:—

First. The existing railroad systems, with less than two hundred miles of additional construction, will reach through Florida, Alabama and Mississippi, from Jacksonville to New Orleans, and will thus complete the eastern portion of that grand Southern trans-continental railroad system to which the South is fairly entitled, and which is destined to become one of the great avenues of travel and transportation from the Atlantic westward—reaching out, on the one hand, to India, China, Japan, and the farthest isles of the East, and on the other gathering in the rich harvest of South American commerce.

Second. Through the channel of the St. Johns and the inner lake region of Florida, a path is opened for that important line of Southern Inland Transportation, traversing the Gulf States and touching New Orleans, Mobile and Pensacola, by means of which some measure of relief may be afforded to the Valley of the Mississippi, now suffering and stagnating under the immense weight of its own surplus productions—unprofitable through their immovability, while an adequate exit may be given through the channel suggested by a canal whose cost of construction shall not exceed the annual aggregate loss on western produce through insufficiency and expense of existing means of transportation.

Thus making it apparent that these works of internal improvement within our borders are not only of great interest to us, but in a National Convention of twenty-seven States are internally recognized as of commanding importance to the internal commerce of the nation.

Whenever the great works of internal improvement now projected and in process of actual completion in our State shall have been accomplished, so that each settler can locate according to his fancy, and command the means of ready access to his location, then the commanding advantages of our State will begin to exercise their legitimate influence, and working capital and working men will find opportunities of lucrative employment now undreamed of.

No State in the Union, with perhaps the exception of California alone, has so agreeable and genial a climate, none so great a variety of useful and valuable productions. Where else in the United States can such a list be found?

PRODUCTIONS OF FLORIDA.

So much has been said of the vast scope of vegetable growth in Florida, that it is a cause of surprise to all strangers, and suspicion to many, as though there might be well-grounded suspicion of exaggeration or over-statement. On this account it is deemed best to refer to some of the older standard writers on this subject.

In the "Observations" of Charles Vignolles, published in New York in 1823, on page 99, we find the following: The following list of productions capable of being raised in Florida, has been made out with some pains, and it is believed all these stated are profitable and practicable articles:

Oranges, various kinds,	Jalap,
Lemons,	Tree Rhubarb,
Lime,	Ginger,
Citron,	Gum Guaiacum,
Shaddock,	Brazillotte,
Mango,	Senna,
Pawpaw,	Turkey Madder,
Cocoa,	Balm of Gilead,
Date,	Cloves,
Sweet Almond,	Liquid Amber,
Bitter Almond,	Aloe,
Pistachio,	Cinnamon,
Acuagua,	Pimento,
Gum Gleni,	Sago Palm,
Fustic,	Red Pepper,
Balsam,	Saponica,
Hemp,	Jesuits' Bark,
Camphor,	Besine,
Frankincense,	Palma Christi, Castor Bean,
Leeche Plant, of China,	Tea,
The Olive,	Sugar,
The Vine, all varieties,	Tobacco,
Currants, Zante,	Rice,
Pine Apples,	Cotton,
Figs,	Silk,
Plantain,	Cork Oak,
Banana,	Chestnut,
Yam,	Sassafras,
Bread Fruit,	Sarsaparilla,
Arrow Root,	True Opium Poppy,
Gallnuts,	Tumeric,
Doliahos, or Soy-lean,	Nutmegs.

Such a list seems wonderful enough as attributed to a territory no larger than that of Florida, being about the size of the State of Missouri, even upon a cursory examination, the list having been made more than forty years since. But when practically we come to examine the actual availability of these lands, and to ascertain the strength of the inducements offered to occupation, we find many important productions omitted and no allusion made to many pursuits that can be engaged in successfully. To the list as quoted, several important additions are proper. Coffee may, with little doubt, be grown to great profit at least in all South Florida, and probably in a great portion of the State. Coffee trees are now in existence in the South, and practical coffee planters are confident of success whenever the effort shall be made to cultivate this important staple. The experiment is now being thoroughly made, and thus a practical test will be applied; and since the revenue duties on the product will amply repay the expense of cultivation, the question is an important one. Rye, Oats,

Wheat, Sweet Potatoes, Irish Potatoes, Pindars or Peanuts, and Pecan-nuts can be added. Sisal Hemp, common Hemp and Ramie, can all be very profitably raised. Sorghum and the Silesian or Sugar Beet, both can be relied upon for certain and good crops.

Lands, upon which such a variety of valuable productions can with ease and certainty be raised, must ere long be sought with avidity. And such prospect is still more reliable when consideration is given to the probabilities that unquestionably exist for the success of several leading avocations and employments.

Such is the fortunate conjunctive effect of soil and climate, that countless herds of cattle may be raised and sustained absolutely without care, and at almost no expense, when allowed to run wild. And if the opinion of many intelligent dairymen, that even in the best grazing States cattle can be "kept up" and fed with green crops even through the summer more profitably than they can be provided with pasturage, then surely there can be little question about the chances for cattle raising upon these lands where either growing grass or green crops can be made use of throughout the year. If so, then the raising of cattle, the disposition of the hides and tallow, the curing of beef, and the manufacture of leather must go to swell the actual inducements offered.

The vast extent of excellent yellow pine and pitch timber lands, accessible as they are by railroad and navigation, present, in the growing scarcity of first-rate timber, excellent chances for the manufacture of lumber and for speculation, the timber being of more value than enough to pay for the land, leaving the land itself in improved condition for settlement as a margin for additional profits. The turpentine farms are, to a great extent, operated by men from the Carolinas, who find here a better field for enterprise, and with the known capacity of this section for the cultivation of cordage plants, a fine field is open for the production and manufacture of naval stores.

The Orange, the Lemon, the Bay, the Mangrove, the Box and the varieties of Palm, and the Magnolia, as well as the Cedar and Live Oak, show the worth of these lands for the production of rare and valuable woods. The inexhaustible supply of Cypress, a wood standing next to Cedar for different varieties of wooden ware, procurable at only nominal prices, must soon stimulate to the establishment of a great variety of manufactories. Add to all these the fact that with very little care for forage or feed, or expensive buildings, there is no civilized country where a man of small means can be more absolutely certain of a comfortable living for himself and family, and the list of inducements to the purchase of these lands is nearly full.

It is hardly possible for a man from the Northern or Western States, or from Canada, to believe that it is practicable in any one locality, without the varied temperature that is given in the immediate vicinity of elevated mountains, to cultivate successfully within the same enclosure the oats, wheat and rye of Canada, the peach, quince and sweet potatoes of the Middle States, the corn, cotton and tobacco of the Southern, the coffee, indigo, ginger of the West Indies, the orange, lemon, lime and citron of Central America, the olive and the grape of the East, the date and palm of the desert, the guava, the sugar cane and the tea of Southern Asia; yet the dweller in Hernando and Manatee actually does this very thing, and can do so every day in the year.

WHAT MAY BE DONE ON THE LANDS IN FLORIDA.

SUGAR.—This is the best sugar region known. Sugar lands that in the West Indies are rated at \$250 to \$500 per acre, can here be bought at \$1 to \$15. The season is no longer than in Louisiana. Cane fit for grinding

grows on these lands from 7 to 10 feet in length, while in Louisiana 5 feet is very good length. The planting of sugar is a little more expensive than that of corn, but where, as upon these lands, cane will ratoon 6 and 8 consecutive years, the cost may be called the same. And with the same preparation, the same fertilization and the same cultivation required for a crop of 45 bushels of corn to the acre in the Northern, Middle or Western States, worth \$60, at \$1.33 per bushel, Florida lands will produce on an average 2,000 pounds of sugar, at 12 cents per pound, worth \$240. Three thousand pounds have often been raised. Three plantations in Hernando county made, in one neighborhood, an average of 3,200 pounds, and as high as 4,000 pounds to the acre has been made in Florida. Again, from 15,000 to 25,000 canes can be raised on an acre well manured and well cultivated, and these canes sold for seed from $1\frac{1}{2}$ to $2\frac{1}{2}$ cents, which, at the average of number and price, give \$338 to the acre.

ORANGES.—Oranges may be made to begin to bear fruit in 4 years from the sour stock, and 7 years from the seed. The land occupied may be cultivated in various crops until the trees bear. One hundred and fifty trees may be set on an acre. A bearing orange tree is worth from \$50 to \$100. A bearing grove of five acres, on the St. John's, is now held at thirty thousand dollars. Ten thousand dollars and upwards is the value of its actual crop. Hundreds of thousands of acres of these lands are exactly adapted to oranges, and all the citrus tribe, and the same figures will apply to the lemon and lime. Where, and in what way, and by what means, can a young man, in ten years, secure, by the cultivation of ten acres, a more ample or certain competence? What better inheritance can a man leave for his children?

CITRON.—A thrifty and well cared for citron tree will produce 100 lbs. of fruit, and 200 may be set on an acre. Five acres of these trees will produce 1,000 trees, annually yielding, at 50 pounds to the tree, 50,000 pounds of fruit. One acre of cane would furnish the syrup to preserve the fruit. When well cured, it may be boxed and held for transportation and a market, and sold for 25 to 40 cents per pound.

FIGS.—Figs are easily raised from cuttings, and begin to bear in three years, producing one good and one or two additional but inferior crops annually. Two hundred trees may be set at nominal cost on an acre. There is no reason why, where the cost of fuel is so insignificant, figs may not be well cured, if not by natural means, then in a few hours by artificial heat, in a dry house that any man can build with an axe.

CASTOR BEANS.—Throughout the whole extent of these lands, the Palma Christi or Castor Bean can be made a more profitable crop and raised with less trouble than corn or wheat in the North and West.

GINGER.—Jamaica Ginger grows vigorously in any part of the State, and might be cultivated to great profit with a little care.

BANANAS.—One thousand bananas may be set on an acre. Each plant fruits in the second year from setting, and sends up, while it is bearing fruit, three to six shoots, which themselves, transplanted, will fruit in the succeeding year. Each plant will bear one, sometimes two bunches of fruit, worth \$1.50 to \$3.00, and all with little attention, though it requires rich, moist land. All of these lands, from Gainesville to the Gulf, will raise bananas.

ARROW ROOT.—Different varieties of arrow root can be successfully raised with less care than is required for Irish potatoes, and once planted are difficult to eradicate.

GRAPES.—The tremendous growth of the wild grape in the woods demonstrates conclusively the special adaptation of these lands to the growth of the vine. The Scuppernon seems to be the most common variety, and in Gadsden county, 1,000 gallons of wine from an acre is reported as a reliable yield. But other choice and many of the rarest imported vines do

exceedingly well. This section cannot fail to attract universal notice as a wine-growing region.

ZANTE CURRANTS.—These currants can as well be raised here as anywhere in the Levant, and their cultivation and curing can easily and with little labor be made profitable.

PINE APPLES.—The whole of the southern portion of the State is capable of yielding an immense profit from the cultivation of the pine-apple. It thrives especially on the southern islands or keys. Upwards of \$3,000 has been realized from a single acre on Key Largo.

OYSTERS.—No larger or finer flavored oysters exist than those which abound on both the east and west coast of Florida. They are now found in incalculable numbers. The canning of oysters is a very profitable business, and may here be carried on to almost any extent. There is no danger of a failure in the supply, as they may be multiplied *ad infinitum* by planting and cultivation as in the North, in France and elsewhere. The cultivation of choice oysters, only recently established in France, is now a source of large revenue.

TURTLE AND SPONGE.—The taking of turtle and sponge along the coast of Florida has long been found a profitable avocation, and the supply of sponge can also be increased by cultivation, and as localities where this can be done are rare, this becomes an important consideration.

FISH.—Off the Gulf coast of Florida are more than two hundred miles of reefs or banks, upon which fish, superior to cod, can be taken in countless multitudes, while the bays, inlets and streams, as well as inland lakes, are all bountifully supplied with the choicest fish. The fisheries of Florida can be made available during the whole year, and on this account, as well as the abundant supply, are fully equal to those of Newfoundland. Hundreds of barrels have been taken on the Florida coast at a single haul of the seine.

PEACHES.—When peaches begin to bloom in Delaware and New Jersey, they are one-half grown in Florida, and no better peach country can or need be found than along the line of the Florida Railroad. At one year's growth from the pit, peaches often attain, even in West Florida, the height of ten feet. Care, selection and attention can place in the Northern market the choicest peaches from Waldo and Starke several weeks before they can be raised North. There is no country where the marketing of peaches, whether fresh or dried, can be made more lucrative, or where they can be more profitably canned.

LUMBER CAPACITY.—The reputation of the Yellow Pine of this State for flooring, strong timber and for naval purposes is such as to render any comments upon it unnecessary; and the growing scarcity of first class pine lands, available for lumber, enhances the value of these lands. There are several hundred thousand acres, along and in the vicinity of the Florida Railroads, that are either now available by means of the road, or could be made so by the construction of short branch roads that are shown by the experience of our own lumbermen to be both practicable and profitable. And these lands, many of them, carefully selected by competent men, can now, for a short period, be procured on exceedingly favorable terms.

Although the cutting of timber and the manufacture of lumber have long and profitably engaged the attention of enterprising men, and although the majority of the timber within two miles of navigable water, and of other roads, has been consumed, still the lumber capacity of the State has never been half appreciated, and much of the best timber land of the State is included among the lands now offered.

MANUFACTURE OF WOODEN WARE.—The simple fact that from among the lands now offered purchases may be so made as to give the manufacturer a half century's supply of stock for less than one per cent. of what a single year's supply now actually costs in the vicinity of some of the most

flourishing manufactories of this kind to be found in the country, gives almost positive assurance that a wonderful development in this direction must ere long take place. Oak, ash and hickory abound, and of cypress, which closely approximates cedar in value for tubs and pails, and forms first-class material for sash, doors and blinds, the supply is inexhaustible, while still, by careful selection, quantities of excellent red cedar and live oak may be secured. Surely the attention of manufacturers is not solicited without good reason.

EQUABILITY OF CLIMATE.

The mild severity and the uniformity and equability of the climate in Florida are effective inducements in the eyes of thousands who are becoming exceedingly tired of the severe temperature and chilling winds, with sudden shifting of extremes, which prevail at the North and West. And in this connection I insert certain climatic statistics, for which I am indebted to the kindness of Hon. W. H. Gleason, who having as a pioneer assisted in the growth and development of one of the most thrifty of the Western States, has permanently located his home in South Florida and is thoroughly identified with its material prosperity.

CLIMATE OF SOUTH FLORIDA.

The climate of this portion of Florida is unsurpassed in the United States, or upon the Western Hemisphere. The equability of the temperature is owing to its proximity to the Gulf Stream. Fort Dallas, at the mouth of the Miami river, on Biscayne Bay, and Fort Meyers, at the mouth of the Caloosahatchie river, were military posts during the Indian war, and thermometrical observations were then made under the supervision of the officer in command. The following is the result of their observations:

	<i>At Fort Dallas.</i>	<i>At Fort Meyers.</i>
January,	66 deg. 4 min.	63 deg. 4 min.
February,	66 deg. 6 min.	68 deg.
March,	70 deg. 4 min.	72 deg. 2 min.
April,	75 deg. 6 min.	73 deg. 8 min.
May,	77 deg.	80 deg. 1 min.
June,	80 deg. 5 min.	81 deg. 2 min.
July,	82 deg. 1 min.	82 deg. 9 min.
August,	81 deg. 8 min.	83 deg. 1 min.
September,	79 deg. 6 min.	81 deg. 7 min.
October,	77 deg. 9 min.	77 deg. 7 min.
November,	71 deg. 3 min.	71 deg. 5 min.
December,	66 deg. 8 min.	64 deg. 7 min.

The Island of Madeira upon the Eastern, and the Island of Barbadoes, in the Caribbean Sea, upon the Western Hemisphere, are considered the most desirable climates for invalids in the world. The one is noted for its fine wines and semi-tropical fruits, the other for its sugar. By comparison it will be seen that the climate of this section of Florida is similar to those two Islands, and between the two neither as cold as Madeira nor as warm as Barbadoes. The following is the average temperature of each for the four seasons of the year, to-wit:

	<i>Barbadoes.</i>	<i>Madeira.</i>	<i>Ft. Dallas.</i>	<i>Ft. Meyers.</i>
Spring,	79 d. 2 m.	65 d. 6 m.	74 d. 7 m.	75 d. 4 m.
Summer,	78 d. 5 m.	71 d. 3 m.	81 d. 5 m.	82 d. 4 m.
Autumn,	82 d. 1 m.	69 d.	76 d. 3 m.	76 d. 9 m.
Winter,	78 d. 5 m.	65 d. 8 m.	66 d. 6 m.	65 d. 4 m.
Yearly,	79 d. 5 m.	67 d. 9 m.	74 d. 8 m.	75 d.

During the past year, at the request of Senator Osborn, I furnished the Statistical Bureau at Washington with a summary of the inducements offered by Florida to immigrants, of which the following portions were published in the valuable Report upon Immigration by Hon. E. Young, Chief of the Bureau of Statistics. The Report was published and widely distributed by the Bureau, and has already accomplished much for the whole country; and, if translated and issued in several of the European languages, as is now quite probable, a good work will have been done for our State:

JACKSONVILLE, FLORIDA, February, 1871.

"SIR: I avail myself of the opportunity afforded by your circular, to set forth in brief some of the manifold attractions of this State, and to mention some of the inducements offered to actual settlers.

"The existence in Florida of some fifteen millions of United States lands, subject to acquisition by homestead entry alone, and the fact that several millions of State lands are in the market at the low price of \$1.25 per acre, give sufficient assurance that farms of either small or large size are entirely within the reach of men of small means. It is true that many of the lands referred to are rather remote from established settlements and on that account somewhat undesirable; but this is relieved by other facts.

"Florida has received immense concessions of lands from the liberality of the General Government, bestowed partly for the purpose of fostering and assisting the construction of works of internal improvement, and partly to encourage the drainage and cultivation of the lands. And in direct furtherance of these avowed Congressional purposes, the State has from time to time conceded large portions of valuable lands to the various railroad and canal companies which have already constructed, or are now engaged in constructing, works of internal improvement of great utility. Thus it has happened that the trustees and bond-holders of these various internal improvement companies hold large portions of lands, which can be sold at a lower price than is asked by the State for lands of the same quality.

"The railroads extending from Jacksonville on the east, completed to near the Apalachicola, and projected to Pensacola; the Florida Railroad, from Fernandina to the Gulf at Cedar Keys; the Great Southern Railway; the Southern Inland Navigation Company; and the Florida Improvement Company, all have immense tracts, amounting to millions of acres of rich lands, under a genial climate, with great capacities for the manufacture of lumber and the production of the most valuable known crops. And these lands are procurable at almost a nominal price, so that thousands of small farmers at the North and West, for the available prices of their farms in that rigorous climate, could obtain here quadruple the amount of lands of equal or superior productiveness. Farms and plantations can easily be rented in all parts of the State, and on as favorable terms as any reasonable man could ask.

" Small farms in actual cultivation, except in immediate vicinity of the larger towns, are not common in Florida. It is now beginning to be understood throughout the whole South that slavery was not only a moral, social, and political curse, but that it operated to cast over the land an agricultural blight. The unskilled labor which it alone tolerated, by the thriftless cultivation it involved, confined agricultural attention to a limited range of crops, which by a rapid exhaustion of soils led of necessity to the acquisition and shallow cultivation of immense areas of land. But, although 'small farms' are not common, still lands, in small or large quantities, are easily obtainable at the most reasonable rates, viz, from \$1 upwards; and innumerable large 'old fields,' in the immediate vicinity of inexhaustible stores of natural manures, can be bought for less than one-fifth the cost of clearing a northern or western forest.

" If rented for cash, an annual rent of from 50 cents to \$2 an acre would be expected; but the usual practice is to rent upon shares. In such case, where the owner simply furnishes the land, he expects from one-fourth to one-third of the crop; but where he furnishes the necessary stock and one-half the seeds, he requires one-half the crop.

" The chief articles of production heretofore have been cotton, corn, sugar-cane, tobacco, and sweet potatoes; latterly more attention is being given to various kinds of fruit and vegetables. Short cotton has this year brought from 10 to 15 cents, and long staple about twice as much. Corn is worth about \$1 per bushel; tobacco, from 15 to 25 cents per pound; sugar from 10 to 15 cents per pound; syrup, from 50 to 75 cents per gallon.

" The facilities for intercommunication in Florida furnished by its innumerable bays, lakes, and rivers are singularly good; and with an area of a little less than 60,000 square miles, the State has a coast line on the Atlantic and Gulf of from 1,200 to 1,400 miles. The Apalachicola, the Suwannee, the St. John's, the Ocoee, the Indian River, and the St. Mary's so traverse the State in different directions as to give an inland water communication of several thousand miles. There are already in operation nearly 400 miles of railroad, with a flattering prospect of the immediate construction of upward of as many more. And even where no roads of any kind exist, the great preponderance of pine forest, with its freedom from undergrowth, on account of annual fires, is such that little difficulty is experienced in traversing the State in any direction.

" The prevalent forest growth of Florida is yellow pine, and of course the soil may be in general characterized as 'light,' and is either sandy or loamy; but owing to peculiar climatic or atmospheric influences they are of far more intrinsic value where 'light' than is usually attributable to the same character of light soil at the North or West, as is evinced by the fact that a bale of cotton or 3,000 pounds of sugar have not infrequently been made from an acre of these pine lands. Indeed, many of the pine lands are so underlaid with marl or clay as to give all the strength of clay soils without their stiffness and difficulty of cultivation.

" Florida lands, whether sandy or clayey, which have a natural growth of hardwood timber, are called 'hummock' lands, and they are the most highly valued by many. These are cleared with difficulty and expense, but are based upon marl or clay, and thus have a permanence of capacity, with little or no fertilization, which enhances their value. These are called the 'high hummocks.'

" The 'low hummocks' are lands similarly covered with a growth of hardwood timber, such as gum, magnolia, cypress, red bay, &c., but which are lower in elevation, and of course more moist in their nature. These lands, indeed, partake largely of the nature of swamps, and like them consist chiefly of decomposed vegetable matter.

" The growth of trees, shrubs, and vines upon these low hummocks is most surprising, and so dense as to present an almost impenetrable vege-

table barrier to all success. They are immensely fertile, indeed almost incredibly so, as is sufficiently shown by the fact that from one acre has been produced 4,000 pounds of sugar, and other crops in proportion.

"The prices of ordinary farm stock vary in different localities so much as to prevent any general statement from being of uniform application. For instance, in South Florida, stock range at will throughout the year, and are abundantly subsisted by natural pasturage. Here it is conceded that a herd of cattle, with only the trouble of marking and watching, will double in three and one half years. Prices of stock necessarily range very low.

"The following prices, it is believed, are entirely reliable: Working oxen, per pair, are worth from \$60 to \$120; working horses, from \$180 to \$400 per pair; mules, from \$80 to \$150 each; milch cows, from \$15 to \$40; sheep from \$2 50 to \$5, and stock hogs 10 cents per pound; and this notwithstanding the fact that throughout the State, hogs, like cattle, sustain themselves throughout the year in the 'range.'

"There is a large demand for labor, mostly for common and unskilled, owing, as before remarked, to the long-established domination of a few leading crops requiring the rudest labor, to the exclusion of other and more varied productions which need more intelligent labor. Of the rudest description and most reckless and thriftless character, this miscalled agriculture has proved an agrarianism of the most rank and noxious description, reducing all lands cultivated to the one unvarying level of complete exhaustion, and seeking temporary relief in the virgin strength of new tracts of wild land.

"Recently, improvement is perceptible in this direction, but as yet the demand for the more intelligent kinds of agricultural and horticultural labor is quite limited. Better times and better methods, under the increased demand of new comers from every portion of the Union, are apparently close at hand.

"The mills and factories in the State are few, and almost exclusively confined to the manufacture of lumber.

"There are several works of internal improvement in process of construction or in prospect, from which must proceed a large demand for ordinary labor. Upward of seven hundred miles of railroad, and inland canals to the extent of many miles, are now under obligation to be constructed within the next five years.

"In response to the inquiry as to the advantages offered to laborers, mechanics, and farmers, I beg leave to reply that thorough examination will demonstrate the desirability of Florida, for the following reasons:

"ITS ACCESSIBILITY.—No portion of the territory of the Union, east or west, exceeds this State in facility of approach. Peninsular in character, and nearly surrounded by the ocean and Gulf of Mexico, with an area nearly identical with that of Missouri, Florida has a sea-coast of more than 1,200 miles, and of course offers remarkable facilities to immigration approaching by sea. Then by means of the Apalachicola, the Suwannee, the St. Mary's, the St. John's, the Ocklockonee, and Indian Rivers, the ease with which a large portion of the interior of the State can be reached is rarely exceeded anywhere. Thus an immigration from abroad can save the tedious, and uncomfortable conveyance by rail involved in reaching the Western States, and be landed in Florida as cheaply as at New York. Connected also with both the Atlantic and Western routes, through them and her own somewhat extensive system, the Northern or Western immigrant can command an easy transportation to and through the State.

"CLIMATE.—The climate of Florida is not excelled by that of any of the United States, and it may be doubted whether it can be equalled elsewhere in the world. Located on the very borders of the torrid zone, and, therefore, so far as latitude alone is concerned, entitled to rank among the

hottest portions of the western continent, still her situation between the Gulf of Mexico and the Atlantic is such that, owing to her peculiar form, she is swept alternately by the winds of the eastern and western seas, and relieved from those burning heats with which she would otherwise be scorched; and thus it happens that by the joint influences of latitude and peculiar location she is relieved on the one hand from the rigors of the winter climate of the Northern and Middle States, and on the other from the extreme heat with which not only the Southern States, but in the summer time the Northern States, are characterized.

* * * * *

"In the North all regular farming work is of necessity crowded into the space of less than half the year, while in Florida there is scarcely a single day in the whole year that may not be devoted to purely agricultural work.

"While the heat in Florida is not more intense during the summer months than at times in all the Northern States, in winter the thermometer, even in Northern Florida, rarely sinks to the freezing point.

"HEALTH.—In regard to health, Florida stands among the foremost States of the Union. This fact appears strikingly from the figures of the census in reference to the deaths from pulmonary complaints in the different States, and the results strike one more forcibly when it is considered that this State for many years had been a popular place of resort for invalids afflicted with all varieties of pulmonary diseases.

"From the census of 1860, it is found that the deaths from consumption in the various States of the Union during the year ending May 31, 1860, were as follows: In Massachusetts, 1 in 254; in Maine, 1 in 289; in Vermont, 1 in 404; in New York, 1 in 473; in Pennsylvania, 1 in 580; in Ohio, 1 in 679; in California, 1 in 727; in Virginia, 1 in 737; in Indiana, 1 in 792; in Illinois, 1 in 878; in Florida, 1 in 1,447.

"Surgeon General Lawson, in an official report, says:

"The general healthfulness of many parts of Florida, particularly on its coast, is proverbial. The average annual mortality of the whole peninsula, from returns in this office, is found to be 2 6-100 per cent., while in the other portions of the United States (previous to the war with Mexico) it was 3 3-100 per cent."

"WIDE RANGE OF CROPS.—Usually, at least within the borders of the Union, whatever may be the attractions and inducements that are offered by any particular State or section, the immigrant will be confined within the comparatively narrow limits of the usual range of crops characteristic of that section; and the offer of even a slight enlargement of the usual range of ordinary crops would be recognized as an inducement of great power. Other things being even nearly equal, if the immigrant have the option of continuing the cultivation of crops to which he is accustomed, or of reaching out to the peculiar productions of different zones, he will feel the force of the attraction.

"To a resident of Canada, or of the Northern or Western States, it seems hardly possible in any one locality, and then without the variation of temperature often given in the vicinity of elevated mountains, that there may be successfully cultivated within an inclosure of ten acres, the oats, rye, and wheat of Canada; the peach, quince, and sweet potatoe of the Middle States; the corn, cotton, and tobacco of the Southern States; the coffee, indigo, and ginger of the West Indies; the orange, the lime, and the lemon of Central America; the olive, the grape, the coffee, and the spices of the East; the date and palm of the desert, and the sugar-cane, pepper, tea, and silk of Asia; but the citizens of Orange, Sumter, Hernando, and Manatee counties in Florida know that they can do this; and when to the above are added rice, bananas, plantains, guavas, cocoa-nuts, pine-apples

and paw-paws, the infinite range of the productions of Florida is made fully manifest.

“ABUNDANCE OF WATER.—The State is bountifully supplied with the best water in every part. Lakes, ponds, springs, and rivers are curiously frequent, and no section can be found where ample supplies of water cannot be obtained by wells of little depth and at slight expense. Springs of mineral and salt water abound, some of great magnitude. In Wakulla county, the Wakulla river, a stream of very considerable size, bursts forth at once from a single spring. The Chipola river has a similar origin in Jackson county. Silver Spring in its first outburst forms a spacious basin, into which the Ocklawaha steamers find easy admission.

“CHEAPNESS OF BUILDINGS.—The climate of Florida being genial and friendly, enables the settler to dispense with the close-built and expensive dwelling-houses of the North and West.

“EASE OF TILLAGE.—The facility with which the greater portion of the tillable lands in Florida can be worked, furnishes another very strong inducement to those who, in coming here, propose to engage in agricultural pursuits. Lands in Florida can be, and really are, worked with much less force than is required at the North. Whether sandy, clayey, or loamy, they are much more friable, and more easily tilled.

“NATURAL RESOURCES FOR FERTILIZATION.—The first and most widely-distributed means for restoring and invigorating the fertility of the soil whenever exhausted, is furnished by the swamps and lagoons and cypress sinks that may be found in all sections. In many of the swamps and lagoons are to be found large and accessible deposits of what is called muck, which, at the will and leisure of the farmer, may be drawn out and applied directly to the land, or may be composted with lime, ashes, salt, or manures; and thus improved, becomes available to almost any desirable extent. In many of the sinks or depressions where the cypress is found are similar deposits of vegetable mold or muck; and these sinks, of various dimensions, are scattered throughout the State. Along the rivers and the banks of many of the lakes are to be found very large and numerous deposits of muck, or mud. Experience in Florida has proved that the muck, used as a fertilizer under proper management, becomes an exceedingly valuable article; and it is to be found in immense quantities in every section.

“The immense deposits of oyster-shells that are characteristic of the whole coast line, located in the immediate vicinity of dense forests, giving ample stores of fuel, form another of the sources of agricultural strength of incalculable value, which will be more and more appreciated.

“Marl, likewise, of varied character and value, is easily accessible in different parts of the State. There are several large deposits within twenty-five miles of Jacksonville; and a recent discovery has revealed the existence of a very large deposit of green marl in the county of Leon.

“STOCK-RAISING.—With reference to the adaptation of the State to the raising of stock of all kinds, sufficient evidence is given in the fact that but little care and attention, and an inconsiderable amount of feeding are required to sustain stock in good condition even in the extreme northern portion of the State; while further south there is a vast extent of at least 20,000 square miles in which stock of all kinds can be raised, with no expense of feeding at any season.

“FISH AND OYSTERS.—In the St. John’s shad of very fine quality are caught with ease in the proper season; and banks of 300 miles in length extend along the western and southwestern coast, upon which fish equal in quality and quantity to those off the shores of Newfoundland and Labrador are easily taken. These fisheries have also this advantage, that they are never interrupted by the rigors of any season of the year. Oysters of excellent flavor and of incredible size are found along the shores of

the multitudinous bays, inlets, and streams. The taking and preservation of fish and oysters must at no distant period become an important and lucrative business.

"OPPORTUNITIES FOR THE MANUFACTURE OF WOOD.—It is surprising that the variety and abundance of the most valuable and practicable woods that are known and used in the manufacture of woodenware, and all articles for which wood furnishes the material, should not long ere this have attracted more attention from the mechanics and manufacturers of the country.

"No man can easily estimate the immensity of material for common lumber furnished by the 40,000 acres of the best growth of pines existing in this State. But while this fact is to some extent recognized, it is not known that this same pine, when properly prepared, furnishes as good and as beautiful a material, if well selected, as any ornamental wood. Cedar, both red and white, is abundant, while cypress, a wood almost as valuable as cedar for pails, tubs and casks, and also available for doors, sash and blinds, is found everywhere in the greatest abundance. Mangrove, equal to rosewood and box, and available for the same purposes, is found in South Florida, where also can be obtained the royal palm, making one of the most beautiful woods conceivable. Ash, oak in all its varieties, and the best of hickory abound everywhere. Were this affluence of material, with its accompanying abundance of fuel for producing motive power, located at the North, it would be eagerly sought for, even where the frosts of winter chain up the navigable waters for a large portion of the year. It is believed that the wonderful richness of the resources of Florida in this direction must soon command the attention of the whole country."

I close the work of the year in the Department of Immigration with cordial thanks to your Excellency for the unvarying interest and encouragement which has always been most readily given when it was most needed. I am also largely indebted to the warm and cordial interest and sympathy which I have received on all hands from all classes, and especially from my colleagues in the cabinet; and I hope I may be excused for expressing the conviction that the actual immigration attained, the large increase of knowledge about our State, and the increasing interest manifested by personal examination of her claims to attention, all combine to evince the practical wisdom of the organization of this Department of the State government.

The portion of this report relating to the Public Lands is delayed to complete the computation necessary to give a full and complete view of the present condition of the Fund. It will appear within a few days.

Very Respectfully,

J. S. ADAMS,

Commissioner of Lands and Immigration.

Tallahassee, Fla., Dec. 24, 1871.

REPORT
OF THE
COMMISSIONER OF LANDS AND IMMIGRATION
UPON THE PUBLIC LANDS.

To His Excellency GOVERNOR REED:

SIR—I have the honor to submit herewith, so much of my report as Commissioner of Lands and Immigration, as refers to the lands of the State intrusted to the charge of the Trustees of the Internal Improvement Fund.

In order to give a view of the past and present condition of the lands that should be as full as possible, a large amount of calculation of course has been necessary, which has so delayed the preparation that I found it impossible to finish this portion of the report in time to publish it at the beginning of the session of the Legislature, as is required of the report of the Commissioner of Immigration.

Upon the proclamation of the adoption of the constitutional amendments, which consolidated the two offices of Surveyor-General and Commissioner of Immigration, and took effect May 15, 1871, having by your Excellency been appointed Commissioner of Lands and Immigration, I assumed the duties of the joint office and commenced my work.

I found the affairs of the office in a somewhat confused and unsatisfactory situation, so that an accurate knowledge of the exact condition of the Public Lands could only be attained by several months of clerical labor. My predecessor had removed from the State, making it impossible for me to avail myself of his familiarity with the business of the office. In this emergency I had the good fortune to secure the clerical assistance of Mr. H. A. Corley, who in previous years has long been connected with the State Land office, and whose character for integrity and competency is well known to all who have had dealings with the office in times gone by. I have found the close clerical knowledge and habits of Mr. Corley, and his perfect familiarity with the records, books and papers of the office invaluable, and indeed indispensable in my endeavors to put the affairs of the office thoroughly to rights and in order.

The former practice of selling lands partially on credit, taking notes for installments due, many of which notes are unpaid and uncollectable, and for previous receipts in advance of funds on deposit to the credit of purchasers, large and small, have all contributed to embarrass and confuse the records. It was difficult to ascertain and distinguish the complete and incomplete contracts, and to know the total amounts patented, the amount conveyed, or contracted to be conveyed, and the amount remaining.

Diligent effort and much labor has been bestowed in this matter, and although perfect accuracy has not as yet been attained, the report will give a very close approximation to the present condition of the Public Lands.

With the sanction and under the direction of the Trustees of the Internal Improvement Fund, a new system of keeping the accounts of sales of lands has been adopted, and books provided, which are so arranged that each application to purchase, each receipt of Treasurer and each deed of land, as it is made use of, leaves its record of the whole transaction behind it, in such manner that a full record of all the conveyances of land will, at any time, be easily attainable upon inspection, in the future.

There has been in former years a considerable demand for copies of the Township maps deposited in the office, for each of which from \$2.50 to \$5 has been paid, but this has not hitherto contributed to the support of the office. I have fixed the average price of maps at \$3, and having secured permanently the services of Mr. Corley, have arranged with him that the receipts for copies of maps shall defray all expense of extra clerk hire that may be necessary in making copies of maps, thus effecting a saving of \$1,000 per year, which has been paid heretofore for clerk hire.

The following data will give a practically accurate view of the present condition of the Public Lands, so far as regards the amounts actually patented to the State, and the amounts actually conveyed, whether conditionally or otherwise, as appears of record.

All the Public Lands of the State are classified as Internal Improvement Lands, Swamp and Overflowed Lands, School Lands, and Seminary Lands, and were all derived from the general government.

The following statements show the amounts that have been thus received of each class :

STATEMENT of Swamp and Overflowed Lands patented to the State of Florida under the Act of Congress, approved September 28, 1850.

Number of Patent.	Tallahassee Dist.	Newnansville Dist.	St. Augustine Dist.	Tampa Dist.
	QUANTITY.	QUANTITY.	QUANTITY.	QUANTITY.
	Acres.	Acres.	Acres.	Acres.
1	199,131.06	86,055.03	198,993.14	712,095.77
2	208,722.06	57,292.26	26,409.07	698,359.71
3	174,687.25	183,501.70	178,045.79	91,284.61
4	158,635.37	163,935.98	206,364.08	443,664.10
5	212,550.13	196,039.17	54,719.72	467,454.69
6	427,734.61	203,584.47	78,107.11	241,601.24
7	290,437.99	198,722.09	240,078.06	308,715.60
8	83,268.50	157,286.80	229,260.24	318,685.07
9	94,759.77	229,356.47	.....	215,420.39
10	208,841.19	71,579.04	.....	237,765.27
11	46,889.62	22,030.81	.....	207,349.89
12	103,108.95	.....	.....	251,001.87
13	46,869.76	.....	.....	305,654.96
14	87,185.63	.....	.....	262,745.98
15	90,541.05	.....	.....	184,350.41
16	32,009.58	.....	.....	3,886.88
17	56,054.85	.....	.....	.....
	2,521,505.67	1,680,783.82	1,521,977.21	4,920,066.44

RECAPITULATION.

Tallahassee District.....	2,521,505.67
Newnansville District.....	1,680,783.82
St. Augustine District.....	1,521,977.21
Tampa District.....	4,920,066.44

10,644,333.14

INTERNAL IMPROVEMENT LANDS.

The quantity of land approved to the State for Internal Improvements under the 8th section of the Act of Congress, of 4th September, 1841, is, acres,..... 448,723.16

This was diminished as follows—by quantity north of Alabama line,..... 613.61
 Quantity north of the "Watson line," and previously disposed of by State of Georgia,..... 1,195.01
 Quantity covered by Spanish Grants located after approval of the lands to the State,..... 804.06— 2,610.68

Leaving a balance of In. Im. lands approved to the State of, acres, 446,115.48

The former Surveyor General, F. W. Webster, in his report of December 31, 1869, stated the amount of Internal Improvement lands approved to the State, at 450,823.82 acres, but though this is nearly correct, the accurate amount as ascertained by a careful summing, is as above stated, 446,115.48 acres.

Total sales of Swamp Lands, acres.....		399,110.69
For which was received, Cash.....	\$328,543.69	
Notes.....	127,899.70	
	<u>\$456,443.39</u>	
Swamp entries cancelled, acres.....		6,164.16
Amount refunded, Cash.....	\$3,360.61	
Notes.....	4,395.57	
	<u>\$7,756.18</u>	
Swamp Lands forfeited, acres.....		17,771.00
Notes cancelled.....	\$15,955.07	
Balance, complete sales, acres.....		375,175.53
Receipts.....		\$432,732.14
Total sales of Internal Improvement Land, acres,		204,851.44
For which was received, Cash.....	\$175,577.29	
Notes.....	174,660.39	
	<u>\$350,237.68</u>	
Internal Improvement entries cancelled, acres..		1,362.70
Amount refunded, Cash.....	\$1,321.00	
Notes.....	693.08	
	<u>\$2,014.08</u>	
Internal Improvement Lands forfeited, acres....		3,389.34
Notes cancelled.....	\$3,900.01	
Balance, complete sales, acres.....		200,099.40
Receipts.....		\$344,323.59
GRANTED TO RAILROAD COMPANIES, (ACRES.)		
	Swamp.	I I.
Florida.....	317,748.55	11,231.57
Pensacola & Georgia.....	63,796.48	1,765.29
F. A. & G. Central.....	164,568.21	
Alabama and Florida.....	27,613.32	
	<u>573,726.56</u>	<u>12,996.86</u>
SOLD TO H. L. HART FOR REMOVING OBSTRUCTIONS TO THE NAVI- GATION OF OCKLAWAHA RIVER UNDER HIS FIRST CONTRACT.		
Swamp Lands, acres.....	29,846.23	\$14,923.12
Internal Improvement Lands, acres.....	3,159.80	5,061.21
	33,006.03	\$19,984.33
SOLD TO EDWARD N. DICKERSON FOR FLORIDA RAILROAD COU- PONS.		
Swamp Lands, acres.....	236,606.02	\$-----
Internal Improvement Lands, acres.....	9,901.42	-----
	<u>246,507.44</u>	\$-----
SOLD TO WILLIAM E. JACKSON FOR FLORIDA, ATLANTIC & GULF RAILROAD COUPONS.		
Swamp Lands, acres.....	113,064.80	\$126,315.00

SWAMP LANDS DISPOSED OF.

	Acres.	Receipts.
Sales to individuals.....	375,175.53	\$432,752.14
Railroads.....	573 726.56	
H. L. Hart.....	29,846.23	
E. N. Dickerson.....	236,606.02	
William E. Jackson, in coupons.....	113,064.80	126,315.00
	1,328,419.14	

INTERNAL IMPROVEMENT LANDS DISPOSED OF.

Sold to individuals.....	200,099.40	\$344,323.59
Railroads.....	12,996.86	
H. L. Hart.....	3,159.80	
E. N. Dickerson.....	9,901.42	
	226,157.48	

RECAPITULATION :

Whole amount of Swamp and Overflowed Lands approved, acres.....	10,644,333.14
Whole amount of Swamp and Overflowed Lands disposed of.....	1,328,419.14
Balance, acres.....	9,315,914.00
Whole amount of Internal Improvement Lands approved.....	446,115.48
Whole amount of Internal Improvement Lands disposed of.....	226,157.48
Balance, acres.....	219,958.00
Giving an amount of lands not unconditionally conveyed as follows :	
Swamp and Overflowed Lands.....	9,315,914
Internal Improvement.....	219,958
	9,535,872

STATEMENT showing the quantity of Swamp and Internal Improvement Lands sold, and the amount received therefor, each month of the year 1871.

MONTH.	SWAMP LANDS.		INT. IMP. LANDS.		Total Sold.	Total Amount Purchase Money.
	Quan. sold.	Pur. money.	Quan. sold.	Pur. money.		
	Acres.		Acres.			
1871.					Acres.	
January ...	1,832.34	\$2,291 04	173.52	\$216 90	2,006 36	\$2,507 94
February...	2,443.82	3,057 10	40.15	60 22	2,483 97	3,117 32
March.....	483.87	604 84			483 87	604 84
April.....	321.41	401 75			321 41	401 75
May.....	281.47	351 86			281 47	351 86
June.....	23,392.70	29,240 86			23,892 70	29,240 86
July.....	1,266.16	1,417 49			1,266 16	1,417 49
August.....	479.05	539 49	89.44	178 88	568 49	718 37
September.	2,428.53	2,586 53	40.10	50 12	2,468 63	2,636 70
October....	1,246.85	1,316 95	80.14	100 17	1,326 99	1,417 12
November .	4,299.44	4,647 53			4,299 44	4,647 53
December .						
Total.....	35,476.14	\$46,475 49	423.35	\$606 29	39,379.49	\$47,061 78

Of the sales in June, 33,116.01 acres, yielding \$28,595 01, were conveyed to Southern Inland Navigation Company, for coupons which had been previously deposited with S. B. Conover.

The sales to Williams & Swann at one dollar per acre, under this special contract, and included in foregoing statement, amount to 6,567.96 acres.

Received in coupons (besides the Southern Inland Navigation Company entries), \$2,040.43.

Nearly all of the grants or concessions of land made by the former trustees were grants made directly or indirectly in aid of the construction of railroads, and with the exception of assistance rendered the Indian River Canal, the clearing of the obstructions of the Ocklawaha River, and concessions to Messrs. Hunt and Gleason, comparatively little attention had ever been given to drainage.

But upon the accession of the present trustees they, in view of the fact that the act of Congress bestowing the swamp and overflowed lands specifically provided that the proceeds of their sale should be devoted exclusively to drainage, so far as necessary, and in consideration of the advancement nearly to completion of the other works of internal improvement, deemed it their bounden duty to turn their attention largely to works of reclamation, drainage, settlement, and occupation.

Accordingly they were disposed to consider with favor the propositions made relating to the reclamation of inundated lands, the construction of canals and of railroads, contracting for the drainage and reclamation of overflowed lands.

The Indian River Canal, which had been particularly mentioned in the act creating the trust and constituting the trustees, as a proper object of the trust, and to which specific assistance was given in the act to an amount not exceeding \$4,000 and 4,000 acres of land to each mile of canal constructed, had been undertaken in former times and fairly begun, but for some unknown reason had failed.

Yet, as was evinced by the specific mention given to it in the act of 1855, the wide discussion of the project at the time and the large measure of assistance given with particularity in the law, it seemed to be generally conceded that, while Middle and West Florida, and the western portion of East Florida, could only be made accessible by railroads, East Florida would be compelled to rely for the improvement of its facilities for travel and commercial intercourse upon the St. Johns and its tributaries, and Indian River and canals connected therewith. Such seemed the general verdict of the common public sentiment.

Accordingly the revival of the Indian River Canal project specially mentioned in the act, and the improvement of the Ocklawaha River with a connection thereof with the waters of the Gulf, were, from the first, objects of much interest with the present trustees.

When, therefore, under the lead of its president, Hon. N. H. Moragne, the Southern Inland Navigation Company proposed to the trustees for a sufficient consideration in land to undertake and complete a canal which should furnish a continuous line of steam navigation from the waters of the St. Johns to Key Biscayne at the southern extremity of the peninsula, the opportunity to perfect a work so necessary to the general convenience, and for so long a time a favorite scheme with the people of East Florida, was gladly taken, and from time to time the concessions that seemed necessary to complete the work were given, keeping the compensation entirely within the rate of \$4,000 and 4,000 acres sanctioned in the act of 1855.

And again when H. L. Hart, Esq., so well known as one of our most enterprising and energetic business men, of well known character for honor and integrity, proposed, for alternate sections along the route, to complete an uninterrupted line of steam navigation from the St. Johns westward to the Gulf, his proposition was accepted and the needed concession made.

So of the Pease Creek Immigration and Improvement Company under the lead of D. P. Holland and W. H. Kendrick, whose projected improvement of that river and tributaries would breathe the breath of new life through Southwest Florida and redeem and make accessible an exceedingly valuable region.

So likewise of the Wekiva Steamboat Co. with Messrs. Mills and Stewart at the head, which proposed to open up one of the best known regions for the cultivation of oranges and sugarcane.

So of the Great Southern Railway Co., that for a large concession of lands was willing to undertake the construction of a great railway that should extend from the northern boundary entirely through the State to its Southern extremity under a contract to effect the reclamation and drainage of a vast extent of land along its route.

So, at the solicitation of Dr. John Westcott, largely interested personally, valuable assistance was rendered the Railroad from Tocoi to St. Augustine, under a contract for similar drainage.

And, under a firm conviction, subsequently fully sustained by Judge Bradley of the U. S. Supreme Court, that "occupation, settlement, development," were legitimate and co-ordinate objects of the trust, a contract was made with the Florida Improvement Company to secure the occupation and development of the State, by the introduction of actual settlers, by the grant of lands in alternate tracts at an almost nominal price, but under conditions involving the expenditure of large sums of money in the support of numerous agencies and the procurement of extensive advertisement.

Some of the grants made were quite large, it is true, but they were nearly all in remote and wild regions that had so remained

in an uncultivated condition in the State, known and settled two hundred and fifty years before many of the new States in the West and Northwest had been even named.

Most of the concessions were in alternate tracts so arranged upon conditions of drainage and accessibility that the alternate remaining tracts were more valuable upon completion of contracts made than were the whole before.

Nearly every grant was made upon contracts conditioned for the accomplishment of works of the highest public and private importance, and so made that the lands conceded only inured progressively to the grantees, as the work contracted for was by degrees accomplished, or where actual deeds of land were made to assist in loaning means for the prosecution and completion of the connected contracts. The proceeds of the sales were made to follow the same rule, and passed to the contractors only as the work progressed.

For the prosecution of the works named, lands were contracted to be conveyed, as follows, as accurately as can be estimated, where precise amounts cannot be given:

To the Southern Inland Navigation Company,	3,000,000 acres	conditionally.
To the Florida Improvement Company,	1,100,000 acres	conditionally.
To the Pease Creek I. & I. Company,	130,000 acres	conditionally.
To the Wekiva Steamboat Company,	12,000 acres	conditionally.
To the Tocoi Railroad Company,	65,000 acres	conditionally.
To H. L. Hart,	200,000 acres	conditionally.
To the Great Southern Railway,	4,000,000 acres	conditionally.
	<u>7,507,000</u>	acres.

It is true that these lands, upon failure of the conditions, are liable to revert in whole or in part to the fund, but the above figures show nearly the amount of lands "conveyed or contracted to be conveyed" to various parties or corporations for the construction of different works of internal improvement.

We are now able to ascertain nearly the amount of lands remaining to the fund so far:

Whole amount of swamp and overflowed lands unsold,	9,315,914 acres.
Whole amount of Internal Improvement lands unsold,	<u>219,958 acres.</u>
Total unsold,	9,535,872 acres.
Deduct total amount of above concessions,	<u>7,507,000 acres.</u>
And a balance will remain of	2,028,872 acres.

Which, properly managed, may suffice to meet the liabilities of the fund.

There is a considerable quantity of land selected heretofore which has not yet been approved, and under their contract with the trustees, Messrs. Swann and Williams have selected upwards of 2,000,000 acres. These will, no doubt, be in time approved, thus adding to the fund about 2,500,000; but, as above appears, the amount of lands "now in the possession of

the trustees, and not hitherto conveyed or contracted to be conveyed to other parties or corporations," cannot much exceed 2,000,000 of acres. And as one known claim exists against the fund of \$679,000, and some \$500,000 more at least can be easily mentioned, any arrangement that would clear the fund from all debt by a conveyance of the 2,028,000 acres "now in possession," leaving the lands hereafter to accrue for future works of improvement, should meet with general approval.

As appears from the report, and as is otherwise well known, the policy of the early Trustees of the Internal Improvement Fund seems to have received a strong impress from the pre-existing fact that the desirability and necessity of railroad communication to connect and convene the widely separated portion of so large a territory, was the principal moving cause of the creation of the fund, and largely tended to give tone and character to the policy of the early trustees, and make them strongly conservative of the special interests of railroads.

That this was well, so far as relates to the Internal Improvement lands, little doubt has ever been expressed. But that the same policy should control the disposition of the swamp and overflowed lands ever was and still is decidedly problematical, whether as a matter of legal right or of expediency; for, by the letter as well as spirit of the act of Congress bestowing these lands upon the including States, they were all directed to be so disposed of that "the proceeds of said lands, whether from sale or direct appropriation in kind, shall be applied exclusively, as far as necessary, to the purpose of draining said lands by means of levees and drains."

Hence, notwithstanding the policy of devoting the swamp and overflowed lands almost exclusively to the construction of railroads, almost to the entire neglect of the claims of reclamation, drainage, and occupation, based upon the supposed paramount character of railroad claims and liabilities, seemed to have become fixed with preceding trustees, and to be fortified by a series of decisions of our State courts; still, the present trustees have always felt that in any thorough litigation arising out of their administration of the fund, their acts or refusals to act would in the U. S. Courts, of last resort, be judged by the language and spirit of the act of Congress, from which, through State legislation, the fund and its trustees both originated.

And accordingly, as before stated, the present Trustees have in all their grants and contracts, whether with railroad or canal companies, made thorough drainage, or occupation and settlement, inevitable conditions precedent to all grants.

And this policy seems to have been abundantly sustained by Hon. J. Bradley, of U. S. Supreme Court, in an interlocutory decision made in May last in the case of *F. Vose vs. Trustees*,

in giving the opinion, in which that learned judge remarks: "It is not merely to preserve the fund as a security for the payment of railroad bonds that the trust is created, but to provide for the drainage and reclamation of the lands, and their settlement and cultivation. These are political objects of the most important character."

* * * "And these as well as railroad improvements are made objects of the trust. *Drainage, reclamation, development, immigration*, are all of them objects of the first National and State importance.

Believing these views to be well founded, they have governed the action of the Trustees and dictated their policy, by which, without detriment to the sufficiency of the fund to meet all its railroad liabilities, they have fostered and assisted all deserving plans of drainage, improvement and occupation.

In section 4 of the Internal Improvement Act of 1855, which created the fund and its trustees, the building of railroads, canals, roads, and drainage by canals or levees, are made the object of the trust, and by repeated subsequent legislation, the improvement of water-courses is also recognized as another legitimate object of the original trust.

The Internal Improvement Act specifies a railroad from St. John's River to Pensacola with extensions to St. Marks and St. Andrew, a railroad from Amelia Island to Tampa with an extension to Cedar Keys, and a canal from Indian River to the St. Johns, as the real and substantial objects of the trust; and Hon. D. L. Yulee, chairman of the committee introducing the Internal Improvement Act which they had drafted, in their report, says: "These improvements, with roads from Macon in the direction of Cedar Keys, and from Montgomery to Pensacola, and to some other more eastern point of our system, *will complete all the desirable lines for a prosperous system.*"

And in regard to the necessity and value of these specified improvements, the committee, in the same report, say: "*The rapid enhancement of the general wealth, and population certain to follow their construction would be ample recompense for the surrender of the whole fund.*"

In the report of the Commissioner, it will appear that upon the coming in of the present trustees, they found the fund in the same confused condition that characterized other branches of the State government as depicted in the report of Comptroller Williams in 1861, in which he says: "Since the year 1848 there have been no accounts kept showing the expense for which the State has been liable. For instance, there is no executive, no judicial, no military, and no contingent, nor other necessary expense accounts to be found from the year 1848 down to the year ending Nov. 1, 1860."

And this situation, thus evidently bad enough at that time,

was rendered indescribably worse by the intervention of the terrible war of the rebellion, which interrupted the business, scattered the records and papers, and wasted the resources of the Internal Improvement Fund as well as those of the State, so as exceedingly to embarrass all the operations, of the Trustees.

Upon their accession the Trustees gathered up the remnants of the papers belonging to the fund, and set themselves about the work imposed upon them. They found none of the objects of the trust entirely completed. The railroad from Fernandina, completed to Cedar Keys, but without its extension; the railroad from the St. Johns to Pensacola less than half done, and both, so far as completed, sold or liable to be sold for non-compliance with the provisions of the Internal Improvement act. The Indian river canal had been attempted, but had failed; while the fund, indebted to the amount of millions for the building and equipment of the roads, was receiving little or nothing from the sale of lands, and the great object of drainage, for the special accomplishment of which the swamp and overflowed lands were decided by Congress, had been almost entirely neglected.

Under all these discouraging circumstances the steady effort of the trustees has been to complete the railroad to Pensacola, to give the proper attention to the drainage so much required by the health and business of the State, to pay off the existing liabilities of the fund, increase the sale of lands, and stimulate immigration and development.

With authority to invest even the sinking fund in State and railroad securities, they made State scrip and railroad coupons receivable for land, hoping thus to bring the purchase of lands within the reach of all, and at the same time to place the claims against the fund, represented by coupons, in the process of liquidation.

They have, in addition to the special objects mentioned in the act, made a grant of large proportions to secure the construction of a railroad four hundred miles long, running north and south along the eastern coast. They have measurably secured, by a liberal grant, the construction of inland canals from the St. Johns to Miami, from the St. Johns to the Gulf, from one extremity of the interior lakes in Sumter and Marion counties to the other. They have provided for the improvement of the Wekiva and the Ocklawaha and Pease Creek. They have encouraged the railroad from Tocoi to St. Augustine, and they had hoped to finish the original plan of the Internal Improvement Act by securing the completion of a railroad from Jacksonville to Pensacola, thus stifling in the most effective way all talk of annexation to Alabama, and quieting all movements for the change of the Capitol by making Tallahassee the convenient and commercial, as well as geographi-

cal centre of the State, and all this from the lands now in hand, without trenching upon future accretions to the fund.

But all their operations have been hampered and embarrassed, and the sale of lands nearly stopped, while the proceeds received have been consumed in litigation arising out of the prosecution of old debts and accruing liabilities, in which the character and conduct of all who have ever acted in the management of the fund has been violently assailed, while the legality and validity of all the grants of land for promotion of drainage, reclamation, and development, though recognized by Judge Bradley as legitimate, have been attacked, thus so tainting the validity of these grants as almost to stop the work of improvement so well begun.

Anxious to save the fund for some purpose more valuable to the people than to support a useless litigation, the Trustees have always been ready to settle all such litigation upon the best attainable terms within their power. And conferences and negotiations, innumerable, have, under the direction of the Trustees, occurred in order to effect a settlement.

Unwilling to continue a litigation so expensive, which may, in the Supreme Court of last resort, end in a condemnation of our railroad policy, so far as affects the appropriation of lands thereto, specially given for drainage and reclamation, and so disturb a policy in which so many of our citizens have so deep an interest, and at the same time equally unwilling to brand as illegal a policy of drainage which they fully believe to be both legal, necessary and expedient, the Trustees have so far refused to involve future additions to the fund in present litigation, or to turn over to the control of any other parties, contracts for improvement effected with men of all parties, who may claim to be under their protection, and consequently such negotiations have hitherto failed.

But conceiving that nearly all the original objects of the Internal Improvement Act will be finished in the consummation of present contracts and the completion of the long-hoped for railroad to Pensacola, the Trustees have accepted a settlement proffered upon the following terms: that the completion of the railroad to Pensacola, the payment of all claims and debts of every nature and kind against the fund, and payment of \$100,000 into the fund being guaranteed, while the validity and propriety of the contracts made for drainage and improvement is conceded, and all lands involved reserved for the control of the Trustees, they have assented to a decree which will convey the lands now in possession, relying upon those that are to accrue under the Swamp Act, for the encouragement of future improvements.

Having been appointed long since one of a committee instructed to secure a vigorous defence in the Vose suit, which was pending in the United States Circuit Court of the Northern Dis-

trict of Florida, with the certainty of an approaching hearing upon questions of the highest importance, in the absence of the Attorney-General, one of the counsel of the trustees, and the only one remaining, upon conference with the majority of the trustees. I employed other counsel to assist in the conduct of the defence,

And recently, after an expensive litigation that has run on for years, consuming the sinking fund, stopping the sale of lands, and being aimed at the validity and legality of all the contracts made for reclamation and improvement, and thus has been the most serious obstacle to the occupation, improvement, and development of the State; and after repeated and protracted negotiations, by the advice of the counsel employed, and, as I supposed, with not only power delegated to do so, but also with the concurrence of the majority of the Trustees, I assented to the hearing of a decree agreed upon before Judge Woods at Savannah, and to the decree, if it should meet the approbation of the judge who tried the case.

The following is a synopsis of the decree, which is all that is necessary here, as, thanks to an eager zeal to seize a chance to impute evil motives to public officials with a plausible prospect of success, the whole decree has appeared in the public newspapers:

THE DECREE.

1st. The decree ascertains Mr. Vose's claim to be in all, bonds, coupons and past due coupons \$679,285.

2d. The amount of scrip, money, bonds, and other choses in action, in hand and in sinking fund and to accrue, and the amount of lands is ordered to be ascertained.

3d. Trustees ordered to invest in Vose's bonds, his *pro rata* share of sinking fund, and from time to time the sinking fund to accrue *pro rata*.

4th. A certain previous conditional contract between the trustees and the J., P. & M. Railroad is ratified as follows:

The trustees re-deed the 100,000 acres of land deeded to the Florida Improvement Company, and reconveyed by the company to the Trustees under the order of the court, and to convey to E. A. Studwell similarly the lands once deeded him and by him reconveyed under order of court.

Trustees to convey to the Florida Improvement Company, 150,000 acres of land already surveyed by them.

The J., P. & M. Railroad to pay \$100,000 to the fund, to settle Mr. Vose's claim of \$679,285, within ten months, to liquidate and satisfy every other legal claim against the fund; and cancel and return all evidences thereof to the trustees; and to complete a first-class railroad to Mobile.

The Trustees to convey to the J., P. & M. Railroad, all the lands now in possession—reserving to their own control all lands hereafter coming to the fund, and all lands under contract

with any party or corporation for other works of Internal Improvement, the deeds to remain with Brown Bro.'s & Co., of New York city, until they are notified by resolution of Trustees that all the conditions are complied with.

Such is the substance of the decree ordered by Judge Woods, who issued the injunction, after a fair negotiation between the parties and upon hearing at Savannah.

REMARKS.

1st. The original objects of the trust by the fulfilment of the decree will have been accomplished.

2d. An expensive litigation of a very large claim against the fund is settled, and thus the great obstacle to the occupation, the drainage and the settlement of the lands is removed.

3d. A contest between railroad and other claims is avoided, which must have resulted finally in either invalidating all railroad grants, bonds, coupons, deeds and claims founded on the swamp and overflowed lands, or in nullifying the drainage policy of latter years.

4th. A first-class railroad is secured, which makes through Florida the transit of the Southern Pacific Railroad, and gives trans-continental through bills of freight.

5th. All idea of annexation with Alabama is killed.

6th. All notion of removing the Capital is destroyed.

7th. The State railroad securities for State bonds are enhanced three-fold.

8th. Local jealousy between East and West Florida ceases.

9th. Hart's Canal, G. S. Railway, Tocol Railroad, Pease Creek Improvement, Southern Inland Navigation Company grants, are all put in the way of completion by the latent admission of their validity, and these are all additions to the specified objects of the trust.

10th. The J., P. & M. Railroad pay and satisfy all claims against the fund, amounting to \$1,500,000—and receive 2,000,000 acres—which is at the rate of 50 to 75 cents per acre.

An effort has been agitated to set aside the decree, which I most heartily hope will fail. It forms an authenticated settlement of too much benefit to all parties to be allowed to fail.

Three million acres of land are sure to come to the fund soon from selections, probably one to one and a half, from non-performance of contracts, and, with a clear balance sheet, the Internal Improvement Fund may be made to accomplish twice the work allotted to it, and be a blessing to thousands.

Hoping the above report may partially satisfy a general desire for more reliable and extensive knowledge about the fund,

I have the honor to be, very respectfully,

J. S. ADAMS,

Commissioner Lands and Immigration.

DEPARTMENT OF PUBLIC INSTRUCTION.

REPORT

OF THE
SUPERINTENDENT OF PUBLIC INSTRUCTION
OF THE
STATE OF FLORIDA,

For the Year ending September 30, 1871.

I entered upon the duties of my present office about the middle of March, 1871. Half the school-year, including those months in which the schools are mostly sustained, had already elapsed. The year between September 30, 1870 and October 1, 1871, may be described as on the whole a year of progress in spite of checks and hindrances. The system of free schools, on its adoption the previous year, appeared, in the language of Mr. Chase, "to have reconciled, for the first time in the history of the Educational legislation of the South, the extreme views of conflicting parties and interests." At the next session of the Legislature the Report of the Superintendent of Public Instruction states:

"Boards of instruction have been appointed in all the counties excepting one. From this county no suggestions have been received on the subject. Organizations have been completed in twenty-six counties. Schools have been opened in an equal number. Eleven counties are wanting county superintendents qualified and commissioned to act. Eight have not organized for want of these officers. The census returns have been received from twenty-six. The assessors in several have failed to take the census. There are over 250 schools in operation, having an attendance of over 7,500 pupils. Private schools have generally been merged in free schools. Their numbers have immediately increased. Some have doubled, others have quadrupled their attendance. Fifteen counties have levied no tax. In nine of these, schools have been organized and sustained by private contributions under the law."

Several causes operated to check the momentum of the movement so auspiciously inaugurated. The alienation of the head of the department from the Executive of the State; the temporary vacancy in the office consequent upon Mr. Chase's death; the action of the Legislature limiting the amount of taxation for school purposes in the several counties to one mill; the failure