
REPORT
OF THE
SECRETARY
OF THE
BOARD OF TRUSTEES I. I. FUND,
BEGINNING
WITH JANUARY 1, 1883, AND ENDING DECEMBER 31, 1884.

Isiif

ap 3

REPORT
OF THE
SECRETARY BOARD TRUSTEES INT. IM. FUND.

To His Excellency, William D. Bloxham, Governor of Florida :

SIR: I have the honor to present herewith a statement of the proceedings of the Board of Trustees of the Internal Improvement Fund of the State of Florida, from January 1st, 1883, to December 31st, 1884 :

RAILROADS AND CANALS.

January 1, 1883.—The following preamble and resolution was adopted :

WHEREAS, The Pensacola and Atlantic Railroad Company has about completed its railroad between Pensacola and the Apalachicola river, and the State Engineer has inspected and reported favorably upon 130 miles of said road, and it is the opinion of this Board, in view of the premises and the condition of the Internal Improvement Fund, that the land granted to said company, lying west of the Apalachicola river and outside the alternate sections within six miles thereof, may be properly conveyed to the said company ; therefore it is

Resolved, That the Salesman is directed to prepare deeds of said lands to said company ; *Provided, however,* that such deeds shall not be delivered till the matter shall have been submitted to the United States Circuit Court and a vacation of any orders interfering therewith be had.

The Apopka Canal Company, through its President, J. G. Speer, submitted a report of the progress of the work in the construction of said canal for the last two years, and asked that the time for the completion of said canal be extended two years longer. The report was ordered to be filed, and upon consideration the time asked for the completion of said canal was granted.

January 3, 1883.—The following preamble and resolution was adopted :

WHEREAS, The Florida Southern Railway Company has constructed and equipped and has in operation eighty-nine miles of its road ; *and, whereas,* the said company has applied to this Board for a conveyance of lands to which it may be en-

titled under the provisions of section 5 of chapter 3167 of the Laws of Florida, entitled "An act to grant certain lands to the Gainesville, Ocala and Charlotte Harbor Railroad Company," approved March 4th, 1879 (the former name having been adopted in lieu of the latter); *and, whereas*, it is the opinion of this Board, in view of the condition of the Fund, that conveyance of such lands may be made; therefore it is

Resolved, That the Salesman is directed to prepare such conveyance: *Provided, however*, that such deeds shall not be delivered till the matter shall be submitted to the United States Circuit Court and a vacation shall be had of the orders of such court interfering therewith.

This resolution is adopted upon the assurance this day given by the company, through its Vice-President and General Manager, Charles Francis, and its Solicitor, Edward Avery, that it is the purpose of said company to resume at once the construction of said railroad between Gainesville and Lake City, and to complete this part of said road without delay, and upon the understanding that it shall be made a provision of the order of the court that the construction of the line of the road between Gainesville and Lake City shall be so resumed and completed as rapidly as practicable, and that all lands granted by said act of 1879 (chapter 3167), or their proceeds, shall be applied as contemplated by said act.

January 5, 1883.—In the matter of the petition of the Florida Southern Railway Company, by its General Solicitor, Avery, filed in the United States Circuit Court, a copy of which was presented to the Board, it is

Ordered, That Attorney General Raney be requested to appear for the Trustees before said court, at Jacksonville, on the 6th day of December, 1883, as required by the notice therein given, and represent the Board, and that he also represent the Board in the matter of any similar petition which may be presented by the Pensacola and Atlantic Railroad to said court.

The following resolution was adopted:

Resolved, That the Salesman of the Board be directed to prepare for the Pensacola and Atlantic Railroad Company deeds to lands granted to said company under chapter 3335, Laws of Florida, for an amount sufficient, with the lands west of the Apalachicola river (ordered to be deeded to them by resolution of 1st inst.), to make the sum of one million acres. The execution of said deeds to be upon the same condition embodied in said resolution of 1st inst.

A letter from J. E. Ingraham, President Halifax and Indian River Railroad Company, was laid before the Board, stating

that the first section of six miles of said road had been completed and put in operation, and applying for the lands due for the same. The Secretary was instructed to inform Mr. Ingraham that when the part of the road referred to had been inspected and received the application would be considered.

January 18, 1883.—*Ordered*, That the reservation of the alternate sections for the Green Cove Spring and Melrose Railroad, the Arlington and Atlantic Railroad and the East Florida Railroad be extended to twenty miles on each side of the respective lines of said roads, to make up the deficiency within the six mile limit heretofore reserved.

January 22, 1883.—The following resolution was passed by the Board:

Resolved, That no withdrawal from sale of any land lying outside of the six-mile limit shall, although the withdrawal be made at the request of any one railroad company, be construed or held to settle the priority of right of such company over any other company to such lands. All such withdrawals made or to be made shall be considered as temporary until the further order of the Board.

January 26, 1883.—Specifications of construction of the Arlington and Atlantic (now Jacksonville and Atlantic) Railroad were presented, approved and filed.

It was

Ordered, That all lands embraced in the selections made by railroad companies, in pursuance of resolutions directing the preparation of deeds to said companies for the lands granted by the Legislature, to aid in their construction, be withdrawn from sale when such selections are reported to the Commissioners.

February 3, 1883.—The Secretary laid before the Board a petition signed by Ashby & Thrasher and Finley & Hampton, as Solicitors for George H. Packwood, N. R. Gruelle, B. F. Mathias, J. B. Brown, G. B. Phinny, H. C. Howard and J. J. Thompson, asking that no further action will be taken in regard to conveying lands to the Florida Southern Railway Company until 15th February, so that they may have an opportunity of being heard by the courts upon a bill for injunction. The Secretary was instructed to endorse upon the petition, and so inform them, that it would be physically impossible to have the conveyance referred to executed before that time.

It was ordered by the Board that the reservations heretofore made of the odd numbered sections of swamp lands for the Indian River Railway and Transportation Company be revoked.

The Atlantic Coast, St. Johns and Indian River Railway Company, having filed their articles of incorporation and adopted the survey and plat of the Indian River Railway and Transportation Company, it is

Ordered, That the odd numbered sections of swamp lands granted by act of Congress for six miles on each side of said line of survey be withdrawn from sale, to aid in the construction of said railway, until the further order of the Board, and subject to the right of actual settlers on such lands at the time of withdrawal to purchase the lands, upon which they have so settled, from the State.

February 6, 1883.—A letter from Hon. J. G. Speer, President of the Apopka Canal Company, was laid before the Board, asking that all the lands sought to be drained by the said company be granted to it, in consideration of the benefits to accrue to the State by the reclamation of the same, or that the one-fifth held by the State under the contract of drainage be reserved from sale, that the company may have the refusal of them at some price named by the Board. Thereupon it was

Ordered, That the one-fifth of the lands reclaimed by the said canal belonging to the Fund, upon the completion of the drainage, be offered for sale to the highest bidder.

February 15, 1883.—The following communication was received and ordered spread upon the minutes:

“On behalf of the Jacksonville, Tampa and Key West Railway Company, we authorize the Board of Trustees of the Internal Improvement Fund to sell at the present schedule prices adopted by the Board of Trustees the lands withdrawn for said company in the counties of Hillsborough, Polk and Manatee, to actual settlers, who had settled upon and improved such lands prior to the withdrawal of such lands: *Provided*, that such settlers shall be only allowed to purchase such forty-acre tracts, not to exceed eighty acres, on which they have made actual improvements, and that upon applying to purchase such lands they shall file with the Board the affidavits of at least two disinterested persons that such settlement and improvement was *bona fide*, and had been made prior to the withdrawal of the lands; *And provided further*, That the Board shall hold the proceeds of such sales in trust for the Jacksonville, Tampa and Key West Railway Company, to be paid over to them whenever they shall become entitled to have deeds made to them for the lands.

ALFRED H. TARSLOW,
“Sec’y J., T. & Key West Ry. Co.
“J. B. WALL,
“Attorney for the Company.”

The following resolution was offered and adopted:

Resolved, That this Board will sell to actual settlers on any of the lands within the six-mile limit reservations in favor of the Jacksonville, Tampa and Key West Railway Company, and such other railroad or railway companies as may consent thereto, not exceeding eighty acres of land to any one settler, who had settled on and improved the same prior to the withdrawal of said lands in favor of such railroad or railway companies, and that the Board will refund to either of such companies the amounts received for the same, whenever such company would be entitled to a conveyance of such lands had they not been sold.

February 24, 1883.—The Wekiva, Blackwater and Central Canal Company having filed a plat of the survey of the route of said canal from the St. Johns river to Clay Springs, with branches to Hosier and Lake Dorr, up Blackwater river, and asked that a reservation of swamp lands lying within six miles on each side of the route of said canal, it was

Ordered, That the odd numbered sections of said lands be withdrawn from market, for the purpose of aiding in the construction of said canal, until the further order of the Board, but subject to the right of actual settlers, at the time of this withdrawal, to purchase from the State the lands upon which they have settled, at State prices.

It is

Ordered, That the reservation made in behalf of the Palatka and Sanford Railroad on the 9th January, 1882, is hereby cancelled.

A letter was received and read from Alfred Bishop Mason, Esq., in behalf of the Palatka and Indian River Railway Company, asking that the Legislative grant of 870,000 acres of land to aid in the construction of their road be specifically designated in advance of the construction of the same. The Board declined to accede to the request.

March 12, 1883.—The following affidavit was presented to the Board and ordered spread upon the minutes:

STATE OF FLORIDA, }
Marion County. }

Before the undersigned, a Clerk of the Circuit Court in and for said county, personally appeared A. S. Mann, of Hernando county, who on oath deposeth and saith: That as the agent and attorney of the Southwestern Railroad of Florida, or the Tropical Peninsula Company, he, deponent, has caused a portion of the line of said railroad to be marked out in the said county and right of way cut, with a portion of the same graded; that he has, as such agent and attorney, placed a force at work

in the construction of the said road, and has made open and public avowal of his acts and doings in the premises.

(Signed) A. S. MANN.

Sworn to and subscribed before me this 7th day of March, 1883.
ROBERT BULLOCK, Clerk.

March 14, 1883.—The Live Oak, Tampa and Charlotte Harbor Railway Company presented plans and specifications for the construction of said railway, and asked for a withdrawal of even numbered sections of swamp and overflowed lands for six miles on each side of said line of railway, for the purpose of aiding in the construction thereof. The following order was passed:

WHEREAS, The legislation making grants in aid of construction of railroads and other purposes, renders it necessary to withdraw from sale all lands lying east of the Suwannee river, granted to the State of Florida by the act of Congress of September 28th, 1850, commonly known as the swamp land act; for the purpose of considering the duties of the Board and the action to be taken by it in the premises, it is

Ordered, That all swamp lands lying east of said river be withdrawn from sale; *Provided, however*, that this order shall not interfere with or prevent sales to actual settlers at schedule prices, in quantities not exceeding one hundred and sixty acres.

March 21, 1883.—The following report was presented to the Board:

CHATTAHOOCHEE, FLA., March 20, 1883.

Hon. W. D. Barnes, Secretary Board of Trustees I. I. Fund:

DEAR SIR—In obedience to an order from the Executive office of the 25th ultimo, I inspected the remainder of the Pensacola and Atlantic Railroad, and find the whole distance, according to the engineer's field notes, 160 74-100 miles, of which one hundred and fifty-nine (159) I certify that I inspected and do approve as agreeing with the specifications imposed by the Board of Internal Improvement, heretofore set forth in my several former reports. The one and 74-100 miles, including the bridge over the Apalachicola river, is not yet quite finished, but most likely will be in six weeks. Respectfully,

H. S. DUVAL, State Engineer.

March 22, 1883.—The following resolution was adopted:

Resolved, That seventy thousand acres of the odd numbered sections of land reserved for the Palatka and Sanford Railroad by resolution of the Board, on the 9th day of January, 1882, be reserved for the South Florida Railroad, to be selected by the Company, for the purpose of making up a deficiency in the

alternate sections heretofore granted to said railroad; but this reservation is made subject to all the terms and conditions of an act of the Legislature entitled "An act to incorporate the South Florida Railroad Company," approved March 5th, 1883.

The Tavares, Orlando and Atlantic Railroad Company filed a plat of the survey of said line of road, and asked for a withdrawal of the alternate sections of land lying within six miles on each side of said road. Whereupon it was

Ordered, That the withdrawal applied for be made when the plat of survey is properly certified to, subject to the right of actual settlers to purchase the land upon which they have settled, and subject to the further orders of the Board.

The following communication was laid before the Board:

"To His Excellency the Governor:

"The Florida Southern Railway Company proposes to at once resume its work of construction both north and south, but in order to secure to it the lands granted to it in the act of 1879, it feels that the Board of Trustees of the Internal Improvement Fund should set apart and reserve for its sole use and benefit land sufficient to meet the whole number of acres to which it is entitled under said act, so that there may be no delay or entanglements in connection with the final delivery of deeds to it.

"It proposes to so construct its road south as to reach the waters of Tampa Bay on or about July 4th, 1884.

"It is willing to go on with its work of construction so that when twenty miles of road is ironed and inspected, the Board will, without further action, direct the Salesman to forthwith deliver to it deeds of 100,000 acres, and for every additional ten miles a like amount of 100,000 acres, and when it reaches the waters of Tampa, all lands to which it is entitled.

"It also asks that the State Engineer shall be required to inspect any section within fifteen days after a request so to inspect is filed with the Board.

"It also asks that the alternate sections of land to which it is entitled shall be deeded as soon as the same is vested in it under the general act and the act of 1879.

"It expects and requires that deeds for 890,000 acres voted to it under the resolution of the Board, passed in January, 1883, and approved by the United States Circuit Court, shall be forthwith delivered.

"In making these suggestions it does not intend to waive or in any way affect its legal rights, but only to express its will-

ingness to assure the Board of its intention to prosecute its work with more dispatch than its charter demands.

"I am, most respectfully yours,

"EDW. AVERY, Gen. Sol. F. S. Ry. Co.

"TALLAHASSEE, March 22, 1883."

The following resolution was adopted :

WHEREAS, The Florida Southern Railway Company proposes to continue the construction of its road south from Ocala to the waters of Tampa Bay, which it intends to reach by July, 1884, and north to Lake City; therefore,

Resolved, That in order to secure to said railway company the lands granted to it under the fifth section of the act of 1879—estimated to be about 1,500,000 acres of land—be set apart and reserved for the sole and exclusive use and benefit of said company; that so soon as twenty miles of said company's road is fully ironed and accepted by the State Engineer, the Salesman shall, and he is hereby, directed to forthwith execute and deliver to said company deeds for 100,000 acres of land, and for every additional ten miles ironed and accepted a like amount of one hundred thousand acres; that in case the said road is ironed to the waters of Tampa Bay on or about July 4th, 1884, the Salesman shall, and he is hereby, directed to forthwith execute and deliver deeds to said company for all lands it shall be entitled to under said act without any further order of this Board.

The Salesman is further directed to execute and deliver deeds to said company of the alternate sections of land as fast as the said company is entitled to the same under the provisions of the said act of 1879.

In order to facilitate the construction of said road, it is further

Resolved, That an inspection shall be made by the State Engineer within fifteen days after a request for such inspection is made by said company, or its agent, in writing.

It is further resolved, That deeds of the lands to which said company is now entitled under the resolve passed by this Board January 3d, 1883, and approved by the United States Circuit Court, be forthwith delivered.

It is expressly understood that if said company shall at any time before July 4th, 1884, abandon the construction of said road towards Tampa, all lands which are hereby, or have heretofore been, withdrawn from sale and not conveyed to said company at the time of such abandonment, shall immediately be restored to market; and it is further provided, That if said company shall not complete its road to Tampa by the 4th day

of July, 1884, then all lands so withdrawn and not actually conveyed to said company by that day shall be restored to market.

Resolved further, That in case of a failure of said company to signify under its corporate seal the acceptance of these resolutions within thirty days, the same shall be of no force.

The following resolution was also adopted :

Resolved, That the Pensacola and Atlantic Railroad Company may select the lands to which it may be entitled under the act of 1881, to-wit: Chapter 3335 of the Laws of Florida, and that the same shall be submitted to the Board for its action as to withdrawals.

April 5, 1883.—The Pensacola and Atlantic Railroad Company presented a petition setting forth that its road had been completed from the waters of Escambia Bay to a junction with the Florida Central and Western Railroad, on the east bank of the Apalachicola river—making a distance of 161 miles—and praying that the lands granted by the seventeenth section of their charter be conveyed to said railroad company by the Trustees, which said petition was filed for further consideration.

April 7, 1883.—A petition was presented on behalf of the East Florida Railway Company, and the Live Oak and Rowland's Bluff Railway Company, asking for deeds to lands granted to said companies by the Legislature of Florida, which said petition was filed and consideration thereof postponed.

April 12, 1883.—A petition was presented on behalf of the Pensacola and Atlantic Railroad Company, asking that the lands heretofore reserved for the Georgia and Florida Midland Railroad and the Florida Midland and Georgia Railroad be put upon the market, and the Secretary was directed to notify the proper officers of said Railroad Companies that the Board would take into consideration the question of cancelling the reservations made in their behalf on Tuesday, the 17th; and the Board in the meantime would take pleasure in receiving from them any report they might make of what had been done under their charters towards the construction of said Railroads.

April 20, 1883.—The Seville and Halifax River Railway Company presented a petition to have the lands to which it is entitled by law withdrawn from sale, which petition was ordered to be filed, and having filed a properly authenticated survey of the route of its road from Seville to Daytona, in Volusia county, it was

Resolved, By the Board of Trustees, that there be reserved

for the Seville and Halifax River Railway, within a limit of twenty miles on the North, and ten miles on the South of said line of said Railway, an amount of land equal in quantity to the number of acres embraced in the alternate sections lying within six miles on each side of said line of Railway. But this reservation is subject to the further orders of the Board, and subject also to the right of any actual settlers on the land so reserved, at the date hereof, to purchase from the State at the schedule prices the lands upon which they have so settled, not exceeding one hundred and sixty acres to a settler.

A letter was read from the Florida Land and Improvement Company stating that certain lands named therein, which have been withdrawn from market for the benefit of the St. Johns and Halifax River Railroad Company, had been released by said Railroad Company in favor of the said Florida Land and Improvement Company, upon condition that said Railroad Company be allowed to select an equal number of acres from the even numbered sections within the said Railroad reservation. The Board decided that they could not comply with the request.

April 21, 1883.—The Green Cove Springs and Melrose Railroad Company, having applied for the withdrawal of the even-numbered sections of land along the line of its road, the following resolution was adopted:

WHEREAS, By resolution of the Board, adopted November 2, 1881, there was reserved for the Green Cove Springs and Melrose Railroad Company the odd-numbered sections of the lands granted to the State by the Act of Congress of September 25, 1850, for six miles on each side of the line of said Railroad; *and, whereas,* said Railroad Company now applies for an additional reservation of the even-numbered sections of said lands for six miles on each side of said line of railroad, in accordance with the provisions of Chapter 3495, Laws of Florida, it being an act entitled "An Act to grant certain lands to the Green Cove Springs and Melrose Railroad Company," approved March 2, 1883,

Be it resolved by the Board of Trustees of the Internal Improvement Fund of the State of Florida, That there be reserved for the benefit of the Green Cove Springs and Melrose Railroad the even-numbered sections of land for six miles on each side of said line of road for the entire length thereof, in addition to the odd-numbered sections heretofore reserved, subject to the further orders of the Board, and subject also to the right of actual settlers, on the lands heretofore and now reserved for said road, to purchase their settlements from the

State at schedule prices, not exceeding one hundred and sixty acres to each settler.

The Florida Southern Railway Company, through its President, formally notified the Board of its acceptance of the resolution withdrawing lands for its benefit, adopted by this Board March 22, 1883.

May 19, 1883.—The Atlantic and Gulf Coast Canal and Okeechobee Land Company having asked that the Eastern boundary of the drainage district be defined, the following resolution was adopted:

I. WHEREAS, After the making of the contract of February 26, 1881, between Hamilton Disston and other parties of the first part, and this Board, and after the substitution of the Atlantic and Gulf Coast Canal and Okeechobee Land Company as parties thereto in the place of said Disston and others, it was discovered that there are lands within the limits of the drainage district lying east of the Kissimmee river and north and northeasterly of Lake Okeechobee, which are rendered unfit for cultivation by means of rainfall, instead of by the overflow of the said Lake Okeechobee and the lakes contiguous to said Kissimmee river; *and, whereas,* it was declared and understood that such lands should be considered and held to be within the purview of said contract, therefore, it is

Resolved, That said lands so rendered unfit for cultivation by rainfall, are declared to be within the terms and provisions of said drainage contract.

II. *Resolved,* That the following is declared to be the eastern boundary of said drainage district, to wit:

Beginning at a point where the township line between townships twenty-four and twenty-five intersects the range line between ranges thirty-two and thirty-three; thence south on said range line to where it is intersected by the township line between townships twenty-six and twenty-seven; thence east along said township line to the range line between ranges thirty-three and thirty-four; thence south along said range line to the township line between townships twenty-seven and twenty-eight; thence east along said township line to the range line between ranges thirty-four and thirty-five; thence south along said range line to the township line between townships twenty-eight and twenty-nine; thence east along said township line to the range line between ranges thirty-five and thirty-six; thence south along said range line to the township line between townships thirty and thirty-one; thence east along said township line to the range line between ranges thirty-seven and thirty-eight; thence south on said range line to the township

line between townships thirty-two and thirty-three; thence east along said township line to the range line between ranges thirty-eight and thirty-nine; thence south along said range line to the township line between townships thirty-four and thirty-five; thence east along said township line to the dividing line between sections three and four of township thirty-five of range thirty-nine, thence south along said line to the south boundary of said township; thence east along said township line to the dividing line between sections two and three of township thirty-six of range thirty-nine; thence south along said line to the south boundary of said township; thence east to the range line between ranges thirty-nine and forty; thence south to the township line between ranges thirty-eight and thirty-nine; thence east along said township line to the range line between ranges forty and forty-one; thence south along said range line to the township line between townships forty and forty-one; thence east along said township line to the range line between ranges forty-one and forty-two; thence south along said range line to the township line between townships forty-seven and forty-eight; thence west along said township line to the dividing line between sections three and four of township forty-eight of range forty-one; thence south on a line dividing equally townships forty-eight, forty-nine, fifty, fifty-one, fifty-two and fifty-three of range forty-one, and from the point where said line intersects the south boundary of township fifty-three of range forty-one; west along said township line to the dividing line between sections two and three of township fifty-four of range forty; thence south to the south boundary of said township; thence west along said township line to the range line between ranges thirty-nine and forty; thence on said range line to where it is intersected by the line between sections one and twelve of township fifty-five, range thirty-nine; thence west on said section line to the northwest corner of said section twelve; thence south along the section line to the southeast corner of section fourteen; thence west along the section line to the western boundary of township fifty-five, range thirty-nine; thence south to the southeast corner of section thirteen, of township fifty-six, range thirty-eight; thence west along the dividing line between sections thirteen and twenty-four, in township fifty-six, range thirty-eight, to the northwest corner of section twenty-one of said township; thence south to the south boundary of township fifty-seven, range thirty-eight; thence east along said township line to Biscayne Bay.

Provided, however, That if any of the lands now belonging to the Trust fund lying east of the last aforesaid eastern boun-

dary of the drainage contract, as established by above resolution of the Board, and not reserved for the Atlantic Coast Line Canal, or otherwise heretofore disposed of, shall be reclaimed and rendered fit for cultivation by the work of the Okeechobee Canal and Drainage Company, the same shall be divided with the said Drainage Company in the proportion and manner established for the division of the lands reclaimed within the line of its said district.

May 22, 1883.—It was ordered that the sale of the Tallahassee Railroad, postponed to take place to-day, be further postponed until Tuesday, the 9th day of October next, the Florida Central and Western Railroad Company having agreed to pay all further expenses of advertising and fire insurance on shops and buildings.

June 2, 1883.—The East Florida and the Live Oak and Rowland's Bluff Railroad Companies having asked for deeds to certain lands, the following resolution was adopted:

Resolved, That the Board will convey to the East Florida Railway Company an equal number of acres of swamp lands in compensation for any even numbered section of such lands lying within six miles of the route of said railway company, as have been sold since the withdrawal of the even numbered sections in favor of said company by this Board; and the Board will convey to the Live Oak and Rowland's Bluff Railroad Company an equal number of acres of swamp land in compensation for the even numbered sections of such land lying within six miles of the route of its road, which have been sold by this Board since the withdrawal of the even numbered sections in favor of said company. The Board are willing to withdraw temporarily the even numbered sections now on hand of swamp land within twenty miles of said Live Oak and Rowland's Bluff Railroad Company's road, and if the Board find that the sale of such land will not be necessary for paying indebtedness of the Internal Improvement Fund, it will convey such sections so withdrawn to the said Live Oak and Rowland's Bluff Railroad Company.

Nothing in this resolution shall be taken as settling the controversy or question of priority of claim as to lands conveyed to the Pensacola and Atlantic Railroad Company, now pending between the said Pensacola and Atlantic, and Live Oak and Rowland's Bluff Railroad Companies; nor shall anything prevent a sale of any land which may be so withdrawn from sale to actual settlers, now residing thereon. The Board will convey to said Live Oak and Rowland's Bluff Railroad Company any even numbered sections to which it may be entitled, lying within six miles of its road.

The State Engineer reported that he had examined six miles, beginning at or near the mouth of Matanzas river, of the canal being constructed by the Florida Coast Line Canal and Transportation Company, and that it was executed in accordance with the requirements of the Internal Improvement act.

June 4, 1883.—The Florida Coast Line Canal and Transportation Company having applied to the Board for such aid as could be allowed under the laws and legislative land grants to aid in the successful prosecution of its work, the following resolution was adopted:

WHEREAS, The Florida Coast Line Canal and Transportation Company will be entitled to the alternate sections of land for six miles on each side of its canal, constructed and to be constructed, and under the law is authorized to go out for twenty miles on each side to make up any deficiency that may exist in the alternate sections with the six-mile limit; and, whereas, there exists a very small quantity of lands on the east side thereof, owing to its proximity to the Atlantic seaboard, and a great deficiency on the west side thereof, on account of the large number of Spanish grants and sales; therefore, be it

Resolved, That in consideration of the premises, and of the great importance of the said canal as a public work, and of the surrender by said company of the right to go outside of the limit of six miles and within twenty miles to make up such deficiencies, the Board hereby agree that the said company shall have the even and odd numbered sections on each side and within the six-mile limit, for each mile of canal constructed, or to be constructed, by said company, to be conveyed as each six miles of said canal is completed; *Provided*, Said company shall continue its work with reasonable diligence. This resolution to take effect from and after its acceptance by the said company, and notice thereof to the Secretary of this Board.

The International Railroad and Steamboat Transportation Company filed a properly certified plat of the survey of the route of its road from Jacksonville to Palatka.

June 9, 1883.—The East Florida Railway Company requested the Board to answer whether they would make up the deficiency of 137,559 6-10 acres of land claimed by said railway company as due to them under their legislative grants; and the Board directed the Secretary to say that the resolution of June 2d, passed in reply to former application of same purport, conveys the decision of the Board on that subject, and that they do not feel authorized to do more than is expressed therein.

June 23, 1883.—The Live Oak, Tampa and Charlotte Harbor Railway Company presented a properly certified plat of the

surveyed route of its railway from Rowland's Bluff to the line between sections 16 and 21, in township 12, S., range 19, E., and notified the Board that six miles thereof was completed and ready for the State Engineer to inspect.

June 30, 1883.—The report of James M. Dancy, Civil Engineer, selected by the Board to examine lands reclaimed by the Atlantic and Gulf Coast Canal and Okeechobee Land Company, was laid before the Board, read and approved and ordered to be spread upon the minutes of this day. Said report is in words and figures as follows:

To the Honorable President and Members of the Board of Internal Improvement Fund of Florida:

DEAR SIR:—Under instructions issued to me in person on first of June, 1883, I proceeded at the earliest possible day to Kissimmee City, Orange county, the point most accessible within the drainage district, for the purpose of thoroughly examining the work, results, &c, of the Atlantic and Gulf Coast Canal and Okeechobee Land Company.

I found the outlet canal southward from Tohopekaliga to be an open straight cut $3\frac{1}{2}$ miles long and an average width of 40 feet, and four feet of water, with a current 4 to 5 miles per hour, into the next Lake south, Lake Cypress.

1st. Lake Tohopekaliga, a Lake 6 to 10 miles wide, about 18 miles long, (I will here state that I had occasion to visit Kissimmee City last October and in company with other gentlemen walked down to the margin of the Lake where a small steamer was loading with freight.) The waters of the Lake are now much lower than they were then and $4\frac{1}{2}$ feet lower than ever known before, and a sand beach is now forming around the entire Lake and large islands that are in the Lake. This beach is from 100 to 200 feet wide and thousands of acres of the richest prairie lands in the State are now dry enough for cultivation. The officers of the Company accompanied me to thoroughly examine the Lakes and river south to their operations and westward into Lakes Hat, Chimehaw, Kissimmee, Lake Tiger, Lake Rosalie, Lake Weohyakopka, all of which I carefully examined by land and water, and find the margins all lowered, prairies of large extent perfectly dry and cattle feeding where water usually stands to the depth of several feet; here are the finest grass pastures I ever saw.

Captain Rose, the Superintendent of this work, pointed out to me the lines of short cuts of their canal, through these prairies, thus lessening the distance from Lake to Lake more than two-thirds of the distance by the crooked, narrow stream that they call a river.

After returning from the river trip, I procured a camp outfit

and projected my examination within the Drainage District south and west by land to Lakes Marion, Pierce and Kissimmee Prairies, and to the east and north through townships affected by this drainage, and on the east and south side of East Tohopekaliga Lake which is also surrounded by extensive prairies.

This examination is confined to the northern portion of the drainage district. It will be well for me to note here, the main work of drainage has been carried on at three points within the district, viz: south from Lake Tohopekaliga to Lake Cypress, west from Kissimmee Lake to Lakes Tiger, Rosalie, Walk-in-Water, and west from Lake Okeechobee to Lakes Hickpochee, Flirt and the Calooshatchie River.

I have only examined the townships affected by the connection of these large Lakes by short cuts, thus lowering the entire water level of this entire section of country. I also carefully examined all streams of whatever size that were making into these Lakes, and to the astonishment of all, though it had rained in that section of the country for twenty-four days in succession, all travelers said the streams were lower than they had ever been, thus showing in my judgment that this lowering of the water level in those Lakes had affected not only the drainage in the Drainage District, but for miles outside of it, and I also noticed that small Lakes and water ponds, though it rained on me every day but one, heavily, did not rise as they usually do during the rainy season.

The Dredge and Snag Boat crews are under the strictest discipline, every one knows their duty and are at work in mud and water from morning to night—the powerful dredges and machinery seem under perfect control—moving from side to side each immense bucket filled with earth or mud, depositing its load into a slide which takes it far off the banks.

In the Company's ship yard at Kissimmee City I note the same energy and activity, in the building of several hulls and barges to be used in the further prosecution of their work, one large, substantial dredge hull is just launched to receive new and improved machinery for their second cut into East Tohopekaliga Lake, through Cross Prairie, a distance of three miles. This cut will also affect the drainage of thousands of acres of the most valuable lands in the State. I may here say, relying on the good faith and success of the Company, many settlers are taking up lands for permanent homes in this district.

These lands one year ago were considered of no value on account of the overflow of water, which lands are now from 2½ to 8 feet, above any wet season water level, and in my opinion should this Drainage Company now stop their work temporarily

an improved condition in the adjacent territory would be noted for many months to come, the soil gradually but certainly assuming a condition of improvement which would be permanent. On account of the porosity of the soil the lowering of the waters in the Lakes and confluent streams necessarily affects the normal condition for great distance on either side of the drainage

The water of saturation by seepage finds its way to the reduced water courses, thence to be rapidly discharged to the lower level.

Through the agency of the drainage canals from this cause alone large tracts within the drainage district heretofore considered undesirable are to-day improved and susceptible of cultivation, and adjacent lands are assuming the same condition.

In conclusion will say that in the northern portion of the Drainage District examined by me, I report on 31 townships and report upon the aggregate area of State lands contained in them, which in my judgment are improved so as to be susceptible of cultivation.

I did not have any time to visit the canals west from Lake Okeechobee. I am informed by officers of the Company that the waters of the Lakes on that side are lowered 2 feet, thus rendering large tracts of valuable lands susceptible of further drainage and cultivation, but upon these I am unable to make any report.

The townships inspected by me are:

Township 25 south, range 28 east.....	23,040 acres
Township 25 south, range 29 east.....	23,040 acres
Township 26 south, range 28 east.....	20,920 acres
Township 26 south, range 29 east.....	10,000 acres
Township 26 south, range 30 east.....	20,000 acres
Township 26 south, range 31 east.....	20,000 acres
Township 27 south, range 28 east.....	22,200 acres
Township 27 south, range 29 east.....	19,200 acres
Township 27 south, range 30 east.....	19,500 acres
Township 27 south, range 31 east.....	20,480 acres
Township 28 south, range 28 east.....	5,884 acres
Township 28 south, range 29 east.....	14,720 acres
Township 28 south, range 30 east.....	22,340 acres
Township 28 south, range 31 east.....	23,040 acres
Township 29 south, range 28 east.....	2,599 acres
Township 29 south, range 29 east.....	18,560 acres
Township 29 south, range 30 east.....	9,600 acres
Township 29 south, range 31 east.....	16,640 acres
Township 30 south, range 27 east.....	7,680 acres
Township 30 south, range 29 east.....	7,680 acres
Township 30 south, range 30 east.....	14,720 acres
Township 30 south, range 31 east.....	14,080 acres
Township 31 south, range 31 east.....	23,040 acres

Township 32 south, range 29 east.....	19,200 acres
Township 32 south, range 30 east.....	23,040 acres
Township 32 south, range 32 east.....	23,040 acres
Township 33 south, range 28 east.....	20,000 acres
Township 33 south, range 29 east.....	23,040 acres
Township 34 south, range 28 east.....	23,040 acres
Township 34 south, range 29 east.....	22,000 acres
Township 35 south, range 29 east.....	23,040 acres

Townships, aggregate area..... 535,285 acres

In making the land examination of this extensive territory, entirely in the wilderness for days, no human habitation to be seen, it requires men of woodcraft, tact, energy, and endurance to accomplish the objects attained.

INDIANS.

I find old Tallahassee and his few followers at the southern extremity of Lake Pierce and am informed that some one has entered from the State or United States without his knowledge the little parcel of land he lives on with about eighty bearing orange trees upon it, which I think is an outrage and in my opinion when found out will cause trouble unless your Board can intervene in his behalf and have the entry cancelled. Their settlements are all in township 29 south, range 28 east, section 21. Tallahassee's lot is the northeast quarter of southwest quarter section 21 and others in the fractional north half of northwest quarter and fractional east half of southeast quarter, all in section 21.

I did not delay my work on account of rains or sun, but it took me a longer time on account of the heavy rains to thoroughly satisfy myself that the Drainage work was a success; through all the rains of 24 successive days, the last day of my stay at Kissimmee City, I examined the level grade stake and found it to show $4\frac{1}{2}$ feet, a rise of only 2 inches from all this rainfall.

The agent of the Drainage Company, Col. C. F. Hopkins, accompanied me in the examinations and his certificate could be attached to this if it were necessary.

I am yours respectfully,

(Signed)

JAMES M. DANCY.

It was ordered that the promissory note of Mr. Hamilton Disston, deposited with the Board under the Drainage contract be returned to him, the terms upon which the same was to be returned having been fulfilled.

The Tallahassee, Thomasville and Gulf Railroad Company filed a plat of the survey of its route from the Georgia line to Carrabelle on the Gulf, which being accompanied by proper affidavit was filed.

July 17, 1883.—The State Engineer made a report upon the construction of the Sanford and Indian River Railway, from Sanford to Lake Jessup, recommending the acceptance of the road.

July 23, 1883.—The Florida Midland Railway Company filed a plat of survey and the plans and specifications for the construction of its railway from Lake Jessup to a point one mile east of Apopka City in Orange county, and applied for the withdrawal of the odd numbered sections of swamp and overflowed lands for six miles on each side of its projected line of railway, and it was *Resolved by the Board*, that the odd numbered sections of land granted to the State of Florida by Act of Congress of September 28, 1850, for six miles on each side of said surveyed line of railway, be reserved for the benefit of the same, subject however to the further orders of the Board and the purchase by actual settlers at schedule prices and quantities, and also subject to former grants or reservations.

The Jacksonville, Halifax and St. Augustine Railway Company reported its railway completed from Jacksonville to St. Augustine, and asked that the State Engineer be sent to inspect the same. And the Secretary was instructed by the Board to so instruct the Engineer.

July 24, 1883.—The Atlantic Coast, St. Johns and Indian River Railway Company asked that some definite time be fixed by the Trustees for the reservation of the alternate sections of land withdrawn for its benefit, whereupon it was—

Resolved, That the reservation heretofore made in behalf of the Atlantic Coast, St. Johns and Indian River Railway Company on February 3d, 1883, be extended and continued in force until the further orders of the Board; *Provided*, that if six miles of said railway be not graded within six months from the date hereof, the reservation shall be cancelled.

August 1, 1883.—The Pensacola and Atlantic Railroad Company presented a petition, asking for deeds to lands granted to it under its act of incorporation. The petition was filed and the Secretary instructed to notify said company that the condition of the fund was not such as would justify a further conveyance of lands to railroads at present.

August 14, 1883.—The State Engineer reported that he had inspected the Jacksonville, St. Augustine and Halifax River Railway from Jacksonville to St. Augustine, a distance of thirty-five and thirty-three one-hundredth miles, and that he approved the same. And Mr. O. B. Smith appeared before the Board in behalf of said Railway Company, and made application for the lands granted to said company by act of the Legislature of March 5th, 1883. To which the Board replied

that the alternate sections for six miles on each side of said railway would be deeded at the proper time, but that they did not feel authorized to take further action at present.

An application was received from the Live Oak and Charlotte Harbor Railroad Company to have State Engineer sent to inspect six miles additional of its road just completed, and the Secretary was directed to instruct the State Engineer accordingly.

August 24th, 1883.—The Jacksonville, St. Augustine and Halifax River Railway Company asked that the Trustees convey to them the lands granted under the acts of the Legislature. The Board expressed a willingness to deed the alternate sections within six miles of said road but declined to do more at present.

The Tavares, Orlando and Atlantic Railroad Company having asked for a further reservation for the benefit of its road the following resolution was adopted:

Resolved, That the reservation of the alternate sections heretofore made for the Tavares, Orlando and Atlantic Railroad be extended to twenty miles on each side of the line of said road to make up the deficiency within the six mile limit. But this reservation is subject to the resolution of the Board adopted January 22d, 1883.

September 17th, 1884.—The Florida Southern Railway Company having made application to have ten miles of their railway northward from Gainesville and ten miles southward from Ocala inspected by an engineer, the Board employed Col. John Bradford to make the inspection.

September 22d, 1883.—The following supplemental report of J. M. Dancy, Agent, to examine the lands drained by the Atlantic and Gulf Coast Canal and Okeechobee Land Company was submitted and ordered to be spread upon the minutes of the Trustees.

To the Hon. Internal Improvement Board of Florida:

DEAR SIRS: Since making my report of June 28th, I have decided that as the Drainage District extended east through township 25 south, range 30 east township 25 south, range 31 east, and township 25 south, range 32 east, that they should be included in the list of lands affected by the drainage company and reserved for them, to prevent future complications of deeds, &c., as they are so much improved that they have been bought and preparations for cultivation begun.

I am yours respectfully,
 JAMES M. DANCY,
 State Examining Agent.

September 26th, 1883.—Col. John Bradford reported that he had examined twenty miles of the Florida Southern Railway as per instructions, and that it was constructed in accordance with the requirements of the Internal Improvement act.

November 14th, 1883.—The Blue Springs, Orange City and Atlantic Railroad Company filed a plat of the Survey of the route of its road, commencing at Blue Springs and running six miles therefrom, together with a certificate from the engineer that the survey was actually made. And it was ordered that the odd numbered sections of swamp and overflowed lands lying within six miles on each side of said line be withdrawn from sale, subject to the orders of the Board, and subject to the right of actual settlers residing thereon to purchase the same at schedule prices.

The specifications for the construction of the Jacksonville and Atlantic Railroad were presented and approved by the Board.

November 21st, 1883.—Certified copies of the following resolutions of the Jacksonville, Tampa, and Key West Railroad Company were laid before the Board and ordered to be spread upon the minutes.

WHEREAS, The portion of this company's railroad from Tampa to Kissimmee City, including the portion of the branch extending therefrom to or near Bartow in Polk county, is under contract for construction by the Plant Investment Company, and a part of the consideration to be paid to the said Plant Investment Company is all the alternate sections of lands granted by the State of Florida to this Company to which it is or may be entitled by reason of the construction of the portions of its road or parts thereof as aforesaid; Now be it,

Resolved, that the Trustees of the Internal Improvement Fund of Florida be and they are hereby requested, authorized and directed to convey by deed or otherwise to the said Plant Investment Company or its assigns all the alternate sections of land to which this company is or may be entitled, under any of the laws of the State of Florida, by reason of the construction of the said railroad from Tampa to Kissimmee City and the said branch to or near Bartow.

Be it further resolved, That this resolution be entered upon the minutes of this company, and a true extract, certified under the corporate seal of this company, signed by the President and attested by the Secretary in the presence of at least two witnesses, one of whom shall be a Commissioner of Deeds for the State of Florida, be delivered to the said Plant Investment Company.

This is to certify that the foregoing resolutions are true ex-

tracts from the minutes of the meeting of the Board of Directors of the Jacksonville, Tampa and Key West Railway Company, held on the tenth day of November, 1883.

In witness whereof, The said Jacksonville, Tampa and Key West Railway Company has caused its corporate seal to be hereto affixed, and this certificate to be signed by its President and attested by its Secretary.

WM. VAN FLEET, President.

In presence of

J. E. INGRAHAM,
EDWARD B. POWELL,
CHAS. EDGAR MILLS.

Attest :

ALLAN W. McCULLOCH,
Secretary *pro tem*.

[L. s.]

STATE OF NEW YORK, }
CITY AND COUNTY OF NEW YORK. } ss.

I, Charles Edgar Mills, a Commissioner, duly appointed by the Governor of the State of Florida, to take the acknowledgment and proof of deeds and other instruments, to be recorded in said State of Florida, do hereby certify that William Van Fleet, President, and Allan W. McCulloch, Secretary *pro tem*., who are personally known to me to be such officers, and to be the identical persons whose names are subscribed to, and who executed the foregoing instrument, appeared before me this day in person and acknowledged that as the President and Secretary *pro tem*., of the Jacksonville, Tampa and Key West Railway Company, they signed, sealed, and delivered the foregoing instrument with the corporate seal of the said Jacksonville, Tampa and Key West Railway Company thereto affixed, as the free and voluntary act and deed of the said Company for the uses and purposes therein mentioned; and that said instrument was executed in the presence of myself, and of the other subscribing witness thereto, Edward B. Powell, on this 12th day of November, A. D. 1883.

In witness whereof, I have hereunto set my hand and affixed my official seal this 12th day of November, A. D. 1883.

[L. s.]

CHARLES EDGAR MILLS,
Commissioner for Florida in New York,
115 and 117 Broadway, N. Y. City.

WHEREAS, By section 12, chapter 39, of the Laws of Florida, as found in McClellan's Digest, page 280, it is prescribed that any railroad or canal company now existing or hereafter organ-

ized under the laws of this State, may, under the provisions of this chapter, extend its railroad or canal named in its charter, or articles of association, or may build branch roads from any point or points on its line of road, by resolution of its Board of Directors to be entered in the records of its proceedings, designating the the route of such proposed extension or branch, in the manner prescribed in section one of said chapter, filing a certified copy of such record in the office of the Secretary of State, and causing the same to be recorded as prescribed in said first section; *and, whereas*, by section 21, chapter 39, of the Laws of Florida, as found in McClellan's Digest, page 283, it is prescribed that the directors of every railroad or canal company may, by a vote of two-thirds of their whole number, at any time alter or change their route, or part of the route of their road, or canal, if it shall appear to them that the line can be improved thereby; *and, whereas*, in the opinion of the directors of this company the line of this company can be improved by altering, changing and extending the route in the manner hereinafter described; *and, whereas*, there are now present at this meeting more than two-thirds of the whole number of the directors of this company; now, be it

Resolved, That the route of this company's line as surveyed be changed and extended so as to run from a point near the southeast corner of township twenty-seven, south range, twenty-five east, to Kissimmee City, in Orange county, and also that the route of the Punta Rassa Branch of this company's line as surveyed, be also changed so as to run from said point near the said southeast corner of township twenty-seven, or some place near thereto, or near Bartow and Fort Meade, in Polk county.

Be it further resolved, That the said line from Tampa to Kissimmee City and the Punta Rassa Branch shall hereafter be known as the Southern Division of this company's railroad.

Be it further resolved, That a certificate of the aforesaid alteration and extension of the route, be filed in the office of the Secretary of State, at Tallahassee, Florida, to be entered of record as provided by law, and that there be deposited with the Secretary of State a plat exhibiting all the lands through which the route of said road shall run and the location of such through the same.

Be it further resolved, That the said plat be verified by H. S. Haines, as Engineer of the Southern Division of this company, and that the said certificate be certified under the corporate seal of this company, signed by its president and attested by its secretary.

This is to certify that the route of the Jacksonville, Tampa

and Key West Railway was altered, changed and extended by a vote of two-thirds of the whole number of the directors of said company, as set forth and described in the foregoing resolutions which were unanimously passed at a meeting of the Board of Directors of said company, held on the tenth day of November, 1883.

In witness whereof, The Jacksonville, Tampa and Key West Railway Company has caused this certificate to be sealed with its corporate seal, to be signed by its president, and attested by its secretary.

In presence of
EDWARD B. POWELL,
CHAS. EDGAR MILLS,
J. E. INGRAHAM.

WM. VAN FLEET,
President.

Attest:
[L. s.] ALLAN W. McCULLOCH,
Secretary *pro tem.*

STATE OF NEW YORK,
CITY AND COUNTY OF NEW YORK. } ss.

I, Charles Edgar Mills, a Commissioner, duly appointed by the Governor of the State of Florida, to take the acknowledgment and proof of deeds and other instruments, to be recorded in said State of Florida, do hereby certify that William Van Fleet, President, and Allan W. McCulloch, Secretary *pro tem.*, who are personally known to me to be such officers, and to be the identical persons whose names are subscribed to and who executed the foregoing instrument, appeared before me this day in person and acknowledged that as the President and Secretary *pro tem.* of the Jacksonville, Tampa and Key West Railway Company, they signed, sealed, and delivered the foregoing instrument with the corporate seal of the said Jacksonville Tampa and Key West Railway Company, thereto affixed, as the free and voluntary act and deed of the said company for the uses and purposes therein mentioned; and that said instrument was executed in the presence of myself, and of the other subscribing witness thereto, J. E. Ingraham, on this 14th day of November, A. D. 1883.

In witness whereof, I have hereunto set my hand and affixed my official seal this 14th day of November, A. D. 1883.

[L. s.] CHARLES EDGAR MILLS,
Commissioner for Florida in New York,
115 and 117 Broadway, N. Y. City.

The specifications of the Southern Division of the Jacksonville, Tampa and Key West Railroad were adopted, and the

plat of said division and of the Punta Rassa branch was presented to the Board. The Engineer of said Southern Division having certified that twenty-five miles thereof was completed, it was

Ordered, That the State Engineer be directed to inspect the completed portion of said division.

The following resolution was adopted by the Board:

WHEREAS, The Jacksonville, Tampa and Key West Railway Company has notified the Board of its intention to change the route of its line, as surveyed, so as to run from a point near the southeast corner of township twenty-seven, south of range twenty-five, east, to Kissimmee City, in Orange county; and also the route of the Punta Rassa Branch of said road from the said point, or some place near thereto, to Bartow and Fort Meade, in Polk county, and has requested the withdrawal from sale, for said company, of the even numbered sections along said changed lines within six miles thereof.

Resolved, That upon filing with the Secretary of this Board a properly authenticated map or plat showing such changes, the even numbered sections of the lands granted to the State by act of Congress of September 28th, 1850, within six miles of said changed lines, will be withdrawn from sale for said company, as requested.

December 1, 1883.—The Atlantic and Gulf Coast Canal and Okeechobee Land Company applied for the lands now due them under their "drainage contract," and asked that the bond given by said company, in pursuance of the resolution adopted by the Board on the 20th November, 1882, be now cancelled and surrendered—a statement of expenditures made in the work of drainage being exhibited, showing that more than thirty-seven thousand five hundred dollars had been expended on that account, as provided by said resolution of November 20th.

The following resolution was adopted:

Resolved, That in accordance with the terms of the drainage contract made and entered into by and between the Trustees of the Internal Improvement Fund and the Atlantic and Gulf Coast Canal and Okeechobee Land Company, the Trustees will convey to said company one-half of the lands reclaimed by said company, as reported to the Board on the 12th day of July, 1883, by J. M. Dancy, Engineer appointed by the Trustees for the purpose of inspecting and ascertaining the quantity of lands drained; and that they will further convey to said company out of the one hundred and fifty thousand acres advanced under resolution of 20th November, 1882, such quantities as they may sell, and will deed to the company, or purchaser, at once

the land already sold by them. The Board reserves the right to deduct the one hundred and fifty thousand acres, advanced in accordance with the resolution of 20th November, 1882, from any lands which may hereafter accrue to the company under the drainage contract.

The bond of the company dated January 1st, 1883, executed in pursuance of the resolution of November 20th, 1882, having been fulfilled by expenditures on the work of drainage, as shown by accounts exhibited to the Board, is ordered to be cancelled and delivered to the company.

December 8, 1883.—It is ordered that the lands reserved for the benefit of the Orange Ridge, DeLand and Atlantic Railroad be restored to market.

The Kissimmee Railroad Company having filed a map of the survey of the line of their road, it was

Ordered, That the Salesman be requested to ascertain and report the number of acres in the alternate sections for six miles on each side of said line of road.

January 10, 1884.—The Pensacola and Atlantic Railroad Company applied for deeds to lands which had heretofore been reserved for the Florida Midland and Georgia Railroad Company, and protesting against the reservation of said land for that or any company other than the Pensacola and Atlantic Railroad Company; and the Secretary of the Board was instructed to notify the authorities of the Florida Midland and Georgia Railroad that such application had been received, and that the question of priority of railroads to land grants would be heard by the Board on the 28th inst., and that they are invited to be present at that time to show cause why the reservation in their behalf should be continued.

The Secretary read a communication from J. E. Ingraham, President of the South Florida Railroad, acknowledging notice of action of Board respecting the claims of settlers on lands reserved for said road.

The Florida Coast Line Canal and Transportation Company notified the Board that they would agree to relinquish all claim on the reservation of lands lying north of St. Augustine, and consent for the Board to make such disposition of said lands as they deemed best.

Reports of H. S. Duval, State Engineer, approving the work of construction of the Florida Southern Railway for 23 86-100 miles additional; also forty miles of the Southern Division of the Jacksonville, Tampa and Key West Railway, were laid before the Board.

January 11, 1884.—The Pensacola and Atlantic Railroad, through its attorney, applied for deeds to lands due it out of

lands lying outside of the legislative grants and six-mile reserves of the Florida Southern and Jacksonville, Tampa and Key West Railways. Action on said application was deferred until the 28th inst.

January 26, 1884.—The Apopka Canal Company presented a report of their operations, and asked that the time allowed for the completion of their canal be extended, and the Board extended the time for completion of said work to January 1st, 1886.

January 28, 1884.—This being the day appointed to meet the authorities of the different railroad companies claiming land grants, for the purpose of hearing them upon the subject of their respective claims, and that a full and free conference might be had in the matter, there appeared before the Board, through their respective representatives, the Pensacola and Atlantic Railroad, the Florida Southern Railway, the Jacksonville, Tampa and Key West Railroad, the Palatka and Indian River Railroad, the Seville and Halifax River Railroad, the Plant Investment Company, the Florida Land and Improvement Company, and the Florida Transit and Peninsula Railroad, and after much discussion, further proceedings were postponed to 10 o'clock A. M. Tuesday, the 29th inst.

January 29, 1884.—A memorandum agreement between the Florida Southern Railway, the Jacksonville, Tampa and Key West Railroad, the Pensacola and Atlantic Railroad, and the Palatka and Indian River Railway, in respect to granting of lands, was submitted to the Board, and was ordered to be filed but with the express understanding on the part of the Trustees that they are not committed to any of the propositions or terms contained in said agreement. It was

Ordered, that each company claiming lands by virtue of legislative grants be required to submit arguments or briefs in support of such claim, to be filed with the Secretary of the Board on or before the 15th day of February and that the Board will meet again on the 20th day of February for the purpose of hearing and considering them.

Formal applications for lands were filed by the Plant Investment Company, the Florida Southern Railway Company, the Florida Transit and Peninsular Railroad Company, and the Seville and Halifax River Railway Company.

Application was made to the Board for the State Engineer to examine a portion of the northern and southern divisions of the Jacksonville, Tampa and Key West Railway, and it was

Ordered, That the State Engineer be required to make the inspection asked for.

February 20, 1884.—The Florida Southern Railway Company

applied to have the resolution adopted March 22, 1883, in respect to the reservation of lands and completion of their road to Tampa by July 4, 1884, rescinded; whereupon it was

Resolved, That the resolution of this Board passed March 22, 1883, providing among other things for reserving and setting apart lands for the use and benefit of the Florida Southern Railway Company, be and the same is rescinded, except in so far as the same applies to that part of the line of the said company's road between Lake City and Gainesville not yet constructed.

The International Railroad Company filed a plat of the survey of the line of its road together with plans and specifications for the construction thereof, and asked for a reservation of the odd numbered sections of lands granted by Act of Congress September 28, 1850, lying within six miles on each side of said road, whereupon it was

Ordered, That the odd numbered sections asked for be reserved for the benefit of said road, subject to the right of actual settlers to purchase at schedule prices, and also subject to the further order of the Board.

Report of H. S. Duval, State Engineer, approving thirty-five and three-tenth miles of the southern division of the Jacksonville, Tampa and Key West Railway, beginning 20 miles from Kissimmee and extending 20 miles from Tampa, was presented to the Board:

To the Honorable Board of Trustees of the Internal Improvement Fund State of Florida:

GENTLEMEN—On or about 20th December, 1884, I received a letter from your Honorable Board requesting me to accompany Mr. James M. Dancy, State Drainage Engineer, on a tour of inspection through the district of lands reclaimed by the Atlantic and Gulf Coast Canal and Okechobee Land Company, which district had been reported upon by him in his report of July 1883.

Under the instructions contained in that letter, I accompanied him, but did not visit the entire district, for reasons given below:

I will now proceed to give you the exact route and localities as visited by us.

We first went to Kissimmee City the headquarters of the said Canal and Land Company, there making an inspection of the shores of Lake Tohopekaliga, found by the water marks on trees and shore, that the waters of said lake had fallen six feet or more since operations by the A. & G. C. C. & O. L. Co. had begun, consequently leaving a large margin of lake shores entirely dry and susceptible of cultivation.

We then proceeded by boat to the south end of this lake where a canal has been cut by said company from this to Cypress Lake, the distance of cut is 3 3-4 miles long and forty feet wide.

The stream that formerly connected these lakes it is said was very tortuous and sluggish and about fifteen miles long. The current now flowing through this canal cut is rapid, having the velocity of three miles per hour.

The praries on either side of this canal have an elevation as now seen above water of from $1\frac{1}{2}$ to 5 feet.

A farm of ten acres (to be planted in sugar cane) is now being fenced and plowed on the west side of said canal on Lake Tohopekaliga.

It is claimed that these prairies have never been fired before, but we saw fires in every direction. Cattle are now ranging with impunity on them. The prairie lands along a stream called "Cow Path," which connects Lake Cypress with Lake Hatchinehaw, are dry enough for cultivation and present the appearance of being from $2\frac{1}{2}$ to 3 feet above the stream.

The waters of Kissimmee Lake, I judge by the banks and water marks on trees, have fallen about $2\frac{1}{2}$ to 3 feet, although three smaller lakes, viz: Tiger, Rosalie and Walk-in-the-Water are now emptied into it by a swifter current than formerly, the obstructions in the natural connecting channels of these lakes having been removed and acute points cut off. The work of said Canal and Okeechobee Company gives this accelerated velocity to these streams.

The shores and prairies bordering these lakes are now cultivable with little exception.

The water of Lake Walk-in-the-Water has fallen about four feet.

We then retraced our route to Kissimmee City. On the way back we visited the dredge boat now cutting on cross prairie between Tohopekaliga and East Tohopekaliga lakes. The cut is six feet deep by forty feet wide, and the distance cut was forty-nine hundred feet, which cut had been made in less than three months and in this time work had been suspended several days for repairs.

Leaving Kissimmee City again, with team proceeded to examine the western side of the district on Lakes Marion and Pierce.

The low lands in vicinity of said lakes are dry, and in my judgment, susceptible of cultivation. I hear that the Indians say that the waters in these lakes and surroundings were never as low as now.

Going back to Kissimmee City, our base of operation, we pro-

ERRATA.

The report of David L. Dunham, Special Agent, upon the condition of the lands reclaimed by the drainage operations of the A. & G. C. C. & O. L. Co. was presented to the Board and is as follows:

ceeded again by train to the eastern side of the district along Lakes East Tohopekaliga, Alligator, Gentry and east side of Cypress, found the prairie and flat lands through here dry and cultivable and the inhabitants of that locality in splendid spirits as to the future prosperity of that portion of the district.

In my judgment from what I saw of the district, and reported upon in this report, am of the opinion that the report of Mr. James M. Dancy, of July 1883, is correct, and that the lowest lands reclaimed are suitable now for the cultivation of cane and rice.

On account of the indisposition of Mrs. Dancy, we had to return and were unable to prosecute further investigation.

I remain, respectfully your obedient servant,
DAVID L. DUNHAM,
 Special Agent.

ST. AUGUSTINE, FLORIDA, January 21, 1884.

February 27th, 1884.—The report of H. S. Duval, State Engineer, approving the construction of twenty miles of the Northern Division of the Jacksonville, Tampa, and Key West Railway, from Jacksonville towards Palatka, was presented to the Board.

March 12th, 1884.—The Green Cove Springs and Melrose Railroad Company reported ten miles of its road from Green Cove Springs westward as being ready for inspection and the State Engineer was directed to inspect the same.

March 17th, 1884.—The Secretary laid before the Board a communication from Hon. W. H. Sharpe, asking, whether, if a company be formed to construct a railroad from Enterprise to Titusville or some other point on Indian River, they will get the benefit of the reservation of lands heretofore made for a road between those points. The Secretary was instructed to reply that that reservation would be made for any company giving evidence of ability and purpose to construct the road at any early day.

March 19th, 1884.—Charles C. Deming having previously made protest against the deeding of any lands to the Green Cove Springs and Melrose Railroad, transmitted by telegraph under date of 18th inst., the following: "If Green Cove application is only for odd alternates of ten miles completed road within six mile limit I withdraw protest." And said company having made application for deeds for odd numbered sections within six miles on each side of the ten miles of their road, which has been completed and approved by the State Engineer, the Board requested the salesman to prepare deeds for the lands so applied for by the said Green Cove Springs and Melrose Railroad Company.

The State Engineer reported favorably upon the construction

of ten miles of the Green Cove Springs and Melrose Railroad.

The State Engineer also reported that he had made several inspections of the Jacksonville, Tampa and Key West Railway, (Northern Division) between Jacksonville and Palatka, a distance of fifty-five and one-half miles, and that he approved the construction of the same.

March 21st, 1884.—The Board had under consideration the contest between the Florida Land and Improvement Company and the Jacksonville, Tampa and Key West Railway, as to the right of the former to place their floats on the lands not within the six mile limit but within the twenty mile limit of the located railway and decided that the land in question was subject to float entry.

It was also held by the Board that the lands withdrawn for the Seville and Halifax River Railroad, within the twenty mile limit, was not subject to float entry.

The Board further decided that the location of the floats by the Florida Land and Improvement Company on even numbered sections in the Drainage District has precedence over the indemnity claimed by the Atlantic and Gulf Coast Canal and Okeechobee Land Company.

It was ordered that the reservation in behalf of the St. Johns and Halifax River Railroad be cancelled and the lands held subject to the order of the Board.

April 3d, 1884.—The Indian River Railway and Transportation Company asked for a continuation of the reservation of odd numbered sections of swamp lands lying within six miles of their line of road made by the Board, August 8th, 1881; whereupon it was

Resolved, That the reservation referred to be continued in force until July 1st, 1884, for the benefit of said company.

April 11, 1884.—The State Engineer presented his report approving eleven and eight-tenths miles of the Transit and Peninsular Railroad, lying between Wildwood and Leesburg.

April 18, 1884.—A plat of the survey of an extension of the Florida Midland Railway, from the point of the terminus of the former survey near Apopka to a point on the former Transit Railroad, now Leesburg and Sanford Railroad, between Tavares and Leesburg, was presented to the Board together with the plans and specifications for the construction of their entire road, making it a standard gauge; and at the request of said company, it was

Ordered, That the reservation made by resolution of the Board, July 23d, 1883, be made to apply to the projected extension.

May 13, 1884.—H. S. Duval, State Engineer, filed a report approving the construction of the Florida Southern Railway,
 3siif doc 4

from ten miles north of Gainesville in the direction of Lake City twenty-five and one-eighth miles, and on the extension from Ocala to Leesburg ten and one-half miles, and two spurs one and nine-tenth miles.

The following resolution was adopted:

WHEREAS, The Florida Southern Railway Company has filed a resolution changing its located line between Lake City and Gainesville, together with a plat of survey showing the land through which the same passes, and has also filed the specifications of construction of said portion of its road; and, whereas, H. S. Duval, the State Engineer, has reported that said portion of said road from the depot grounds in the city of Gainesville to the point at which the same connects with the railroad of the Savannah, Florida and Western Railway Company, formerly the railroad of the Live Oak, Tampa and Charlotte Harbor Railway Company, in the county of Columbia, a distance of thirty-five and one-eighth miles, has been constructed in accordance with the specifications, be it

Resolved, That said portion of said road, so constructed, be accepted, and that the alternate sections of lands to which said company are entitled within six miles on each side of said road be conveyed to said company by the usual and proper deeds of conveyance.

The Jacksonville, Tampa and Key West Railway Company applied to have deeds issued for the alternate sections of land, which were withdrawn for their benefit, lying along the line of their road between Jacksonville and Palatka, a distance of fifty-five miles, whereupon it was

Resolved, That the salesman be instructed to prepare deeds* for said lands so withdrawn.

May 20, 1884.—The Pensacola and Atlantic Railroad Company entered a protest against the issuing of deeds to the Jacksonville, Tampa and Key West Railway Company, in pursuance of resolution passed by the Board on the 15th inst., and after due consideration the Board ordered that the deeds be delivered to said company on condition and with the understanding that if any of the lands therein embraced lying outside of the six-mile limit of the road, as actually constructed, should be held not to be subject to grant of alternate sections, then the quantity so outside of said limit shall be taken out of and deducted from any other lands to which the company may be, or may hereafter become entitled, and the secretary was instructed to so inform the company.

June 3, 1884.—The Atlantic and Gulf Coast Canal and Okeechobee Land Company applied for further inspection of the drainage system, and the secretary was directed by the Board

to instruct H. S. Duval, State Engineer, to make such inspection, and report the result thereof to the Board.

June 11, 1884.—The Enterprise Railroad Company asked if the lands reserved for the Indian River Railway and Transportation Company could be reserved for their road; and the secretary was instructed to reply that the time for commencing work and the reservation had this day been continued until August 1st, 1884, for the benefit of the said Indian River Railway and Transportation Company.

A letter was read from James M. Ball, of New York, asking whether the Trustees will convey to the Thomasville, Tallahassee and Gulf Railroad 15,000 acres of land granted to it under the act of the Legislature, upon their depositing in bank the State price for said land, which sum of money to be held for the State, and paid over to the Trustees in the event of failure to build; and in response to a telegram of 10th, requesting immediate answer to proposition the following dispatch was directed to be sent:

"The Trustees do not feel authorized to carry out the propositions made in your letters."

July 1, 1884.—The Florida Midland Railway filed a plat of the survey of the extension of their road from a point four miles east of Longwood to Oveido, in Orange county, and asked for a withdrawal of lands within the six-mile limit of both sides of said extended line; and the Board decided that there are no lands along the line of said road which the Trustees feel authorized to apply to that purpose.

August 19, 1884.—The report of H. S. Duval, State Engineer, with appendix showing the townships reclaimed by the drainage operations of the Atlantic and Gulf Coast Canal and Okeechobee Land Company, was presented to the Board and ordered spread upon the minutes. Said report is in words and figures as follows:

TALLAHASSEE, FLA., August 18, 1884.

Gentlemen of the Board of Internal Improvement:

On the receipt of your instructions of June 3, 1884, I proceeded to Kissimmee City, accompanied by Col. J. M. Kreamer, Superintendent and Chief Engineer of the Okeechobee Drainage Company, to examine the work that has been done by that company in that locality.

I found on my arrival a canal in process of construction between the Tohopekaliga lakes, a distance of three miles on a grade of four feet per mile, of which 15,180 lineal feet were already excavated, 6 feet deep and 36 feet wide, containing 121,440 cubic yards of earth removed. The dredge-boat having cut from the lower to the upper lake, drawing water from

the latter to keep it afloat, and damming behind, was then standing $8\frac{1}{2}$ feet above the surface or the lower lake.

Proceeding to the foot of the larger Tohopekaliga lake, there I found a canal 18,996 feet long, cut into Lake Cypress, on a grade of $1\frac{1}{2}$ feet per mile, with a cross-section of 36 by 6 feet, nearly dry, but showing an excavation of 151,968 cubic yards of earth removed. Having completed these observations, we took up the inspection of the straightening of the channels between the following lakes: Cypress, Hatchineha, Kissimmee, Tiger, Rosalie, and so on to Lake Walk-in-the-Water. Because of the reduced state of the water we were compelled to return, though in a row-boat.

The amount of work executed in improving these lake connections is very great. It has been a toilsome and expensive undertaking, requiring patience, perseverance and ready cash to accomplish, and yet much of it is temporary work, intended for drainage purposes only, to be supplanted by permanently excavated navigable canals. The lineal feet of these connections are 65,400 feet, having a cross-section of 160 square feet.

You understand the problems of drainage and navigation are at variance, and to solve both the former must be done first and the latter afterwards. Incredulity as to the feasibility of the former, and confidence in the practicability of the latter, lead some parties too soon into a scheme of immediately plying steamers of large beam and draft between Punta Rassa and Kissimmee City, and they, soon after the initial rush of waters, proudly steamed up the Caloosachatchee river, through Okeechobee, and rounded to in front of the city of Kissimmee, there to be left blockaded by the rapid retiring of the waters, stranded in an inland lake, beside an inland town, far off from navigable waters, with plenty of time to reflect upon the folly of their haste and lack of faith in the feasibility of the drainage operations. The recent heavy and continued rains have, with the assistance of the scouring boats of the Okeechobee Company, released these prisoners so far as to enable them to pole and warp themselves away to the Gulf. I should state, however, that the operations of the company have provided a channel of sufficient width and depth to meet the present requirements of river traffic.

I learned from a most reliable source that immediately on the first bursting of the waters through the canals, the steamer Okeechobee, whose mean velocity in slack water is ten miles per hour, took all the time between sunrise and sunset to stem the swift current a distance of three and six-tenth miles. From this you can perceive, in a practical way, what has been the immense exit of water, its volume and velocity in this locality,

occasioned by the industry of the drainage company. Indeed, so great has it been that the rich muck prairies at the foot of the lake, nominally submerged, is now four feet above water, and partly in a state of cultivation. But I am not instructed to comment on the reclamations of land in this vicinity, that duty having been already performed by special appointees. I will add, however, by way of endorsement, that the evidence of reclamation can be brought to bear on any incredulous person who may venture ashore in the grass by the announcement of the presence in full force of that engaging little insect of the dry lands, whose entomological name I never knew, but what we commonly call and recognize as red-bugs.

On the 15th of July, in the midst of the rainy season, I started on my journey to Lake Okeechobee via Jacksonville, where I was joined by Col. Kreamer and Col. Charles A. Hopkins, and in company with these gentlemen in due time arrived at Fort Myers, where we procured vehicles, &c., and proceeded by land, examining alternately both sides of the Caloosachatchee river, and specially the region in the vicinity of Fish-eating creek and the great saw-grasses on the margin of the Okeechobee.

We decided that our observations should be directed especially to the bottoms and crests of the water-sheds, as topographically conceived by the descent of running streams, their sources and directions, from which we could determine with almost mathematical precision the status of intervening lands likely to escape our observations. For instance, to illustrate, if the foot of a shed is dry, the shed itself is dry; if the crest of a shed slopes, the lowest point of its foot is to be found under its depressed end, and if that be dry then the whole is dry. If streams run perpendicular to the crest, the crest does not slope, and is the limit of a flat; if convergently, then the crest slopes, and may be the limit of another water-shed, &c. These rules of the topographer were brought to influence our investigations, as it was our purpose to make a correct examination of the matter, and not content ourselves with a cursory and stupid ramble through the woods, passing unnoticed those points demanding the most attention. This tedious and arduous journey overland, in the midst of the rainy season, developed two facts, viz.: First, the normal condition of the country was that of a state of inundation made evident by the bulging of the bases of the trees and frequent decayed roots of aquatic plants. Secondly, it was free from surface water, and, from the indications of the vegetation, *it had been* for sometime. These are nature's silent witnesses of a change that has been wrought in the status of the country, showing a new order of

things unknown in ages past. Whenever streams were passed the waters were found confined within their banks, lowering their surface more deeply, as they approached the canals or lakes, and running with a velocity unusually swift for streams in a flat country.

On reaching the margins of the great prairies of Lake Hicopochee and Okeechobee, formerly covered with saw grass, but now partially clothed in a new vegetation, I was surprised to see them after so much rain otherwise than thoroughly inundated, but for miles and far away we rode over them dry footed, in our two-horse vehicle, leaving the woods faintly outlined in the distance. The great prairie country in the vicinity of Fisheating Creek is generally from all evidence in a state of partial inundation—particularly so during the rainy period. This section we found reclaimed and had it not been for the rains which fell copiously several times a day and collected in slight depressions during our investigations, it would have been difficult to provide suitable water for our stock. I may say here that the operations of the company have converted this vast area adjacent to Okeechobee and Hicopochee, excepting a narrow margin of saw grass which is fast drying up, and in the vicinity of Fisheating Creek, into a vast pasturage of dry land. Within this area are tracts suitable for general cultivation. These will be developed as rapidly as transportation renders them accessible, and the State can look to their early development only through the agency of the great drainage company, whose operations first called attention to this portion of the State and inspired confidence in the settler and capitalist.

Satisfied so far with the results of our expedition, we again headed for the saw grass region, in which the dredge boat was operating. After a toilsome journey over a country which I naturally expected to be in a state of inundation, but which on the contrary I found entirely reclaimed, we reached the margin of the saw grass at a point where the dredge was operating.

Reaching the canal we resumed our journey in a steam yawl, and passed into Lake Okeechobee to inspect the status of the waters there, the shores of the lake, and get all other information of use to us that this great body of water might reveal. On arriving, I took a cursory view of the high water mark and compared it with the heights of the shore, and concluded there was no very great rise in the lake during rainy seasons, which is the case with all great bodies of waters; enough, perhaps, to keep the water backed a foot or more over its marginal lands most of the time. And here for the first time it begun to occur to me that the drainage company had no great problem to solve

after all, there was little water to be carried off, and there was a drop of 16½ feet in the short distance of fifteen miles by which it could be done.

It is alleged that some years ago easterly winds banked the waters over into the Caloosahatchee Valley, thus flooding the country. If that was so, in my judgment, the material lowering of the lake's surface and steady draining of the canal will exempt it from further abnormal rises.

Returning, inspection was next directed to the examination of the canals. That between Okeechobee and Hicopochee is on a grade of five-tenth foot per mile, is two and two-tenth miles long with a cross section of 22x5½ feet, containing 61,246 cubic yards.

That between Hicopochee and Lake Flirt is on a grade of one foot per mile, with the same cross section as the last, and containing 341,322 cubic yards. Distance 76,188 lineal feet or 14 43-100th miles. Having concluded our inspection, we passed down the Caloosahatchee river, making notes as we went of every matter that had any bearing upon the object of our mission.

Taking a general view of the whole subject, I am constrained to say from observations taken on the spot, that a radical and recent change has taken place in that portion of Florida, for the vegetation is rapidly changing its character from the aquatic to the dry land varieties. The saw grasses are disappearing before the highland prairie grasses. While the saw palmetto fresh and new born, is vigorously hurrying forward its monopoly, in spreading out its meshes of concatenated roots far and wide over the reclaimed prairies.

The accompanying letters from reliable and disinterested parties will go to show that these changes followed the operations of the drainage company, clearly demonstrating that the work of reclamation is successful, which is the conclusion I am constrained to accept from the evidence brought to bear.

So thoroughly impressed with the good results of the drainage company are the inhabitants of the Caloosahatchee Valley, that they look to the curling clouds of the smoking dredge wafted on high as a bow of promise, pledged to exempt them in future from floods, and show their faith by not building their houses as heretofore propped on stilts, but nearer the ground.

On our return to Kissimmee we again inspected the source of the Okeechobee waters, to see what changes, if any, had taken place during a month of continuous rain. The results were that all the lakes, not tapped by canals, had risen four feet, while

the others, Tohopekaliga, for instance, had risen only three inches.

We found the new suction boat at work, doubling the depth of the canal, between Tohopekaliga and Cypress lakes. This makes the fourth dredge in the service of the company, all of which are in working order.

I have now given you all the practical knowledge on the subject which my observations enabled me to obtain. I can only report on the conditions as I found them, all of which tend to establish the fact that the success of the scheme is assured. A sufficient quantity of water has been discharged through the canal to have lowered the surface of Okeechobee fully one and one-half feet, and whatever may be its rise or fall this relative reduction in altitude, which is constantly increasing, must continue to exist. The probability is the surface fall is more; for I have assumed in the computation an area of one thousand square miles for that of the unsurveyed lake too much, and taken the velocity of the canal at two and a half miles per hour instead of taking the velocity of the Caloosahatchee at Fort Thompson, where the discharge from lake to lake ceases.

The territory over which the examination extended, embraced in the appended list of townships, which in my judgment, based on the evidences developed in my investigations, are permanently reclaimed by the operations of the drainage company, and will in this respect continue to improve as the canals are increased in width and depth, provided the waterways are kept free and unobstructed. As to suggestions on future work, I can only say the plans set forth by the Chief Engineer, Col. Jas. M. Kreamer, fully meet with my endorsement.

Before closing this report I must acknowledge the assistance rendered by Col. Hopkins, whose acquaintance with the country is derived from many years' experience in surveying, and reconnoitering all the surroundings of Lake Okeechobee.

Very respectfully,

H. S. DUVAL,
State Engineer.

APPENDIX TO REPORT OF H. S. DUVAL, STATE ENGINEER.

Township 34 south, of range 28 east, about.....	21,732.15 acres
Township 34 south, of range 29 east, about.....	17,439.97 acres
Township 34 south, of range 30 east, about.....	22,142.44 acres
Township 34 south, of range 31 east, about.....	23,150.21 acres
Township 34 south, of range 32 east, about.....	23,107.51 acres
Township 34 south, of range 33 east, about.....	23,052.42 acres
Township 34 south, of range 34 east, about.....	23,253.38 acres
Township 35 south, of range 28 east, about.....	23,054.96 acres

Township 35 south, of range 29 east, about.....	21,263.20 acres
Township 35 south, of range 30 east, about.....	12,540.76 acres
Township 35 south, of range 31 east, about.....	15,902.79 acres
Township 35 south, of range 32 east, about.....	20,263.50 acres
Township 35 south, of range 33 east, about.....	23,143.26 acres
Township 35 south, of range 34 east, about.....	23,288.31 acres
Township 36 south, of range 27 east, about.....	22,712.22 acres
Township 36 south, of range 28 east, about.....	23,569.71 acres
Township 36 south, of range 29 east, about.....	19,511.24 acres
Township 36 south, of range 30 east, about.....	13,947.56 acres
Township 36 south, of range 31 east, about.....	24,477.60 acres
Township 36 south, of range 32 east, about.....	21,293.02 acres
Township 36 south, of range 33 east, about.....	24,050.61 acres
Township 36 south, of range 34 east, about.....	23,060.14 acres
Township 37 south, of range 27 east, about.....	24,038.49 acres
Township 37 south, of range 28 east, about.....	23,120.34 acres
Township 37 south, of range 29 east, about.....	19,892.29 acres
Township 37 south, of range 30 east, about.....	20,711.42 acres
Township 37 south, of range 31 east, about.....	22,940.00 acres
Township 37 south, of range 32 east, about.....	16,646.11 acres
Township 37 south, of range 33 east, about.....	23,050.00 acres
Township 37 south, of range 34 east, about.....	23,087.30 acres
Township 38 south, of range 27 east, about.....	22,972.61 acres
Township 38 south, of range 28 east, about.....	23,146.46 acres
Township 38 south, of range 29 east, about.....	23,017.44 acres
Township 38 south, of range 30 east, about.....	22,457.50 acres
Township 38 south, of range 31 east, about.....	23,045.20 acres
Township 38 south, of range 32 east, about.....	23,062.14 acres
Township 38 south, of range 33 east, about.....	23,040.00 acres
Township 38 south, of range 34 east, about.....	13,040.00 acres
Township 39 south, of range 27 east, about.....	23,061.71 acres
Township 39 south, of range 28 east, about.....	23,069.32 acres
Township 39 south, of range 29 east, about.....	23,012.51 acres
Township 39 south, of range 30 east, about.....	23,038.26 acres
Township 39 south, of range 31 east, about.....	23,082.63 acres
Township 39 south, of range 32 east, about.....	23,140.96 acres
Township 39 south, of range 33 east, about.....	23,040.00 acres
Township 40 south, of range 27 east, about.....	23,040.00 acres
Township 40 south, of range 28 east, about.....	23,069.36 acres
Township 40 south, of range 29 east, about.....	23,044.31 acres
Township 40 south, of range 30 east, about.....	23,051.12 acres
Township 40 south, of range 31 east, about.....	22,079.39 acres
Township 40 south, of range 32 east, about.....	23,040.00 acres
Township 41 south, of range 26 east, about.....	23,102.98 acres
Township 41 south, of range 27 east, about.....	23,192.32 acres
Township 41 south, of range 28 east, about.....	23,197.76 acres
Township 41 south, of range 29 east, about.....	23,134.70 acres
Township 41 south, of range 30 east, about.....	23,111.40 acres
Township 41 south, of range 31 east, about.....	22,473.66 acres
Township 41 south, of range 32 east, about.....	22,940.00 acres
Township 42 south, of range 22 east, about.....	745.27 acres
Township 42 south, of range 23 east, about.....	22,640.67 acres
Township 42 south, of range 24 east, about.....	22,982.13 acres
Township 42 south, of range 25 east, about.....	23,046.23 acres
Township 42 south, of range 26 east, about.....	23,010.69 acres
Township 42 south, of range 27 east, about.....	22,970.50 acres

Township 42 south, of range 28 east, about.....	22,936.68 acres
Township 42 south, of range 29 east, about.....	21,932.05 acres
Township 42 south, of range 30 east, about.....	23,040.00 acres
Township 42 south, of range 31 east, about.....	23,040.46 acres
Township 43 south, of range 22 east, about.....	4,156.35 acres
Township 43 south, of range 23 east, about.....	22,957.27 acres
Township 43 south, of range 24 east, about.....	22,984.14 acres
Township 43 south, of range 25 east, about.....	20,231.77 acres
Township 43 south, of range 26 east, about.....	21,250.21 acres
Township 43 south, of range 27 east, about.....	21,377.59 acres
Township 43 south, of range 28 east, about.....	21,353.22 acres
Township 43 south, of range 29 east, about.....	20,363.72 acres
Township 43 south, of range 30 east, about.....	19,967.10 acres
Township 43 south, of range 31 east, about.....	18,816.05 acres
Township 43 south, of range 32 east, about.....	23,046.32 acres
Township 44 south, of range 22 east, about.....	2,728.34 acres
Township 44 south, of range 23 east, about.....	22,365.41 acres
Township 44 south, of range 24 east, about.....	17,327.36 acres
Township 44 south, of range 25 east, about.....	21,346.85 acres
Township 44 south, of range 26 east, about.....	23,013.43 acres
Township 44 south, of range 27 east, about.....	23,028.86 acres
Township 44 south, of range 28 east, about.....	23,040.57 acres
Township 44 south, of range 29 east, about.....	22,785.32 acres
Township 44 south, of range 30 east, about.....	22,965.00 acres
Township 44 south, of range 31 east, about.....	23,018.64 acres
Township 44 south, of range 32 east, about.....	22,828.98 acres
Township 44 south, of range 33 east, about.....	23,040.00 acres
Township 45 south, of range 22 east, about.....	400.00 acres
Township 45 south, of range 23 east, about.....	14,420.00 acres
Township 45 south, of range 24 east, about.....	19,343.11 acres
Township 45 south, of range 25 east, about.....	23,038.71 acres
Township 45 south, of range 26 east, about.....	22,978.01 acres
Township 45 south, of range 27 east, about.....	22,958.33 acres
Township 45 south, of range 28 east, about.....	23,055.36 acres
Township 45 south, of range 29 east, about.....	22,731.62 acres
Township 45 south, of range 30 east, about.....	22,923.30 acres
Township 45 south, of range 31 east, about.....	23,063.41 acres
Township 45 south, of range 32 east, about.....	22,963.24 acres
Township 45 south, of range 33 east, about.....	23,042.95 acres

2,182,412.27 acres

September 1, 1884.—The following resolution was adopted:

Resolved, That the reservation heretofore made by resolution of this Board of the alternate odd-numbered sections of land within six miles on either side of the Green Cove Springs and Melrose Railroad, between Green Cove Springs and Melrose, in the State of Florida, for the benefit of the Green Cove Springs and Melrose Railroad Company, is hereby continued until January 1st, A. D. 1886.

September 6, 1884.—The following resolution as to priority of railroads in respect to land grants, was adopted:

Resolved, That in our judgment the Florida Southern Railway Company, formerly called the Gainesville, Ocala and

Charlotte Harbor Railroad Company, and the Jacksonville, Tampa and Key West Railway Company, formerly called the Tampa, Peace Creek and St. Johns River Railroad Company, and the Pensacola and Atlantic Railroad Company, and the Palatka and Indian River Railway Company, for such parts of their lines of railroad as they have respectively constructed have priority of right over the International Railroad and Steamship Company, of Florida, to lands granted said companies by special acts of the Legislature of this State, outside of the six mile limit, and will have priority of right over said International Railroad and Steamship Company, of Florida, to lands outside of the six mile limit for such parts of their roads as they may construct hereafter under and in accordance with the terms and condition of their grant.

Resolved, That the priorities as between the railroad companies mentioned above, other than the International Railroad and Steamship Company of Florida, shall be settled after further consideration at an early meeting of the Board.

Resolved further, That the companies above mentioned, other than the International Railroad and Steamship Company of Florida, have priority of right to lands outside the six miles limit over the other railroad companies which have filed briefs before this Board.

October 6, 1884.—The Indian River Railway and Transportation Company having failed to commence work on their line of road as per agreement, the Board by resolution cancelled the reservation heretofore made in their behalf, and reserved the same lands for the benefit of the Atlantic Coast, St. Johns and Indian River Railroad Company, upon condition that said company commence the work of construction of a railroad from Enterprise to the Indian River, on or before the first day of January next, and will prosecute the same with reasonable progress.

November 12, 1884.—The Apopka Canal Company presented a report of the expenditures made in the construction of said canal, and requested that the moneys arising from the sale of lands belonging to their company be refunded to them. And it appearing that three hundred and sixty and three one-hundredth acres of such land had been sold by the salesman at one dollar per acre, it was

Ordered, That the sum of three hundred and sixty and three one-hundredth dollars be paid over to said company.

November 17, 1884.—The Board proceeded to a consideration of the question of priority of the several railroads claiming lands under special Legislative grants. And having fully con-

sidered the briefs submitted by the several railroads, adopted the following resolution :

Resolved by the Trustees of the Internal Improvement Fund, That in our opinion the order of priority in which the railroad companies hereinafter referred to will be entitled to "swamp and overflowed lands" outside of the "six mile limit" claimed under statutes of Florida, is as follows :

1. The Florida Southern Railway Company, claiming under the provisions of Chapter 3167, Laws of Florida, and the Jacksonville, Tampa and Key West Railroad Company, claiming under the provisions of Chapters 3168 and 3333 will be entitled first in order of priority over all other companies; *Provided, however,* that as to any railroad which has been constructed by the said Jacksonville, Tampa and Key West Railroad Company in the counties of Duval and Clay do not believe it to be necessary to decide at this time any question of priority which can arise as between said two companies out of the fact that Duval and Clay counties are not named in Chapter 3168. As to any railroad constructed by said J. T. & K. W. R. R. Co. in any county, except Clay and Duval, and as to any railroad constructed by the Florida Southern Railway Company, we hold said two companies to stand upon an equality as to each other on the question of priority of the land grants claimed by them.

2. Next to the above companies in order of priority we hold the Pensacola and Atlantic Railroad Company, claiming under Chapter 3335 to stand, it being also ahead of all other companies than those named above.

3. That nothing in this resolution shall be construed as a conveyance or surrender of any lands to any of said companies by the Trustees of the Internal Improvement Fund before the indebtedness of the I. I. Fund shall all be taken up and cancelled.

November 26, 1884. — The report of James M. Dancy, who was appointed to examine the Southern, or Caloosahatchee Division of the Drainage District, was submitted to the Board, and ordered spread upon the minutes; whereupon, it was

Resolved, That the salesman be instructed to prepare deeds for the Atlantic and Gulf Coast Canal and Okēechobee Land Company, to such of the land embraced in said report as they are entitled to under their contract of drainage.

The report referred to is in words and figures as follows :

To the Honorable President and Gentlemen of the Board of Internal Improvement Fund of State of Florida:

DEAR SIRS: On the receipt of your instructions to me by letter dated October 15th, 1884, I proceeded with as little de-

lay as possible to Kissimmee City, accompanied by Colonel J. M. Kreamer, Chief Engineer of the Okeechobee Drainage Company, for the purpose of examining Drainage District No. 2, reported upon by Colonel H. S. Duval, dated August 18th, 1884.

1. I proceeded to examine the Kissimmee valley on both sides of the river to its entrance into Lake Okeechobee. I find the prairies on both sides of said river perfectly dry, and ready for cultivation. As an evidence to me of what effect the lowering of the waters of this vast and extensive valley has had upon the higher and surrounding country is in the fact that all cattle paths used by them in a dry season from one deep pond to another, and from prairie to prairie, thence into the main river or canal have in many instances cut large beds of streams from 6 to 10 feet wide, and in many places 2 to 6 feet deep, and these are now dry, and that at what the people of that country call a very wet season, these drains 18 months ago were not known, showing conclusively that the water level of this entire valley has been lowered to that extent. The extensive saw grasses, the dread of Government Surveyors along the valley and more particularly on the northern borders of Lake Okeechobee, are entirely disappearing from the prairies, and a different growth of succulent weeds and prairie grasses is rapidly taking its place.

2. I examined the Istokpoga valley and lake margin with the same results. All streams of any size are entirely within their banks, and lands on either side dry enough for cultivation.

3. I examined carefully the northern borders of Lake Okeechobee and found the prairie the same. I penetrated the Fish-eating Creek country, a fine navigable creek with miles and miles of the finest prairie lands in the State. The extensive saw grasses are all gone and dry lands ready for cultivation. The creek is entirely within its banks two feet or more.

4. I traversed the western shore of Lake Okeechobee with the same results. The lake now has a defined margin, and that margin and prairie as far as the eye can reach, is putting on a new growth both of plants and grasses, and grasses which do not grow in water.

5. I next entered the canal which is cut into Lake Hickpochee, a lake which United States surveyors never found, taking it for granted it was all a vast saw grass. This lake, as Lake Okeechobee, has now defined margins, the prairies at least 3 feet above the water level, and dry enough for cultivation. From this lake the canal has been since Colonel Duval's examination partially cut to double its original width to Lake Flirt, the head of Caloosahatchee river, a distance of 22 miles, and I can assure

you that at this time, just at the end of a severe rainy season, water cannot stay in that country, with a current of from 4 to 6 miles per hour pouring through the canal and over the rock rapids at Fort Thompson. I predict that in less than one month Lake Flirt will be a lake of the past, for the dry prairie now extends at least a quarter of a mile out into it, and will very soon be within the banks of the canal.

From this point, Fort Thompson, I made a thorough examination of the lands north and south of Caloosahatchee river, accompanied by one of the oldest residents of this section of the country. I told him I wished to pass through the lowest section of the country, and he even took us into a cypress swamp, where he said two years ago water usually stood to the depth of 2 feet, now entirely dry and all small streams with little or no water in them; the prairies which two years ago cattle could not get into, they are are now at this season of the year feeding in them, when they usually feed on the higher lands. This entire section of country, embracing as it does some of the finest lands in the State, is now in a condition for settlement and cultivation.

All settlers along the banks of Caloosahatchee river agree that the work accomplished by the drainage company has already been of incalculable benefit to that entire section of country, and in my judgement with at least five months of comparative winter season to drain, with the water that is now running out of the canal, no future fears need be apprehended from flood seasons in the upper Caloosahatchee valley, and the lands of this entire valley are dry and susceptible of cultivation. And the same can be said of the lands along Charlotte's Harbor.

It is useless for me to spend any time in describing the canals.

I have endeavored to make myself understood with the reference to the connection which each valley has to the channel or canal into which it is to be drained and have thus connected them from the great lakes of the Kissimmee to Okeechobee, and from Okeechobee to the entrance of Caloosahatchee into the Gulf of Mexico, and up Charlotte's Harbor as far as the district extends.

The townships which I will include in this report in addition to those reported upon by Colonel Duval, and examined by me, are as follows:

Follows 11 townships omitted in my last report.

Township 30 south, range 28 east.....	216,81.99 acres
Township 31 south, range 27 east.....	181,37.20 acres
Township 31 south, range 28 east.....	181,87.69 acres
Township 31 south, range 30 east.....	231,44.56 acres

Township 32 south, range 27 east.....	227,31.22 acres
Township 32 south, range 28 east.....	202,40.50 acres
Township 32 south, range 31 east.....	230,61.06 acres
Township 33 south, range 30 east.....	229,39.46 acres
Township 33 south, range 31 east.....	229,27.30 acres
Township 33 south, range 32 east.....	219,14.35 acres
Total.....	234,401.33 acres

DUVAL'S LIST.

Township 34 south, range 28 east.....	217,32.15 acres
Township 34 south, range 29 east.....	174,39.97 acres
Township 34 south, range 30 east.....	214,42.44 acres
Township 34 south, range 31 east.....	231,50.31 acres
Township 34 south, range 32 east.....	231,07.51 acres
Township 34 south, range 33 east.....	230,52.42 acres
Township 34 south, range 34 east.....	232,53.38 acres
Township 35 south, range 28 east.....	230,54.96 acres
Township 35 south, range 29 east.....	212,63.20 acres
Township 35 south, range 30 east.....	125,40.76 acres
Township 35 south, range 31 east.....	159,02.79 acres
Township 35 south, range 32 east.....	202,66.50 acres
Township 35 south, range 33 east.....	231,43.26 acres
Township 35 south, range 34 east.....	232,88.31 acres
Township 36 south, range 27 east.....	227,12.22 acres
Township 36 south, range 28 east.....	225,69.71 acres
Township 36 south, range 29 east.....	195,11.24 acres
Township 36 south, range 30 east.....	139,47.26 acres
Township 36 south, range 31 east.....	244,79.60 acres
Township 36 south, range 32 cart.....	212,93.92 acres
Township 36 south, range 33 east.....	240,50.61 acres
Township 36 south, range 34 east.....	230,60.14 acres
Township 37 south, range 27 east.....	240,38.49 acres
Township 37 south, range 28 east.....	241,20.34 acres
Township 37 south, range 29 east.....	198,92.29 acres
Township 37 south, range 30 east.....	207,11.42 acres
Township 37 south, range 31 east.....	249,40.00 acres
Township 37 south, range 32 east.....	166,46.11 acres
Township 37 south, range 33 east.....	230,50.00 acres
Township 37 south, range 34 east.....	230,87.30 acres
Township 38 south, range 27 east.....	229,72.91 acres
Township 38 south, range 28 east.....	231,46.46 acres
Township 38 south, range 29 east.....	230,17.44 acres
Township 38 south, range 30 east.....	224,57.50 acres
Township 38 south, range 31 east.....	230,45.20 acres
Township 38 south, range 32 east.....	230,62.14 acres
Township 38 south, range 33 east.....	230,40.00 acres
Township 38 south, range 34 east.....	130,40.00 acres
Township 39 south, range 27 east.....	230,61.71 acres
Township 39 south, range 28 east.....	230,69.82 acres
Township 39 south, range 29 east.....	230,12.51 acres
Township 39 south, range 30 east.....	230,38.26 acres
Township 39 south, range 31 east.....	230,82.63 acres
Township 39 south, range 32 east.....	231,40.96 acres
Township 39 south, range 33 east.....	230,40.00 acres
Township 40 south, range 27 east.....	230,40.00 acres
Township 40 south, range 28 east.....	230,69.36 acres

Township 40 south, ranne 29 east.....	230,44 71 acres
Township 40 south, range 30 east.....	230,51.12 acres
Township 40 south, range 31 east.....	22,070.39 acres
Township 40 south, range 32 east.....	23,040 00 acres
Township 41 south, range 26 east.....	23,192.68 acres
Township 41 south, range 27 east.....	23,197.76 acres
Township 41 south, range 29 east.....	23,134.70 acres
Township 41 south, range 30 east.....	23,111.40 acres
Township 41 south, range 31 east.....	22,473.66 acres
Township 41 south, range 32 east.....	22,940.00 acres
Township 42 south, range 22 east.....	745.27 acres
Township 42 south, range 23 east.....	22,640.67 acres
Township 22 south, range 24 east.....	22,984.18 acres
Township 42 south, range 25 east.....	23,046.23 acres
Township 42 south, range 26 east.....	23,010.89 acres
Township 42 south, range 27 east.....	22,970.50 acres
Township 42 south, range 28 east.....	22,036.68 acres
Township 42 south, range 29 east.....	22,932.03 acres
Township 42 south, range 30 east.....	22,040.00 acres
Township 42 south, range 31 east.....	22,040.46 acres
Township 43 south, range 22 east.....	4,156.30 acres
Township 43 south, range 23 east.....	228,67.27 acres
Township 43 south, range 24 east.....	22,984.14 acres
Township 43 south, range 25 east.....	30,221.77 acres
Township 43 south, range 26 east.....	21,250.21 acres
Township 43 south, range 27 east.....	21,377.50 acres
Township 43 south, range 28 east.....	21,353.22 acres
Township 43 south, range 29 east.....	20,363.12 acres
Township 43 south, range 30 east.....	19,967.10 acres
Township 43 south, range 31 east.....	18,816.03 acres
Township 43 south, range 32 east.....	23,046.32 acres
Township 44 south, range 22 east.....	2,728 34 acres
Township 44 south, range 23 east.....	22,365.41 acres
Township 44 south, range 24 east.....	27,327 36 acres
Township 44 south, range 25 east.....	21,446.55 acres
Township 44 south, range 26 east.....	23,012.43 acres
Township 44 south, range 27 east.....	23,028.86 acres
Township 44 south, range 28 east.....	23,040.57 acres
Township 44 south, range 29 east.....	22,775.32 acres
Township 44 south, range 30 east.....	22,965.00 acres
Township 44 south, range 31 east.....	23,018.64 acres
Township 44 south, range 32 east.....	22,828.98 acres
Township 44 south, range 33 east.....	23,040.00 acres
Township 45 south, range 22 east.....	400.00 acres
Township 45 south, range 23 east.....	14,420.00 acres
Township 45 south, range 24 east.....	19,343.11 acres
Township 45 south, range 25 east.....	23,038.71 acres
Township 45 south, range 26 east.....	22,978.01 acres
Township 45 south, range 27 east.....	22,958.33 acres
Township 45 south, range 28 east.....	23,065 36 acres
Township 45 south, range 29 east.....	22,731.62 acres
Township 45 south, range 30 east.....	22,032.30 acres
Township 45 south, range 31 east.....	23,063 41 acres
Township 45 south, range 32 east.....	22,963.24 acres
Township 45 south, range 33 east.....	23,042.95 acres
Total of Duval's list.....	2,182,412.27 acres

I have personally examined the lands embraced in the above list, and find that they have been permanently drained and reclaimed by the operations of the Atlantic and Gulf Coast Canal and Okeechobee Land Company, and rendered fit for cultivation.

It is my opinion that should the drainage company keep the streams and canals even in the condition that they are now in, the country will never suffer from flood seasons again, but will constantly improve and become better drained. I was engaged about one month in making the examination, and devoted my whole time to it.

I append the statement of Mr. W. B. Frazier and confirmation by F. O. Neil, to this, my report.

I am, yours respectfully,

JAMES M. DANCY,
State Agent.

Statement made to James M. Dancy, State Agent, by Mr. W. B. Frazier, of Fort Thompson, and confirmed by F. O. Neill:

DEAR SIR—Since my statement to Col. H. S. Duval, made in July, of this year, we have had what I regard as a very heavy rainy season, the heavy rains continuing into October. I have carefully remarked the effect on the country north and south of the Caloosahatchee river and in the vicinity of lakes Okeechobee, Istopoga, etc.

During an experience of twelve years in this vicinity, I have not witnessed a heavier rainy season. Although this has been the case, I find during my frequent trips into the country that the entire country is actually reclaimed, the cypress ponds are dry, and the beds of all the streams leading into the main canals of the drainage company and into the river below are dry, or nearly so.

This was not the case prior to the construction of the canals. The prairies were wet and the sloughs and cypress ponds full of water and overflowing at this season of the year.

I am free to say that at no time since the big overflow has the country been so dry, and this is remarkable from the fact that we are at the wind up of a very wet season.

This is evident to us all, the result of the great work performed by the Drainage Company which has been steadily engaged to my certain knowledge since the winter of 1881.

I regard this country as reclaimed by their operations, and I have no fears that the high waters will ever inconvenience us again.

I have occasion to go into the woods daily, and am frequently absent for several weeks at a time, and have but

recently returned from a long trip into the country, and know that the country is dry for miles north and south of the river.

The cattle which usually feed, particularly at this season of the year on higher lands, have already gone into the low country many miles south, where they get new grass growing on soil which has been reclaimed and which heretofore was under water.

It is hardly necessary to say that the long trips which you have taken over the country for the past few days, fully proves the correctness of my assertions, and a more extended examination will confirm the same.

Witness—C. P. BUDD,
F. C. NEILL.

W. B. FRAZIER.

FORT THOMPSON, FLORIDA, November 5, 1884.

NOTE—In conversing with Mr. W. B. Frazier and others along the Caloosahatchee Valley, I learn that the big overflow occurred about the year 1878 or '79, before the work commenced by the drainage company.

JAMES M. DANCY, State Agent.

December 18, 1884.—H. S. Duval, State Engineer, reported that he had inspected twenty miles of the Tropical Florida Railroad, south of Wildwood to section seven, township twenty-two south, range twenty-two east, and approved the same.

The Indian River Railway and Transportation Company asked for an extension of the time for commencing the work of construction on their road from January 1st to February 1st, 1885; whereupon, it was

Resolved, That the time fixed by resolution of this Board, October 6th, 1884, for the commencement of work on the Indian River Railway and Transportation Company's road be extended to February 1st, 1885, subject to the conditions of said resolution of 6th October, 1884.

December 23, 1884.—Mr. F. T. Myers appeared before the Board in behalf of the Plant Investment Company and Jacksonville, Tampa and Key West Railway Company, and filed the following resolution:

Whereas, At a meeting of the Directors of the Jacksonville, Tampa and Key West Railway Company, held on the tenth day of November, 1883, the following resolution was passed:

"WHEREAS, the portion of this company's railroad from Tampa to Kissimmee City, including the portion of the branch extending therefrom to or near Bartow, in Polk county, is under contract for construction by the Plant Investment Company, and a part of the consideration to be paid

"to the said Plant Investment Company is all the alternate sections of lands granted by the State of Florida to this company to which it is or may be entitled by reason of the construction of the portions of its road or parts thereof as aforesaid; now be it

Resolved, That the Trustees of the Internal Improvement Fund of Florida be and they are hereby requested, authorized and directed to convey by deed or otherwise to the said Plant Investment Company or its assigns, all the alternate sections of land to which this company is or may be entitled under any of the laws of the State of Florida, by reason of the construction of said railroad from Tampa to Kissimmee City and the said branch to or near Bartow;" and

Whereas, At a meeting of the Board of Trustees of the Internal Improvement Fund of the State of Florida, held on Monday, November seventeenth, 1884, the following resolution was passed:

Resolved, In the matter of contested claims to lands between the

"1. Florida Land and Improvement Company.

"2. The A. G. C. C. and Okeechobee Land Company.

"3. The Jacksonville, Tampa and Key West Railway Company.

"That upon the filing with the Commissioner of Lands of an agreement of compromise to be signed by W. T. Forbes, representing the first two companies, and by W. S. Chisholm, representing the last company, this Board authorizes the issue of deeds to the first two companies for such lands in the even sections as may be specified in said compromise and to the Jacksonville, Tampa and Key West Railway for the remainder of lands under contest. The lands to be conveyed to the Jacksonville, Tampa and Key West Railway Company to be conveyed as a part of the special grant of ten thousand acres per mile made to said company under the act of March 4th, 1879, with the understanding that if it should hereafter be determined, either by this Board or the courts, that said railway company is entitled to make up deficiencies in the alternate sections within six miles from the alternate sections within twenty miles, that the quantity of land so conveyed shall be allowed to go to making up such deficiency, and a like quantity be conveyed to said company from other lands in lieu thereof, under the special grant;" now be it

Resolved, That the Trustees of the Internal Improvement Fund of Florida be, and they are hereby, requested, authorized and directed to convey, by deed or otherwise, to the Plant Investment Company or its assigns the lands authorized to be

conveyed to the Jacksonville, Tampa and Key West Railway Company, under and by virtue of the aforesaid resolution of the said Trustees.

Be it further resolved, That this resolution be entered upon the minutes of this company, and a true extract certified under the corporate seal of this company, signed by the President and attested by the Secretary, in the presence of at least two witnesses, one of whom shall be a Commissioner of Deeds for the State of Florida, and be delivered to the Plant Investment Company.

It is hereby certified that the foregoing is a copy of a resolution passed by the Board of Directors of the Jacksonville, Tampa and Key West Railway Company, at a meeting of said Board held at the office of the company, in the city of New York, on the 4th day of December, 1884.

GEO. M. BARTHOLOMEW,
President.

In presence of

E. B. POWELL,

CHARLES NETTLETON,

Commissioner for Florida in New York.

Attest: CHARLES C. DEMING,

[L. s.] Secretary *pro tem*.

The Board also directed the Salesman to prepare deeds conveying to the Jacksonville, Tampa and Key West Railway Company, such quantity of lands granted to the State of Florida by Act of Congress of September 28, 1850, and lying nearest that part of its road between Tampa and Kissimmee, as will make with the lands authorized to be conveyed to it by resolution of the Board passed November 7, 1884, ten thousand acres per mile of road constructed between said points.

MISCELLANEOUS.

January 18, 1883.—W. T. Forbes, Esq., Agent Florida Land and Improvement Company, appeared before the Board with B. M. Burroughs, Agent of the Board, and submitted the following cases of settlers in dispute on the Gulf Coast Reserve, for the action of the Trustees, and after receiving the report of Capt. Burroughs and a full hearing from the agent of the company, the following rulings were made by the Board in the several cases submitted:

H. H. Watkins—Claim as a settler and for improvements made, rejected.

C. F. Wall—It appearing that a few of the trees in his orange grove extend into the forty acres claimed, it is ordered that he be allowed to purchase a strip of land extending across the

forty, including his said trees, and as far as thirty feet beyond the outside tree.

H. T. Ferguson—It is ordered that he be allowed to purchase, at State prices, as much of his claim as may be necessary to his ferry, not to exceed ten acres, amount and limits to be agreed upon between him and Major Marks, agent of the company.

A. L. Donelson—Claim rejected.

D. C. McMillen—Having made no application to the Land Office, his claim could not be considered by the Board.

J. B. Hudson—Claim rejected.

Joshua C. Boyer—Allowed to purchase eighty acres from the State, and the company agrees with the Board to sell him forty acres at State prices.

Hill W. House—Action postponed.

James W. Clark—Has two improved places, one containing eighty acres, the other forty acres; allowed to purchase the eighty-acre tract, and he can arrange with the company for the other.

Jesse T. Hay—Claim not allowed, but advised to apply to agent of company, who will sell the forty acres claimed by him at State prices.

R. T. Youngblood—The company does not contest as to one forty, and the Board allows, in addition, enough of the other forty claimed to embrace his improvements, to be agreed upon by himself and Major Marks.

Richard Booth—Claim rejected.

Ordered, That a deed of reconveyance be made to Hamilton Disston for all lands conveyed by him to the Board for settlers and not paid for by them; also all lands reserved for settlers and not paid for, and not embraced in any deeds passed.

January 22, 1883.—Mr. Walter Gwynn appeared before the Board in response to a request to state upon what terms he will select and appraise the lands due the State under act of Congress of September 4th, 1841, and submitted the following proposition:

TALLAHASSEE, January 22, 1883.

GENTLEMEN: I propose to select and appraise all the lands still remaining due the State of Florida under the eighth section of the act of Congress, approved September 4th, 1841, entitled "An act to appropriate the proceeds of the sales of public lands and to grant pre-emption rights," for four cents per acre, payable when my selections shall be certified by the Register of the United States Land Office, to be vacant and subject to said grant.

Very respectfully,

WALTER GWYNN.

Which proposition was agreed to on the part of the Board.

February 6, 1883.—The following supplemental covenant from the Trustees to Hamilton Disston was submitted to the Trustees, signed by them and ordered spread upon the minutes:

WHEREAS, William D. Bloxham, Governor of the State of Florida, and others who with him were then *ex-officio* Trustees of the Internal Improvement Fund of the State of Florida, in an agreement bearing date the first day of June, A. D. 1881, made between them as such Trustees parties of the first part, and Hamilton Disston, of the city of Philadelphia, State of Pennsylvania, party of the second part, did agree, for themselves and their successors, to sell and convey by good and sufficient conveyances and assurances to the said Disston and his associates, or to such person or persons as he might direct and appoint, an absolute indefeasible estate in fee simple to four million acres of land of the said Internal Improvement Fund of said State, acquired by said State under act of Congress of the United States of September 28th, 1850, and commonly known as "The swamp land act," the title conveyed to be free from all charges, liens, trusts, confidences and incumbrances whatsoever; and, *whereas*, certain conveyances have been made by the Trustees of the Internal Improvement Fund to said Disston of lands selected by him or his agents under said contract;

Now, therefore, in consideration of the premises we, William D. Bloxham, Governor; William D. Barnes, Comptroller; Henry A. L'Engle, Treasurer; George P. Raney, Attorney-General; and P. W. White, Commissioner of Lands and Immigration of the State of Florida, *ex-officio* Trustees of the Internal Improvement Fund of Florida, do, as such Trustees, but not individually, covenant with the said Disston, his heirs and assigns, that we had full power as such Trustees to sell and convey the said lands so conveyed, and an absolute indefeasible estate in fee simple therein, and that the lands so conveyed are free from all charges, liens, trusts, confidences or incumbrances whatsoever, except such as may have been made or created since such conveyance, and that none have been made or created by us since such conveyance; and that we as such Trustees, but not individually, and our successors in such trust, shall as Trustees forever warrant and defend to the said Hamilton Disston, his heirs and assigns, the title to said land so conveyed against the lawful claim of any and all persons whatsoever; it being understood that in no case shall the above covenants or this instrument be taken or construed as creating any individual liability on the part of ourselves, but that the

said Internal Improvement Fund shall be liable on the said covenants for any failure or defect of title in said lands.

In testimony whereof, witness our hands and the seal of the State Land Office, at Tallahassee, Florida, this 6th day of February, A. D. 1883.

W. D. BLOXHAM, Governor.
W. D. BARNES, Comptroller.
HENRY A. L'ENGLE, Treasurer.
GEO. P. RANEY, Attorney-General.
P. W. WHITE,

Commissioner of Lands and Immigration.

In presence of J. E. Yonge, Eleazer K. Foster.

March 12, 1883.—A petition was laid before the Board asking that such reservations of land be made for the Indians in South Florida as will be necessary to protect them in the enjoyment of their homes and settlements, and it was

Ordered, That correspondence be had with Hon. F. A. Hendry and Mr. E. R. Trafford, with the view of ascertaining the location and quantity of land necessary for that purpose.

March 14, 1883.—*Ordered*, that the price of Internal Improvement lands be raised to two dollars per acre as a minimum, and that such as have been heretofore graded in the schedule of prices at two dollars or more per acre, be raised twenty-five per cent. on the price heretofore fixed.

April 14, 1884.—W. J. Newton, Esq., attorney for Charles Pomeroy, appeared before the Board and applied for lands due for services rendered in obtaining Swamp Land Indemnity Certificates from the United States Government, by said Pomeroy, and presented the following order from L. G. Dennis, who claims that he was the agent of the State to procure the said certificates, and that he appointed the said Pomeroy to act as his clerk and agent at Washington, D. C.:

"JACKSONVILLE, FLA., April 13, 1883.

"To the Board of Trustees of the Internal Improvement Fund of the State of Florida:

"GENTLEMEN—Please deliver to Charles Pomeroy, for me, patents for five thousand eight hundred acres of land, to be selected by him, out of the quantity of land due to me as compensation for my services in recovering lands for the State of Florida under my appointment, for that purpose, by the Governor of the State of Florida, bearing date November 10th, 1875, and charge the same to me in part satisfaction of my claim for compensation. Yours very respectfully,

"L. G. DENNIS,

"Per ED. M. CHENEY, Attorney."

And it appearing that said Pomeroy had procured patents from the General Land Office for 58,484 12-100 acres, it is

Ordered, That five thousand eight hundred (5,800) acres of the said lands so procured be deeded to said Pomeroy as a payment on the 10 per cent. claim of the said Dennis, for having the said patents obtained from the United States Land Office.

May 12, 1883.—The following petition was presented to the Board :

To the Honorable Board of Trustees of the Internal Improvement Fund of Florida :

Your petitioner, Charles M. Cooper, of St. Johns county, Florida, respectfully shows that there is in the city of St. Augustine, in sections 18 and 19, township 7 south, range 30, east, a strip of land on each side of a small shallow tide-run called Maria Sanchez creek, and including said creek, which is not a navigable stream, which said strip of land it is alleged is not included in the survey of lots on each side of said creek, but which is generally claimed by the riparian holders on each side of said creek ; said land is marsh except where it has been filled in by occupants.

Your petitioner is the attorney of several of the largest of the said riparian owners and occupants, and acting in their behalf, and incidentally, as far as necessary, for all in like position. The persons whom petitioner is specially authorized to represent are Rebecca L. Perit, Franklyn W. Smith, Robert D. Bronson, the estate of Holmes Ammidown, Amos C. Spear and Albert Tracy, all in section 18 except Spear and Bronson, who may be in section 19. The other occupants, so far as your petitioner remembers, in section 18 are the M. E. Church, ——— Hulett, who claims under R. L. Perit, the Trustees of the Colored Home, estate of Noel Atwood, which petitioner feels also authorized to represent, being general attorney of said estate and the heirs thereof; and the Misses Humphreys and Mrs. Triay and Ann D. Greeno; being retained in all Mrs. Greeno's business, petitioner feels authorized to represent her. All the parties are in actual possession and occupation of the land claimed by them, Mrs. Greeno's fence only does not cover her entire lot. Said land, as petitioner has been informed, has been selected by your honorable Board as swamp and overflowed land, but has not, so far as he knows, been surveyed or approved. The claimants of section 19 are not generally known to petitioner, except Spear and Bronson, who may come therein. Your petitioner prays that the portions of said sections 18 and 19 upon both sides of said Maria Sanchez creek, be reserved for your petitioner in trust to convey to the said

riparian owners or occupants, as their respective interests and measurements shall appear, or be reserved directly for all such riparian owners or occupants, if more expedient.

Respectfully, C. M. COOPER.

And the following resolution was adopted :

Resolved, That all lands referred to in said petition, lying in the said section 18, and which have not heretofore been disposed of by this Board, shall be, and are hereby reserved from sale in favor of said occupants.

And resolved further, That if said lands so reserved shall be confirmed to the State, then the said parties so in possession, their heirs, executors, administrators or assigns, shall respectively have sixty days within which to enter the portions occupied by them at schedule prices, after notice of such patent shall have been given to them or published for thirty days in a newspaper published at St. Augustine.

August 14, 1883.—A communication was laid before the Board from Hon. N. C. McFarland, U. S. Commissioner of Lands, asking that fractional sections 20, 21 and 29, in township 46 south, range 23 east, on Sanabel Island, which is claimed by the State as swamp land, but not patented, be relinquished to the Government for the purpose of constructing a light house on the said land. It was

Ordered, That a reply be sent by telegram that "the land asked for would be relinquished by the State."

November 14, 1883.—The following order was passed by the Board :

It is ordered, That the Salesman of this Board do place upon market at public sale the lands heretofore granted to the "Pease Creek Immigrant and Agricultural Company," such sale to be made at the county site of each county in which said lands lie, after advertising the same in one or more newspapers published in said counties, and in one other paper of general circulation in the State.

December 7, 1883.—The following resolution was adopted :

Resolved, That the Internal Improvement lands embraced in Clear List No. 4, approved November 22, 1883, be brought into market by the salesman of this Board, by offering the same at public outcry, at the county sites of the counties in which they are located, within the usual hours of sale, after advertising the sale in one or more newspapers published in each of said counties, and one or more published in some other county or counties, and that the minimum price at which said lands be offered is fixed at two dollars and fifty cents per acre.

December 29th, 1883.—A communication was received from S. A. Swann, Esq., in the following words:

TALLAHASSEE, Fla., December 29, 1883.

The Hon. Board of Trustees of Internal Improvement Fund of Florida.

GENTLEMEN: I respectfully present that while engaged under the authority of yourselves and your predecessors in office, in efforts to sell of the lands of your trust, a sufficient amount to discharge the encumbrances on said fund, I was occupied the greater portion of my time for seven years and spent much of the same in visiting different parts of the United States, Canada and Europe, and had the services at my expense, of agents in the United States, Canada and Europe aiding me in my efforts; that the actual cash outlay of money paid out by myself and my agents amounts to the sum of \$24,738.39, and excluding all items of expense subsequent to the institution of the suit in the United States Court for the Northern District of Florida the sum of \$18,438.39, and the above aggregates are exclusive of interest.

Respectfully,
SAMUEL A. SWANN.

And enclosing an order of Judge Settle dismissing the suit of Swann vs. The Trustees of the Internal Improvement Fund of Florida.

Circuit Court of the United States, Fifth Circuit, Northern District of Florida—In Equity.

Charles P. Greenough et al. vs. The Trustees of the Internal Improvement Fund of Florida et al.

In the Matter of the Petition of Samuel A. Swann for Compensation.

This cause coming on to be heard this day on motion of Samuel A. Swann, Esq., in proper, and there being no objection,

It is ordered, That the said petition of Sam. A. Swann be dismissed on payment of costs by the petitioner.

THOMAS SETTLE, Judge.

December 27, 1883.

A true copy.

[L. S.] PHILIP WALTER, Clerk.

Whereupon it was ordered, That Henry A. L'Engle, Treasurer of this Board, do pay to S. A. Swann twenty thousand dollars in full acquittance and discharge of his claim for reimbursement and compensation on account of his services under his said authority, upon his executing to this Board a release acquittance and discharge of the liability of the Board to him

the same to cover all liabilities and expenses incurred by him in the employment of other persons or otherwise.

January 29, 1884.—A communication was read from Hon. N. C. McFarland enclosing Patents No. 28 and 29 embracing in the aggregate 334,474 94-100 acres of land which inured to the State under the provisions of section 2479 of the Revised Statutes of the United States.

February 25, 1884.—The following resolution was presented and passed:

Whereas, As far as the Trustees of the Internal Improvement Fund have been able to ascertain the same, the following are the amounts of the Bonded Indebtedness of the city and counties mentioned in an act entitled "An act for the relief of Jacksonville and the counties of Baker, Bradford, Columbia, Suwannee, Madison, Duval and Leon," approved February 16, 1883, to wit:

Leon county.....	\$70,000.00
Jefferson county.....	80,000.00
Madison county.....	70,000.00
Columbia county (inclusive of Baker, Bradford and Suwannee)	90,000.00
City of Jacksonville.....	10,000.00
	<hr/>
	\$320,000.00

It is ordered, That the Treasurer be and he is hereby authorized to receive in payment for the lands appropriated by said act, the bonds of said city and counties in the proportion of the indebtedness ascertained as aforesaid, and to invest any surplus funds he may receive for said lands in the bonds of said city and counties in the same proportion, at their lowest cash value.

March 15, 1884.—The Commissioner of Lands and Immigration reported that in pursuance of instructions by the Board he had employed Col. John A. Henderson, as Agent of the Board, to make further selections of lands granted to the State by Act of Congress September 28th, 1850; and to procure the proofs required by the regulations of the United States Land Department, for the approval of such selections, and that Col. Henderson was to incur all necessary expenses in making the selections and to receive as compensation for such service not exceeding two cents per acre upon the amount of such selections patented, to be paid in such lands at schedule prices. The Commissioner of Lands and Immigration's report was approved by the Board.

April 25, 1884.—The Attorney-General presented to the Board the following decree, rendered by Judge Pardee, of the

U. S. District Court, which was ordered to be spread upon the minutes :

C. P. Greenough, Admr. &c.,

vs.

The Trustees of the Internal Improvement Fund
of Florida, et al. } In Equity.

In the matter of the petition of John F. Townsend, as administrator of John Townsend, deceased.

This cause coming on to be further heard upon the petition of said petitioner, as amended, and the answer of the Trustees of the Internal Improvement Fund of the State of Florida, as amended, and the documentary evidence of the respective parties, offered herein, to be noted by the Clerk of this court; and the said matters having been argued by A. W. Cockrell, as solicitor of the petitioner, and by George P. Raney, as solicitor for said trustees;

It is now on consideration thereof ordered, adjudged and decreed as follows:

First, That said petitioner as owner and holder of the bonds set up in said petition, is entitled to have and receive from said Trustees his proportion of the proceeds of the sale of said Tallahassee Railroad, &c., as sold on the 9th day of October, 1883, and confirmed by the order of this court applicable to the payment of said bonds, which sum said Trustees are hereby decreed to pay said petitioner.

Second, That said petitioner on behalf of himself and others of bondholders of the same class of bonds in like situation, is entitled to additional discovery from said Trustees of said Internal Improvement Fund, as to their dealings, transactions, and liabilities as Trustees of said sinking fund, appropriate to the payment of bonds of the Tallahassee Railroad Company, issued under the Internal Improvement Act of the State of Florida.

And therefore this case is referred to W. B. Young, Esq., as special master, to take evidence and report the amount of sinking fund now in the hands of the said commissioners of said Internal Improvement Fund subject to the demands of petitioner and other holders of outstanding bonds of the Tallahassee Railroad Company.

And in determining such amount, said master will hear evidence, consider and report as to how many Tallahassee Railroad bonds were at any time a portion of said fund. How much interest was collected on the same, and how invested or disposed of, how much, if any interest falling due on said bonds while the same were held as a part of said fund was not collected or entered to the credit of said fund. What amount, if any-

thing, should be charged to said Internal Improvement Fund and credited to said sinking fund on account of interest falling due on said railroad bonds, while they formed a portion of said sinking fund and were in the hands of said commissioners.

In determining said amount, the said Master will also consider and report whether the Florida Railroad bonds purchased by said Commissioners, with the proceeds of Tallahassee Railroad bonds which were sold under orders of this Court of right and in equity belong to said Sinking Fund of the Tallahassee Railroad bonds, and the amount of the same, with all proper accumulations by reason of interest and re-investment of interest.

Done in open court this 19th day of April, 1884.

DON. A. PARDEE, Circuit Judge.

A true copy.

[L. S.] PHILIP WALTER, Clerk.

On motion, the Attorney-General was instructed to take the proper steps for an appeal to the Supreme Court of the United States, from the above decisions.

The following resolution was adopted:

Resolved, That the order passed February 25th, authorizing the Treasurer to receive in payment for the lands appropriated by the Act of the Legislature, approved February 16, 1883, to the bonded indebtedness of certain counties, the bonds of said counties in proportion to their ascertained indebtedness be and the same is hereby revoked.

December 22, 1884.—The application of Messrs. Williams and Swann, former agents for the selection of State lands, was considered by the Board; whereupon, it was

Ordered, That upon filing in the State Land Office a list of lands selected by Williams, Swann and Corley, which have not yet been patented to the State, they be permitted to select of such lands a sufficient quantity to cover the amount of compensation which may be due to them upon lands selected by them, when the same shall be patented; and that upon filing in the State Land Office a list of lands so selected as compensation, the same be withdrawn from market and held for such compensation, and to be deeded to them from time to time as such compensation may become due as said lands may be patented.

P. W. WHITE,

Acting Secretary of Board.

The foregoing is a report of all the transactions of the Board which are deemed of interest to the public, except the expen-

ditures. These being given in detail in the Treasurer's report,
it is not considered necessary to repeat them.

Respectfully submitted,
W. D. BARNES,
Secretary I. I. Fund.