

MINUTES,

Board of Trustees of the Internal Improvement Fund of the State of Florida.

Tallahassee, Florida, July 5, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engie, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands &
Immigration.

The minutes of the last meeting were read & corrected.

Judge H. L. Mitchell and Hon. J. B. Wall appeared before the Board on behalf of the Jacksonville, Tampa and Key West Railroad Company, and conferred with the Trustees at some length respecting the aid that will probably be given in the construction of said Company's road upon the filing of the survey of the route and construction of the road.

Col. I. Coryell appeared before the Board and requested aid in the construction of the Atlantic and Gulf Coast Canal for so much of the work as lies between the St. Johns river and Lake Worth.

The following resolution was adopted:

Resolved, That the odd-numbered Sections of Swamp Lands for six miles on each side of the Atlantic and Gulf Coast Canal be reserved from sale for the benefit of the Atlantic and Gulf Coast Canal and Okeechobee Canal Company until the further order of this Board.

The specifications of construction of the South Florida Railroad Company which were presented at the last meeting, were approved by the Board.

A letter was received from S. I. Wailes, of Washington, suggesting that the Trustees make further selections under the Act of September 28, 1850, and forward them to Washington that he may test the correctness of former rulings of the Department of the Interior as to the expiration of the provisions of said Act.

The following resolution was adopted:

Resolved, That Sydney I. Wailes be appointed the Agent of the Board to select any further Swamp Lands to which the State may be entitled under the Act of September 28, 1850, and that in compensation therefor he shall receive two cents per acre for all lands selected by him and patented to the State, to be paid in lands at current prices.

The Secretary laid before the Board a communication from the Secretary of the Green Cove Springs and Melrose Railroad Company enclosing the Engineer's statement of the route of said Company's road, giving the courses and distances, and the connections with the Township, Range and Section lines, and asking a withdrawal from sale of the lands granted to said road.

The Secretary was instructed to notify said Company of the requirements of law for the withdrawal of lands from sale under the Act incorporating said Company.

An account of A. Doggett for \$5 for a certificate as to coupons which was approved by the Board Oct. 19, 1878, but which had never been certified by the President and attested by the Secretary, was presented; and it was *ordered*, That the present President and Secretary certify to the approval of said account.

The following bills were presented and approved:

W. U. Telegraph Office, Telegrams, \$9.03.

J. H. Lee, Special Timber Agent, amount paid for surveying to ascertain trespass, \$2.50.

The Board proceeded to the consideration of the following case: Certain cedar timber was cut under permit in Orange County in the district of Special Agent J. H. Lee—Lee permitted the timber to be rafted down the river without requiring the pre-payment of stumpage, but accompanied the raft to Jacksonville for the purpose of collecting the stumpage there—Upon reaching Jacksonville, John Price, Jr., the Special Agent for Duval county demanded payment of the stumpage—The question to be

decided was, "Which of the two agents is entitled to collect the stumpage?" and the amount was deposited in Bank to await the action of the Trustees.

The Board decided that J. H. Lee is entitled to collect the stumpage; Gov. Bloxham and Messrs. Barnes and Raney concurring, and Messrs. L'Engle and Corley dissenting.

The following resolution was unanimously adopted:

Resolved, That, hereafter, when any Special Timber Agent shall permit any timber cut upon State lands to be removed from his district without the payment of stumpage, he shall not be allowed to collect the stumpage thereon in any other district and retain commissions therefor, unless the Special Timber Agent of the district in which the timber shall be delivered shall fail in the discharge of his duty in collecting such stumpage.

The following entry was canceled: No. 10,102 made May 27, 1881, by Thomas J. Lawson and Wm. H. Pearce, NE $\frac{1}{4}$ of NW $\frac{1}{4}$ Section 22, T 30, S, R 25 E, and the purchase money amounting to \$39.83 was ordered to be refunded.

The following communication was laid before the Board:

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

Leonard G. Dennis respectfully represents to your Honorable Board,

1st. That on or about the 10th day of November, 1875, he was appointed and commissioned by the Governor of Florida to be Agent for the State to receive and receipt for moneys due on account of land, and to secure for the State of Florida any land that might be due said State.

2d. That after being so appointed and commissioned he appointed one Charles Pomeroy to act as his clerk and Agent at Washington, D. C.

3rd. That through his Agency as aforesaid, there was secured to the State of Florida over fifty-eight thousand (58,000) acres of land—that the amount of compensation due him for said service is ten per cent. of said lands, payable in lands, to wit: five thousand eight hundred (5,800) acres of land.

Therefore, he respectfully asks that his claim may be approved, and deeds or floats may be issued to him for the said amount of five thousand eight hundred (5,800) acres.

March 14, 1881. (Signed) L. G. DENNIS, State Agent.

Ordered, That the Secretary transmit to Charles Pomeroy, Esq. of Washington, a copy of the foregoing communication.

Ordered, That the lands selected by Charles Pomeroy in compensation for his services in procuring patents for 58,454.01 acres of Swamp lands, which have not been already entered, be reserved from sale, until the question at issue between the said Pomeroy and Leonard G. Dennis shall be decided, or until the further order of this Board.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

HUGH A. CORLEY, Secretary.

Tallahassee, Florida, July 6, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

Mr. Joseph Y. Ponce, President of the Orange Ridge, DeLand and Atlantic Railroad Company, appeared before the Board and filed a plat of the survey of the route of said Company's road from Cabbage Bluff, on the St. Johns river, to New Smyrna, and requested a reservation of lands for the benefit of said road under the provisions of their act of incorporation (Chapter 3332 of the Laws of Florida) and selected for said Company the odd-numbered sections.

The following Resolution was unanimously adopted:

Resolved, That the odd-numbered Sections of Swamp and overflowed lands lying within six miles on each side of the Orange Ridge, DeLand and Atlantic Railroad be withdrawn from sale for the purpose of aiding in the construction of said road, until the further order of this Board.

The following entry was canceled—Entry No. 9717 by Geo. W. Turnburke made February 22, 1881, NE $\frac{1}{4}$ of SE $\frac{1}{4}$ Section 21, T 30 S, R 15 E, and the purchase money amounting to \$39.83 ordered to be refunded; this being the entry which was authorized to be changed March 31, 1881, but in which a change of entry could not be made for the reason that the tract wanted by Mr. Turnburke was entered before his papers were returned.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

HUGH A. CORLEY, Secy.

Tallahassee, Florida, July 7, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

The following accounts were presented and approved:
Wm. B. Taylor, professional services and expenses investigating trespasses in Taylor and LaFayette Counties by request of the Board. \$67.50.

George P. Raney, professional services in U. S. Court, \$125.00.

B. M. Burroughs, Timber Agent, Expenses in April, \$66.50.

B. M. Burroughs, Timber Agent, Expenses in May, \$71.75.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

HUGH A. CORLEY, Secretary.

Tallahassee, Florida, July 15, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands
and Immigration.

The minutes of the last meeting were read and approved.

William B. Taylor, Esq. having filed a plat of the survey of the Live Oak and Rowland's Bluff Railroad, from Live Oak to the Suwannee river, and the Company having selected the even-numbered Sections of Swamp Lands under Chapter 3334 of the laws of Florida, entitled "An Act to incorporate the Live Oak and Rowland's Bluff Railroad Company," the following resolution was unanimously adopted:

Be it Resolved, That the Swamp and Overflowed lands embraced in the even-numbered sections lying within six miles on each side of the route of the Live Oak and Rowland's Bluff Railroad, be reserved from sale for the purpose of aiding in the construction of said road.

A letter was received from Hon. J. J. Harris, President of the Lake Jesup, Osceola and Kissimmee river Railroad and Navigation Company, requesting that the resolution offered on the 16th ult. to restore to market the lands heretofore reserved from sale for the benefit of said Company, which resolution was postponed for thirty days, be further postponed for thirty days more in order to enable said Company to complete arrangements for the prosecution of the work of construction of its road; which request was agreed to and the resolution again postponed for thirty days.

The following accounts were presented and approved:

Philip Walter, Clerk U. S. Court, copies of orders,
\$2.00.

Postage for Salesman's Office, \$19.10.

B. M. Burroughs, Timber Agent, Expenses for June,
\$62.25.

The following communication was received:

Jacksonville, Fla., July 11, 1881.

To the Hon. the Board of Trustees of the Internal Im-
provement Fund,
Tallahassee, Fla.

Sirs:—The Atlantic and Gulf Transit Canal Company have filed and deposited in the Office of the Secretary of State of Florida, a plat of the route of its Canal from the mouth of Pablo Creek to North river, and also from Matanzas Inlet to the Halifax river, in accordance with law. The Company desires to avail itself of the provisions of an Act of the Legislature approved March 12, 1879, entitled "An Act to amend Section 26 of an act entitled 'An Act to provide a general law for the incorporation of railroads and canals' approved Feby. 19, 1874, and to grant aid to railroads and canals incorporated under said act," and for that purpose I do hereby apply to your Honorable Board to set aside for the use of said Company the alternate sections of Swamp and overflowed lands for a distance of six miles on each side of the line of canal as designated in said plat; and the Company is ready to construct said canal in accordance with such plan and specifications of construction as will meet with your approval.

Very Respy

(Signed) A. D. BASNETT.

Secy Atlantic & Gulf Transit Canal Company.

The Secretary was instructed to reply to Mr. Basnett that the lands along the route described by him have already been reserved from sale upon the application of the Atlantic and Gulf Coast Canal and Okeechobee Canal Company, and that the rights of the different companies claiming said lands can be settled whenever the time comes for full exercise of said rights.

The following resolution was unanimously adopted:

Be it Resolved by the Board of Trustees of the Internal Improvement Fund of the State of Florida, That the agreement entered into March 20, 1873, between the Trus-

tees of the Internal Improvement Fund and the Great Southern Railway Company, for the construction of said Company's Railway and for the sale to said Company of one hundred and twenty-eight thousand acres of land for six thousand four hundred dollars for each section of ten miles of said road constructed, be and the same is hereby rescinded.

Ordered, That the Secretary notify the Vice President of the Great Southern Railway Company of the rescinding of said agreement.

The following change of entry was allowed:

Entry No. 8455, by Elisha Padgett, from the $N\frac{1}{2}$ of $NE\frac{1}{4}$ Section 27 Township 7, South, Range 20, East, to the $E\frac{1}{2}$ of $SE\frac{1}{4}$ of Section 22, in said Township.

H. S. Duval, C. E. who had been appointed to examine the construction of the completed part of the Florida Southern Railway, reported as follows:

"In compliance with your instructions of the 18th ulto., I herewith make the following report of the Florida Southern Railway:

"Gauge 3 ft—Clearing on each side of road-bed generally 60 feet—Maximum grade 80 feet—Width of road bed on embankments 8 ft—in cuts 14 ft—Dimensions of ditches, 3 ft at the top, one foot at the bottom, and slopes of $1\frac{1}{2}$ to 1—Maximum curve 4 degrees—Distance apart of centre of cross-ties 2 ft—Weight of iron 40 lbs—and fastened by angle bars (the latest improvement in splices).

"This road will be in running order by the time this report is received to Hawthorn, a distance of 30 miles, twenty miles of which is in thorough order; the balance is probably so by now—The heavy grades, though numerous, are short; and are far below the maximum grades of many of the most important 1st class broad gauges of the North. The locating engineer, Major N. R. Gruelle, has paid little respect to the undulations of South Florida and the flying speed of his engines demonstrates the correctness of his conclusions—40 miles per hour was the rate over which he carried me.

"I report this road as a *first class narrow gauge* road, both in construction and equipments, and approve it as far as Hawthorn, a distance of 30 miles."

H. S. DuVal, Esq. C. E. also reported as follows upon the construction of the South Florida Railroad from Sanford to Orlando:

"Gauge 3 ft—Clearing on each side of the road-bed 25 ft—Maximum grade 21 ft—Width of road-bed on embankments 12 ft—in cuts 14 ft—Ditches variable in dimensions, but everywhere sufficiently deep to keep the road-bed dry—Maximum curve 8 degrees—Distance apart of centre of cross-ties, 22 inch and well bedded—Weight of iron 16 lbs. and fastened with fish-bar splices—

"I report favorable upon the workmanlike manner in which this road has been constructed, and commend it to your special notice as far as Orlando, a distance of 20 miles."

Samuel A. Swann, Esq. appeared before the Board and conferred with the Trustees respecting his claim for services and expenses as the Special Agent of the Board for negotiating sales of lands in large quantities, but no action was taken by the Board in reference thereto.

The Secretary laid before the Board a letter from J. C. Marcy, Esq. stating that he had heard that M. A. Williams is about to give up the situation of Agent for the sale of lands in Jacksonville, and recommending that Mr. R. C. M. Young be appointed in his place; also, a letter from Mr. Young himself upon the same subject.

The Secretary was instructed to say to Messrs. Marcy and Young that the Board do not think it expedient to appoint another agent at this time.

The Attorney General laid before the Board the following orders and decrees of the U. S. Circuit Court made at Jacksonville on the 8th instant; which were ordered spread upon the minutes:

In the Circuit Court of the United States
5th Circuit—Northern Dist. of Fla.

Chas. P. Greenough, Admr of Francis Vose	}	In Equity.
vs.		
Trustees of the Internal Improvement Fund of the State of Florida, et al.		

This cause coming on to be heard, it is ordered, adjudged and decreed, That the Trustees of the Internal Improvement Fund, defendants, be and are hereby authorized to pay through their Treasurer the claims adjudicated against said fund in this cause, and for this

purpose to use any money they have or may receive as the proceeds of lands sold, or to be sold, belonging to such fund: That the amount adjudged in favor of the late Francis Vose for costs and expenses in this cause, in so far as the same remain unpaid, shall first be paid, subject to the terms and conditions of the orders allowing them: That after the payment of such amounts remaining due for costs and expenses, the coupons adjudged to be legal claims against said fund shall be paid by the Trustees through their Treasurer, the same payments to be made on a *pro rata* basis as to all claims so adjudged and payable—It is further Ordered, that such payments shall be made to the Solicitors of record in all cases where there are such solicitors, and where there are not, then to the parties claimant.

Done and Ordered and Adjudged and Decreed this 8th day of July A D 1881, in open Court.

THOMAS SETTLE,
Judge.

W. B. WOODS,

Circuit Justice.

We consent to the above order.

Henry R. Jackson, for E. C. Anderson et al.

C. D. Willard, Solicitor for Vose Decree.

Fleming & Daniel W. D. Ellis et al.

John A. Henderson, for himself.

B. C. Lewis.

B. C. Lewis & Sons.

Edward Lewis.

Cockran & Co. et al.

Cockrell & Walker for Natl. Bk. Carolina.

Geo. P. Raney, Sol. Trustees I. I. Fund.

In the Circuit Court of the U. S.

5th Circuit—Northern Dist. of Florida.

Chas. P. Greenough, Admr of Francis Vose.)

vs.)

The Trustees of the Internal Improvement
Fund of Fla., et al.)

It is ordered and decreed in this cause that interest at the rate of seven per cent. per annum shall be allowed on all coupons adjudged to be a valid claim against the In-

ternal Improvement Fund in this cause, from their maturity to the date of payment.

Done and Ordered in open Court this July 8th 1881.
 W. B. WOODS,
 Circuit Justice.

U. S. Circuit Ct. Northern District of Fla.
 5th Judicial Circuit.

Chas. P. Greenough, Admr of Francis Vose, }
 vs. }
 Trustees of the Internal Improvement }
 Fund of Florida et al. }

It is ordered that the Trustees of the Internal Improvement Fund are authorized to make settlement when it shall be proper and in accordance with the provisions of the laws of the State with the Florida Tropical Railroad Company for any alternate sections of land sold by the Trustees and within the six-mile limit granted by the State to the Florida Railroad Company, of which said Company the former Company is the assignee, such settlement to be in lands.

It is further Ordered, That the Receiver and Master, A. Doggett, herein, do supply the Trustees at their request with copies of all records necessary and applied for by them, to enable them to pay off the indebtedness of said fund, at the usual charges.

Done and ordered in open Court July 8th 1881.

W. B. WOODS,
 Circuit Justice.

On motion, Messrs. L'Engle and Corley were appointed a committee to go to Jacksonville and obtain from A. Doggett, Special Master & Receiver, all the information necessary to enable the Treasurer of the Board to pay the indebtedness of the Fund in accordance with the orders and decrees of the United States Circuit Court.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
 HUGH A. CORLEY, Secretary.

Tallahassee, Florida, July 22, 1881.

The Board met in the Attorney General's Office.

Present: William D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

The Attorney General presented a copy of a recent order of the U. S. Circuit Court, which was ordered to be spread upon the minutes, and is as follows, to wit:

In the United States Circuit Court
For the Northern District of Florida

Francis Vose

vs

The Trustees of the Internal
Improvement Fund et al.

It appearing from the statement of Henry R. Jackson, Solicitor for Complainants in the case of E. C. Anderson and others vs. The Jacksonville, Pensacola and Mobile Railroad Company et al., in this Court, that some of the said Complainants are holders of bonds of the Pensacola and Georgia and Tallahassee Railroad Companies, upon which there are coupons which were past due at the date of the sales of said railroads by the Trustees of the Internal Improvement Fund; and it appearing further that the said bonds were received, examined, registered and reported upon by Aristides Doggett, Esq., Master *pro hac vice* in said last mentioned cause; that they were retained in custody for a number of years by the said Master, but have been withdrawn under order of this Court by the said Jackson and are now held by him in a box deposited for safekeeping in the vaults of the Central Railroad Bank, in the city of Savannah:

On motion of the said Jackson, and by consent of Attorney-General Raney representing the defendants in the case of Francis Vose, vs. The Trustees of the Internal Improvement Fund, *It is Ordered*, That Aristides Doggett, Esq., receive, admit and register said coupons in the said last mentioned case as being good, valid and payable from the sale of the Internal Improvement lands under the decrees and orders of the court; *provided*, the coupons be

verified by affidavit of the said Jackson that he severed them from the bonds to which they were attached, and by the certificate of Mayhew Cunningham, Cashier Central Railroad Bank, that they were taken from the said box in his possession; and *provided, further*, that the said Master shall identify the said coupons and the holders of them with the bonds and the holders of the bonds so as afore-said filed with and audited by him, on examination of the *numbers* of said bonds.

In open Court July 8, 1881.

W. B. WOODS, Circuit Justice.
THOMAS SETTLE, Judge.

The Attorney General laid before the Board the following correspondence arising under the foregoing order of Court, which was ordered spread upon the minutes:

Tallahassee, July 18, 1881.

Hon. Geo. P. Raney, Attorney General:

Dear Sir:

I respectfully beg that you will inform me whether the decree of Judge Woods of July 8, 1881, directing certain P. and G. and Tallahassee R. Rd. coupons "which were past-due at the date of the sales of said R. Roads by the Trustees of the Int. Impt Fund," and which have been cut from said bonds by Genl. Jackson, to be paid "from the sales of the Int. Imp. lands under the orders and decrees of this Court," means that said P. & G. and T. Coupons represented by Gen. Jackson are to be paid in *preference* to other coupons of the P. & G. and T. Rail Roads which were past due at the date of the sale of said roads by said Trustees, but which have never been cut from the bonds, but are still attached to them and still on file with Mr. Doggett.

The coupons I represent were filed just as those represented by Genl. Jackson were in the case of E. C. Anderson et al. Neither his nor mine were filed in the Vose case.

I do not think that you intended to consent that the P. & G. coupons filed in the Anderson case by Genl. Jackson should have priority over other similar coupons filed in the said case by others. By one of Judge Wood's decrees, the Trustees are allowed to pay only "the claims

adjudicated against the Int. Impt Fund in this cause," to wit: the Vose cause. By another of his decrees they are allowed to pay the claims adjudicated against said fund in the Anderson case, provided they were represented by Genl. Jackson.

I may be mistaken in my understanding of the decrees. As you are representing *all* the claimants against the fund, and this decree says it was rendered by your "consent," please tell me, when you have leisure, what the true meaning of this decree is.

Yours Respectfully

(Signed) D. S. WALKER.

Attorney General's Office,
Tallahassee, Fla., July 19, 1881.

Hon. David S. Walker

Tallahassee, Fla.

Dr. Sir:

I have the honor to acknowledge your communication of yesterday. You are aware that under the long standing orders of the Vose case, all coupons have to be registered and filed with the Master therein, Mr. Doggett, before they can be regarded by the Trustees as a valid claim against the Internal Improvement Fund. These orders provide an ordeal of proof to which a great mass of coupons have been subjected. In the case, however, of coupons actually attached to the bonds which were filed in the Anderson case, it has been the usual custom to take an order directing the Master in that cause to cut off the coupons past due at the time of the Railroad sale in March, 1869, and file and register them with himself as Master in the Vose case. No further proof has usually been required as to such coupons to entitle them to the status of an adjudicated claim against the Fund. You are doubtless aware there has never been any order giving the coupons attached to bonds filed in the Anderson case such status without their being filed and registered in the Vose case as indicated. Genl. Jackson had, as I understand, obtained an order for the Master to cut off the coupons from his bonds filed in the Anderson case and file them in the Vose case, and represented that the Master is doing so had omitted to cut off and file a few coupons,

altho' he had done so as to the mass of them; that he, Genl. Jackson, had taken the bonds to Savannah and has subsequently discovered the omission, and had, on the 7th day of July, commenced cutting off those so omitted, with the intention of bringing them with him that day to Jacksonville and proving them under the orders in the Vose case, but for some reason did not get through cutting all of them off, and had not brought any of them. To avoid the trouble and expense of his having to send the bonds and coupons, where the latter were cut not off, to Jacksonville, and of having the bonds also sent back to him at Savannah, he asked for the order you refer to, permitting him to cut off and prove in the manner indicated the coupons which had not been cut off, and to prove those he had himself cut off. After consulting with different Attorneys representing coupon-holders, I agreed to the order. It was made to cover these particular coupons and none other.

You say the coupons you represent were filed just as those represented by Genl. Jackson in the case of E. C. Anderson et al., and that neither his nor yours were filed in the Vose case. The understanding entertained by myself as to General Jackson's is indicated above.

Without saying anything as to whether your clients' coupons, or any of them, have been filed in the Vose case, or as to whether any order for the "cutting off and filing" them has been made, it is proper for me to state that, in my opinion, until filed in the Vose they cannot be treated as a valid indebtedness of the Fund, nor can they be filed without an order of the Court permitting it.

As to my "intention," permit me to say that it was simply to enable Genl. Jackson to prove and file these particular omitted coupons in the manner provided by the order, and thereby save him the trouble and expense of sending his bonds to Jacksonville and having them returned. They have, I understand, been filed in accordance with the order.

You speak of me as representing all the claimants against the Fund. I do not, nor is it my duty to act for you or other Attorneys' clients in proving or filing or ob-

taining orders therefor in the Vose case; and if your clients have not obtained such order, it is not my fault.

Yours Very Res'py

(Signed)

GEO. P. RANEY.

The following communication was received from H. L. Hart:

To the Honorable The Board of Trustees of the Internal Imp. Fund

Gentlemen:

I most respectfully call your attention to a contract made with me by a former Board for the improvement of the navigation of the Oclawaha river from Silver Spring Run to its source, and to make cut-offs connecting the different inland lakes through which that river flows, and to cut a canal from Lake Harris to Lake Panasoffkee, and to improve the navigation of the Withlacoochee river. The said contract grants to me the odd-numbered sections along and adjacent to the Oclawaha and Withlacoochee rivers and the Lakes to the width of 6 miles on each side.

In consequence of the Vose suit, in which I was made a party, I was unable to complete the work in the time limited within the contract. I now request your Honorable Board to renew the contract with me and extend the time to three years from the date hereof, believing as I do that the time in which I was to have done the work should be extended to me in consequence of the said suit—It is very well known to your Honors that I expended a large sum of money in improving the Ocklawaha river, and have made that river partially navigable for Steamers to Lake Harris—and steamers are now running from Palatka to Lake Harris, which is the result of my improvements.

Respectfully yours

HUBBARD L. HART.

The Secretary was instructed to call Mr. Hart's attention to the fact that the injunction in the Vose suit is still of force, and that the Trustees are no more able to revive the contract now than they were when the injunction was first issued.

The following memorial was received from The Atlantic and Gulf Transit Canal Company:

In the matter of the application of the
Atlantic and Gulf Transit Canal Company

To the Hon. the Board of Trustees
of the Internal Improvement Fund:

Gentlemen:

Your Memorialist, the Atlantic and Gulf Transit Canal Company, respectfully requests that your Honorable Board grant to it the aid, in the construction of the Canals and improvements as provided and specified to be made in their Articles of Association, as filed in the office of the Secy. of State, to which they are entitled under the laws of the State.

The Company is organized under the Act of the Legislature entitled "An Act to provide a general law for the incorporation of railroads and canals," approved Feby. 19, 1874.

Your memorialist has complied with the provisions of Section 25 of said act by depositing with the Secretary of State a plat exhibiting the line of the route of its canals and the lands through which it will pass, extending from the Perdido river, the extreme Western boundary of the State, to Fernandina, its Eastern terminus. The plat above referred to is designated in the Articles of Association as its Western Division. The Company has also filed in the office of the Secretary of State a plat of a portion of its route, or line of canal, as is located from the mouth of Pablo Creek to North river, and from Matanzas Inlet to the Halifax river.

Your memorialist having complied with the law by filing said plats of its lines of canals, most respectfully requests that when deeds shall be made by your Honorable Board to any parties of lands through which the canal routes are located, that the said deeds contain an express reservation of the right of way for the Company's line of canals and inland streams and waters utilized and made a part of its system of internal navigation. The Company also requests that the right of way on the Western Division of the canal route from Perdido Bay to Fernandina be fixed to the width of five hundred feet, as this canal is to be one hundred feet on the bottom and seven feet deep, while the ordinary width of canals is only sixty feet, and a width of five hundred feet is necessary in order to have

room to deposit the earth a sufficient distance from the banks to avoid pressure and prevent caving. On the Eastern Division the Company requests only the two hundred feet as is provided by law.

Your memorialist desires to avail itself of the provisions of an act of the Legislature approved March 12th, 1879, entitled "An Act to amend Section 26 of 'An Act to provide a general law for the incorporation of railroads and canals' approved February 19, 1874, and to grant aid to railroads and canals incorporated under said act." The Company's Western Division, which extends from Perdido river to Fernandina, is by the profile 495 miles in length, and passes through the most worthless lands in the State, as it includes the tide-water marshes adjacent to the Gulf of Mexico from Pensacola to St. Marks, and the tide-water marshes between Jacksonville and Fernandina. The Western Division of the Company's Canal is one of the longest and widest ever constructed on this continent. It is intended for Mississippi river steam boats and barges, and is to be constructed one hundred feet wide at the bottom and eight feet deep, with locks not less than one hundred and fifty feet in length and forty five feet wide, and the several inside passages between the canals to be dredged to a corresponding width and depth. This canal, when completed, will drain large belts of lands along the entire Gulf Coast East of the Suwannee river, and especially in the counties of Santa Rosa, Walton, Washington, Wakulla, Jefferson, Lafayette and Taylor. We therefore request that there be granted to this Company the odd-numbered sections for six (6) miles in width on each side of the Company's line of Canal and water communication as laid out on the plat now on file in the office of the Secretary of State, four hundred and ninety-five (495) miles in length, with a right to make up any deficiency that may arise, by selecting any of the Swamp and overflowed lands within twenty (20) miles of the line of its route as laid down on its map; titles to be made to the Company, from time to time, as the work progresses, in accordance with the provisions of said Acts.

In consequence of the great magnitude of this work, the canal containing double the number of cubic feet of water of ordinary canals, and the worthless character of

the lands along its route, the Company, your Memorialist, requests from yr Board further, that so much of what is known as the "500,000 acre tract" originally granted to the State on its admission as remains unsold, be donated to aid in this work, and that titles be made to the Company upon the completion of the canals and inland navigation from the Mississippi river to St. Marks.

On the Eastern Division of the Company's line of canal and inland navigation, the Company also request a grant of the odd-numbered sections for six (6) miles in width from the mouth of Pablo Creek to North river, and from Matanzas Inlet to Halifax river, and the privilege to make up any deficiencies in the grant by selecting lands within twenty (20) miles of the canals. The canal of the Company's Eastern Division is to be sixty feet wide at the water line, with the proper slopes, and of a sufficient depth to allow the passage of steamers drawing three (3) feet of water, with locks not less than thirty (30) feet wide and one hundred and twenty-five (125) feet in length.

The Company are willing to enter into a contract with the Board to complete the Western Division of the Company's improvement and canal from Perdido Bay to the Atlantic Ocean within five (5) years from January 1st A. D. 1882, upon the basis of this memorial, and to complete its line of canal on its Eastern Division from the mouth of Pablo Creek to North River, and from Matanzas Inlet to the Halifax river by December 31, 1882.

Your Memorialist is confident that in case the Board enter into the aforesaid contract, and it is not impeded by litigation, that it will be able to carry out the terms of the agreement which it asks your Board to enter into.

All of which is most respectfully submitted to your Honorable Board for favorable consideration by resolution of the Board of Directors of the said The Atlantic and Gulf Transit Canal Company.

(Signed) THE ATLANTIC & GULF TRANSIT CANAL COMPANY.

By H. L. HART, President.

Attest:

(Seal of Company)

The consideration of the foregoing memorial was postponed until there shall be a full meeting of the Board.

A letter was received from W. D. Chipley, Vice Presi-

dent and General Superintendent of the Pensacola and Atlantic Railroad Company, enclosing a letter of the Engineer recommending certain modifications of the details of construction required by the 6th Section of the Internal Improvement Act of 1855, as follows, to wit:

In the first specification, 50 feet instead of 60 feet to be "cleared of all the standing timber."

In the second specification, the road-bed to be 18 feet in cuttings instead of 20 feet, and 14 feet on embankments instead of 18 feet. Ditches to be one foot below sub-grade or about 2 ft. 3 inches below the base of the rail, instead of those prescribed in the Internal Improvement Act.

In the third specification, cross-ties to be of 10 inches face and 7 inches in thickness, instead of 9 inches face and 8 inches in thickness.

In the ninth specification, a grade to be allowed of 52 8-10 ft. per mile and 4 degrees of curvature, instead of 45 ft. per mile and 3 degrees of curvature.

In the seventh specification, steel rails of 50 pounds to be used instead of iron rails of 60 pounds to the lineal yard.

The Secretary was instructed to request said Company to send a copy of the details of construction of the road adopted by said Company, for the consideration of the Board, and also to inform the Board at what points on the route of said road it is considered necessary to adopt a higher grade than 45 feet to the mile, so that the Board may send an Engineer and inquire into the propriety of modifying the ninth specification of the Internal Improvement Act.

An Application was received from the Indian River Railway and Transportation Company asking the reservation from sale of the alternate sections of Swamp lands within six miles of the route of its road from Enterprise, on the St. Johns river, to Titusville, on Indian river; and enclosing certain plans and specifications for the construction and equipment of the road for the approval of the Trustees.

The plans and specifications not being sufficiently full and explicit with respect to the manner of constructing the road, the Secretary was instructed to write to said

Company and obtain from it such plans as can be approved by the Board.

A letter was received from James M. Duncan, Special Timber Agent for Hamilton county, tendering his resignation as Timber Agent, which resignation was accepted.

Charles W. Downing was appointed Special Timber Agent for Hamilton county, in the place of James M. Duncan resigned.

The following change of entry was made:

Entry No. 8025, by Giles U. Ellis, made April 27, 1877, from the SE $\frac{1}{4}$ of SW $\frac{1}{4}$ Section 10, and NE $\frac{1}{4}$ of SW $\frac{1}{4}$ and NE $\frac{1}{4}$ of NE $\frac{1}{4}$ Section 15, Township 22, South, Range 25, East, to the NE $\frac{1}{4}$ of SW $\frac{1}{4}$ Section 10, and NE $\frac{1}{4}$ of NW $\frac{1}{4}$ and NE $\frac{1}{4}$ of NE $\frac{1}{4}$ Section 15, in said Township.

The account of C. E. Dyke for printing for Salesman's Office, amounting to \$29.00, was presented and approved.

The Board then adjourned.

Attest:

HUGH A. CORLEY,
Secretary.

President pro tem.

Tallahassee, Florida, July 28, 1881.

The Board met in the Attorney General's Office.

Present: Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

Hugh A. Corley, Commissioner of Lands & Immigration.

The Attorney General laid before the Board the following papers:

J. Fred Schutte, Jans Prius,

A. Engler et al. Complainants

vs.

The J. P. & M. R. R. Company et al

} In Equity.

In the 5th Circuit Court of the U. S. for the Northern District of Florida.

State of Georgia }

City of Savannah }

It appearing that the business of the J. P. and M. Rail

Road, at this season of the year, does not yield a sufficient income to defray the expenses incurred by operating it:

And it appearing, further, that the Receivers (Messrs. Conant and Hawkins) have a fund in their hands produced from the operation of the road:

Now, then, this is to certify that, in my character as Solicitor, representing a very large majority of the holders of the Pensacola and Georgia and Tallahassee Rail Road bonds, I do hereby give my consent to the turning over of Fifteen thousand (\$15,000) Dollars of the said Fund by the said Receivers to Col. C. H. Allen for the purpose of defraying the necessary current expenses of operating the said road.

(Signed)

HENRY R. JACKSON.

July 19, 1881.

I, as the Solicitor representing a part of the holders of the P. & G. Rail Road Bonds, do hereby give my consent to the above proposition of Genl. Jackson.

(Signed)

D. S. WALKER.

July 23, 1881.

Thereupon the following resolution was unanimously adopted:

Resolved. That the Board of Trustees do assent that an order may be made in the above cause that the above sum may be turned over to Col. C. H. Allen, manager of said road, for the purpose of defraying the necessary expenses of running and repairing said railroad, as far as it may be necessary, and for purchasing rolling stock, said sum to be taken out of the earnings of the road subsequent to the sale of September, 1879; this assent, however, not to interfere with the right of any person petitioning the Court to pay out of said funds—and that the Attorney of the Board be authorized to assent to the same, as herein provided, for said Board.

The account of C. E. Dyke for printing for the Treasurer's Office amounting to seven dollars (\$7) was presented and approved.

The Board then adjourned.

Attest:

HUGH A. CORLEY,
Secretary.

President pro tem.

Tallahassee, Florida, August 8, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

George P. Raney, Attorney General.

Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last two meetings were read and approved.

On motion, an order was directed to be drawn on the Treasurer in favor of James M. Baker for three hundred and fifty dollars (\$350) in payment in full for balance due for professional services as attorney and solicitor in the case of Francis Vose vs. The Trustees of the Internal Improvement Fund.

The following letter was received from the Superintendent of the Pensacola and Atlantic Railroad Company:

Pensacola, Fla., August 1st, 1881.

Hon. Hugh A. Corley

Secy Bd Trustees Int. Imp. Fund,

Tallahassee.

Dr Sir:

Yrs of 26th inst did not reach me until 30th (Saturday) P. M.

I enclose herewith copy of the Comp'y's specifications.

These specifications do not touch upon all of the modifications embraced in Engineer McMichael's communication to me of 15th ulto and submitted to you under cover of my respects of 16th ulto.

The *first* modification was that our clearing should be 100 feet for right of way instead of 120 feet.

Our charter provides and allows only 100, which is customary and sufficient.

Second specification requested is to make our banks 14 feet wide on top, instead of 18 feet as required by act, and our road-bed in cuttings 18 feet instead of 20 feet.

Third difference is in the dimensions of cross-ties. The amount of timber required by the act is only 1½ feet B. measure more than required by our specifications. But our specifications put it in a different shape, securing the bearing recommended by experience as best. Instead of 9 inches face by 8 inches in thickness, the Comp'y desire to use 10 inches face by 7 inches thick, 9 feet long.

Fourth modification desired does not appear in printed specifications, as it is a matter of instruction by Engineer to Contractor, and not an item in contract. I refer to the limitation of the gradients to 45 feet to the mile, and curvature to 30 as the maximum.

Long ago, immense outlay of capital to overcome grades was abandoned, and, by means of heavy motive power, grades considered impracticable a quarter of a century ago are now not regarded as difficult.

We desire to use a grade of 52.8 to the mile, and a curvature of 40 when desirable.

You request me to designate the "points on the route of the Pensacola and Atlantic road where you (I) think a heavier grade than 45 feet to the mile will be required." As far as our location goes it has developed a need for this grade leaving Pensacola, at Pond Creek, at Blackwater and Yellow rivers. On the eastern end several short grades of 52.8 to the mile can be used between the Apalachicola and the Chipola, and it will be utterly impracticable to go to Marianna upon a grade less than 52.8.

You suggest that when informed where these points where 52.8 grade will be needed are located, you will have a Civil Engineer examine them, etc.

The delay and expense of this course will be ruinous to the Company, and will readily impress your Board upon reflection.

The Comp'y has two corps in the field, one locating from the East and the other from the West. The very foundation of their operations is the maximum grade which they are allowed to use. Under your suggestion, either corps which reaches a point where the Eng's judgment would lead him to lay a 52.8 grade would have to stop and hold his corps idle at an expense of \$30 or more per day, with the still greater loss from delay, to await the opinion of the Civil Engineer appointed by your Board. You may think the corps could as well proceed during the investigation of your Engineer, but this might involve a still greater delay and loss, as the line might have to be abandoned and the corps moved back and a new line found (if possible) to fit a 45 ft. grade, should your Engr. not approve the 52.8 grade. In short the delay of such a course cannot be estimated.

Fifth modification asked for is to substitute 50 pound steel, for 60 pound iron rails.

All of which I trust your honorable body will consider favorably and promptly.

Until your decision is received, our operations must stand suspended and paralyzed. Our requests are reasonable and in perfect accord with the usages and the progress of the age.

Yrs Truly

(Signed) W. D. CHIPLEY, G. Supt.

The following resolution was unanimously adopted:

Whereas, the following modifications of the details of construction as provided in the sixth Section of the Internal Improvement Act, have been asked for on behalf of the Pensacola Railroad Company, to wit:

First. The first specification of said act to be so modified as to require the line of road to be cleared of all standing timber for *fifty* feet from the centre instead of *sixty* feet.

Second. The second specification of said Act to be so modified as to require a road-bed *eighteen* feet wide in cuttings, instead of *twenty* feet, and *fourteen* feet wide on embankments, instead of *eighteen* feet.

Third. The third specification of said act to be so modified as to require cross-ties of *ten* inches face and *seven* inches in thickness, instead of *nine* inches face and *eight* inches in thickness.

Fourth. The ninth specification of said act to be so modified as to allow a grade of 52.8 to the mile and a maximum curvature of four degrees.

Fifth. The seventh specification of said act to be so modified as to allow the use of steel rail weighing fifty pounds to the lineal yard, instead of iron rail of sixty pounds to the yard.

And Whereas, the proposed modifications appear reasonable and proper, and especially as it is shown that it is not practicable to construct the road by the way of Marianna upon a grade less than 52.8—Therefore,

Be it Resolved, that the foregoing proposed modifications of the details of construction specified in the sixth Section of the Internal Improvement Act, so far as the same relate to the construction of the Pensacola and Atlantic Railroad, are hereby consented to and approved.

The Secretary laid before the Board the following modifications of the details of construction as set forth in the 6th Section of the Internal Improvement Act, adopted by the Indian River Railway and Transportation Company and submitted for the approval of the Trustees of the Internal Improvement Fund:

First. The line of road for sixty (60) feet from the center shall be cleared of all standing timber.

Second. The road-bed shall be fourteen (14) feet wide in cuttings, with ditches of such width and depth as to insure perfect drainage, and eight (8) feet wide on embankments at the grade line, with slopes of one and a half ($1\frac{1}{2}$) feet base to one foot rise—In all excavations and embankments a perfect drainage shall be secured, and no standing water will be allowed to come within three (3) feet of the lower side of the cross-ties.

Third. The cross-ties shall be of pine, cypress, cedar or oak, six (6) feet long, with not less than eight (8) inches face and six inches in thickness, and shall be well and carefully bedded, and laid within two and one half ($2\frac{1}{2}$) feet from center to center.

Fourth. At all water-ways sufficient space shall be left for the unobstructed passage of water.

Fifth. In the crossing of all streams, the bridges shall be constructed according to plans approved by a civil Engineer to be designated by the Trustees of the Internal Improvement Fund; and over all streams that are navigable suitable draws shall be put to admit the passage of boats and vessels usually navigating the same, to be approved by the Engineer appointed by the Trustees of the Internal Improvement Fund.

Sixth. The gauge of the road shall be three (3) feet.

Seventh. The iron rail used shall weigh not less than thirty (30) pounds to the lineal yard; if steel rail is used, it shall weigh not less than twenty (20) pounds to the lineal yard.

Eighth. The entire equipment shall be of the first class, and shall at all times be sufficient for the prompt transportation of all the passengers and freight ordinarily offering.

Ninth. The grade on no portion of the route shall exceed forty-five (45) feet to the mile, and no curves shall exceed four degrees of curvature unless approved by an

Engineer appointed by the Trustees of the Internal Improvement Fund.

On motion, the said modifications of the details of construction adopted by the Indian River Railway and Transportation Company, were consented to and approved by the Board.

Ordered, That the Swamp and Overflowed lands within six miles of the route of the road of the Indian River Railway and Transportation Company, embraced in the odd-numbered sections, be reserved from sale for the benefit of said Company, until otherwise ordered by this Board.

An Application having been received from John W. Price for the cancellation of Entry No. 9817 by Mary E. Price, made on the 17th March last, embracing the NW $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 28, in Township 22, South, Range 27, East, *it was Ordered*, That said entry be canceled, and that the purchase money laid therefor, amounting to forty dollars, be refunded.

A letter was received from C. W. Hough, of Batavia, N. Y., inquiring about the contract for drainage made with the Apopka Canal Company, looking to a negotiation for the completion of the work in case said Company has failed or shall fail to carry out the work of reclamation contracted for; which letter was referred to the Commissioner of Lands and Immigration for reply.

A letter was received from Dr. John Westcott on behalf of the Florida Coast Canal line and Transportation Company, asking that Fractional Section 31, Township 10, South, Range 31, East, and Fractional Section 9, Township 11, South, Range 31 East, be reserved from sale for the benefit of said Company. *Ordered*, That the Secretary inform Dr. Westcott that said lands have already been reserved from sale.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, August 17, 1881.

The Board met in the Attorney General's Office.

Present: Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

The following accounts were presented and approved:

M. A. Williams, Commissions on Sales for June and July, \$566.94.

W. T. Webster, Copy of plat of T 31 S R 15 E, \$2.00.

A letter was received from the President of the Florida Southern Railway Company, enclosing the certificate and affidavit of W. C. Miller, Chief Engineer of said Railway, that the third and fourth sections of ten miles of the road from Palatka to Gainesville is completed and in operation, and asking that the Trustees convey to said Company the lands to which it is entitled under the grants made by the Legislature; which was received and placed on file, and the Secretary was instructed to write to the President of said Company suggesting that the adjustment of the land grant be postponed until the road is completed to Gainesville.

A letter was received from Hon. J. J. Harris, late President of the Lake Jesup, Osceola and Kissimmee River Railroad and Navigation Company, enclosing copy of an instrument transferring the road and franchises of said Company to the Lake Monroe and Lake Jesup Railroad Company, and stating that he (Mr. Harris) will be in Tallahassee to confer with the Trustees of the Internal Improvement Fund on or about the 24th instant, and asking a further postponement of the resolution to rescind the reservation of lands for said road.

Ordered, That said resolution be postponed until a full meeting of the Board can be had.

A letter was received from Hon. D. L. Yulee, President of the Tropical Florida Railroad Company asking the consent and approval of the Board to the use of steel rails weighing forty pounds to the lineal yard.

The following resolution was unanimously adopted:

Be it Resolved by the Board of Trustees of the Internal Improvement Fund of the State of Florida, That, in the

construction of the Tropical Florida Railroad, from Ocala to the waters of Tampa Bay, these Trustees consent to and approve the use of steel rails weighing not less than forty pounds to the lineal yard, instead of the iron rail prescribed in the seventh specification of the sixth section of the Internal Improvement Act.

The Secretary laid before the Board the report of H. S. DuVal, Civil Engineer, upon the construction of the Peninsular Railroad from Waldo to Ocala, a distance of forty miles. This report is as follows:

"The gauge of this road is 5 ft. clearing on both sides of road bed generally 60 feet. Maximum grade 45 feet. Width on banks 10 feet— Width in cuts 18 feet—Ditches of variable depths, sufficiently deep to keep the road-bed dry. Maximum curvature 3 degrees. Weight of iron 35 and 40 pounds fastened with the fish bar splice. This road bed, in every respect, is constructed in a workman-like manner."

Which report was ordered placed on file.

The Commissioner of Lands and Immigration presented lists of the lands belonging to the Internal Improvement Fund, embraced in the odd-numbered Sections, lying within six miles on each side of the Peninsular Railroad, from Waldo to Ocala, (24,021.70 acres) and the Tropical Florida Railroad from Ocala to Tampa Bay (173,203.47 acres.)

Ordered. That the Commissioner furnish to said companies certified copies of said Lists.

The Secretary laid before the Board the Bond of Charles W. Downing Timber Agent for Hamilton county, which was approved by the Board.

The Commissioner of Lands and Immigration laid before the Board the decision of the Register and Receiver of the United States Land Office upon the Swamp land contest of James C. Bell vs. The State of Florida, involving Lot No. 1 Section 20, T 10 S, R 14 E, said decision being adverse to the claim of the State; which was placed on file.

The Board adjourned to the residence of Governor William D. Bloxham, where they met, the Governor being present.

The following letter was received from Mr. Hamilton Disston:

Philadelphia, July 28, 1881.

To the Board of Internal Impt
Fund of the State of Florida,
Tallahassee, Fla.:

Gentlemen:

Out of my purchase of 4,000,000 acres of land, I hereby relinquish to you the even-numbered sections for six miles on both sides of the line of the South Florida Railroad, extending from Sanford to Tampa, according to the survey of said railroad as on file in your office, provided that you will allow me to select other lands in lieu of those hereby relinquished.

Yours Respectfully
HAMILTON DISSTON.

The following resolution was adopted:

Resolved, That, in addition to the lands already reserved from sale for the benefit of the South Florida Railroad, the even-numbered sections of swamp lands within six miles on each side of the South Florida Railroad from Orlando to Bartow be reserved from sale for the benefit of said road.

The following resolution was adopted:

Resolved, That the Attorney of this Board be instructed to move in the Supreme Court of the United States for the advancement on the docket of the appeal taken by the Trustees against the decrees of the United States Circuit Court at Jacksonville allowing certain costs and expenses to Francis Vose in the suit of said Vose against the Trustees of the Internal Improvement Fund.

The Board then adjourned.

President pro tem:

Attest:

HUGH A. CORLEY, Secretary.

Tallahassee, Florida, Sep. 1, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
George P. Raney, Atty. General.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.

The Attorney General was appointed Secretary pro tem.

Col. John A. Henderson presented the following assignment from Hamilton Disston and others to the Atlantic & Gulf Coast Canal & Okeechobee Land Company and the same was ordered to be spread upon the minutes.

Whereas, a contract in writing dated the twenty-sixth day of February Eighteen hundred and eighty-one was duly made, and entered into by and between Hamilton Disston, William H. Wright, Albert B. Linderman and Whitfield H. Drake of Philadelphia, Pennsylvania, William C. Parsons, of Arizona and Ingham Corveil of Florida parties of the first part and William D. Bloxham Governor of Florida, George P. Raney, Attorney General, Hugh A. Corley Commissioner of Lands and Immigration, Walter Gwynn Treasurer and William D. Barnes Comptroller of said State, and Ex Officio the Trustees of the Internal Improvement Fund of the State of Florida, of the second part, for the drainage and reclamation of certain lands in said contract mentioned, situate in the said State of Florida.

And Whereas by the provisions of a supplemental contract annexed to the above stated contract it is provided "that if the parties of the first part or they and such persons as they may associate with them shall become incorporated under the laws of this State (Florida) then the body corporate so incorporated and constituted may take the place of said parties of the first part, and be entitled to all the rights and powers, and shall be subject—to all the obligations, covenants and conditions of this contract."

And Whereas since the making of said contract and of said supplement, the parties of the first part to said contract and their associates have become incorporated under the provisions of an Act of the Legislature of the State of Florida and have organized a corporation under the name of "The Atlantic and Gulf Coast Canal and Okeechobee Land Company" for the purpose of executing said contract according to the provisions thereof and said parties of the first part have agreed with said corporation to convey, assign, transfer and set over to said Corporation and its successors said contract and all

rights, privileges, immunities and franchises of said parties of the first part thereunder.

Now therefore Know all men by these presents, that we, Hamilton Disston, William H. Wright, Whitfield H. Drake, and Albert B. Linderman of Philadelphia, Pennsylvania said Albert B. Linderman acting by his Attorney in fact said Hamilton Disston, for this purpose duly authorized, constituted and appointed in writing, under the hand and seal of said Albert B. Linderman, William C. Parsons of Arizona and Ingham Coryell of Florida, do hereby, in consideration of the premises, and of the sum of Six Million Dollars paid to us in six hundred thousand shares of the Capital Stock of the Atlantic and Gulf Coast Canal and Okeechobee Land Company at the par value thereof, full paid and now assessable, grant, bargain, sell, assign, transfer, convey and set over to said The Atlantic and Gulf Coast Canal and Okeechobee Land Company and its successors and assigns, said contract above recited, and all benefits and advantage to be by us, or either or any of us derived from the execution and performance thereof, together with all rights, powers, privileges, franchises, benefits or advantages vested in us, or either or any of us, in, by, through or under said contract, subject however to all the duties, obligations, restrictions covenants and conditions in said contract contained and by us or either of us to be observed, kept or performed, To Have and To Hold the same and every part thereof, subject as aforesaid, to said Corporation its successors and assigns.

And we said Hamilton Disston, William H. Wright, Whitfield H. Drake, and Albert B. Linderman said Albert B. Linderman by his said Attorney said Hamilton Disston and William C. Parsons and Ingham Coryell do hereby constitute and appoint said The Atlantic and Gulf Coast Canal and Okeechobee Land Company, the true and lawful Attorney, irrevocable of us, and each and every of us, for us and in our and each of our names and stead, or in its own proper corporate name, to do all and every act and thing necessary to be done or performed by us or either of us, in or about the execution of said contract; and to sue for, collect, receive and receipt for any and all moneys, which under the terms of said contract, we or either of us would be entitled to demand or receive from

the parties of the second part thereto, and also to acquire and take title to and possession of any and all lands which under the terms of said contract we or either of us would be entitled to acquire, demand, receive or take title to, or possession of from said parties of the second part to said contract; and make, execute, and deliver any and all deeds, assurances and conveyances for said lands, when so acquired, as fully to all intents and purposes, as we or either of us could do, if personally present, and assenting thereto; and from time to time and as often as it may be necessary to appoint or substitute any or other person or persons, natural or artificial, as attorney or attorneys for us, in respect to the several matters aforesaid, or either or any of us; hereby ratifying and confirming any and all things that our said attorney or any attorney or attorneys, substituted as aforesaid, may lawfully do in respect to the matters aforesaid.

And said The Atlantic and Gulf Coast Canal and Okcechobee Land Company, for itself and its successors hereby covenants and agrees with the said Hamilton Disston, William H. Wright, Whitfield H. Drake, Albert B. Linderman, William C. Parsons, and Ingham Coryell, their and each of their heirs, executors, administrators and assigns, as follows, to wit: First—That said capital stock of said corporation, issued and delivered as aforesaid, in consideration of this contract and agreement, shall be so issued and delivered at the full par value thereof of ten dollars for each and every share and shall be deemed, taken and considered as full-paid stock, non assessable and not liable at any time hereafter to any assessment for any purpose or in any event whatever.

Second—That said corporation will fully execute and perform said contract herein above recited and hereby transferred and assigned in each and every particular as fully and entirely as if said contract had been made in the first instance with said corporation: subject to all the duties, obligations, restrictions, covenants and conditions in said contract contained and by the parties of the first part thereto or any of them to be observed, kept or performed.

Third—The said corporation will at all times hereafter, indemnify, save, and keep harmless, from any and all actions, suits, claims, demands, or damages, said several

parties of the first part to said contract and each and every of them, their and each of their heirs, executors, administrators or assigns in respect to any matter, cause or thing arising or resulting from, or relating to the performance or attempt to perform said contract or the omission, failure, or refusal to perform the same or any part thereof.

In witness whereof, we the said Hamilton Disston, William H. Wright, Whitfield H. Drake, Albert B. Linderman, the said Albert B. Linderman by his attorney in fact said Hamilton Disston, William C. Parsons, and Ingham Coryell, have hereunto set our hands and seals and the said The Atlantic and Gulf Coast Canal and Okeechobee Land Company hath caused its common seal to be hereunto affixed, attested by the signatures of its President and Secretary this Twentieth day of July eighteen hundred and Eighty-one.

HAMILTON DISSTON (Seal)
 WM. H. WRIGHT (Seal)
 W. H. DRAKE (SEAL)
 ALBERT B. LINDERMAN (Seal)
 pr H. DISSTON Atty in fact.
 W. C. PARSONS (Seal)
 INGHAM CORYELL (Seal)
 (Seal) W. S. STOKLEY, President.

Signed sealed and delivered
 in the presence of

Jas. M. Kreamer as to
 W. H. Wright, W. H. Drake,
 W. C. Parsons.

Wm. Culbertson as to
 H. Disston as to I. Coryell
 W. H. Babcock

Benjamin Harris Brewster to signing of W. S. Stokley,
 Presd.

Thereupon the following resolution was adopted:

Whereas this Board entered into a contract dated February twenty-sixth eighteen hundred and eighty-one, with Hamilton Disston, William H. Wright, Whitfield H. Drake, and Albert B. Linderman of Philadelphia, Pennsylvania, William C. Parsons of Arizona and Ingham Coryell of Florida for the reclamation and drainage of certain lands lying south of township twenty four and

east of Peace Creek, and by a supplement to said agreement provided "that if the parties of the first part or they "and such persons as they may associate with them, shall "become incorporated under the laws of this State "(Florida) then the body corporate, so incorporated and "constituted, may take the place of said parties of the "first part, and be entitled to all the rights and powers "and shall be subject to all the obligations, covenants "and conditions of this contract."

And whas, since the making of said contract, and of said supplement thereto, the parties of the first part to said contract and their associates have become incorporated under the provisions of An Act of the Legislature of the State of Florida and have organized a corporation under the name of "The Atlantic and Gulf Coast Canal and Okeechobee Land Company" for the purpose of executing said contract according to the provisions thereof,

And Whereas said Hamilton Disston, William H. Wright, Whitfield H. Drake, Albert B. Linderman, William C. Parsons, and Ingham Coryell have by a certain writing dated the Twentieth day of July eighteen hundred and eighty-one, sold, assigned, transferred and set over to said The Atlantic and Gulf Coast Canal and Okeechobee Land Company, said contract, and all their rights, privileges and franchises under said contract, and said corporation has accepted the same, and has agreed to execute and perform said contract subject to the conditions, covenants, limitations and restrictions therein contained,

And Whereas this Board has been requested to accept the said The Atlantic and Gulf Coast Canal and Okeechobee Land Company as parties of the first part to said contract and release said Hamilton Disston, William H. Wright, Whitfield H. Drake, Albert B. Linderman, William C. Parsons and Ingham Coryell from any further performances thereof, or liability thereunder:

And Whereas This Board is willing so to do, therefore

Resolved that this Board hereby agrees to accept and does accept the said The Atlantic and Gulf Coast Canal and Okeechobee Land Company as parties of the first part under said contract subject to all the restrictions, limitations, covenants and conditions therein contained.

Resolved that said Hamilton Disston, William H. Wright, Whitfield H. Drake, Albert B. Linderman, William C. Parsons and Ingham Coryell be, and they are hereby released and discharged from any further performance of said contract and from any and all liability thereunder.

Resolved that this Board execute and deliver to said corporation and to said Hamilton Disston, William H. Wright, Whitfield H. Drake, Albert B. Linderman, William C. Parsons, and Ingham Coryell such covenants and agreements as may be necessary to evidence the action of the Board in the premises and to carry the same into effect.

Provided however, that nothing herein nor in any covenant or agreement to be executed hereunder shall be construed or taken to require the surrender by the Trustees of the Internal Improvement Fund or the Treasurer of the State of Florida to said Disston and others or to said Atlantic & Gulf Coast Canal and Okeechobee Land Company of the Five thousand dollars deposited with said Treasurer except upon the same conditions that the same could be claimed by said Disston and others had not the above assignment been made to said Atlantic and Gulf Coast Canal and Okeechobee Land Company.

The following agreement was thereupon executed by the Trustees of the I. I. Fund:

Whereas a contract was made between Hamilton Disston, William H. Wright, Whitfield H. Drake, and Albert B. Linderman of Philadelphia, Pennsylvania, William C. Parsons of Arizona and Ingham Coryell of Florida of the first part and William D. Bloxham, Governor of the State of Florida, George P. Raney, Attorney General, Hugh A. Corley, Commissioner of Lands and Immigration, Walter Gwynn, Treasurer and William D. Barnes, Comptroller of said State of Florida ex officio the Trustees of the Internal Improvement Fund of the State of Florida of the second part, dated February Twenty sixth eighteen hundred and eighty-one for the reclamation and drainage of certain lands in the State of Florida in said contract specified.

And Whereas by the terms of a certain supplement to said contract it was provided "That if the parties of the first part, or they and such persons as they may asso-

“ciate with them shall become incorporated under the laws of this State (Florida), then the body corporate so incorporated and constituted may take the place of said parties of the first part, and be entitled to all the rights and powers, and shall be subject to all the obligations, covenants and conditions of this contract.”

And Whereas since the making of said contract and of said supplements thereto, the parties of the first part to said contract and their associates have become incorporated under the provisions of an act of the legislature of the State of Florida and have organized a Corporation under the name of “The Atlantic and Gulf Coast Canal and Okeechobee Land Company” for the purpose of executing said contract according to the provisions thereof.

And Whereas said Hamilton Disston, William H. Wright, Whitfield H. Drake, Albert B. Linderman, William C. Parsons and Ingham Coryell have by a certain writing dated the Twentieth day of July eighteen hundred & eighty-one, sold, assigned, transferred and set over to said, The Atlantic and Gulf Coast Canal and Okeechobee Land Company said contract and all their rights, privileges and franchises under said contract with said Internal Improvement Fund Board, and said corporation has accepted the same, and has agreed to execute and perform said contract subject to the conditions, covenants, limitations and restrictions therein contained.

And Whereas said Trustees of the Internal Improvement Fund Board of the State of Florida has accepted said The Atlantic and Gulf Coast Canal and Okeechobee Land Company as party of the first part in said contract above recited in the place and stead of said several parties of the first part therein mentioned.

And Whereas said Board has also agreed to release said several parties of the first part from any further performance of said contract and from all liability thereunder as appears by a resolution of said Board passed the Fifteenth day of July eighteen hundred and eighty-one.

Now therefore Know all men by these presents, that we William D. Bloxham, Governor of the State of Florida, George P. Raney, Attorney General, Hugh A. Corley, Commissioner of Lands and Immigration, Treasurer and William D. Barnes, Comptroller of said State, Ex officio the Trustees of the Internal Improve-

ment Fund of the State of Florida, as well in consideration of the premises as of the sum of one Dollar to us paid by Hamilton Disston, William B. Wright, Whitfield H. Drake, Albert B. Linderman, William C. Parsons, and Ingham Coryell aforesaid, the receipt whereof is hereby acknowledged, do hereby release, acquit and forever discharge the said Hamilton Disston, William H. Wright, Whitfield H. Drake, Albert B. Linderman, William C. Parsons, and Ingham Coryell and each and every of hem of and from any further performance of said contract above recited and of and from any and every liability to perform the same or any part thereof.

In witness whereof the said William D. Bloxham, Governor of the State of Florida, George P. Raney, Attorney General, Hugh A. Corley, Commissioner of Lands and Immigration, Treasurer, and William D. Barnes, Comptroller of said State Ex-officio the Trustees of the Internal Improvement Fund of the State of Florida, have herunto set their hands and seals this First day of September eighteen hundred and eighty-one.

WILLIAM D. BLOXHAM (Seal)
Governor.

GEORGE P. RANEY (Seal)
Atty General.

W. D. BARNES (Seal)
Comptroller.

HENRY A. L'ENGLE (Seal)
Treasurer.

Sealed and delivered in
the presence of
W. M. McIntosh.
Ormond Chaires.

The following agreement was thereupon executed by the Trustees of the I. I. Fund,

Whereas a contract was made between Hamilton Disston, William H. Wright, Whitfield H. Drake and Albert B. Linderman of Philadelphia, Pennsylvania, William C. Parsons of Arizona and Ingham Coryell of Florida of the first part and William D. Bloxham, Governor of Florida, George P. Raney, Attorney General, Hugh A. Corley, Commissioner of Lands and Immigration, Walter Gwynn, Treasurer and William D. Barnes, Comptroller of said State, Ex Officio the Trustees of the Internal

Improvement Fund of the State of Florida of the second part dated February twenty-sixth eighteen hundred and eighty-one for the reclamation and drainage of certain lands in the State of Florida in said contract specified.

And Whereas by the terms of a certain supplement to said Contract it was provided "that if the parties of the first part or they and such persons as they may associate with them, shall become incorporated under the laws of this State (Florida,) then the body corporate so incorporated and constituted may take the place of said parties of the first part, and be entitled to all the rights and powers and shall be subject to all the obligations, covenants and conditions of this contract."

And Whereas since the making of said contract and of said supplements thereto, the parties of the first part to said Contract and their associates have become incorporated under the provisions of an Act of the Legislature of the State of Florida and have organized a corporation under the name of "The Atlantic and Gulf Coast Canal and Okeechobee Land Company" for the purpose of executing said contract according to the provisions thereof.

And Whereas said Hamilton Disston—William H. Wright, Whitfield H. Drake, Albert B. Linderman, William C. Parsons, and Ingham Coryell have by a certain writing dated the Twentieth day of July eighteen hundred & eighty-one, sold, assigned transferred and set over to said The Atlantic and Gulf Coast Canal and Okeechobee Land Company said Contract and all their rights, privileges and franchises under said contract with said Internal Improvement Fund Board, and said corporation has accepted the same, and has agreed to execute and perform said contract subject to the conditions, covenants, limitations and restrictions therein contained.

And Whereas said Trustees of the Internal Improvement Fund Board of the State of Florida are willing to accept said The Atlantic and Gulf Coast Canal and Okeechobee Land Company as the contracting party of the first part in said contract above recited in the place and stead of said several parties of the first part therein mentioned, and to that end, by resolution of said Board passed on the fifteenth day of July eighteen hundred and

eighty-one did order and direct the execution of an agreement by said Board to that effect.

Now therefore Know all men by these presents, that we William D. Bloxham, Governor of the State of Florida, George P. Raney, Attorney General, Hugh A. Corley, Commissioner of Lands and Immigration, Walter Gwynn, Treasurer and William D. Barnes, Comptroller of said State, Ex officio the Trustees of the Internal Improvement Fund of the State of Florida, as well in consideration of the premises, as of the sum of one dollar to us in hand paid by the Atlantic and Gulf Coast Canal and Okeechobee Land Company, the receipt whereof is hereby acknowledged, and in pursuance of said resolution of said board above recited, do hereby for ourselves, our and each of our successors in said trust, covenant and agree with said The Atlantic and Gulf Coast Canal and Okeechobee Land Company to accept said The Atlantic and Gulf Coast Canal and Okeechobee Land Company as party of the first part to said contract above recited, the same to be observed performed and kept by said corporation in the same way and manner, and subject to the same conditions, covenants, restrictions and limitations as are therein contained and prescribed for said Hamilton Disston, William H. Wright, Whitfield H. Drake, Albert B. Linderman, William C. Parsons and Ingham Coryell to observe perform and keep.

And further that said The Atlantic and Gulf Coast Canal and Okeechobee Land Company shall be entitled to the same rights, benefits, advantages, privileges and franchises upon performance of said contract by said Company as the parties of the first part therein were, are, could or should be entitled to, had said contract been executed and performed by said parties of the first part thereto.

And said The Atlantic and Gulf Coast Canal and Okeechobee Land Company for itself and its successors in consideration of the premises hereby covenants and agrees with said The Trustees of the Internal Improvement Fund of the State of Florida and their successors that it will accept said contract above recited and observe, perform, and keep, all and every of the stipulations, covenants and agreements therein contained and by said parties of the first part therein mentioned to be

observed, performed and kept subject to all the restrictions, limitations and conditions in said contract set forth.

In Witness whereof said Trustees of the Internal Improvement Fund of the State of Florida have hereunto set their hands and seals and said The Atlantic and Gulf Coast Canal and Okeechobee Land Company has caused its common seal to be set hereto attested by its President, the Third day of August eighteen hundred and eighty-one.

Sealed and delivered in the presence of Benjamin Harris Brewster to signature of W. S. Stokley, Prest. Attest Wm. Culbertson, Secy. Signed, sealed and delivered in our presence by the Trustees of Internal Improvement Fund this Sep. 1, 1881,
W. M. McIntosh.
Ormond Chaires.

(Seal) W. S. STOKLEY,
President.
W. D. BLOXHAM (Seal)
Governor.
W. D. BARNES (Seal)
Comptroller.
H. A. L'ENGLE (Seal)
Treasurer.
GEO. P. RANEY (Seal)
Atty. Genl.
Trustees I. I. Fund
Florida.

The following agreement was presented to the Board by Mr. James E. Ingraham named therein to wit: To the Board of Trustees of the Internal Improvement Fund, Tallahassee
Gentlemen:

In order to facilitate the settlement of the question in point between the South Florida Rail Road and the Tampa Key West and Jacksonville R R Company, we offer to compromise the matter as follows,

The land in conflict to be equally divided between the two companies in interest, where the reservations of the respective Companies come in contact between Bartow and Tampa all of the lands in question to be immediately withdrawn from market. Very respectfully,

For the South Florida R. R.

JAMES E. INGRAHAM, President.

I. B. WALL, Atty. for Said Co.

Tallahassee, Fla. Sep. 1, 1881

For the J. T. & K. W Ry Co

And the said Jacksonville Tampa and Key West Rail Road Company having filed a plat of the survey of its route from Jacksonville in Duval Co to the town or City of Tampa in Hillsborough County in this State, It was resolved by the Board as follows: That the even numbered sections of Swamp and overflowed lands within six miles on each side of the said South Florida Railroad from Bartow to Tampa according to the plat of the survey of its route heretofore filed be reserved from sale for the benefit of said South Florida Rail Road Company and that the even numbered sections within six miles on each side of the route of said Jacksonville, Tampa and Key West R. R. according to the plat of the survey of its route be reserved from sale for the benefit of said J. T. & K. W. R. R. Co—Provided however that when the reservations within such limits between Bartow and Tampa conflict, that the lands covered by both reservations shall be equally divided between said companies in case said companies shall both construct their roads on their respective routes as surveyed, And resolved further that the reservations made at previous meeting of this Board in favor of said So. Fla. R. R. Co. shall include the even-numbered sections within the six mile limit on both sides of its branch to Lake Apopka.

The following resolution was also passed that the even numbered sections of Swamp land within six miles on either side of the plat of survey of the Jacksonville, Tampa & Key West R. R. Co. West and South of the town of Tampa be temporarily withdrawn from sale.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

GEO. P. RANEY,
Secty. pro tem.

Tallahassee, Florida, Sep. 3. 1881.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
Geo. P. Raney, Atty. Genl.

The Atty. General was appointed sec. pro tem.

The following resolution was adopted:

Resolved that the lands heretofore reserved by this Board from sale in favor of the Lake Jesup Osceola and Kissimmee River Rail Road and Navigation Company be and the same are hereby restored to sale and that the President of said company be notified hereof.

The following letter from James B. C. Drew to the Atty General was directed to be spread upon the minutes,

Law Office

No. 39 Wall Street

New York August 30th 1881.

Dear Sir: I have yours of the 23d inst: on my return to the city to-day.

I have paid the sum of Ten Thousand seven hundred and eighty-eight dollars on One hundred and seventy-four bonds on ac of principal of the bonds presented under the Decree in "Doggett Receiver vs. The Atlantic Gulf & West India Transit Company" it being \$62.00 per Bond on ac of the Sinking Fund found by the Court to be due at the date of the Decree.

I have paid nothing upon the coupons, I have paid all the costs of the suit, (about \$1,000.00), and shall file my report so soon as all the Bonds are presented, I will advise you when I do so.

On payment of the same I endorsed on each Bond the words, "Paid sixty-two (\$62.00) dollars on within bond "under decree in suit of Doggett, Receiver vs. A. G. and "W. I. T. Co., U. S. Cir. North, Dist. of Fla. on sinking "Fund ac. J. B. C. Drew, Special Master."

Trusting that this will find you enjoying good health and cooler breezes than we now have, I remain

Yours Truly,

J. B. C. DREW,

Hon. Geo. P. Raney, Atty. Genl. Tallahassee, Fla.

The Board then adjourned.

W. D. BLOXHAM,

President.

GEO. P. RANEY, Secy.

Tallahassee, Florida, Sep. 6, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

Wm. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Atty. General.

The Attorney General was appointed Secretary pro tem.

The bill of Aristides Doggett Master and Receiver in the Vose case for \$300 for certified statement of coupons and amounts paid thereon to enable Treasurer to make payments was approved and ordered paid.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

GEO. P. RANEY,
Secy. pro tem.

Tallahassee, Florida, September 21, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

Hugh A. Corley, Commissioner of Lands & Immigration.

The following communication was received on behalf of the Jacksonville, Tampa and Key West Railway Company:

To the Board of Trustees of the I. I. Fund of Florida.
Gentlemen:

On behalf of the Jacksonville, Tampa and Key West Ry. Company, I hereby make application for a resolution withdrawing from sale sufficient lands within twenty miles on either side of the surveyed route of said road, to make up such deficit as may exist of the even-numbered Sections within the six mile limit. I ask that these lands be temporarily withdrawn from sale, subject to the lien which exists against them through the operation of the indebtedness of the fund, and with a proviso, should the Board deem it necessary or expedient, that should said

lien be not removed before the Co. shall apply to the Board for deeds to such deficit, then the Co. shall purchase the lands upon such terms as may be agreed upon between the Co. and the Board.

Very resp.

J. B. WALL, Atty. for the Co.

The proposition embraced in Mr. Wall's letter was rejected by the following vote:

Yea—Gov. Bloxham.

Nays—Messrs. L'Engle, Raney & Corley.

Mr. Corley offered the following resolution:

Resolved, That a quantity of land in the even-numbered sections within twenty miles of the Jacksonville, Tampa and Key West Railroad sufficient to supply the deficiencies existing in the even-numbered sections within six miles of said road granted to aid in the construction thereof, shall be reserved from sale to further aid in the construction of said road: *Provided*, that said quantity of land shall remain unappropriated in the even-numbered sections within the limits aforesaid: *and provided*, *further*, that said reservation shall not take effect until ten miles of said road shall have been completed, equipped and in running order.

Upon the adoption of said resolution the vote was:

Yeas—Gov. Bloxham, Messrs. L'Engle & Corley. 3.

Nay—Mr. Raney. 1.

So the resolution was adopted.

The following accounts were presented and approved:

Postage for Salesman's Office July & August, \$54.63.

Hugh A. Corley, Expenses to Jacksonville obtaining statement of liabilities of the I. I. Fund, \$15.00.

John DuVal, Telegraphing, \$1.06.

B. M. Burroughs, Timber Agent, Expenses for July, \$58.25.

C. A. Bryan, Jr., Binding, \$5.50.

The following change of entry was allowed, the application and other papers being in the form prescribed by the Rules:

Entry No. 8439, made February 7, 1878, by Abram Crosby, from the SE $\frac{1}{4}$ of SE $\frac{1}{4}$ of Section 10 and SW $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 11, Township 7, South, Range 20, East, to the SW $\frac{1}{4}$ of SE $\frac{1}{4}$ and SE $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 11 in said township.

Entry No. 10229, made July 16, 1881, by Frank Lawson, on the N $\frac{1}{2}$ of SW $\frac{1}{4}$ Section 25, T 25 S, R 29 E, being erroneous for the reason that the NE $\frac{1}{4}$ of SW $\frac{1}{4}$ of said Section had been previously entered, it was ordered that said Entry No. 10,229 be canceled, and that the purchase money amounting to \$70.30 be refunded and that the said Lawson be permitted to re-enter the NW $\frac{1}{4}$ of SW $\frac{1}{4}$ of said Section.

A copy of the following document was presented and ordered spread upon the minutes of the Board:

Agreement made this twenty-ninth day of July, 1881, between the South Florida Rail Road Company, a corporation of the State of Florida, by James E. Ingraham, its President, of the first part, and Hamilton Disston, of the city of Philadelphia, Manufacturer, of the second part, as follows, to wit:

First. The party of the second part agrees to relinquish out of his four million acres purchase to the Trustees of the Internal Improvement Fund of the State of Florida, the even-numbered alternate Sections of land lying along the line of the railroad of the party of the first part, and in their six miles on both sides thereof, for the whole distance of said railroad from Sanford, in Orange county to Bartow, in Polk county, and thence to Tampa, in Hillsborough county, according to the survey of said railroad now on file in the office of said Trustees.

Second. The party of the first part shall construct complete and operate the said railroad from Sanford aforesaid to Tampa aforesaid, via Bartow, within three years from the date of this agreement.

Third. All town and village sites which shall be located on the line of the said railroad by either of the parties hereto shall be divided by the parties in the following manner, to wit: The said town and village sites shall contain one hundred and sixty acres of land, including streets and avenues, divided into blocks or squares of convenient size, and the party of the first part shall first select five acres of each of said town and village sites, to be used only for the erection of a depot and other railroad purposes, and the remaining blocks or squares of each site shall be selected alternately by the parties hereto—the party of the second part having the

privilege of the first selection—and, in case there should be an odd number of blocks in any site, such odd block shall be divided into an even number of lots, and said lots shall be equally divided between the parties hereto by alternate selections as aforesaid—the party of the second part having the first choice. Titles to said blocks or squares and lots shall be made by deeds executed by the proper party to carry out the terms of this clause of the agreement. In case of sites located after the completion of the railroad to any such site, such division as aforesaid shall be made immediately upon the location of any site by either of the parties hereto; but in cases of sites located in advance of the completion of the railroad to any such site, then and in such cases such division shall not be made until the completion of the railroad to such site; in which last mentioned cases the division as aforesaid shall extend as well to the proceeds of lots or land sold on any such site previous to the completion of the railroad thereto as of the land in such sites remaining unsold. All payments which shall be made and all expenses which shall be incurred in laying out said towns and villages and dividing the same into blocks and squares, and in purchasing town and village sites, shall be borne equally by the parties. This clause of the agreement shall extend both to the lands now owned by the parties, or either of them, and to those which shall be hereafter acquired by them, or either of them.

Fourth. The said Hamilton Disston agrees to grant to the party of the first part the right of way for said railroad of a width of one hundred feet through all lands which shall be owned by him at the time the said railroad shall be completed through the same.

Fifth. In the event of the formation of a corporation and the transfer of the title of the said Hamilton Disston under his agreement with the Trustees aforesaid, for the purchase of four million acres of land in the State of Florida to such corporation, then and in that case the party of the first part shall, at the option of the said Hamilton Disston, accept the said corporation as a party to this, or a similar agreement in all respects, in lieu of the said Disston, and shall release him from the terms hereof and all obligations hereunder.

Sixth. In the event of the failure of the party of the first part to construct, complete and operate any portion of the said railroad within three years from the date of this agreement and such further time during which the construction of the said railroad may be prevented or delayed by adverse litigation instituted either by the said Disston or by some third party acting adversely to the party of the first part, and not with the consent, encouragement or connivance of the latter, then and in that case the party of the first part shall forfeit and transfer by proper deeds and assurance to the party of the second part all their franchises, powers, rights, privileges and emoluments of whatsoever kind, including the right to alternate sections of lands along the line of the railroad, over, in and pertaining to such portion of the line of said railroad as may not be constructed at the expiration of said three years and such further time above mentioned.

Seventh. This agreement shall extend to and be binding upon the successors, heirs, executors, administrators and assigns of the parties hereto and shall be ratified by the Directors and Stock-holders of the party of the first part.

Witness the hands of the parties hereto, the party of the first part acting through its President, James E. Ingraham.

Witness to the	}	JAMES E. INGRAHAM, (L S)	
signature of			
James E. Ingraham.			} Prest. for the South Florida
James M. Creamer,			
Wm. Culberton.	}		

Witness to	}	HAMILTON DISSTON. (L S)	
signature of			
Hamilton Disston :			} A. F. Seignst,
A. F. Seignst,			
I. S. Boas.	}		

The Governor laid before the Board the copy of an agreement between Hamilton Disston and the Jacksonville, Tampa and Key West Railway Company, a letter from Mr. Disston asking the adoption by the Board of a resolution as to the matters referred to in said contract, and a memorandum of the points which Mr. Disston desires should be covered by the resolution.

The consideration of the letter and memorandum of Mr. Disston was postponed until another meeting, and the agreement was ordered spread upon the minutes, and is in the words and figures following, to wit:

This Agreement made and entered into this thirtieth day of August, in the year of our Lord one thousand eight hundred and eighty-one, between Hamilton Disston, of the city of Philadelphia, State of Pennsylvania, party of the first, and the Jacksonville, Tampa and Key West Railway Company, a corporation of the State of Florida, party of the second part:

Whereas, the party of the second part proposes to build a railroad in the State of Florida, as provided in the charter of said road and the Acts amendatory of the same: And Whereas, a portion of such proposed line is intended to run through land purchased by the party of the first part: And Whereas, the party of the second part has completed the survey of a portion of its proposed line of railroad:

NOW this Agreement Witnesseth, that in consideration of the performance of the covenants and conditions hereinafter set forth, and the sum of one dollar each to the other paid, the receipt whereof is hereby acknowledged, the party of the first part agrees to release to the Trustees of the Internal Improvement Fund of the State of Florida, all even-numbered alternate sections of land located and owned by him within six miles on each side of its line of survey at the time the said survey shall be filed with the Trustees of the Internal Improvement Fund of Florida and a copy thereof furnished to the party of the first part, on condition that the said Trustees aforesaid will permit the said party of the first part to select as many even or odd numbered sections of land amounting in the aggregate to that released to said Trustees in pursuance of this agreement from any lands granted to the State of Florida under the act of Congress granting Swamp and Overflowed lands. And the party of the first part further agrees, upon receipt of such line of survey as the party of the second part shall from time to time complete before the first day of November, 1881, to duly authorize the said Trustees of the Internal Improvement Fund to withdraw said lands from sale for

the purpose of said Company, as provided in the grant of lands to it by the State of Florida.

II. The party of the first part further agrees to furnish to the party of the second part, if required by it, a description and location of any lands sold or contracted to be sold by him at time of filing survey, other than appears of record in Land Office at Tallahassee.

III. The party of the second part agrees to commence the construction of said road within six months from the first day of August, 1881.

IV. The party of the second part agrees to complete ten miles of its line of railroad from the city of Tampa within one year from the first day of August, 1881.

V. The party of the second part agrees to complete its line of railroad from Tampa to the southerly border Marion County within one year and six months from the first day of August, 1881.

VI. The party of the second part agrees to complete its line of railroad from the city of Tampa to the city of Jacksonville within three years from the first day of August, 1881.

VII. The party of the second part agrees, in case of its failure to comply with the III, IV, V, and VI provisions of this agreement to surrender to the party of the first part its franchises and charter for the unbuilt portion of its road from Jacksonville to Tampa.

VIII. It is mutually understood and agreed that the party of the second part will cause the entire survey of its line to be completed and filed within three months from the first day of August, one thousand eight hundred and eighty-one, as far as it may extend through the lands of the party of the first part.

In Witness Whereof, the party hereto of the first part has hereunto set his hand and affixed his seal, and the party hereto of the second part has caused its corporate seal to be hereunto affixed and these presents to be signed by its Vice President and Assistant Secretary, the day

and year first herein written. (These presents being executed in duplicate.)

HAMILTON DISSTON. (L S.)

The Jacksonville, Tampa & Key West Railway Company,
By James G. Janeway, Vice President.

Attest: (Seal)

GEO. A. STRONG,
Asst. Secretary.

It was Ordered, That the agreement between the Trustees of the Internal Improvement Fund of Florida and Hamilton Disston of Philadelphia, for the sale and purchase of four million acres of land be spread upon the minutes of the Board. Said agreement is in the words and figures following, to wit:

Articles of Agreement entered into this the first day of June, in the year one thousand eight hundred and eighty-one, between William D. Bloxham, Governor of the State of Florida, William D. Barnes, Comptroller, Henry A. L'Engle, Treasurer, George P. Raney, Attorney General, and Hugh A. Corley, Commissioner of Lands and Immigration of said State of Florida, and by virtue of their said offices, The Trustees of the Internal Improvement Fund of the State of Florida, of the first part, and Hamilton Disston, of the city of Philadelphia and State of Pennsylvania, of the second part, Witnesseth:

That the parties of the first part, as such Trustees, in consideration of the payments by the said party of the second part of the sums of money hereinafter stated, hereby agree for themselves and their successors to sell and convey by good and sufficient deeds, conveyances and assurances to the said party of the second part and his associates, or to such person or persons as he may direct and appoint an absolute, indefeasible estate in fee simple to four million acres of land of the lands of said Internal Improvement Fund acquired by the State of Florida under the Act of Congress of September 20, 1850, to be selected as hereinafter provided by the party of the second part, or by such person or persons as he may appoint, the title conveyed to be free and clear of all changes, liens, trusts, confidences or encumbrances whatsoever.

The party of the second part, in consideration of such conveyances, hereby agrees with the party of the first

part to pay therefor the sum of one million dollars, as follows, to wit:

Two hundred thousand dollars to be paid upon the execution of this agreement.

Three hundred thousand dollars, the second payment, to be paid within ninety days from the above date of this agreement.

Two hundred and fifty thousand dollars, being the third payment, to be paid within one hundred and fifty days after the above date of this agreement.

And two hundred and fifty thousand dollars, being the fourth and last payment, to be paid on or before the first day of January (A. D. 1882) one thousand eight hundred and eighty two.

Upon the payment of the two hundred thousand dollars, being the first payment, the four million acres of land agreed to be sold can be selected by the party of the second part, or by any party or parties he may designate, and shall be withdrawn from market as fast as selected, and the parties of the first part notified thereof: *Provided, however,* and it is agreed that the parties of the first part may sell, with the consent of the party of the second part, any of said lands at the schedule prices now fixed for such lands, and the money received therefor shall be credited to the party of the second part on account of the moneys to be paid by him under this agreement.

The party of the second part shall select the lands in bodies of ten thousand acres, but after the selection of three million five hundred thousand acres, the remaining five hundred thousand acres may be selected in smaller bodies if agreed upon between the parties.

If the party of the second part shall make full payment of the one million dollars, but he or his agents fail to select the entire quantity of four million acres on or before the first day of January, eighteen hundred and eighty-two, the parties of the first part will make and deliver to the party of the second part, at his request, certificates or "floats" authorizing the party of the second part or his agents to locate the quantity not then selected upon the lands acquired by the State of Florida under the Act of Congress aforesaid belonging to the Internal Improvement Fund and subject to entry at the time of such location, in bodies of ten thousand acres, or in such other quantities

as may be agreed upon between the parties to this agreement with respect to the five hundred thousand acres to be last selected; and upon the location of such certificates, the parties of the first part will convey to the party of the second part, or to such person or persons as he may direct, the lands so selected and located, in the same manner as is agreed upon with respect to the lands selected prior to the first day of January, Eighteen hundred and eighty-two.

The title to said lands shall be made by the parties of the first part, or their successors, to the party of the second part, as follows: When the first payment is made, title shall be made for two hundred and fifty thousand acres. When the second payment is made, title shall be made for three hundred and seventy thousand acres additional. When the third payment is made, title shall be made to two hundred and fifty thousand acres additional. And when the last payment is made, title shall be made for the remainder of said four million acres, provided the lands shall have been selected.

If the party of the second part make default in any of the payments by him herein agreed to be paid, as herein above provided, the moneys and legal obligations of the fund receivable hereunder, or either, paid by him previous to such default, shall be retained by the parties of the first part; and the parties of the first part shall thereupon forthwith convey to the party of the second part an absolute estate in fee simple, clear of all incumbrances, liens, trusts or confidences in a sufficient number of acres of lands to be designated by the party of the second part within sixty days after such default, at the lowest cash schedule prices at which the parties of the first part usually sell said lands, to consume the amount of money and obligations paid in by the party of the second part before such default.

The first payment of two hundred thousand dollars shall be made in lawful money of the United States; and for any other payment any legal obligation or indebtedness of the Internal Improvement Fund of the State of Florida will be accepted as cash at the par value thereof. In selecting lands in "bodies of ten thousand acres," it is meant that each selection of ten thousand acres shall be in a compact body as nearly as practicable, and ten thousand acre tracts may be made up of detached smaller parcels of land

where the intervening lands do not belong to the Internal Improvement Fund.

The payments herein provided for shall be made to the Treasurer of the Internal Improvement Fund.

In Testimony whereof, the parties of the first part have hereunto set their hands and seals, and have caused the Seal of the Florida State Land Office to be hereunto affixed, and the party of the second part has hereunto set his hand and seal in the year of our Lord Eighteen hundred and eighty-one. (In duplicate).

(Seal of the)
(Florida State)
(Land Office.)

W. D. BLOXHAM, Governor. (L S)
W. D. BARNES, Comptroller. (L S)
HENRY A. L'ENGLE, Treasurer. (L S)
GEO. P. RANEY, Attorney General. (L S.)
HUGH A. CORLEY, Commissioner (L S)
of Lands and Immigration of the State of
Florida and ex-officio Trustees of the Inter-
nal Improvement Fund of the State of
Florida.

Signed and sealed by W. D. Bloxham and others, Trustees
of the Internal Improvement Fund in our presence:

Ormond Chaires,
J. M. Lamar.

Signed and Sealed by
Hamilton Disston the
14th day of June A.
D. 1881, in our pres-
ence. *Note*—The inter-
lineation between
lines twenty-four and
twenty-five on page
one, and like inter-
lineation between
lines eighteen and
nineteen on page
Three made before
signing.

S. H. Grey.
J. Murray Rush Jermon.)

HAMILTON DISSTON. (L S)

Pennsylvania }
Philadelphia county s s }

Be it remembered that on this fourteenth day of June eighteen hundred and eighty-one, Personally appeared before me, a Notary Public duly commissioned and sworn, residing at Philadelphia, in the State of Pennsylvania, Hamilton Disston, who is known to me to be the person who signed and sealed the foregoing contract, and I having first made known to him the contents thereof, he acknowledged that he signed, sealed and delivered the same as his voluntary act and deed—All of which is hereby certified.

J. MURRAY RUSH JERMON, Notary Public.
715 Sansom St. Phila. Pa.

(Notarial Seal)

Whereas, in the Articles of Agreement for the purchase by the undersigned, Hamilton Disston, of Philadelphia, Pennsylvania, of and from the Trustees of the Internal Improvement Fund of the State of Florida, of four million acres of land, there is in the duplicate of said agreement held by the Trustees aforesaid an error in the date of the approval of the Act of Congress under which the lands, out of which the lands covered by said agreement are to be taken and selected, in this: that said Act of Congress is spoken of as the Act approved September 20th, 1850, whereas in fact it was approved September 28th, 1850—Now, therefore, this is to acknowledge and declare that said date of September 20th is a clerical error, and should be read and is to be taken and held and is understood as September 28th, 1850. Witness my hand and seal this the fifth day of July A. D. 1881.

Signed, Sealed & Executed in our presence. } HAMILTON DISSTON. (L S)
H. B. King.

Sworn to and subscribed before me this Fifth day of July 1881.

THOMAS W. SOUTH,
Magistrate Court 21.

The Secretary laid before the Board the bond of Joseph S. Stone, Special Timber Agent for Calhoun county, which was approved and ordered placed on file.

The Governor laid before the Board a letter from N. B. Harwood alleging that certain Internal Improvement Lands in Township 13, South, Range 32, East, are overflowed and utterly worthless, and offering to purchase 1000 or 2000 acres thereof at 50 cents per acre. The Secretary was instructed to inform Mr. Harwood that under the Act granting the I. I. lands to the State said lands cannot be sold for less than \$1.25 per acre.

Ordered, That coupon certificates issued by A. Doggett Special Master may be received in payment for lands to the full amount of the purchase money, without requiring the payment of twenty per cent. in currency.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secy.

Tallahassee, Florida, September 29, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Rancy, Attorney General.
Hugh A. Corley, Commissioner of Lands and Immigration.

The minutes of August 17, and September 1st, 3d, 6th, and 21st were read, corrected and approved.

The Secretary laid before the Board an application by J. B. Stripling to purchase as soon as restored to market all the lands in townships 17 and 18, South, of Ranges 25 and 26, East, now reserved from sale under the contract with Gen. H. S. Sanford; which was ordered placed on file.

The following accounts were presented and approved:

C. E. Dyke, printing for Salesman's office, \$52.00.

B. M. Burroughs, Timber Agent, expenses for August, \$70.00.

The following communication was received from William H. Hunt:

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

Your petitioner requests that your Honorable Board re-

view the action of the former Board of Trustees in granting and rescinding a resolution giving to W. H. Gleason certain lands upon conditions named therein, and the rescinding of the same after I became one-half owner and had removed my family and effects from Norfolk, Va., into this district and expended money and labor in carrying out the conditions therein named. You will see that the same Board upon investigation granted me, independent of W. H. Gleason, certain rights in consideration of moneys I had paid and labor I had performed and the releasing of all my rights and interest in and to the agreement in said contract with Gleason. The resolution by said Board placed it beyond the power of any future Board to regally rescind, change or revoke the same without my written consent. The Board of Trustees under the late administration, before receiving patent from U. S. for said land, passed a resolution to rescind said former resolution, without first receiving my written consent or remunerating me for work done, and regardless of the consideration expressed in the original transaction made with me individually. Your Honorable Board has, as I am informed and believe, given titles to lands subject to contracts and agreements with me to do a stipulated amount of ditching and draining in accordance with the requirements referred to—I had a written stipulation with R. B. Potter for draining into Little River for the 90 acres—He has since secured title under Homestead entry—Also, an agreement with E. P. Sturtevant to ditch and drain in payment for lands which your Hon. Board has, as I am informed, made title to his daughter, thereby making my agreement ineffectual. I cleaned the stream called Arch Creek from the Bay to the Arch, and ditched over one mile to Sturtevant's north line—He agreed to ditch through the land he occupied in payment for the same. When the ditch was made by Sturtevant to his South line, Mr. Page agreed to ditch through his lot, which would tap the glades and be all I desired on that line—Potter was to ditch through his lot to Little River, and Price was to connect by ditching through his land, which connected my ditch with Potter's, being all I required on that line. The State's inability to give title, and the strong opposition to the settlement of this bay, by men who were unscrupulous and in the interest of

wreckers and smugglers, made all attempt to settle the lands useless until titles could be secured. It may be well for me to state that, under any circumstances, however favorable, arbitrary lines must be run to settle this section. It cannot be done by observing U. S. Gov. subdivisions, Bays, streams, lakes inaccessible, and worthless lands prevent. All parties desire to front on the bays, lakes and streams, also to avoid purchase of lands of no earthly value to them. Had I been able to secure titles under resolution referred to, there would now be on this Bay 100,000 bearing cocoa-nut trees. The capital was ready and lands selected, but the croakers frightened capital on the title question. There was no State land patented to the State covered by my agreement with said Trustees. The U. S. lands were withdrawn from sale. The State now has her patents for the lands. My ten years are running. I expect favorable and just action at the hands of your Hon. Board, and certainly shall claim my rights under the resolution granting me the right to enter the territory covered in the resolution referred to, and clean, ditch any streams or lands, and expect pay therefor, in accordance with said resolution, and trust there will be no further conveyancing until an understanding is arrived at between us.

Very Respectfully,

W. H. HUNT.

July 8, 1881.

The following resolution was unanimously adopted:

Resolved, That the Board decline to rescind the resolution of the former Board rescinding the contract with W. H. Hunt for the reclamation of certain lands in Dade county.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, September 30, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
 William D. Barnes, Comptroller.
 Henry A. L'Engle, Treasurer.
 George P. Raney, Attorney General.
 Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

The Salesman presented for the signature of the Trustees a deed conveying to Hamilton Disston 251,109.08 acres of land under his contract for the purchase of four million acres, and said deed was signed by all the Trustees.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
 HUGH A. CORLEY, Secretary.

Tallahassee, Florida, October 6, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
 William D. Barnes, Comptroller.
 Henry A. L'Engle, Treasurer.
 Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

The Salesman presented for the signature of the Trustees a deed conveying to Hamilton Disston 381,358.85 acres of land under his contract for the purchase of four million acres, and said deed was approved and ordered executed.

The following resolution was unanimously adopted:

Resolved, That the resolution adopted September 6, 1879, extending the scale of prices of Swamp lands, is hereby rescinded, and hereafter none of said lands shall be sold for less than seventy cents per acre, except under contracts and agreements heretofore made.

The account of B. M. Burroughs, Timber Agent, for \$79.50 for expenses during the month of September was presented and approved.

H. S. DuVal, Esq. was appointed Engineer to examine and report upon the construction of the East Florida Railway from the St. Mary's river to Jacksonville, and the Secretary was instructed to notify Mr. DuVal of his appointment.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, October 7, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

The Bill for postage for the Salesman's Office for September amounting to \$22 was presented and approved.

The Salesman was authorized to sell to Simpson & Co. the SE $\frac{1}{4}$ of SE $\frac{1}{4}$ Section 29, T 6 N, R 25 W, at 75 cents per acre, the said tract having been omitted in an entry made by them in August of lands at that price.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, October 10, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

The following Resolution was unanimously adopted:

Whereas, by a letter to Governor Bloxham, Hamilton Disston has agreed that all settlers upon the lands purchased by him from the Trustees of the Internal Improvement Fund, shall have the right, until January, 1883, to purchase their lands at the price now demanded in cash by the State; *And Whereas*, we believe that it would be more convenient, and for the interest of all parties concerned, that the deeds for such lands should pass direct from the Trustees to the settlers; Therefore,

Resolved, That if the said Hamilton Disston will consent thereto, and will withdraw the selection of all lands occupied by actual settlers, and will re-convey to the Trustees all of such lands as have been or may be embraced in the deeds to him, this Board will convey to said Disston other lands in lieu of those so withdrawn or re-conveyed, to be selected by the said Disston, if desired, in like quantities with those withdrawn or re-conveyed—and will allow to the settlers thereon until the first day of January, 1883, to pay for the same—said land to embrace only the Tracts actually settled upon and improved.

Ordered, That the Secretary forthwith furnish to E. F. Dunne, Esq., the agent of Mr. Disston, a certified copy of said resolution.

The following letter was received from E. J. Dunne, Esq.:

Tallahassee, Florida, October 10, 1881.

Hugh A. Corley, Esq.

Secy. Bd. Trustees I. I. Fund Florida.

Dear Sir:

Referring to your letter of this day enclosing certified copy of Resolution Board of Trustees I. I. Fund, of the State of Florida, declaring that if Mr. Hamilton Disston will consent thereto, the Board will convey to him other lands in lieu of those which now are, or may be hereafter conveyed to him, which are occupied by actual settlers, on his relinquishing the same to the Board, and in like quantities as relinquished, if desired, I hereby, on behalf of Mr. Disston, agree to such proposed exchange, and en-

close my authority for so doing, that you may file the same with the papers of the Board.

Respectfully,

EDMUND F. DUNNE.

P. S. The authority enclosed consists of a telegram from Mr. Disston to me Oct. 3, 81, and a letter to me same date from Salinger, Secy Florida L. & I. Co. D.

The following are copies of the telegram and letter accompanying and referred to in Mr. Dunne's letter:

Philadelphia, Pa. 3, 1881.

To Judge E. F. Dunne;

You are directed to accept State lands for those now occupied by squatters. Salinger has written.

HAMILTON DISSTON.

Philadelphia, Pa., Oct. 3d, 1881.

Judge E. F. Dunn,

Tallahassee, Fla.

Dear Sir:

Yours of the 30th ult. to Hamilton Disston, Esq. at hand and have telegraphed reply this A. M. We suppose you understood that our meaning is to turn over *all* settlers now on our lands to the State, and take State lands in lieu thereof. This includes squatters, pure and simple, and also those who have signified their intention to purchase by January 1st. We have really received only one letter of this latter class, but on consultation came to the conclusion it would be better to include this class, as it might lead to complications which it were better to avoid.

Yours truly,

RICHARD SALINGER, Sec'y.

On motion, it was Ordered, That the Salesman give public notice of the foregoing action of the Board by distribution of printed Circulars, and by advertisement for four weeks in the Tallahassee Floridian, Jacksonville Union, and all the newspapers published in the counties of Hernando, Sumter, Orange, Brevard, Hillsborough, Manatee and Polk.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

HUGH A. CORLEY,
Secretary.

Tallahassee, Florida, October 13, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands &
Immigration.

A communication was received from C. A. Boardman, Esq. on behalf of the Florida Southern Railway Company, enclosing the affidavit of W. C. Miller, Chief Engineer of said Company, that said railway has been constructed, ironed and equipped for a distance of fifty miles beginning in the town of Palatka; and a letter from John R. Hall, Esq., President of said Company, requesting that the Trustees will deliver to the Company the lands to which it is entitled under the general Statute and special grant.

Edward Avery, Esq., Attorney of said Company, also appeared before the Board and requested a conveyance to said Company of the lands within six miles of the completed portion of the road embraced in the odd-numbered sections, and that a reservation from sale be made of the lands granted lying more than six miles from the road.

The Board declined to reserve from sale the lands lying more than six miles from the line of road.

Ordered, That B. M. Burroughs be appointed Civil Engineer to examine and report upon the construction of the Florida Southern Railway from the point thirty miles west of Palatka to the point where said railway is now completed.

Mr. Corley offered the following resolution:

Resolved, That this Board will execute and deliver to the Florida Southern Railway Company deeds convey-
5 I. I.

ing to it the Swamp lands embraced in the odd-numbered sections lying within six miles on each side of the completed part of said railway.

On motion, the consideration of said resolution was postponed until the 25th inst.

Edward Avery, Esq., Attorney presented the following communication to the Board:

Tallahassee, Florida, Oct. 13th, 1881.

To the Trustees of the Internal Improvement Fund of the State of Florida.

Gentlemen:

On or about the first of February, A. D. 1880, the late Francis Vose, for a valuable consideration, transferred to Charles Francis, D. N. Skillings and Charles Whitney, all of Boston, Commonwealth of Massachusetts; Trustees, by a written agreement, thirty-six thousand dollars worth at par of the interest coupons referred to and forming part of the same found to be due to him on coupons held by him by the decree of the United States Circuit Court, Fifth Judicial Circuit, Northern District of Florida—that, thereafter, a copy of said written assignment was transmitted by mail to A. Doggett, Esq., the Receiver appointed by said Circuit Court, with a request in writing that said sum be charged to said Francis Vose and the same placed to the credit of said Francis, Skillings and Whitney, Trustees as aforesaid; that, by virtue of said assignment, the said Francis, Skillings and Whitney, as Trustees, became entitled to coupons or their equivalent to said amount of thirty-six thousand dollars, with interest thereon from the date of said assignment; that said Francis, Skillings and Whitney have been creditably informed that said sum was not charged to said Francis Vose, nor to his estate, nor was the same credited to them; that the said sum is embraced in the amount certified by said Doggett as now due to the estate of said Vose; that there is now due and payable a dividend on said coupons, to which said Francis, Skillings and Whitney are justly and legally entitled—*Wherefore* they respectfully protest against the payment of any sum of money or dividend to said Francis Vose, his legal representatives or assigns, until the amount due said Francis, Skillings and Whitney under said agreement

has been ascertained and duly charged to said Vose's account and credited to said Francis, Skillings & Whitney.

By their Solicitor and Attorney

EDW. AVERY.

Ordered, That said protest be spread upon the minutes and filed with the Treasurer of the Board.

The Secretary laid before the Board a letter from A. T. Williams, Land Agent of the Peninsular Railroad Company, asking the withdrawal from market of certain lands selected for said company as indemnity for certain lands granted to aid in the construction of the line of road from Amelia Island to Tampa Bay which have been sold by the Trustees.

Ordered, That said lands be reserved from sale.

The lands so reserved are as follows:

$E\frac{1}{2}$ of $NE\frac{1}{4}$, $NW\frac{1}{4}$ of $NE\frac{1}{4}$, $N\frac{1}{2}$ of $NW\frac{1}{4}$ Sec. 4.
 $N\frac{1}{2}$ of $NE\frac{1}{4}$, $E\frac{1}{2}$ of $NW\frac{1}{4}$, $SW\frac{1}{4}$ of $NW\frac{1}{4}$, $SE\frac{1}{4}$ of
 $SE\frac{1}{4}$, Sec. 28

$E\frac{1}{2}$ of $NE\frac{1}{4}$, $SE\frac{1}{4}$, $E\frac{1}{2}$ of $SW\frac{1}{4}$ Sec. 32

$W\frac{1}{2}$ of $NW\frac{1}{4}$ —South half Sec. 34

All of Section 4, $SW\frac{1}{4}$ of $SE\frac{1}{4}$ of Section 36, T 11 S, R 22 E.

The bill of John F. Rollins, Receiver of the U. S. Land Office at Gainesville for \$14.10, fees for the final location of Internal Improvement Selections, List No. 3—was presented and approved and ordered paid.

The Board then adjourned.

W. D. BLOXHAM,

President.

Attest:

HUGH A. CORLEY, Secy.

Tallahassee, Florida, October 17, 11881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

William D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the two last meetings were read and approved.

The Board took up for consideration the petition of the Atlantic and Gulf Transit Canal Company presented to the Board on the 22d July last.

The Board declined to reserve the lands from sale as asked for in the memorial.

Mr. Barnes moved that the right of way over the lands belonging to the Internal Improvement Fund upon the Western Division of said Canal be extended to five hundred feet; upon which motion the vote was:

Yeas—Gov. Bloxham and Mr. Barnes. 2.

Nays—Messrs. L'Engle, Raney and Corley. 3.

So the motion was not agreed to.

On motion, the Attorney General was instructed to file a petition on behalf of the Trustees to set aside the order of the Court authorizing the payment of coupons to T. B. Codington which were embraced in the suit of T. B. Codington vs. The Trustees of the Internal Improvement Fund; and the Treasurer was instructed to withhold the payment of said coupons.

On motion, it was *Ordered*, That the Treasurer of the Board pay to George P. Raney, Three hundred dollars for professional Services in the Vose suit.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

HUGH A. CORLEY, Secretary.

Tallahassee, Florida, October 25, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

The Board took up for consideration the resolution offered on the 13th inst. and postponed until to-day, for

the conveyance of lands to the Florida Southern Railway Company for the completed part of said railway, and said resolution was unanimously adopted.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

HUGH A. CORLEY, Secretary.

Tallahassee, Florida, October 26, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

Hugh A. Corley, Commissioner of Lands
and Immigration.

The minutes of the last meeting were read and approved.

The Secretary laid before the Board a letter from James E. Ingraham, President of the South Florida Railroad Company, requesting a conveyance to said Company of the lands to which they are entitled under the laws of the State for that part of their road between Sanford and Orlando.

The following resolution was adopted:

Resolved, That this Board will execute and deliver to the South Florida Railroad Company deeds conveying to it the Swamp lands embraced in the even-numbered sections lying within six miles on each side of the completed portion of said railroad.

The Governor laid before the Board the following letter from I. Coryell, General Superintendent of the Atlantic and Gulf Coast Canal and Okeechobee Land Company:

Jacksonville, Fla., October 18th, 1881.

Gov. W. D. Bloxham,

Dear Sir:

Should our company be successful in lowering the waters of Lake Okeechobee there might possibly a question arise as to what lands had been reclaimed. Admitting there are lands within the district that are free from

overflow, the Land Company propose taking all such with floats we expect to receive. I now propose on the part of the Land Company, "That we select by personal inspection all the high and dry lands within the limits of the reclamation district, as soon as the condition of the waters will allow it; and that the State joins us in the inspection by the appointment of an inspector to represent the State; and all lands returned as not subject to overflow be taken by the Land Company." Will you please place this proposition before the Board. Should the Board see proper to suggest any other mode to accomplish the object of setting at rest finally and forever any contention as between the State and our reclamation Company as to what *are*, and what *are not*, reclaimed lands, would be pleased to have them do so. Some mode of settlement at this stage would perhaps avoid a vexed question in the future. We now have all the evidences of what *are*, or *are not*, overflowed lands, and plenty of reliable witnesses to prove the fact. If affected by drainage, the proof would not be so satisfactory. With the views above expressed, I would thank you, as Chairman of the Board, to lay the matter before them for such action as may seem proper to accomplish the object sought.

Very respectfully,

Your Obt. Svt.,

I. CORYELL, Gen. Supt.

It was *Ordered*, that the Secretary reply to Mr. Coryell that the Board is willing to appoint an agent to act with an agent of the Company for the purposes named in his communication, acting on the supposition that the Company will proceed at once to the work of reclamation, and requesting him to notify the Board of the intention of the Company in that respect.

The following resolution was unanimously adopted:

Resolved, That the salary of the present Timber Agent be fixed at the same amount paid to the former agent, to wit: One hundred and twenty-five dollars per month, to commence on November 1st.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

HUGH A. CORLEY,
Secretary.

Tallahassee, Florida, October 28, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands and
Immigration.

A communication was received from Alexander St. Clair-Abrams, Esq., on behalf of Gen. H. S. Sanford and associates, asking an extension of time for sixty days in which to complete the surveys, and bring the necessary machinery within the State and commence the work on the canal, under the resolutions of the Board adopted on the 10th February last authorizing the said Sanford and associates to reclaim the swamp and overflowed lands in the valley of the Oclawaha.

Ordered. That an extension for said purposes be allowed until the first day of January next.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, October 31, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands &
Immigration.

The minutes of the last two meetings were read and approved.

Mr. William Van Fleet, on behalf of the Jacksonville, Tampa and Key West Railway Company, applied to the Board for the withdrawal from market of the even-numbered sections of swamp lands lying within six miles of a branch of said railway extending from a point on the main line in section 24, Township 27, South, Range 25, East, to Charlotte Harbor, at or near Punta Rassa, a plat of the survey of said branch having been filed with the Secretary of the Board on the 29th instant.

The consideration of said application was postponed.

The Secretary laid before the Board the following protest which had been served upon him by the Sheriff of Leon County:

Longwood, Orange Co., Fla., Oct. 24, 1881.

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

Whereas, a charter was granted to the South Florida R. R. Co. under provisions of an act entitled an act to provide a general law for the incorporation of railroads and canals, approved Feb. 19, 1874, and also under provisions of an act entitled an act to amend the above act, approved March 12, 1879, by which latter act a grant was made of each alternate section of swamp or overflowed lands for six miles on either side of line of any railroad or canal incorporated under said act, and for twenty miles if necessary to obtain the number of acres granted them; And Whereas, the South Florida R. R. Co. have, from the date of said Charter, been engaged in building said road as quickly as was practicable, and have done no act by which they have forfeited any of their rights under said charter; And Whereas, it is commonly reported that a sale of lands under control of your Board has been made to Hamilton Disston, Esq., of Philadelphia, Pa., which sale, if confirmed according to plans issued by said Disston, would be an interference with the rights conferred by the charter of said South Florida R. R. Co.

Now Therefore, I. E. W. Henck, President of the Board of Incorporators of the South Fla. R. R. Co. hereby protest against the transfer or conveyance by you to Hamilton Disston or any other party or parties of any lands which by reason of said charter and the laws of the State of Florida, the said incorporators of the South Fla. R. R. Co. are entitled to, or in the future may become entitled

to, unless official notice of your intention to so convey the land as above, be given the incorporators of the South Fla. R. R. Co., and a reasonable length of time be granted them to complete the survey of the road of said incorporators, and file the necessary plans and profiles, upon which the lands to which the said road is entitled shall be withdrawn from sale to any one.

And Whereas, the present directory of the South Fla. R. R. Co. is not a legally constituted Board, and has no interest in the franchise of the said South Florida R. R. Co. as far as the line of said road between the town of Orlando, Orange county, and the Gulf of Mexico is concerned: Therefore, I protest, as President of the Board of incorporators of the said South Fla. R. R. Co. against the transfer or conveyance by you to the said Directory or their agents, of any lands granted to the South Florida R. R. Co. by virtue of their charter and the laws of the State of Florida, as far as said portion of their line is concerned.

Respectfully,

E. W. HENCK.

Prest. Board of Incorporators South Florida R. R. Co.

B. M. Burroughs, appointed by the Board to examine and report upon the construction of the Florida Southern Railway from the point thirty miles west of Palatka as far as the road is completed, made the following report: To the Trustees of the Internal Improvement Fund of the State of Florida:

Having been appointed to examine and report upon the construction of the Florida Southern railroad from a point thirty miles West of Palatka to a point where said road is now completed, I have the honor to submit the following:

1st. I find that the right of way has been generally observed, and that the road has been cleared sixty feet from center of track, except at one or two points through Hammock and swamp land; this, however, being corrected as the road is being dressed up.

2d. The road bed is generally good. The embankments, being new, have in some instances shrunken and do not come up to the specifications, but this is now being rapidly remedied, as the ditches now being completed the earth is used for this purpose. The excavations are shallow and through light sand. A large force is now employed

digging ditches and dressing up the excavations and embankments.

The cross-ties are six by eight inches—six feet long—and are of good material—laid two feet from center to center—and well bedded—(2640 to the mile).

4. The water-ways have been carefully observed, and in my opinion ample for the unobstructed passage of water.

5. The bridges and trestles are well built, are composed of good material, and well braced piles being used where necessary.

6. The gauge of the road is three feet.

7. The rail is the "Fish-bar rail"—forty lbs. to the yard double spiked—strong and substantial.

8. The equipment good. One passenger car, five box cars, twenty-five flat cars, and three Locomotives in good condition.

9. The grades do not exceed 80 feet to the mile—and the curves do not exceed four degrees.

Every effort is being made to put this road in first class order, and in my opinion the next 60 days will find it in the very best condition.

The distance inspected from the point reported by H. S. DuVal, Esq., is 20 miles to a point West of the town of Gainesville and 5 miles South on the branch road from "Perry's Junction" in the direction of the town of Ocala.

Yours Very Respectfully,

B. M. BURROUGHS.

Ordered, That a copy of said report be transmitted to the Company, and the Company requested to notify the Board when the road is constructed in full compliance with the specifications.

The Salesman presented a deed conveying to the South Florida Railroad Company 5,318 12-100 acres of Swamp lands lying within six miles of the first three sections of six miles each of said road, from Sanford in the direction of Orlando, and said deed was signed by all the Trustees.

Ordered, That said deed be retained until the Attorney General shall have notified the U. S. Circuit Court of the execution thereof.

Henry A. L'Engle presented an account for expenses to Jacksonville to procure statement of condition of the Fund, for express charges and telegram amounting to \$17.80, which was approved and ordered paid.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, November 1, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

The Governor laid before the Board the following patents for Swamp lands received from the General Land Office:

Patent No. 13, Newnansville Land District	
for	15,823.68 acres
Patent No. 14, Newnansville Land District	
for	160.18 acres
Patent No. 14, St. Augustine Land District	
for	737.87 acres
Patent No. 22, Tampa Land District for..	7,739.77 acres

Amounting altogether to24,461.50 acres

Said patents having been obtained through the agency of Sydney I. Wailes, who, under his contract with the Board is entitled to eight per cent upon all lands patented of selections made by the State prior to 1861, the said Wailes is allowed to select the quantity of 1,956.92 acres, being eight per cent of the lands so patented, in compensation for his services.

The Governor also laid before the Board the following Swamp Land Indemnity Patents:

No. 1 for	9,995.85 acres
No. 3 for	8,598.19 acres
No. 4 for	14,532.57 acres
No. 5 for	5,160.85 acres
No. 6 for	1,162.43 acres

No. 7 for	3,454.01 acres
No. 8 for	1,642.23 acres

Amounting altogether to44,506.13 acres

Also, the following Swamp Land Indemnity Certificates for United States entries made in the former Palatka Military Reservation, to wit:

No. 1 for	1,013.96 acres
No. 2 for	4,055.82 acres

Total5,069.78 acres

Said Certificate No. 1 for 1,013.96 acres, being twenty per cent of the whole amount, was ordered to be assigned to S. I. Wailes in consideration of procuring said certificates, he being entitled to twenty per cent thereof under his contract with the Board of Trustees.

The communication of Hamilton Disston heretofore presented to the Board was taken up for consideration, and the following resolution was unanimously adopted:

Resolved, That after the selection of three million five hundred thousand acres of land by Hamilton Disston or his assigns, this Board agrees that the remaining five hundred thousand acres may be located in bodies of six hundred and forty acres; it being understood that lands selected in lieu of those surrendered by him for railroads, shall be selected in bodies of ten thousand acres.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, November 2d, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands and Immigration.

The minutes of the last meeting were read and approved.

The Green Cove Springs and Melrose Railroad Company filed a plat of the survey of the route of its road from Green Cove Springs to Melrose, in pursuance of Chapter 3330 of the Laws of Florida, and requested that the alternate sections of swamp lands within six miles on each side of said road be reserved from sale.

The following resolution was unanimously adopted:

Resolved, That the odd-numbered sections and fractional sections of land which passed to the State of Florida under and by the provisions of the Act of Congress of the 28th of September, 1850, within six miles on either side of the line of the Green Cove Springs and Melrose Railroad, be reserved from sale for the purpose of aiding in the construction of said road.

Hugh A. Corley presented a bill for \$14.10 paid to the U. S. Land Office at Gainesville, Florida, for noting the confirmation of Internal Improvement Selections in Gainesville List No. 1, which was approved and ordered paid.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, November 3, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands & Immigration.

The Salesman made the following statement to the Board:

The NW $\frac{1}{4}$ Section 10, T 21 S, R 21 E, containing 160.42 acres, was approved to the State as Internal Improvement Land and was sold to David S. Walker January 19, 1880, for \$1.25 per acre, the purchase money amounting to \$200.52, per Entry No. 9090. Since then it has been shown that said land was entered from the United States under the Armed Occupation Act of 1842, by James Gough, and that the said Gough received a patent for said

land from the United States—Whereupon, it was *Ordered* that said entry No. 9090 by David S. Walker be canceled, and that the purchase money be refunded to him upon his executing a deed reconveying to the Trustees of the Internal Improvement Fund his apparent title to said land.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Fla., Nov. 8, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
Geo. P. Raney, Atty. Genl.

The Attorney General was appt'd Secy. pro tem.

The Board having been satisfied as to the construction of the road of the Florida Southern Railway Company in compliance with the terms and specifications agreed on, on that part of its route inspected by B. M. Burroughs, it was ordered that the Salesman be & is instructed to prepare deeds of conveyance for the odd numbered sections within six miles of the completed part of the railway—and that the letters of the Vice President of said Company of the 7th inst. to the President of the Board be filed, it being understood and agreed that the trees on Paine's Prairie may be permitted to stand, (on the representations made in said letters) at the place commonly known as "the Sink."

The Board adjourned.

W. D. BLOXHAM, President.
GEO. P. RANEY, Secy. pro tem.

Tallahassee, Fla., Nov. 9th, 1881.

The Board met in the Atty. Genl's Office.

Present: Wm. D. Bloxham, Governor.
Wm. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
Geo. P. Raney, Atty. Genl.

The Attorney General was appt'd Secy. pro tem.

On a vote, the Attorney General not voting, the Attorney General was instructed to authorize Hon. C. W. Jones to undertake the advancement and trial of the case of Trustees I. I. Fund, Appell's, vs. Francis Vose's Admr. in U. S. Supreme Court, involving the costs and allowances, on the following terms, to wit, five hundred dollars retainer and ten per cent of any amount actually saved to the Internal Imp. Fund by reversal or modification of the decrees appealed from.

The Bill of B. M. Burroughs, Timber Agent, for expenses for the month of October A. D. 1881, amounting to (\$86.00) eighty six dollars was approved and ordered paid.

The Board adjourned.

W. D. BLOXHAM, President.
GEO. P. RANEY, Secy. pro tem.

Tallahassee, Florida, November 22, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last three meetings were read and approved.

The following communication was received from the President of the Atlantic and Gulf Coast Canal and Okeechobee Land Company:

Philadelphia, Nov. 7th, 1881.

To the Internal Improvement Board of the State of Florida:

Gentlemen:

I have the honor to inform you that the Atlantic and Gulf Coast Canal and Okeechobee Land Company is now, and for some time past has been, employing labor upon the drainage of Lake Okeechobee equal to the labor of 100 men. I am also instructed to advise you that our company has perfected arrangements for the use of dredge-boats, now in course of construction, as soon as they

can be delivered, by which we expect to demonstrate within a few months the feasibility of draining the Lake and reclaiming the lands now covered by its waters.

Yours truly,

S. H. GREY, Prest.

The following communication was received from Hamilton Disston:

Philadelphia, Nov. 8th, 1881.

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

Gentlemen:

Referring to that portion of our contract whereby it is agreed that no portion of the 4,000,000 acres will be sold except with my consent, I beg to notify your Honorable Board that, from and after this date, I desire to withdraw consent to the further sale of any of said lands.

Since the date of our purchase, considerable quantities of land have been selected at State prices, and last month one purchase of upwards of 2,600 acres was made for English speculators at 70 cents per acre. There can be no profit to me or my associates in sales of selected lands at such prices.

We have perfected an extensive system of agencies to promote emigration to Florida throughout the United States, as well as in England, Scotland, Germany, Sweden, Denmark and Italy. We only invite emigrants that are able to purchase lands and become permanent residents, and our expenses in this respect compels us to fix a higher price for lands than that of your Honorable Board.

Our Jacksonville Office will at once commence the sale of our lands, and the terms which we offer to purchasers as well as our endeavors to promote the rapid settlement of Florida with the better classes of emigrants will, we trust, meet with the approval and encouragement of your Honorable Board.

Yours Respectfully,

HAMILTON DISSTON.

On motion, it was *Ordered*, That the lands selected by Hamilton Disston under his contract with the Board for the purchase of four million acres of land, be withdrawn from market, except to actual settlers under the agree-

ment heretofore made with the said Disston, or where applications to purchase were pending on the 12th instant.

A letter was received from Col. I. Coryell enclosing an order from Hamilton Disston requesting the Trustees to pay to Col. Coryell such moneys as may have been received from sales of land up to October 31, 1881.

The Secretary was instructed to call the attention of Col. Coryell to that clause in the agreement between the Trustees and Mr. Disston which provides that the moneys received for the lands selected by Mr. Disston and sold by the Trustees shall be credited to Mr. Disston on account of moneys to be paid by him under said agreement.

The following entries were canceled, and the purchase money ordered refunded, viz:

Entry No. 10332, by John B. Odum, NW $\frac{1}{4}$ of NE $\frac{1}{4}$ Section 36, Township 15, South, Range 30, East, made August 25, 1881—Amount of purchase money \$39.84.

Entry No. 10,309, by Samuel A. Robinson, NW $\frac{1}{4}$ of SW $\frac{1}{4}$ Section 22, Township 25, South, Range 29, East, made August 18, 1881—Amount of purchase money \$40.00.

The Commissioner of Lands and Immigration presented a deed conveying to the Florida Southern Railway Company the odd-numbered sections of swamp lands lying within six miles on each side of the completed part of said Company's railway, extending from Palatka to Gainesville; and said deed was approved and ordered executed by the Trustees.

The following accounts were presented and approved:

Postage account, Salesman's Office, \$20.20.

W. T. Webster, Plats for Land Office, \$4.00.

Orange County Reporter, publishing notice to Disston Settlers, \$5.00.

Bartow Informant, publishing notice to Disston Settlers, \$5.00.

Sunland Tribune, publishing notice to Disston Settlers, \$6.00.

The following communication was received from F. A. Hendry, Esq.:

6 I. I.

Fort Myers, Fla., Nov. 1st, 1881.

To the Hon. Board of Trustees of the Internal I. Fund of Florida:

Whereas, your Hon. body, on the 28th day of Nov. A. D. 1859, sold to John Pearce of Hillsborough Co., the SE $\frac{1}{4}$ of SE $\frac{1}{4}$ Section 25, Township 31, Range 25, S & E, and also to Louis Lanier the NE $\frac{1}{4}$ of SE $\frac{1}{4}$ of same section, township and range, being selected by State under act of Congress—Register's Receipt No. 3117 and 3120. Purchases made by Pearce and Lanier were made in good faith, they paying in lawful money of the United States one dollar per acre; And Whereas, the said John Pearce did assign said certificate of entry to the undersigned, and the said Louis Lanier did assign his certificate to the undersigned also, and the undersigned feeling assured that said certificates and assignments were of full force and validity, gave his warranty deeds to said lands for the sum of eight hundred dollars, and was bound in law and equity to warrant and defend said warranty deed, have refunded said sum of money because the same lands above mentioned have not been patented to the State and have been sold by the General Government to other parties: Now, therefore, your writer claims that your Honorable Board is bound in behalf of the State to make good in some way the damages thus sustained. Your writer does not expect an impossibility, or desire that the Board establish a precedent that may not be sustained by the highest authority of the State, but most respectfully ask that your Hon. body take the matter into serious consideration, and in some legitimate way make good to your undersigned all the damage he has sustained, which could not be estimated at less than one thousand dollars. The land today would sell for more than that sum. I am willing to take other lands to the amount, of my own selection, if such thing be possible. Your Hon. Body will please pardon me for thus troubling you, but feeling assured in your earnest desire to give justice in all cases, I make the above statement and appeal. Please answer at your earliest convenience. I have the honor to be,

Most Respectfully, Yr. Obt. Servt.,

F. A. HENDRY.

The Secretary was instructed to write to Mr. Hendry and state that, upon the surrender of the certificates of sale of the lands described in his communication, the Trustees will refund the purchase money paid for the land, but that they cannot pay any larger amount as interest or damages.

The Treasurer laid before the Board the following notice which had been served on him, which was ordered spread upon the minutes, and copies thereof sent to Messrs. Jackson, Lawton & Bassinger, D. S. Walker & T. W. Brevard:

United States Circuit Court,
Northern District of Florida.

In the matter of the claim of D. G. Ambler:

To the Hon. Henry A. L'Engle, Treasurer of the Board of Trustees of the Internal Improvement Fund of Florida:

You will please take notice that D. G. Ambler, of Jacksonville, Florida, claims the right to receive the within mentioned sum of money under the agreement, a copy of which is hereto annexed.

COCKRELL & WALKER,
Attys. for D. G. Ambler.

Jacksonville, Fla., Nov. 11th, 1881.

(Copy)

U. S. Circuit Court,
Northern Dist. of Fla.

E. C. Anderson et al., Compl'ts.

vs.

The Jacksonville, Pensacola and Mobile

R. R. Comp'y., et al., Defts.

We agree that whatever pro rata we as counsel for our clients in this cause shall be entitled to on thirty-eight hundred dollars (3800\$) of our interest in the decree in this case, shall be paid to D. P. Holland and associates—The Master, or whosoever shall disburse the proceeds of the sale of the railroads levied upon under the said decree, will please disburse accordingly.

JACKSON, LAWTON & BASSINGER,
D. S. WALKER,
T. W. BREVARD.

(Endorsed) I hereby assign to D. P. Holland any interest I may have in the within, without recourse on us.
D. G. AMBLER.

Not hereby recognizing any validity in the Decree of Anderson and others, I do hereby assign any interest I may have herein to E. W. Denny and assigns, as collateral for the attached note.

D. P. HOLLAND.

Jacksonville, Fla., October 26th, 1874.

Jacksonville, Fla., Augt. 16th, 1881.

I hereby transfer and assign to D. G. Ambler and his assigns all my right, title and interest in the within.

ALEXR. WALLACE,
Assignee for E. W. Denny.

State of New York, }
City of New York: }

For value received, I do hereby assign all and every right, title and interest in law and equity that I may have herein or hereto, to D. G. Ambler—Witness my hand and seal this 27th Oct., 1881.

D. P. HOLLAND (L S).

The following communication was received from W. H. Hunt:

Biscayne, Fla., Nov. 1, 1881.

Hugh A. Corley, Esq.,
Secretary Board of Trustees
Internal Improvement Fund,
Tallahassee, Florida.

Sir:

I have the honor to acknowledge the receipt of your official letter under date of September 29, 1881, informing me of the action of your Board on that day, to wit: "Resolved, that this Board declines to rescind the resolution of the former Board rescinding the contract with W. H. Hunt for the reclamation of certain lands in Dade County." I respectfully state through you to said Board that I have Resolved that I will continue the work during the life of said contract, and request that this resolution be filed or made of record in the Office of the Board of Trustees of Internal Improvement Fund.

Very respectfully,

W. H. HUNT.

The Commissioner of Lands and Immigration laid before the Board a letter from the Commissioner of the General Land Office at Washington, stating that the NW $\frac{1}{4}$ of Section 10, Township 21, South, Range 21, East, and the W $\frac{1}{2}$ of SE $\frac{1}{4}$ and E $\frac{1}{2}$ of SW $\frac{1}{4}$ of Section 36, Township 19, South, Range 22, East, which had been approved to the State as Internal Improvement Land under the Act of Congress of September 4, 1841, were inadvertently so approved, and that the title of the State thereto is invalid by reason of prior legal claims existing at the time of such approval; and that upon relinquishing said lands to the United States, it will be permitted to select other lands in lieu thereof.

Ordered, That said lands be relinquished to the U. S.

The following notice which had been served upon the Trustees was ordered spread upon the minutes:

Fernandina, November 19, 1881.

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

Gentlemen:

You will please take notice that on the 4th day of the next term of the Circuit Court of the United States for the Northern District of Florida, I will move to be allowed to file a petition praying compensation for the services rendered by me in negotiating sales of lands belonging to the said Fund for payment of coupon indebtedness established against it by decrees of the said Court.

Yours Very respectfully,

SAML. A. SWANN.

It was *Ordered*, That the Secretary request Mr. Swann to furnish to the Board a copy of the petition to be filed by him.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, November 28, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

The Secretary laid before the Board the report of H. S. DuVal, Civil Engineer, upon the construction of the East Florida Railway from Jacksonville to the St. Mary's river—Mr. Duval reported the road constructed the entire distance according to the following specifications:

Guage 5 feet—Clearing 200 feet—Maximum grade not exceeding 40 feet—Width of bank 14 feet—Width of cuts 24 feet. Ditches 5 feet at the top, 2 feet at the bottom, and $2\frac{1}{2}$ feet deep, with a slope of $1\frac{1}{2}$ to 1. The road bed well drained—Maximum curve 3 degrees. Distance between cross-ties 2 feet, which are of yellow pine, 9 feet long, 6 inches deep and 12 inches face—The rails are of steel weighing fifty pounds per yard, and fastened with angle plates. Bridge over the St. Marys of iron. Manner of construction in all respects approved.

The construction of the East Florida Railway was approved by the Board, and the Salesman was instructed to prepare a deed for the signature of the Trustees conveying to the East Florida Railway Company the alternate sections of Swamp lands in the even-numbered Sections lying within six miles on each side of said railway from Jacksonville to the St. Mary's river, except such of said even-numbered sections as may properly inure to the Fernandina and Jacksonville Railroad Company—Within the conflicting limits of the two roads, the Salesman was instructed to embrace in the deed to the East Florida Railway Company such of the Swamp lands as lie nearer to its railway—and retain the Swamp lands lying nearer the Fernandina and Jacksonville railroad to be conveyed to the Fernandina and Jacksonville Railroad Company.

Ordered, That the Secretary notify the East Florida Railway Company, and the Fernandina and Jacksonville Railroad Company of the manner in which the Board have directed the division of the lands between the Companies within their conflicting limits.

The following account was presented and approved:

H. A. Corley, Stationery, Express Charges & Postage \$6.29.

On motion, the Treasurer was instructed to pay to John Chain twenty five dollars for professional services in the

case Marquis & Co. v. The Sheriff of Santa Rosa County involving timber cut upon the State lands.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, December 12, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

Col. William K. Beard, on behalf of the St. Johns and Halifax River Railroad Company, a corporation organized under the general laws of the State, filed a survey of the route of said company's road from the St. Johns river, at Rollestown, to Tomoka Creek, certified to under affidavit of William Mickler, Chief Engineer, and asked that the alternate sections of Swamp lands along the route of said road be withdrawn from sale.

The following resolution was adopted, Mr. Raney not voting:

Resolved, That the odd-numbered Sections of Swamp lands for six miles on each side of the St. Johns and Halifax railroad, be reserved from sale for the benefit of said road, until otherwise ordered by the Board.

The Secretary called the attention of the Board to the petition of Samuel A. Swann, filed in the Vose suit in the U. S. Circuit Court, asking compensation for his services while employed by the Board as agent for the sale of lands; and also the order of court thereon referring the matter to Aristides Doggett, Esq., Master pro hac vice, which order was made by the Court on the 9th inst. & is as follows:

C. P. Greenough, Administrator
of the Estate of Francis Vose

vs.

The Trustees of the Internal Improvement
Fund of the State of Florida.

This case coming on to be heard on motion of Samuel A. Swann for permission to file his petition praying compensation from the fund raised by sale of lands to pay coupon indebtedness established by the decrees of the Court against the said the defendants for services rendered by him in negotiating sales of said lands, and that inquiry may be had of the same; and it having been made to appear that due and timely notice of the said motion had been served upon the said Trustees, it is ordered.

First, That the said Samuel A. Swann be allowed to file his said petition.

Second, That the said defendants be allowed fifteen days within which to answer the same.

Third. That the said petition and the answer thereto, when the latter shall have been filed, be referred to A. Doggett, who is hereby appointed Master *pro hac vice* to inquire into and report upon the merits of the claim set out in the petition.

Fourth. That to this end he shall give due notice to the parties or their solicitors of the times and places when and where they shall appear before him with their witnesses, and is hereby clothed with the power to have summons of subpoenas issued by the Clerk of this Court to compel the attendance of witnesses who do not appear voluntarily before him, and to have commissions issued for the examination by interrogatories of witnesses who cannot be reached by process of subpoena; this to be done at the instance of either party.

Fifth—That the said master shall file his report accompanied by all the testimony taken by him in the office of the Clerk of this Court, on or before the first Monday in April next—That the parties at variance shall have fifteen days thereafter within which to file exceptions to the same, and that the said petition (?) with the exceptions thereto, should there be such, be set down for hearing on the first Monday in May, 1882.

(Signed)

THOMAS SETTLE, Judge.

The Secretary laid before the Board the Certificate of the Chief Engineer of the Florida Southern Railway that said railway had been graded and cross-tied ten miles, from Station 2085, on the line of the road between Palatka and Gainesville, South to Station 528.

A letter was received from the U. S. Land Office in Gainesville announcing that the General Land Office had confirmed the decision of the Register and Receiver adverse to the State in the Swamp Land contest of James C. Bell vs. The State of Florida, involving title to Lot No. 1 Section 20, T 10; S. R 14 E.

The following bills were approved for advertising notice to Settlers upon the Disston Purchase:

Florida Crescent, Brooksville, five dollars, \$5.00.

South Florida Citizen, Apopka, five dollars, \$5.00.

Tampa Progress, six dollars, 6.00.

The account for postage in Salesman Office in November amounting to \$19.10 was approved.

A letter was received from J. B. Brown objecting to the conveyance of lands to the Florida Southern Railway Company, which was read and placed on file.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, December 13, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

William D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

Dr. John Westcott, Secretary of the St. Johns River Railway Company, addressed a communication to the Board asking that the Trustees execute to said Company a deed for the lands granted to it by the Legislature, and that payment be made to said Company for such of its lands as have been sold by the Trustees.

The Salesman was instructed to prepare a deed for the

lands claimed by the Company, and submit it for the consideration of the Board.

Mr. E. K. Foster, on behalf of Gen. H. S. Sanford, announced to the Board that Gen. Sanford had withdrawn from the contract for the reclamation of the overflowed lands in the Oclawaha Valley.

Alexander St. Clair-Abrams, Esq., one of the former associates of Gen. Sanford in the contract for reclaiming the overflowed lands in the Oclawaha Valley, appeared before the Board and requested an extension of the contract with certain modifications.

The consideration of said proposition was postponed until after the first of January, and the Secretary was instructed to notify Mr. St. Clair-Abrams that the Board would then consider any definite proposition which he might make.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, December 14, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

William D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

The Governor laid before the Board the following proposition of Alexander St. Clair-Abrams, Esq.:

Tallahassee, Fla., Dec. 13th, 1881.

To the Board of Trustees of the I. I. Fund:

As one of the contracting parties for the drainage of the lands in the Oclawaha Valley, I respectfully ask a modification of the contract as follows:

First: That instead of requiring the drainage of 3-4th the land reserved, one-half be required.

Second: That the line of the canal shall be at any point between townships fifteen and seventeen, as may be determined upon by my company, instead of between fifteen and sixteen.

Third: That I be given until March 1st, 1882, to begin the work, and until March 1st, 1883, to complete the drainage.

Fourth: That D. G. Ambler, of Jacksonville, be added to the list of contracting parties.

Very respectfully,

ALEX. ST. CLAIR-ABRAMS.

Ordered, That Mr. St. Clair-Abrams be informed that the Board are willing to modify the contract as requested, but that his attention be called to that clause in the resolutions of February 10, 1881, which provides that the work shall be done "under lawful authority thereunto to be had and obtained."

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

HUGH A. CORLEY, Secretary.

Tallahassee, Florida, December, 16, 1881.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

Hugh A. Corley, Commissioner of Lands and Immigration.

The minutes of the last meeting were read and approved.

The following entries were canceled, and the purchase money ordered refunded, viz:

Entry No. 10521, made November 8, 1881, by Joseph B. Story, Lot No. 4, Section 11, T 25 S. R 30 E, 69.86 acres—amount of purchase money \$62.87.

Entry No. 10506, made November 3, 1881, by William S. Jordan, $W\frac{1}{2}$ of $NE\frac{1}{4}$, $N\frac{1}{2}$ of $SE\frac{1}{4}$, $SE\frac{1}{4}$ of $SE\frac{1}{4}$ Section 9, T 30 S. R 25 E—199.87 acres—amount of purchase money \$249.84.

The following accounts were presented and approved:

George P. Raney, Expenses to Jacksonville, Dec. 1881, and amount paid for Court expenses, \$12.65.

Philip Walter, Clerk U. S. Court—copies &c., \$8.25.

Aristides Doggett, Special Master, report upon coupons in suit of T. B. Codrington & furnishing list of coupons, Fla. R. R. Sinking Fund, \$25.00.

The following communication was received from the Florida Southern Railway Company:

Palatka, Fla., Dec. 12th, 1881.

To the Hon. Hugh A. Corley,

Secretary of the Board of Trustees of the Internal Improvement Fund of the State of Florida:

Dear Sir:

Can we make any arrangement to release land withdrawn for the Company? We wish to do nothing to prevent the development and settlement of Florida. There are many people who are living upon land withdrawn for the Florida Southern Railway. Now, can we release that land so the parties to whom it is released can purchase it from the Board of Internal Improvement Fund at \$1.25 per acre? If this is so, what officers of the Company would you require to sign the release? We are building South as fast as we can, but do not wish to prevent parties from making improvements who have located on the land withdrawn. I am, dear Sir

Yrs. Truly,

C. A. BOARDMAN.

The following resolution was adopted:

Resolved, That if the Board of Directors of the Florida Southern Railway Company will adopt a resolution authorizing the Trustees of the Internal Improvement Fund to sell to any person now residing upon the lands reserved for said Company the lands embracing his residence and improvements, not exceeding such quantity of land to each settler as the Directory may prescribe, the Trustees will sell and convey the land to such settler, upon the filing of affidavit or proof of residence and improvement, at the regular State prices for such lands; the purchase money to be held by the Trustees and accounted for to said Company, without interest, whenever the said Company would be entitled to the lands if unsold hereunder.

The Attorney General laid before the Board certified copies of Orders of the United States Circuit Court, which were read and ordered spread upon the minutes, as follows:

In the Circuit Court of U. S. Northern District of Florida—In Equity.

Chas. P. Greenough, Admr. of Francis Vose

vs.

The Trustees I. I. Fund.

On motion of the said Trustees aforesaid, it is *Ordered* that the Master herein shall give notice to the Trustees of the Internal Improvement Fund by letter addressed to George P. Raney, one of said Trustees, at Tallahassee, Fla., of the filing with him of any answers to interrogatories which may be propounded to any person seeking to have any coupons declared or adjudged a valid claim against the Internal Improvement Fund, and said Trustees shall have ten days after the receipt of such notice to file exceptions to any such coupons.

Done and Ordered in open Court Dec'r. 14th, 1881.

THOMAS SETTLE, Judge.

In the Circuit Court U. S. Northern District of Florida—In Equity.

Charles P. Greenough,

Admr. Francis Vose,

vs.

Trustees I. I. Fund.

{ In the matter of the petition of
{ Samuel A. Swann.

On motion of the Trustees of the Internal Improvement Fund, they appearing specially for the purpose of the motion, and not generally, it is *Ordered* that the order made in the matter of said petition of Samuel A. Swann, praying compensation for sales of lands, on the eighth day of the present month, be and is suspended until the said Trustees shall have pleaded or answered unto said petition, and until the further order of the Court, except in so far as it allows the defendants fifteen days within which to answer said petition. Done and Ordered in Open Court Dec. 14, 1881.

THOMAS SETTLE, Judge.

The Board then adjourned.

W. D. BLOXHAM,

President.

Attest:

HUGH A. CORLEY, Secretary.

Tallahassee, Florida, January 3, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
 William D. Barnes, Comptroller.
 Henry A. L'Engle, Treasurer.
 George P. Raney, Attorney General.
 Hugh A. Corley, Commissioner of Lands
 and Immigration.

The minutes of the last meeting were read, corrected and approved.

The following letter was received from Col. I. Coryell, General Superintendent of the Atlantic and Gulf Coast Canal and Okeechobee Land Company:

Jacksonville, Fla., Dec. 27th, 1881.

Gov. W. D. Bloxham,
 Prest. Board of I. I.

Dear Sir:

I desire to respectfully represent that our Company have given such evidence of their intention of carrying out their contract with the State, that they feel warranted in asking that the money forfeit of \$5000.00 deposited with the State Treasurer be restored to our Company. Already over \$20,000 has been spent in the building of the Cedar Key Dredge (which is now en route to Myers) and the preparation at Kissimmee City for the building of another dredge and St. Boat, together with the expenses incurred at the head of the Caloosahatchie will increase our outlay before the end of January over \$30,000. Under the circumstances we ask the early consideration of your Board on this application. The machinery for Kissimmee Dredge is here; also, St. Bt. machinery expected daily.

Very Resp'y Your Obt. Svt.,

I. CORYELL,
 Gen. Supt.

The Secretary was instructed to reply to Col. Coryell and refer him to the drainage contract and the subsequent amendments thereto and modifications, according to the terms of which the work has not advanced to that point which will authorize a surrender by the Trustees of the money forfeit of \$5000 deposited by the Company.

A letter was received from Hamilton Disston reviewing the steps heretofore taken by him and the Trustees

with regard to the purchase and sale of four million acres of land, and announcing that he had transferred to Sir Edward Reed, of England, two million acres of said purchase, and that Sir Edward would make the remaining payments now due.

Which letter was read and placed on file.

The following accounts were presented and approved:

B. M. Burroughs, Timber Agent, Expenses for November, \$11.50.

Sumter County Advance, adv'g notice to settlers on Disston purchase, \$6.00.

Manatee County News, adv'g notice to settlers in Disston purchase, \$5.00.

Western Union Telegraph Company, Telegram \$3.88.

H. A. L'Engle, Telegram and exchange on draft, \$1.65.

H. A. Corley, Telegrams, \$2.64.

The following entry was canceled:

Entry No. 5511 made January 19, 1869, by Allen Fort, Jr. SE $\frac{1}{4}$ of NW $\frac{1}{4}$ Section 36, Township 15, South, Range 23, East—amount of purchase money \$19.49.

Ordered, That the amount of purchase money be refunded to James H. Howard, the assignee of said Fort.

A letter was received from the President of the Florida Southern Railway Company enclosing the Certificate of the Chief Engineer that the seventh ten miles of said Company's railway had been graded and cross-tied from Station 528, on the line of road between Perry Junction and Ocala, South to Station 1956; and asking that the lands to which said Company is entitled under the grants by the Legislature be delivered to it:

Which letter was read and placed on file.

The Board then adjourned.

W. D. BLOXHAM,

President.

Attest:

HUGH A. CORLEY,

Secretary.

Tallahassee, Florida, January 9, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
 William D. Barnes, Comptroller.
 Henry A. L'Engle, Treasurer.
 George P. Raney, Attorney General.
 Hugh A. Corley, Commissioner of Lands
 and Immigration.

The minutes of the last meeting were read and approved.

Mr. William Kemble Lente, President of the Seville and Halifax Railroad Company, filed with the Trustees the plat of survey of said Company's road from Seville, on Lake George, to Daytona, on Halifax river, and the specifications of construction of said road, and requested that the even-numbered sections of Swamp and overflowed lands within six miles of said road be reserved for the benefit of said Company. The specifications of construction are as follows:

First. The line of road for sixty feet from the center shall be cleared of all the standing timber.

Second. The grading shall be for a single track, except at depots, turnouts and similar places where it shall be wider if required by the State Engineer, with a road-bed twenty feet wide in cuttings, with ditches from two to three and a half feet in depth below the grade with such widths as may be directed by the State Engineer, and eighteen feet wide on embankments at the grade line, with slopes of one and a half feet base to one foot rise; and in all excavations and embankments, they shall be constructed so as to have a perfect drainage, and not permit any standing water to come within three feet of the lower line of the cross-ties.

Third. The cross-ties shall be of heart-yellow-pine, cypress, white, yellow, post, or Spanish, or live oak, white or red cedar, and not less than nine feet long, with not less than nine inches face and eight inches in thickness, and shall be well and carefully bedded, and laid within two and one-half feet from centre to centre.

Fourth. At all water-ways sufficient space shall be left for the unobstructed passage of water, and at all points on the line of the road where side ditches can be cut that

will carry off the surface water they shall be constructed by the Company.

Fifth. In the crossing of all streams, bridges shall be constructed according to plans to be approved by the State Engineer. No navigable streams will be crossed.

Sixth. The gauge of the road shall be four feet, eight and one-half inches. (4 feet $8\frac{1}{2}$ inches).

Seventh. The iron rail used shall not weigh less than fifty-six (56) pounds per lineal yard, and be of the best quality of iron, and be well fastened to the road by the best quality of spikes and plates.

Eighth. The entire equipment shall be of the first class, and shall be sufficient at all times for the prompt transportation of all the passengers and freight ordinarily offering.

Ninth. The grade on no portion of this road shall exceed forty-five feet per mile; and no single curve shall exceed three degrees of curvature, or be adopted, unless approved by the State Engineer.

On motion, the specifications of construction of said road were approved.

The following resolution was adopted:

Resolved, That the alternate sections of Swamp lands, embraced in the even-numbered sections, lying within six miles on either side of the route of the Seville and Halifax River Railroad, be reserved from sale, until the further order of this Board, for the purpose of aiding in the construction of said road.

The Secretary laid before the Board the specifications of construction of the Palatka and Sanford Railroad, from Palatka to Sanford, submitted for the approval of the Board by C. F. Lansing, President of the road, as follows, to wit:

First. The line of road for sixty feet from the centre shall be cleared of all standing timber.

Second. The grading shall be for a single track, except at depots, turn-outs and similar places where it shall be wider if required by the Engineer; with a road bed fourteen feet wide in cuttings, with ditches of such width and depth as to insure perfect drainage, and nine feet wide on embankments at the grade line, with slopes of one and a half to one. In all excavations and embank-

ments a perfect drainage shall be secured, and no standing water will be allowed to come within three feet of the lower side of the cross-ties.

Third. The cross-ties shall be of pine, cypress or other durable wood to be approved by the Engineer, and shall be six feet long, eight inches on the face and five inches in thickness, well and carefully bedded, and laid within two feet from centre to centre.

Fourth. On all water-ways sufficient space shall be left for the unobstructed passage of water.

Fifth. In the crossing of all streams good and substantial bridges shall be constructed according to plans approved by such engineer as may be designated by the Trustees of the Internal Improvement Fund; and over all streams that are navigated draws shall be put in to admit the passage of all boats or vessels usually navigating the same, the plan of said draws to be approved by an engineer appointed by said Trustees.

Sixth. The gauge of the road shall be three feet.

Seventh. The iron or steel rail used shall not be less than forty pounds to the lineal yard, and be of the best quality, secured to the ties with suitable spikes and plates.

Eighth. The entire equipment shall be of the first class, and shall at all times be sufficient for the prompt transportation of all the passengers and freight ordinarily offering.

Ninth. No grade shall exceed sixty feet to the mile, and no curve shall exceed four degrees of curvature, unless approved by an examining Engineer appointed by the Trustees of the Internal Improvement Fund.

On motion, the specification of construction of said railroad were approved.

The plat of the survey of said road having been filed, the following resolution was adopted:

Resolved, That the alternate sections of Swamp lands, embraced in the odd-numbered sections, lying within six miles on either side of the Route of the Palatka and Sanford Railroad be reserved from sale until the further order of this Board, for the purpose of aiding in the construction of said road.

The following accounts were presented and approved:

C. E. Dyke, printing and advertising, \$115.00.

B. M. Burroughs, Timber Agent, Expenses for December, \$85.25.

George P. Raney, Telegrams and traveling expenses in attending the U. S. Court at Jacksonville, \$32.45.

On motion, the Treasurer was ordered to pay to George P. Raney, one hundred dollars on account of professional services in the Vose Suit.

The Attorney General to whom had been referred the matter of the claim of Joseph Bonifay embracing lands sold by the Trustees to Emory F. Skinner, laid before the Board the following communication, with accompanying papers, received from the Commissioner of the General Land Office:

Department of the Interior,
General Land Office,
Washington, D. C., Jan. 4, 1882.

Hon. Geo. R. Raney,
Attorney General, Florida,
Tallahassee, Fla.

Sir:

I am in receipt of your letter of November 2d last relative to the private land claim of *Joseph Bonifay*, numbered 8 in the report of the Commissioners for West Florida (Am. State Papers, Duff Green's ed., Vol. 4, p. 99), and confirmed by the first section of the Act of Congress approved May 23, 1828—Stats 4, p. 284.

There appears to have been no survey of this confirmed claim by the United States, and it does not, therefore, appear upon our plat or tract books. There was, however, a *Spanish* survey of said claim, which is probably on file with the Archives of West Florida.

In compliance with your request I transmit herewith copies of the papers in the case found on file here—They consist of a letter from the Receiver at Tallahassee, dated July 22, 1839, asking for instructions, and inclosing a copy of a petition by Joseph Bonifay addressed to the district officers at Tallahassee, accompanied by a copy of the original grant and plat of survey, certified under the signature and seal of the "Keeper of the Public Archives of West Florida."

I am unable to say why this office failed to pay attention to the case at that time; or why the parties in in-

terest have never attempted to procure a United States survey and patent in this claim.

I think there can be no doubt as to the *locus* of this claim upon the examination of the very explicit description of the land (a peninsula) contained in the original grant and the Spanish plat.

It is probable that the parties in interest have considered the claim fully vested in them by the confirmatory act, and fully protected under the local laws without a United States patent.

The claim was confirmed not to exceed a league square; and the land possessed under the grant containing a much smaller area, they had nothing to relinquish under the provisions of the 2d Section of the act of 1828 aforesaid; and there would appear to be nothing to prevent the present claimants from applying for a survey and patent now as evidence of title from the government.

Very respectfully,

N. C. McFARLAND,
Commissioner.

The said letter and the accompanying papers were ordered to be placed on file.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, January 12, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands & Immigration.

Sir Edward Reed appeared before the Board and conferred with the Trustees respecting the time and mode of payment of the balance due upon the four million acres of land purchased by Mr. Hamilton Disston.

The following accounts were presented and approved:

B. M. Burroughs, Timber Agent, amount paid I. M. Blake for surveying State lands trespassed on, \$30.50.

C. A. Bryan, Jr. Binding Record of Deeds, \$5.00.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, January 13, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

William D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

Hugh A. Corley, Commissioner of Lands and Immigration.

John A. Henderson, Esq., appeared before the Board and presented for payment a Bond of the Commissioners of the St. Johns and Indian river Canal for five hundred dollars, Numbered 41, with 40 interest coupons attached, each for \$20, said bond falling due April 1st, 1880. The said bond not being embraced in the list furnished by the Secretary of said Canal Commissioners as having been lawfully issued, the same was referred to the Attorney General for investigation; and, pending such investigation, it was ordered that any of the Internal Improvement lands specially reserved for the payment of the Bonds of said Canal Commissioners, which may be applied for by the holder of said Bond No. 41 to be paid for therewith, shall be reserved from sale for the benefit of the applicant until the question of the validity of said bond shall be decided.

Sir Edward J. Reed appeared before the Board and stated that he had entered into an agreement with Hamilton Disston whereby the said Reed is to make the remaining payments to this Board due on said contract and to receive from the said Disston a certain portion of the lands purchased under said contract, and the said Reed offered to make a payment now on said contract and within forty days from date to make a further payment, which in the aggregate will make the sum of \$200,000, said payments

to be considered as made January 1, 1882; whereupon, the following telegram was sent to Mr. Disston:

Tallahassee, Florida, January 13, 1882.

To Hamilton Disston,

S. E. corner Third and Chestnut Streets,
Philadelphia. Pa.:

Sir Edward Reed proposes paying in about one hundred and sixty thousand dollars coupon indebtedness as of the first day of this month for you, on your land purchase. If you so direct we will receive it, and not claim any forfeiture of your contract for forty days. Answer and mail us a copy of your contract with him.

W. D. BLOXHAM.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, January 14, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands
and Immigration.

The following reply was received to the telegram sent to Mr. Disston yesterday, to wit:

To Gov. W. D. Bloxham:

You will please accept the money which Sir Edward J. Reed proposes to pay on my contract. Have mailed copy.

HAMILTON DISSTON.

And, thereupon, it was Resolved, to receive from Mr. Disston, the hands of Sir Edward J. Reed, \$158,211 31-100 of duly adjudged coupon indebtedness on such land purchase, and not to claim any forfeiture of Mr. Disston's contract until after the lapse of at least forty days from yesterday.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secy.

Tallahassee, Florida, January 18, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
 William D. Barnes, Comptroller.
 Henry A. L'Engle, Treasurer.
 George P. Raney, Attorney General.
 Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the four last meetings were read and approved.

The Governor laid before the Board a communication from Sir Edward J. Reed, enclosing for information and record a copy of the agreement between himself and Hamilton Disston for the purchase of two million acres of land, and said agreement was ordered spread upon the minutes of the Board, and is as follows, to wit:

Agreement made this Seventeenth day of December, 1881, Between Sir Edward J. Reed, of the County of Kent, England, of the first part, and Hamilton Disston, of the City of Philadelphia, by J. J. Dunne, his attorney in fact, of the second part.

The party of the first part shall complete the purchase of four million acres of land under the contract between the said party of the second part and the Board of Trustees of the Internal Improvement Fund of the State of Florida, dated June 1st, 1881, by making payment of five hundred thousand dollars, balance due under the said contract, as modified, either in cash or indebtedness of the said Internal Improvement Fund of Florida, as required by the terms of said contract, or as may be acceptable to the said Board of Trustees, said payments to be made on or before the first day of January, 1882, or at such other time or times, not later than the first day of July, 1882, and in such amount or amounts as may be acceptable to the said Board of Trustees—it being the understanding that the party of the first part shall assume the final payment in lieu of the party of the second part and shall, before the first day of January, 1882, enter into an agreement with the said Board of Trustees fixing the times and terms of payment of said \$500,000.

The party of the second part shall accept a draft drawn by the party of the first part on him dated the Seventh day of December, 1881, for the sum of fifty thousand

and dollars, payable three days after date, and also a draft for the sum of fifty thousand dollars, dated the twentieth day of December, 1881, payable twenty days after date; provided that, before accenting either of said drafts, the party of the second part shall **receive from** Leonidas M. Lawson, Trustee, a written notification that there has been executed and delivered to him an assignment of the decree entered in the Circuit Court of the United States for the Northern District of Florida in the case of Vose vs. The Trustees of the **Internal Improvement Fund** of the State of Florida, in favor of said complainant, and that there has been deposited with him about fifty five thousand dollars of matured coupons and interest constituting an indebtedness against the said Trustees of said Internal Improvement Fund.

The party of the second part shall, on the completion of the said payment of \$500,000, convey to the party of the first part in fee simple two million acres of the 4,000,000 acres of land purchased under said contract, the said 2,000,000 acres to be selected and designated in the following manner: The party of the second part shall first select one million five hundred thousand acres, the bodies of land to be selected from to consist of the land already conveyed to the party of the second part and of the balance of the land from which the four million acres is to be selected under said contract. The party of the second part shall then convey to the party of the first part such portion of the said land conveyed to him as aforesaid as he shall not have selected as part of his one million five hundred thousand acres, and then the party of the first part shall select under the terms of said contract, in bodies of not less than ten thousand acres, or in such other amounts as said Trustees may consent to, such quantity of land as shall be sufficient, with the said land to be conveyed to him as aforesaid, as will complete the two million acres. It being the understanding that no portion of the five hundred thousand acres of land agreed under the terms of said contract to be conveyed in smaller bodies than ten thousand acres shall be selected as part of the two million acres.

The party of the first part shall, at the time of the execution and delivery of this agreement, execute and deliver to Leonidas M. Lawson, as Trustee, an assignment of the

decree entered in the Circuit Court of the United States for the Northern District of Florida in the case of Vose vs. The Trustees of the Internal Improvement Fund of the State of Florida, in favor of said complainant; and shall, also, at the same time deposit with the said Leonidas M. Lawson, Trustee, matured coupons and interest amounting to about \$55,000, constituting an indebtedness against the said Internal Improvement Fund; and shall, also, on or before the first day of April, 1882, also deposit with the said Leonidas M. Lawson, Trustee, one hundred and four thousand dollars of the unmatured coupons constituting an indebtedness against the said Internal Improvement Fund; and the said Leonidas M. Lawson, Trustee, shall use the said decree and matured coupons and unmatured coupons as they mature in making payments on account of the said five hundred thousand dollars, balance, according to the terms of the agreement to be entered into between the party of the first part and the said Board of Trustees, as above mentioned. And in the event of the failure of the party of the first part to complete, or cause to be completed, the said purchase by making, or causing to be made, the said payment of five hundred thousand dollars, as above provided, on or before the first day of July, 1882, then the party of the first part shall retain the said one hundred thousand dollars, and in consideration therefor and as liquidated damages for the non-performance of this contract, the said Leonidas M. Lawson, Trustee, shall assign to the party of the second part the said decree and deliver to him so much of the said indebtedness deposited with him as aforesaid, and consisting of matured and unmatured coupons as shall not have been paid over on account of said five hundred thousand dollars balance.

All selections and conveyances of land provided ~~by this~~ agreement shall be completed on or before the first day of July, eighteen hundred and eighty-two.

The party of the first part shall not be prejudiced by any action of the Circuit Court of the United States for the Northern District of Florida adverse to the parties to this agreement.

In Witness Whereof, We, the said Sir Edward J. Reed and Hamilton Disston, by his attorney in fact, J. J. Dunne, have hereunto set our hands and seals, in tripli-

cate, the Seventeenth day of December, eighteen hundred and eighty-one.

Signed, sealed & delivered in presence of us. } E. J. REED (L S)
 C. D. Willard. } HAMILTON DISSTON, (L S)
 By J. J. Dunne, his atty in fact.

I, Leonidas M. Lawson, hereby accept the trust confided to me in the above agreement. Witness my hand this Seventeenth day of December, eighteen hundred and eighty-one.

L. M. LAWSON, Trustee.

The Governor also laid before the Board a copy of said agreement transmitted by Hamilton Disston, agreeing with the foregoing except that in the commencement the date is given as the *Seventh* December, 1881, instead of the *Seventeenth*.

A letter was received from E. J. Dunne, on behalf of Mr. Hamilton Disston, requesting payment for the lands sold by the Trustees of the selections made by him in his purchase of four million acres—The Salesman was instructed to report to the Board the amount of such sales.

The account of James T. Magbee for advertising in the Tampa Guardian "Notice to settlers upon the Disston Purchase," amounting to \$6.00, was presented and approved.

The following change of Entry was allowed: Entry No. 7586, made May 16, 1876, by William Taylor, Senior, from the NE $\frac{1}{4}$ of SE $\frac{1}{4}$ Section 23, Township 7, South, Range 28, East, to the NE $\frac{1}{4}$ of SE $\frac{1}{4}$ Section 23, Township 7, South, Range 29, East.

The Governor laid before the Board a letter from the Commissioner of the General Land Office stating that the NW $\frac{1}{4}$, N $\frac{1}{2}$ of SW $\frac{1}{4}$ and SW $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 4, T 5 S, R 26 E, patented as Swamp land July 5, 1856, had been sold by the United States to John Brantley October 4, 1855, which sale was confirmed by the act of Congress of March 3, 1857, and requesting that said lands be relinquished to the United States.

The Commissioner of Lands and Immigration stated that said lands had been sold by the Trustees of the U. I. Fund and conveyed by deeds to William Fleming and Margaret Fleming—that they are now held by Louis I. Flein-

ing under deeds from the said William & Margaret Fleming—that the said Louis I. Fleming had been requested to reconvey said lands to the Trustees in order that the title of the State may be relinquished as requested by the Commissioner of the General Land Office—and that the said L. I. Fleming refuses to surrender his title.

Ordered, That the facts as above stated be communicated to the Commissioner of the General Land Office.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, January 23, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands & Immigration.

Maj. W. H. Dial, on behalf of the Florida Midland and Georgia Railroad Company, presented and filed the plat of the Survey of the route of said Company's road, and requested a withdrawal from market of the lands granted to aid in the construction of said road under Chapter 3337 of the Laws of Florida.

The following resolution was adopted:

Resolved, that the odd-numbered Sections of Swamp lands lying within six miles on each side of the Midland Florida and Georgia Railroad, be reserved from sale, until the further order of this Board, for the purpose of aiding in the construction of said road.

The Board having reserved from sale for the benefit of the Jacksonville, St. Augustine and Halifax River Railway Company the odd-numbered sections of Swamp Lands for six miles on each side of said Company's road, on the 28th day of May last, and no record having been made of such action, it was *Ordered*, that the Secretary now enter upon the minutes of the Board the fact that such reservation was made on said date.

Alexander St. Clair-Abrams, Esq., having adressed a letter to the Governor inquiring whether the Trustees would sell to him the Swamp and Overflowed lands in the Oclawaha Valley, embraced in his contract for drainage, or such of them as are available to drainage, at less than the regular prices, and if so, at what price, the Governor was requested to reply to Mr. St. Clair-Abrams that the Board will not sell lands at less than the regular rates.

The Salesman reported to the Board that by reason of the increased labors devolved upon him in the adjustment of the Disston purchase and the railroad grants, it is impossible to do the work with the clerical force now in his employ, and that much of the work is behindhand—and, further, that the Abstracts of Sales have become so much worn and torn by constant use it is important that they should be copied: Whereupon it was

Ordered, That the Salesman be authorized to employ what clerical help may be necessary to conduct the business of the office, and to bring up the back work.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, January 27, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.

W. T. Sylvester, Esq., President of the Atlantic, St. Johns and Indian River Railway, appeared before the Board and filed a plat of the survey of said Railway, extending from St. Augustine to Palatka, thence to Enterprise, and thence to Titusville, on Indian river, and requested that the even-numbered sections of Swamp lands to which the Company will be entitled upon the construction of the road under the general laws of the State, be reserved from sale.

The following resolution was adopted:

Resolved, That the even-numbered sections of Swamp lands lying within six miles on either side of the route

of the Atlantic, St. Johns and Indian River Railway, be reserved from sale until the further order of this Board for the purpose of aiding in the construction of said railway.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. COBLEY, Secretary.

Tallahassee, Florida, February 4, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

Hugh A. Corley, Commissioner of Lands & Immigration.

The Seville and Halifax River Railroad Company filed an amended survey of the route of said road, and requested that the same be accepted in lieu of the survey previously filed; Whereupon, it was

Ordered, that the change of route of the Seville and Halifax River Railroad be approved, such change not to affect any rights of third parties with respect to lands within six miles of the new route but not within six miles of the first survey.

The Sanford and Indian River Railroad Company having filed a plat of the survey of the road, a letter was received from James E. Ingraham, Esq., on behalf of said Company, asking a reservation of lands to aid in the construction of the road.

The Secretary was instructed to inquire of Mr. Ingraham whether the Company desires a reservation of the odd-numbered or the even-numbered sections.

On motion, it was ordered that the Treasurer pay to Hon. C. W. Jones five hundred dollars as a retainer in the appeal before the Supreme Court of the United States against the orders of the U. S. Circuit Court at Jacksonville allowing certain expenses and costs to Francis Vose.

The following accounts were presented and approved:

A. Doggett, Special Master, cert'd. statement of coupons, \$75.00.

Western Union Telegraph Company for dispatches, \$7.20.

Postage Salesman's Office for December, \$17.10.

J. B. Collins, Clerk Salesman's Office for January, \$50.00.

The Secretary laid before the Board certain modifications of the details of construction, as prescribed by the Internal Improvement Act, which had been adopted by the Palatka and Indian River Railway Company for the construction of its road, and a petition from said Company asking that said modifications be approved—Said modified specifications are as follows:

First. The line of road for sixty feet from the centre shall be cleared of all the standing timber.

Second. The grading shall be for a single track, except at depots, turn-outs and similar places, where it shall be wider, if required by the State Engineer, with a road-bed fourteen wide in cuttings, with slopes of one foot base to one foot rise, with ditches from one and one-half to two feet in depth below grade; and eight feet wide on embankments, at the grade line, with slopes of one and one-half feet base to one foot rise; and in all excavations and embankments they shall be so constructed as to have a perfect drainage, and not permit any standing water to come within three feet of the lower side of the cross-ties.

Third. All the cross-ties shall be of heart yellow pine, cypress, white, yellow, post, live, or Spanish oak, white or red cedar, and not less than six feet long, with not less than eight inches face and six inches in thickness, and shall be well and carefully bedded, and laid within two feet from centre to centre.

Fourth. At all water-ways, sufficient space shall be left for the unobstructed passage of water; and at all points on the line of the road where side ditches can be cut that will carry off the surface water, they shall be constructed by the Company under the direction of the State Engineer.

Fifth. In the crossing of all streams the bridges shall be constructed according to plans approved by the State Engineer; and over all streams that are navigated suitable draws shall be put in to admit the passage of boats or vessels usually navigating the same, to be decided by the State Engineer.

Sixth. The gauge of the railway shall be three feet.

Seventh. The iron rail used shall weigh not less than thirty-five pounds per lineal yard on the main line, and not less than twenty-five pounds per lineal yard on the branches, and be of the first quality of iron, and well fastened to the cross-ties with the best quality of spikes and plates.

Eighth. The entire equipment shall be of the first class, and shall at all times be sufficient for the prompt transportation of all the passengers and freight ordinarily offering.

Ninth. The grade shall not exceed sixty-six feet per mile, and no single curve shall exceed six degrees curvature, or be adopted unless approved by the State Engineer.

The foregoing specifications of construction of the Palatka and Indian River Railway were approved by the Board.

A letter was received from Hamilton Disston requesting to be allowed a hearing before the Board before withdrawing lands in favor of the Jacksonville, Tampa and Key West Railway Company for the extension of the road from near Bartow to Charlotte Harbor;

Which was read and ordered placed on file.

The Governor laid before the Board a letter from the Commissioner of the General Land Office stating that through a clerical mistake the S $\frac{1}{2}$ of Section 1, T 4 N, R 34 W, was embraced in Swamp Land Indemnity Patent No. 4 to the State of Florida, and requesting that the apparent title of the State to said land be relinquished.

The Governor was requested to execute a relinquishment of the State's title to the land thus erroneously patent, which was done.

The following entry having been made by mistake, as shown by the affidavit of the purchaser, was canceled, and the purchase money amounting to \$40.06 ordered refunded:

Entry No. 10599, made December 31, 1881, by L. U. Morgan, NE $\frac{1}{4}$ of NE $\frac{1}{4}$ Section 22, T 11 S, R 24 E, containing 40.06 acres.

The Secretary laid before the Board a letter from W. K. Beard, on behalf of Sydney I. Wailes, stating that the St. Johns and Halifax Railroad Company has requested Mr.

Wailes to relinquish to it the odd-numbered sections of land entered by him along the route of said road, and that Mr. Wailes has consented to do so provided he can be permitted to select and enter other lands in lieu of those so relinquished.

The Secretary was instructed to inform Mr. Wailes that the Board will not consent to the proposed arrangement.

A letter was received from George G. McWhorter, Esq., on behalf of Messrs. Mims and Milligan stating that certain lands were omitted in the grant of the right of way made December 27, 1879, and February 3, 1880, which are essential to the use of the right, and asking that they may be included therein.

The following resolution was adopted:

Resolved, That the resolution adopted on the 29th day of December, 1879, and amended February 3, 1880, granting the right of way through certain lands to James R. Mims and Rufus Milligan, be further amended by inserting the following described lands which were included in the original resolution of December 29, 1879, but omitted in the amendment adopted February 3, 1880, to wit:

The North West quarter of the South West quarter of Section Three; the South East quarter of the South East quarter of Section Four; the East half of the North East quarter, and the East half of the South East quarter of Section Nine; *in Township Five, North, of Range Twenty-seven, West.*

The South East quarter of the South East quarter of Section Thirty-four, and the North East quarter of the North West quarter, and the South West quarter of the North West quarter, and the North West quarter of the South West quarter of Section Thirty-five, *in Township Six, North, of Range Twenty-seven, West.*

An application was received from Charles A. Fox, the assignee of Mary A. Macdonald, to be permitted to enter eighty acres of Swamp land in lieu of the NW $\frac{1}{4}$ of SW $\frac{1}{4}$ and SW $\frac{1}{4}$ of NW $\frac{1}{4}$ of Section 15, T 20, S, R 30 E, which lands had been sold to the said Mary A. Macdonald by Williams, Swann & Corley, Agents of the U. S. Circuit Court, in 1873, and the purchase money paid over to the Treasurer of the Internal Improvement Fund, but which

was subsequently sold by the Trustees and conveyed by deed to another party.

Ordered, That the said Charles A. Fox be allowed to enter eighty acres of Swamp land in lieu of said lands sold by Williams, Swann & Corley.

The Board then adjourned.

W. D. BLOXHAM,

President.

Attest:

HUGH A. CORLEY, Secretary.

Tallahassee, Florida, February 9, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
 William D. Barnes, Comptroller.
 Henry A. L'Engle, Treasurer.
 George P. Raney, Attorney General.
 Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last four meetings were read and approved.

The Secretary laid before the Board the plat of survey of the Pensacola and Atlantic Railroad, from Pensacola to the Apalachicola river, and also a letter from Col. W. D. Chipley, General Superintendent of said road, asking a withdrawal of the lands to which the Company is entitled to under its several land grants, and that all stumpage contracts be canceled.

The plat of survey was ordered placed on file, and the following resolution was adopted:

Resolved, That the odd-numbered sections of the lands granted to the State of Florida by the United States under act of Congress of September 28, 1850, lying on each side and within six miles of the line of the Pensacola and Atlantic Railroad, be withdrawn from sale until the further order of this Board, for the purpose of aiding in the construction of said road.

S I. I.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

HUGH A. CORLEY, Secretary.

Tallahassee, Florida, February 15th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.

William S. Sneden and Charles H. Smith presented to the Board a plat of the survey of that part of the route of the Jacksonville, St. Augustine and Halifax River Railway extending from St. Augustine to the Halifax River, and asked that the State lands in odd-numbered sections within six miles on either side of said route be withdrawn from sale.

The plat was ordered placed on file and the following resolution was adopted:

Resolved: That the odd-numbered sections of the lands granted to the State of Florida by the United States under act of Congress of September 28th, 1850, lying on each side and within six miles of the line of the Jacksonville, St. Augustine and Halifax River Railway be withdrawn from sale until the further order of this Board for the purpose of aiding in the construction of said road.

Certain modifications of the details of construction as prescribed by the Internal Improvement Act were presented in behalf of said Company for the approval of the Board.

The Board then adjourned.

W. D. BLOXHAM,
President

Attest:

FRED'K. T. MYERS, Acting-Secretary.

Tallahassee, Florida, February 18, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
 William D. Barnes, Comptroller.
 George P. Raney, Attorney-General.

A letter from James E. Ingraham, stating that the Sanford & Indian River R. R. Company desired that the Board reserve from sale for the benefit of said Company the State lands in odd-numbered sections along the line of its route, was laid before the Board by the acting-secretary.

Whereupon the Board passed the following resolution:

Resolved, That the lands granted to the State of Florida by the United States under the act of Congress of September 28th, 1850, in odd-numbered sections on either side and within six miles of the line of the Sanford & Indian River Railroad be withdrawn from sale for the benefit of said road, until the further ordered of the Board.

The following modifications of the details of construction or specifications prescribed by the Internal Improvement act, which were presented on behalf of the Jacksonville, St. Augustine & Halifax River Railway company at the last meeting of the Board were approved, to wit:

First: The line of the road for sixty feet from the center shall be cleared of all standing timber.

Second: The grading shall be for a single track except at depots, turnouts and similar places, where it shall be wider if required by the engineer, with a road-bed fourteen (14) feet wide in cuttings, with ditches of such width and depth as to insure perfect drainage, and eight (8) feet wide on embankments at the grade line with slopes of one and one half to one foot. In all excavations and embankments a perfect drainage shall be secured, and no standing water will be allowed to come within three feet of the lower side of the cross-ties.

Third: All cross-ties shall be delivered on the line of the road and be of heart yellow pine, cypress, white, yellow, post, live or Spanish oak, white or red cedar, six feet long with not less than eight inches face, and six inches in thickness, and shall be well and carefully bedded, and laid within two and one half feet from center to center.

Fourth: At all water ways sufficient space shall be left for the unobstructed passage of water.

Fifth: In the crossing of all streams, good and substantial bridges shall be constructed according to the plans approved by the State Engineer, and over all streams that are navigated suitable draws shall be put in to admit the passage of boats or vessels usually navigating the same, the plans of said draws to be approved by the State Engineer.

Sixth: The gauge of the road shall be three feet.

Seventh: The iron or steel rail used shall not weigh less than thirty pounds to the lineal yard, and be of the best quality of iron or steel, and be well secured to the ties with suitable spikes and plates.

Eighth: The entire equipment shall be of the first class and shall at all times be sufficient for the prompt transportation of all the passengers and freight ordinarily offering.

Ninth: The grades and curves shall be as the Chief Engineer may adopt, provided, however that no grades shall exceed eighty feet to the mile, and no curves shall exceed four degrees curvature unless approved by the State Engineer.

The bill of B. M. Burroughs, Timber Agent, for expenses for the month of January, amounting to Eighty four dollars and seventy five cents—was presented and ordered paid.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

FRED'K. T. MYERS, Act'g. Secretary.

Tallahassee, Florida, February 28, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the meetings of February 9th, 15th and 18th were read and approved.

The Governor laid before the Board an application on behalf of the East Florida Railway Company for deeds conveying to said Company the lands granted to it by the Legislature; and the said Company having furnished satisfactory proof of the completion of its railway from the St. Mary's river to Jacksonville and of its construction according to the terms prescribed by the act approved March 4, 1881, entitled "An Act to grant certain lands to the East Florida Railway Company," it was

Ordered, That the Salesman prepare a deed for execution by the Trustees conveying to the East Florida Railway Company the Swamp lands embraced in the even-numbered Sections lying within six miles on either side of said railway, to which the said Company are entitled under the grant by the Legislature.

On motion, a committee was appointed, consisting of the Governor, Comptroller and Attorney General, to confer with Sir Edward J. Reed respecting the Sinking Fund of the Florida, Atlantic and Gulf Central Railroad.

The Governor laid before the Board a letter from Sir Edward J. Reed informing him and the Trustees of the Internal Improvement Fund that Mr. C. D. Willard, of Washington, D. C., will represent him (Sir Edward) fully during his absence in all matters pertaining to the land purchased by him from Mr. Hamilton Disston.

The Secretary laid before the Board the following certificate received from the Clerk of the Directors of the Florida Southern Railway Company:

"At a meeting of the Directors of the Florida Southern Railway Company, held at the office of the Company, No. 40, Water Street, Boston, on Tuesday, Dec. 27th, 1881, at 2 o'clock, P. M., On motion, duly seconded, it was *Voted*: That the Trustees of the Internal Improvement Fund be and they hereby are authorized to sell to any person now residing upon the lands reserved by said Trustees for this Company, the lands embracing his residence and improvements—not exceeding eighty acres to any one settler without special vote of this Company—and may convey the same to such settler upon his filing an affidavit or proof of residence and improvements at a price of not less than one dollar per acre—and to receive

the purchase money therefor, and to hold, account and pay over the same without interest, when this Company would be entitled to the lands if unsold hereunder. And the Clerk of this Board is hereby instructed to send a certified copy of this vote to said Trustees.

"I hereby certify that the above is a true copy of the vote passed at the above mentioned meeting."

"WM. L. CANDLER, Clerk."

Ordered, That sales be made to settlers upon the lands reserved for the Florida Southern Railway Company in the manner set forth in the above vote of said Company.

The following accounts were presented and approved:

S. L. Niblack and George P. Raney, Expenses of two trips to Jacksonville investigating the Sanderson Estate Coupons, and \$20 paid by said Raney to said Niblack on fee acct., \$68.00.

Postage account Salesman's Office for January, \$33.10.

The following resolution was adopted:

Resolved, That the stumpage upon cedar cord-wood shall be one dollar and fifty cents per cord.

A report was received from James G. Speer, President, of the Apopka Canal Company, showing the progress of the work of canalling and dredging during the year 1881; which was read and placed on file.

Entry No. 10351 made by Samuel A. Robinson September 22, 1881, of the NE $\frac{1}{4}$ of NW $\frac{1}{4}$ Section 25, Township 23, South, Range 29, East, being erroneous, said tract having been previously entered, and the deed having been returned and the land reconveyed, it was *Ordered*. That said entry be canceled and the purchase money paid and expenses incurred in making said entry and recording fees, amounting altogether to \$41.75 be refunded to the said Samuel A. Robinson.

Furney White having made the prescribed affidavit that Entry No. 10600, SE $\frac{1}{4}$ of Section 36, Township 10, South, Range 22, East, was erroneously made, and having returned his deed and reconveyed the land to the Trustees, it was *Ordered*. That said entry be canceled, and the purchase money, \$129.17 paid for said land be refunded.

The following resolution was unanimously adopted:

Whereas, Hamilton Disston and others, parties to the contract of February 26th, 1881, for the drainage of cer-

tain lands granted to the State of Florida, deposited five thousand dollars with this Board as the said contract provided: *And Whereas*, the Atlantic and Gulf Coast Canal and Okeechobee Land Company, successors of said Disston and others did, on or about the 31st day of January apply to this Board for a return of said sum of money to them, upon condition that they should deposit with this Board their obligation for a similar amount, payable subject to the terms of said contract, the same to be endorsed by said Disston: *And Whereas* the said Company had actually commenced the work of drainage, having two dredges and a supply steamer and other property in the State engaged therein, and having otherwise expended large sums of money in said enterprise: *And Whereas*, upon consultation of members of the Board, it was agreed that such surrender should be made, and the Treasurer did so surrender said money, receiving the said obligation, which is in the following words, to wit:

The Atlantic and Gulf Coast Canal and Okeechobee Land Company, a corporation under the laws of the State of Florida, for a valuable consideration hereby promises to pay to Henry A. L'Engle, Treasurer of the Board of Trustees of the Internal Improvement Fund of the State of Florida, the sum of five thousand dollars on the happening of the condition hereinafter mentioned, and not otherwise—This note shall become due and payable only in the event of the failure of said Company to reclaim two hundred thousand acres of land from overflow in accordance with the terms of a contract made between said Board of Trustees, of the one part, and Hamilton Disston and others, of the other part, and which said Disston and others have assigned and transferred to said corporation.

S. H. GREY, Prest.

(Corporate Seal.)

Attest: WM. CULBERTSON, Secy.

(Endorsed) HAMILTON DISSTON.

Therefore, *Be it Resolved*, That such surrender was authorized and is hereby approved and ratified.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

HUGH A. CORLEY,
Secretary.

Tallahassee, Florida, March 3, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands & Immigration.

Mr. Roswell H. Mason, General Manager of the Palatka and Indian River Railway appeared before the Board and presented an amended survey of the route of said Railway from Palatka to Indian River, connecting with Mosquito Lagoon, with branches to St. Augustine, Astor and Sanford, and requested that the same be substituted for the original survey of said railway now on file. Whereupon, it was

Ordered, That the change of route of the Palatka and Indian River Railway be approved as to the main line and the branches to Astor and Sanford, such change not to affect the rights of third parties with respect to lands within six miles of the amended route but not within six miles of the original route.

On motion, it was *ordered*, That the swamp lands in the Ocklawaha Valley heretofore reserved from sale under the drainage contract with H. S. Sanford and his associates, and afterwards extended to Alexander St. Clair-Abrams and his associates, be restored to market, and that all persons who have heretofore applied to enter any of said lands shall have the preferred right to do so for sixty days.

Ordered, That the Salesman give notice of this action of the Board to Alexander St. Clair-Abrams, Esq., and to all parties who have applied to enter any of said lands.

The following resolution was unanimously adopted:

Be it Resolved by the Board of Trustees of the Internal Improvement Fund of Florida, That all lands heretofore reserved from sale for the purpose of aiding in the construction of any railroad, where such reservation was not made in compliance with a special act of the Legislature, and where no evidence has been furnished to this Board that any portion of such road has been completed, shall be restored to market on the first day of August next: *Provided, however,* that if any Railroad Company for whose benefit such reservation has been made, shall, on or before said first day of August, furnish to this Board satisfactory proof that it has graded six miles of its road, the reservation for said company shall be extended: *And Provided, further,* that for sixty days after said lands shall have been restored to market, settlers and persons owning improvements thereon shall have the preferred right to enter the lands embracing their settlements and improvements, not exceeding eighty acres for each person claiming such privilege.

On motion, the Secretary was instructed to send to each Railroad Company for which lands are reserved by a Special Act of the Legislature a copy of the resolution adopted by the Directors of the Florida Southern Railway Company authorizing the Trustees to sell lands to settlers within the reserved limits, and requesting similar action.

Hugh A. Corley tendered his resignation as Secretary of the Board, which was accepted, and Gen. William D. Barnes was elected Secretary.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
HUGH A. CORLEY, Secretary.

Tallahassee, Florida, March 6, 1882.

The Board met in the Executive Office .

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
Hugh A. Corley, Commissioner of Lands & Immigration.

The minutes of the last meeting were read and approved.

A letter was received from the President of the Florida Southern Railway Company enclosing the certificate of the Chief Engineer that the eighth section of ten miles of said railway had been graded and cross-tied.

Hugh A. Corley presented a statement of his account for the sale of a rockaway and two horses belonging to the Trustees and formerly used in the swamp land indemnity investigation, the amount received therefor being \$225.00 and the expenses obtaining, caring for the horses and repairing the Rockaway amounting to \$20.70, leaving a balance due the Internal Improvement Fund of \$204.30, which statement was approved by the Board.

The following accounts were presented and approved:

Hugh A. Corley, Miscellaneous office expenses, \$7.65.

Joel B. Collins, Salary Clerk Salesman's Office in February, \$50.00.

C. B. Gwynn, Salary Clerk Salesman's Office in February, \$50.00.

Mr. Hugh A. Corley, resigned his position as Salesman of the Board, and P. Woodson White, Esq., was elected Salesman in his stead.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, March 8th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

William D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

The minutes of last meeting were read and approved.

The following resolution was offered and adopted:

Be it Resolved by the Board of Trustees of the Internal Improvement Fund of the State of Florida, That whenever the Atlantic and Gulf Coast Canal and Okeechobee

Land Company, the successor of Hamilton Disston and others, under the contract for drainage made and entered into February 26th, 1881, and subsequently amended, shall notify this Board that it has reclaimed two hundred thousand acres of land under said contract, and shall furnish a list or statement of the lands which it claims to have reclaimed, this Board will appoint some competent person as Commissioner on the part of the Trustees of the Internal Improvement Fund to examine the work done and the lands thereby drained, and said Company shall also appoint some competent person to act as Commissioner on the part of the said Company to unite in such examination—and if, upon such examination, the two Commissioners shall find and report that two hundred thousand acres of land, or a large quantity, have been reclaimed and drained and rendered fit for cultivation by said Company according to the terms of said contract by permanently lowering the waters as provided in said contract, and that the work done by said Company is sufficient to keep such lands permanently reclaimed, drained and fit for cultivation in the manner and as provided by said contract and is in all other respects in compliance with the intent and requirements of said contract—and shall in such report specify the work done and the lands so reclaimed and rendered fit for cultivation, then the Trustees will convey by deed to said Company that portion of the lands to which it is entitled under said contract—and if the said Commissioners shall not agree touching any portion of the lands claimed to have been reclaimed, or as to the sufficiency of work or works done by said Company, they shall be authorized to refer the points of difference to the decision of some third person to be selected by them and approved by the said Trustees and the Company, and the decision of such third person shall be held valid and binding upon the Trustees of the Internal Improvement Fund and said Company.

Resolved further that it is understood that the said contract above mentioned does not apply to School lands.

The following resolution was also adopted:

Resolved, that the Treasurer of the Board of Trustees of the Internal Improvement Fund is hereby authorized to sell the Florida 7 per cent Bonds of 1871, held in the Sinking Fund of the Florida, Atlantic and Gulf Central

Rail Road and the 6 per cent Bonds of 1873—except the \$1,000.00 bond of that issue held by the Fund—and reinvest the proceeds of such sale in Florida, Atlantic and Gulf Central Rail Road Bonds.

On motion it was ordered that a deed to the following lands to wit: N $\frac{1}{2}$ of NE $\frac{1}{4}$ Section 21, Township 37 South Range 23 East conveyed by mistake to A. A. Robinson be made to Robert S. Griffith, upon the said Robinson reconveying the same to the Board.

The following resolution was then adopted:

Resolved, that any actual settler on land which has been withdrawn from sale under the Act of 1879 (Chapter 3166) amending the General Law for the incorporation of Rail Roads and Canals may enter the lands embracing his residence and improvements, such land to be in a compact body and not to exceed Eighty acres in quantity; Provided, however, this resolution shall not apply to any settler who has located or made his improvements since the withdrawal of the lands so settled.

Resolved, that the above be published by the Salesman in two Newspapers in this State.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, March 16th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

William D. Barnes, Comptroler.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

The minutes of last meeting were read and approved.

John A. Henderson, Esqr., laid before the Board a communication from C. D. Willard, Esqr., in behalf of Sir Edward J. Reed making application for "extension of time to first day of July next to make the remaining payment on the land contract of Mr. Hamilton Disston, subject to interest as of the first day of January last."

On motion, action thereon was postponed until the 22nd inst.

The Governor laid before the Board a communication from D. E. Maxwell, General Supt., reporting the completion of the Fernandina and Jacksonville Rail Road, and asking that an Engineer be appointed to inspect and receive the same if found built in accordance with the requirements.

It was ordered that the State Engineer be instructed to examine and report upon the work of construction of said Road.

The Account of the Florida Union, for publishing notice to settlers on the Disston purchase, amounting to Six Dollars (\$6.00) was ordered paid.

In the matter of the petition of Betie W. Hill of North Carolina in the Circuit Court of Leon County to establish a lost Bond of the Pensacola and Georgia Rail Road for \$1,000.00, it was ordered that it be referred to the Hon. Geo. P. Raney with power to represent the Board, and to make such arrangements in regard to service of notice as he shall deem proper.

The following resolution was presented and unanimously adopted:

Resolved. That the Hon. Silas L. Niblack, be employed as Agent of the Trustees of the Internal Improvement Fund to make an examination of the lands granted to the State of Florida as Swamp lands under the Act of September 28th, 1850, and which are embraced in the contract for drainage made by said Trustees with "The Atlantic & Gulf Coast Canal and Okeechobee Land Company." That such examination shall embrace the lands in the following limits: All the lands in Polk and Manatee Counties east of Range 27, and also Townships 38, 39, 40, 41 & 42 of Ranges 26 & 27 in Manatee County; all of Monroe County on the main land south of the Cubosahatchie river; Township 25, of Ranges 28, 29, 30, 31 & 32 in Orange County, and all of said County south of Township 25; all of Brevard County lying West of the following line, commencing at the north east corner of T. 25, Range 32, thence south two Townships, thence east one Township, thence south two Townships, thence east to the north east corner of T 30 R 37, thence south three Townships, thence east one Township, thence south to the

northern Boundary of Dade County—and, all of Dade County except that portion lying north of T 53, and east of the ridge separating the lands overflowed from Okeechobee and the Everglades from the Atlantic coast.

That such examination shall be for the purpose of ascertaining the general character of the Swamp lands within said limits with respect to their liability to overflow, and estimating what proportion of said lands will be reclaimed by the work of drainage contracted to be done by The Atlantic and Gulf Coast Canal and Okeechobee Land Company or their successors or assigns, and what proportion of said lands are already high and dry enough for cultivation and will not therefore be reclaimed by the proposed work.

The Agent will report to the Trustees the result of his examination, and shall also give his opinion and views resulting therefrom as to whether or not it will be advisable to have a thorough examination and survey made of the State lands within said limits and a list prepared designating those not now subject to overflow, and separating them from the other lands embraced in the district of country contracted to be reclaimed.

Resolved that a copy of this resolution be furnished the Officers of the Atlantic and Gulf Coast Canal and Okeechobee Land Company and that they be invited to furnish an Agent to accompany the Agent of the Board in the examination as provided in the foregoing resolution. It was ordered by the Board that for the services to be performed by the Hon. S. L. Niblack in pursuance of the foregoing resolution, he shall receive his actual travelling expenses, and the sum of Two hundred Dollars (\$200) per month for the time he is engaged in the work, counting from the time of his departure from his home for that purpose.

The following resolution was offered and adopted:

Resolved, That in the division of the lands embraced in the contract for drainage entered into between the Trustees of The Internal Improvement Fund of the State of Florida, and "The Atlantic and Gulf Coast Canal and Okeechobee Land Company," the Trustees take the even numbered sections, and the said Company take the odd numbered sections, in each Township, and that the Trustees and said Company, respectively, take alternately the

section remaining in each Township after said Trustees and Company shall each have taken Seventeen sections as aforesaid in a Township, and that fractional Townships be divided on a similar basis of equality,—And that a copy of this resolution be furnished said Company for their concurrence.

Resolved further, that the Salesman of the Board put on market to actual settlers the lands falling to the Trustees in the division aforesaid.

The Account of Silas L. Niblack, for expenses of trip to Tallahassee on business for the Board, amounting to Thirteen 40-100 Dollars, was ordered paid.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, March 22d, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

William D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. Woodson White, Commissioner of Lands and Immigration.

The Governor laid before the Board the following communication from the Atlantic and Gulf Coast Canal and Okeechobee Land Company:

“The Atlantic and Gulf Coast Canal
and
Okeechobee Land Company
of Florida

Office—North East Corner Third and Chestnut Streets,
Philadelphia, March 16th, 1882.

Governor W. D. Bloxham, President Board of Trustees Internal Improvement Fund, Tallahassee, Florida.

Dear Sir:

We have appointed Col. J. J. Dunne, as our representative to settle with your Honorable Board, all questions relating to the settlement of our drainage area; the withdrawal of lands along the line of the East Coast Canal, and all questions arising thereon.

Trusting that you will give these subjects early attention, I am,

Yours Respectfully,

S. H. GREY,
President."

A communication from Capt. W. D. Chipley, Vice President and General Superintendent of the Pensacola and Atlantic Rail Road Company, requesting a modification of the details of construction of said road as to required size of cross ties, accompanied by a report of Chief Engineer, was read and thereupon the following resolution was adopted:

Resolved, That the third specification of the details of construction of the Pensacola and Atlantic Railroad be modified so as to allow the use of cross ties nine feet long with eight inches face and six inches in thickness, provided the said ties shall be well and carefully bedded and not more than two feet from centre to centre—but on any portion of said road which may be constructed with cross ties 9 inches face and 7 inches in thickness, the Company shall not be required to place them less than two and a half feet from centre to centre.

The following Preamble and Resolutions were also adopted:

Whereas, The Peninsular Railroad Company has furnished satisfactory proof that it has completed and equipped its line of Railroad from Waldo to Ocala, and has constructed said road under the provisions and specifications of the Internal Improvement Act and amendments thereto;

Resolved, That a deed be prepared for the signature of the Trustees conveying to the Peninsular Railroad Company the even numbered sections of Swamp lands lying within six miles of the route of said road, and selected by said Company in lieu of and indemnity for the lands in the odd numbered sections which would have inured to said Company but which were inadvertently sold by the Trustees as authorized by the order of the U. S. Circuit Court February 19th, 1880, upon the Petition of said Company in the suit of Francis Vose vs. Trustees I. I. Fund.

Resolved, That a deed be prepared for the signature of the Trustees conveying to the Peninsular Railroad Com-

pany the odd numbered sections of land belonging to the Internal Improvement Fund within six miles on each side of the line of said Railroad from Waldo to Ocala.

A letter was presented and read from J. E. Ingraham, President of the South Florida Railroad Company, requesting the Board to send an Engineer to examine and report upon the work of construction of the extended line of said road from Orlando to Kissimmee.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, March 24th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. Woodson White, Commissioner of Lands
and Immigration.

The account of Clarence Shine for copying letters from Letter Book of Land Office for use of Trustees was presented and allowed for Four Dollars.

Col. J. J. Dunne appeared before the Board in behalf of the Atlantic and Gulf Coast Canal and Okeechobee Land Company, and asked that the six mile reservation of the Swamp lands on each side of the Atlantic and Gulf Coast Canal made on the 5th of July, 1881, be changed from the odd to the even numbered sections—Whereupon the following resolution was adopted:

Resolved, That the reservation of the *odd*-numbered sections of Swamp land for six miles on each side of the Atlantic and Gulf Coast Canal, made by resolution of this Board on the 5th of July 1881, be changed from the *odd* to the *even*-numbered sections, and that the withdrawal be from this date, and subject to the further order of the board; *provided*, that the reservation does not interfere with any heretofore made in favor of other corporations.

The following resolution was offered and adopted:

9 I. I.

Resolved, That the Salesman be and is hereby directed to make no private sale of Swamp Land Indemnity Certificates that may be hereafter received, Provided however that nothing herein shall conflict with the contract heretofore made with Geo. G. McWhorter.

The following resolution was then adopted:

Resolved, That the Attorney General confer with Hon. Hugh A. Corley, as to securing his services, on terms to be agreed upon, in selecting and securing the Internal Improvement lands due the State.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Fla., March 25, 1882.

The Board met in the Attorney General's Office.

Present: Wm. D. Bloxham, Governor.

H. A. L'Engle, Treasurer.

P. W. White, Comr. of L. & Immigration.

Geo. P. Rancy, Attorney Genl.

The Attorney General was appt'd Secretary pro tem.

The Governor was directed to send the following communication to Col. J. J. Dunne, Agent of Hamilton Disston:

"Tallahassee, Fla., March 25, 1882.

Col. J. J. Dunne, Agent of Hamilton Disston:

Sir: In accordance with the action of the Board of Trustees it becomes my duty to notify you that the Board will expect a payment of forty thousand dollars in ten days from this date and one hundred thousand dollars on the first day of May next under their contract with Hamilton Disston. Your prompt attention to this matter is requested.

Respectfully,

W. D. BLOXHAM,

Presdt. Bd. Trustees I. I. Fund of Florida.

The following resolution was adopted:

Resolved, that all permits allowing persons to cut timber on the public lands whether Swamp and Overflowed or Internal Improvement shall expire on the first day of May A. D. 1882, and that no more permits shall be

issued. Provided, however, this shall not apply to permits to cut cedar.

The Board adjourned.

W. D. BLOXHAM,
President.

GEO. P. RANEY,
Secy. pro tem.

Tallahassee, Florida, April 5th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
P. W. White, Commissioner of Lands and Immigration.

The Governor informed the Board that the communication directed to be sent to Col. J. J. Dunne, Agent of Hamilton Disston on 25th March was not transmitted until the 31st of said month, so that the notice therein given would relate to that date.

The Sanford, Lake Eustis and Ocala Rail Road Company having filed a map of the survey of the route of said Company between Sanford and Lake Eustis, and the President of said Company, who appeared before the Board, having elected the odd numbered sections of land to be withdrawn, it is ordered that the odd numbered sections of the lands donated to the State by the Act of Congress of September 28th, 1850, on either side of said line or route, and within six miles thereof, be and the same are hereby withdrawn from sale for the purpose of aiding in the construction of said road, until the further order of this Board.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida, April 7th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
 William D. Barnes, Comptroller.
 Henry A. L'Engle, Treasurer.
 George P. Raney, Attorney General.
 P. W. White, Commissioner of Lands and
 Immigration.

The following accounts were presented and allowed:

Account for Expenses of the Atty. General and S. L. Niblack to Jacksonville in the matter of Sanderson and Sammes coupons Twenty-eight 25-100 Dollars (\$28.25).

Hon. S. L. Niblack for services in the matter of Sanderson and Sammes coupons One hundred Dollars (\$100.00). The Board then adjourned.

W. D. BLOXHAM,
 President.

Attest:

W. D. BARNES,
 Secretary.

Tallahassee, Florida, April 8th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
 William D. Barnes, Comptroller.
 Henry A. L'Engle, Treasurer.
 George P. Raney, Attorney General
 P. W. White, Commissioner of Lands and
 Immigration.

The following resolution was offered and adopted:

Whereas, heretofore the salary of one hundred Dollars per month allowed to the Salesman of the Board has been actually paid to the Chief Clerk in the land office for his services as such and not to the Salesman, and whereas it is deemed better that said salary shall be allowed directly to said Clerk, it is ordered that the same be hereafter payable and allowed directly to such Chief Clerk—and whereas the salary of Fifty dollars per month allowed to the Treasurer of this Board is really paid to his Clerk, therefore it is ordered that said salary be allowed and paid to such Clerk.

The following accounts were presented and passed:
 B. M. Burroughs, for Expenses as Timber Agent during the month of February, Twenty-two Dollars (\$22.00).

C. B. Gwynn, Clerk in Salesman's Office for month of March, Fifty Dollars (\$50.00). J. B. Collins as Clerk in Salesman's Office for month of March, Fifty Dollars (\$50.00). F. T. Myres as Chief Clerk in Salesman's Office for month of March, One hundred Dollars (\$100.00). Secretary of Board for Services month of March, Thirty three Dollars and thirty three cents (\$33.33).

B. M. Burroughs, salary as Timber Agent for month of March, one hundred and twenty five dollars (\$125.00).

W. N. Baker as Clerk for Treasurer of Board for month of March, Fifty Dollars (\$50.00).

On motion it was *Resolved*, That the ten days, fixed by resolution of the Board on the 25 of March, when a payment of Forty thousand Dollars would be expected of Hamilton Disston under the contract with him, be extended to first day of May next.

The Board then adjourned.

W. D. BLOXHAM,

President.

Attest:

W. D. BARNES,

Secretary.

Tallahassee, Florida, April 11th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

William D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

The President laid before the Board a communication from Messrs. Bigelow and Taylor relating to a Railroad from Lake City to Rowlands Bluff, asking what aid would be extended for the construction of said road.

The President was requested to inform them that if they would organize under the general incorporation act and make a survey of the line, and file a map of said sur-

vey in the Land Office, the Board will withdraw the alternate sections of land, for six miles on each side of said line of road for their benefit; this withdrawal to be at the option of the Board; and subject to the right of actual settlers, on the land withdrawn at the time of such survey, to purchase the land on which they are located.

A letter from Newton Sapp of New Troy, Fla., setting forth the importance of appointing a Special Timber Agent for Lafayette County was read and referred to Capt. B. M. Burroughs, Timber Agent.

It was ordered that the withdrawal of lands for the Sanford, Lake Eustis and Ocala Railroad made by resolution of the 5th inst. is held to be subject to the option of actual settlers, on the lands withdrawn at the time of the survey, to purchase the lands upon which they are located.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida, April 15th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
P. W. White, Commissioner of Lands and Immigration.

The map and survey of the Central Division of the Georgia and Florida Midland Railroad having been properly certified to, and filed in the Land Office, and application being made by the President of said Railroad for the withdrawal of the even numbered sections of lands donated by the act of Congress of September 28th, 1850, for six miles on each side of said line of road from Gainesville to Tallahassee, *it is ordered*, that the lands be withdrawn from sale as requested until the further order of this Board; but subject to the option of actual

settlers, on the lands so withdrawn, at the time of the survey, to purchase the lands on which they are located.

The following communication was laid before the Board by the President:

"Office of the Atlantic and Gulf Coast Canal
and Okeechobee Land Company of Florida,
Camden, N. J., April 11th, 1882.

Hon. W. D. Bloxham,

Dear Sir:—I have been directed to notify the Internal Improvement Fund Board, that the Executive Committee of this Company on the 10th inst., on the motion of H. Disston, Esqr., unanimously adopted the following: Resolved That the A. & G. C. C. & Okeechobee Land Company claim all of the lands south of Township Twenty-four (24) and East of Peace Creek; and if the Florida Land Company has located or been granted any lands within that District it be required to relinquish them.

Please acknowledge the receipt of this notice and oblige,

Yours Respectfully,

WM. BRINDLE, Secty."

An application from James Murrhe to be permitted to reconvey to the Board the E $\frac{1}{2}$ of NW $\frac{1}{4}$ of Section 13, Township 7, South, Range 20, East, deeded to him on the 18th of May 1880, and that the Board instead thereof convey to him the E $\frac{1}{2}$ of SW $\frac{1}{4}$ Section 13, Township 7, South, Range 20 East, accompanied by a deed of conveyance duly and properly executed and admitted to record in the County of Bradford, and by a proper affidavit setting forth that the deed to him, owing to mistake on his part, did not convey the lands which it was his purpose to enter, was received, and considered, and it was ordered that the deed of the said Murrhe to the Board be accepted and a deed be made to him for the land now applied for, provided the same has not been previously entered.

Account of the "Sunland Tribune" for publishing notice to settlers on State Lands by Salesman, presented and passed for Five Dollars. (\$5.00).

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest

W. D. BARNES,
Secretary.

Tallahassee, Fla., April 18th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Atty. Genl.
P. W. White, Comr. Lands & Immigration.

Complaints from certain citizens of Calhoun County against the timber agent of Franklin County having been brought to the attention of the Board, it was ordered, that the matter be referred to Capt. B. M. Burroughs, State Timber Agent, for examination and report.

The Board adjourned.

W. D. BLOXHAM, President.

Attest: W. D. BARNES, Sec'y.

Tallahassee, Florida, April 19th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

The Governor laid before the Board a communication from the General Land Office, Washington, D. C., representing that Lots 5 & 6 in section 6, Township 11 South, Range 23 East, patented to the State, September 4th, 1857, had been previously entered by John A. Osteen, under the armed occupation act of 1842, and requesting that if the title of the State to said lots had not been parted with, that it be relinquished to the United States.

It having been ascertained that Lot No. 6 mentioned in said communication had been conveyed by the Trustees to Samuel J. Kennedy, but that Lot No. 5 remains open it was ordered that a deed for said Lot No. 5 be made to the United States.

Account of B. M. Burroughs, Timber Agent, for Expenses during the month of March, amounting to Thirty five 50-100 Dollars (\$35.50), presented and passed.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida, April 21st, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

William D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

The Governor laid before the Board a communication from Hamilton Disston per J. J. Dunne, requesting certain corrections to be made in Deeds 1 & 2 delivered by the Board to said Disston.

The Secretary was directed to reply to said request that as it appears from said communication that the amount of Land conveyed in the Deeds 1 & 2 is less than the amount specified in said Deeds by 197 68-100 acres the correction asked for can be made by conveying in some subsequent deed an amount sufficient to make up the deficiency, without changing the Deeds heretofore executed and delivered.

The following resolution was offered and adopted:

Resolved. That it is the understanding of this Board that the Lands to which the Atlantic and Gulf Coast Canal and Okeechobee Land Company will be entitled under their contract of drainage are withdrawn from sale.

The following resolution was also adopted:

Resolved, That Lands belonging to this Board within the Okeechobee Drainage District may be sold to persons who are not actual settlers as well as to such settlers; provided, however, that no more than six hundred and forty acres shall be sold to any one person.

Account of Geo. P. Raney for expenses to Jacksonville on business for the Board was presented and passed for Eleven 75-100 Dollars.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida, April 25th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

It was ordered that Newton Sapp, of Lafayette County be appointed Timber Agent of the Board for that County.

Account of C. A. Bryan, for work in the land office, presented and approved for Two hundred and eighty Dollars.

The attention of the Board was called to a notice to Settlers on Disston Lands in Townships 21, 22, 23, 24 & 25 Ranges 20, 21 & 22, appearing in the Sumterville Times of April 21st to the effect that the State authorities have no longer anything to do with giving titles to settlers on Disston Lands, and the Secretary was instructed to write to the Agent of Mr. Disston at Jacksonville that such notice is in conflict with the agreement made on the 10th of October last between the Board and Mr. Disston and which is now existing, and to request a correction of such notice.

Account of Ormond Chaires for copying records of the Board to be used in the case of Swann vs. The Trustees, was presented and passed for Ten 50-100 Dollars.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, April 28th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

On motion, it is ordered that Hon. Hugh A. Corley be employed by the Board to adjust with S. I. Wailes the expense account of the Swamp Land indemnity investigation; Also that he be employed to compare and correct the list of lands selected by the Agent of Hamilton Disston to complete the balance of the 1,500,000 acres to be deeded to him.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, May 4th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

The following resolution was offered and adopted:

Resolved, That the Salesman of the Board be and he is authorized to sell lands reserved for the "Florida Southern Railway Company" to actual settlers who resided

thereon on the 27th of December 1881, or to the assignees of such settlers.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, May 5th, 1882.

The Board met in the Executive Office .

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

Bill of "Florida Union," for publishing notice to settlers on Disston purchase, amounting to Five Dollars, presented and approved.

It was ordered that Two Hundred Dollars be advanced to Hon. S. L. Niblack on account of expenses and pay for work in the Okeechobee Drainage District under employment by the Board on March 16th, 1882.

The Secretary laid before the Board report of Capt. H. S. Duval, State Engineer, on the construction of the South Florida Railway, which he was recently sent to examine. The report was read and considered, and ordered to be filed.

The following resolution was offered and adopted:

Whereas, Hamilton Disston has requested the Board of Trustees of the Internal Improvement Fund of the State of Florida to deliver the Floats for the five hundred thousand acres of land in floats of six hundred and forty acres each in advance of the time of delivery provided in the original contract relating thereto, and whereas the Trustees aforesaid have received credits and payments on the sale of the four millions of acres of lands heretofore sold to said Disston amounting to over Seven hundred thousand Dollars, and whereas Sir Edward J. Reed, by agreement made with said Disston, a copy of which has been spread upon the Record of the proceedings of said Board, has bound himself to the said Disston to pay to the said Trustees the balance of the purchase money due

on the said sale, and has consented to the delivery to the said Disston of the said Floats, provided the same shall not be located until after the first of July A. D. 1882, except one hundred thousand acres thereof, and whereas the time of the payment of the balance of the purchase money for the said four millions of acres of lands has been postponed at the request of the said Keed and by the consent of the said Disston to a period not beyond the first day of July next—and whereas the said Board is willing to accommodate the said Disston by the delivery of the said Floats in advance of the time provided therefor as aforesaid and upon the conditions aforesaid, and upon the further condition that the titles for the lands selected by the said Disston or his assigns and filed in the State Land Office shall be retained by the Trustees as a security for the payment of the balance of the purchase money due as aforesaid, and upon the condition that the delivery of the said Floats in advance shall not vary or change the terms of the original contract of sale in any other respect; Therefore, it is ordered that the Salesman of this Board do deliver to the said Disston the Floats aforesaid to the number of seven hundred and eighty one of six hundred and forty acres each, taking his receipt therefor upon the terms and conditions hereinbefore expressed.

On motion, the Attorney General is authorized to employ such counsel as he may deem necessary to assist in the litigation about the Sammis and Saunders Coupons.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, May 6th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

The following accounts were presented and passed:

C. B. Gwynn, Services as Clerk of Salesman for month of April, Fifty Dollars (\$50.00). J. B. Collins, as Clerk in Salesman's Office for month of April, Fifty Dollars (\$50.00). Postage for Salesman's Office, Twenty nine 20-100 Dollars (\$29.20). C. A. Bryan for binding Salesman's Certificates, One 50-100 Dollars (\$1.50). Account Western Union Telegraph Company, One 20-100 Dollars (\$1.20).

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, May 9th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
P. W. White, Commissioner of Lands and Immigration.

The following resolution was offered and adopted:

Whereas, it has been represented to this Board that many persons of small means have abandoned the cultivation of their Farms for the purpose of cutting Timber under what is known as the Stumpage or Permit system adopted by former Boards—And Whereas it is too late in the season for said persons to successfully cultivate said Farms during the present season—which would result in suffering to their Families—Therefore Be it Resolved, That the Resolution of the Board discontinuing Stumpage on and after the first day of May A. D. 1882, be and the same is hereby suspended, so far as it applies to permits already issued, until the further order of the Board.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, May 17th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
 William D. Barnes, Comptroller.
 Henry A. L'Engle, Treasurer.
 George P. Raney, Attorney General.
 P. W. White, Commissioner of Lands and
 Immigration.

The Commissioner of Lands laid before the Board a communication from R. McLaughlin, President, St. Johns Railway in relation to the lands sold by the Trustees to settlers which, it is claimed had been granted to said Railway and asking that the matter be adjusted between the said Road and the Trustees; And the Commissioner was instructed to write to said McLaughlin to the effect that the Trustees would either refund to the Road the money received for the lands so sold, or convey to it a like number of acres upon condition that the Road would relinquish all claim to such lands to the several purchasers from the State. The Commissioner of Lands and Immigration having represented to the Board that a clerical error was made in the area of the land embraced in entry No. 10927 made by Budley H. Anderson, May 8th, 1882, the area being given as 83.07 acres, when it should have been 43.07 acres, and that he had settled with the Treasurer according to the erroneous area, having paid over on said entry the sum of \$83.07 instead of \$43.07.

It is ordered that the Treasurer refund to the Commissioner the sum of Forty dollars, to be paid upon the order of the President of the Board countersigned by the Secretary.

The Commissioner brought to the notice of the Board that William Starling of St. Johns County who, received a deed from the Trustees on the 30th day of September 1857, for the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of sect. 12, Township 10, South, Range 12, East, had discovered that there was an error in the number of the Range as recited in said Deed, and the Board being satisfied from the proofs submitted that the error was altogether clerical, it was ordered that a new deed be made to the said Starling inserting therein Range 29 in the place of Range 12, upon his surrendering the old deed.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, May 18th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and
Immigration.

Report of the State Engineer upon the work of construction of the Florida Southern Railway from Perry's Junction to Ocala was laid before the Board and ordered to be filed.

The Commissioner laid before the Board the application of Manning W. Lee, accompanied with proper affidavit, to have conveyance made to him on February 3d 1882, changed from *Section 24* in Township 32 South, Range 20 East to *Section 25*; also application of Francis P. Pellicer, accompanied by proper affidavit to have conveyance made to him on 8th April 1878, changed from $S\frac{1}{2}$ of Lot No. 2 of Section 18, Township 10 South, Range 30 East, to $SE\frac{1}{4}$ of $SW\frac{1}{4}$ Section 7, Township 10, South, Range 30, East; also application of James Eccles accompanied with proper affidavit to have conveyance made to him on the 24th October 1877, changed from the North half of the South East quarter of Section 5, T 11 S, Range 23 East, to the $NW\frac{1}{4}$ of $SE\frac{1}{4}$ & $SW\frac{1}{4}$ of $NW\frac{1}{4}$ of Section 5, Township 11 South, Range 23 East. And it was ordered that deeds be made in compliance with the applications made, upon the parties reconveying to the Trustees the lands heretofore purchased by them under mistake.

The Secretary placed before the Board a communication from Charles Francis, Esqr., Vice President of the Florida Southern Railway Company, asking that they be allowed to so modify their Charter as to allow the Company to make its point of intersection of the Charlotte

Harbor Branch with the main line within the County of Marion at or near Ocala.

The Attorney General was requested to prepare and forward the following reply thereto—

Tallahassee, May 18th, 1882.

Charles Francis, Esq.,

V. P. Florida Southern Railway Co.,

Palatka, Fla.

Dear Sir:

The Board of Trustees of the Internal Improvement Fund, have considered the letter of the 10th inst. from your Company, and are of the opinion that it is not within their power to so modify the provisions of the Act donating lands to the Company (Chapter 3167) as to allow it "to make its point of intersection of the Charlotte Harbor Branch with the main line, within the limits of Marion County at or near Ocala," instead of at "some point in Sumter County" as prescribed in the first section of the Act. The plain requirement of the Statute is that such intersection shall be in *Sumter County*. The Legislature had the power to make, and we must assume had also good reasons for making such requirement, or in other words designating the line of road it proposed to so liberally aid. There is no power given the Trustees to change the *line*, or to transfer the grant contemplated for any part of this *line* to another. The powers of the Trustees are very limited at least in so far as aiding railroads by land grants and are to be found in Chapter 3166 of the Laws of Florida. Except where there are Special grants this act sets forth their powers. However much they may desire to aid in the development of the different sections of the State, they find themselves often, as in this case, without authority to comply with the requests made.

As to an extension of the line of your road from Palatka to St. Augustine, it is only necessary to say that Chapter 3166 referred to governs the matter, and that it is

very probable any line you might adopt is substantially covered by withdrawals already made.

Very Respectfully,

GEO. P. RANEY.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, May 20th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

Capt. P. Houstoun, Executor of the late Col. E. Houstoun, appeared before the Board, with his counsel Col. John Henderson, in relation to the liability of the Estate of Col. Houstoun to certain Coupons of January 1st 1868—And after considerable discussion thereon, it was Resolved, "That Messrs. Fleming and Daniel, Attorneys at Law, be requested to meet the Board as soon as practicable, for the purpose of being consulted in regard to the Houstoun Estate Coupons of January 1st 1868."

Capt. B. M. Burroughs, Timber Agent, appeared before the Board and made an explanation of the action of the Timber Agent of Franklin Co. in relation to a complaint, made by citizens of Calhoun County, mentioned in proceedings of April 18th; and he was requested to further correspond with the said Agent and to request a written statement of his action in the matter.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:
W. D. BARNES,
Secretary.

Tallahassee, Fla., May 29th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and
Immigration.

The Attorney General was appointed Secretary Pro tem.

The following amended specifications for the construction of the Seville and Halifax River Railroad were adopted:

Specifications for the Construction of the Seville and Halifax River Railroad:

First: The line of the road for Sixty (60) feet from the centre, shall be cleared of all the standing timber.

Second: The grading shall be for a single track except at depots, turnouts and similar places, where it shall be wider if required by the State Engineer, with the road bed fifteen (15) feet wide in cuttings with ditches of such width and depth as to insure perfect drainage as may be directed by the State Engineer and fifteen (15) feet wide on embankments at the grade line with slope of one and a half feet base to one foot rise, and in all excavations and embankments they shall be so constructed as to have a perfect drainage and not permit any standing water to come within three (3) feet of the lower line of the cross-ties.

Third: The Cross ties shall be of heart yellow pine, cypress, white, Yellow, post, (or Spanish) or live oak, white or red cedar, not less than six (6) feet long with not less than Eight (8) inches face, and six (6) inches in thickness and shall be well and carefully bedded and laid within two and one half ($2\frac{1}{2}$) feet from centre to centre.

Fourth: At all water ways sufficient space shall be left for the unobstructed passage of water and at all points along the line of the road where side ditches can be cut that will carry off the surface water they shall be constructed by the Company.

Fifth: In crossing all streams bridges shall be constructed according to the plans to be approved by the State Engineer. (No navigable streams will be crossed.)

Sixth: The guage of the road shall be three (3) feet.

Seventh: The iron rail used shall not weigh less than thirty five (35) pounds per lineal yard on main line and be of the best quality of iron and be well fastened to the road by the best quality of spikes and plates.

Eighth: The entire equipment shall be of the first class and shall be sufficient at all times for the transportation of all the Passengers and Freight ordinarily offering.

Ninth: The grade on no portion of this road shall exceed forty five (45) feet to the mile, and no single curve shall exceed four (4) degrees of curvature, or be adopted unless approved by the State Engineer.

Submitted to the Honorable Board of Trustees of the Internal Improvement Fund the 11th day of April A. D. 1882.

WM. KEMBLE LENTE,
Pres. S. and H. R. Railroad.

D. D. ROGERS,
Chief Engineer, Seville & Halifax R. R. R.

It is ordered that a certified copy of the above proceedings be furnished said Company.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

GEO. P. RANEY,
Secretary Pro tem.

Tallahassee, Florida, May 29th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

Henry A. L'Engle, Treasurer.

P. W. White, Commissioner of Lands & Immigration.

The Commissioner of Lands and Immigration was appointed Secretary Pro tem.

It was ordered that five hundred dollars be paid to Messrs. John A. Henderson and George P. Raney on fee account in the case of Samuel A. Swann against this Board, now pending in the U. S. Circuit Court.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
P. W. WHITE, Secretary Pro tem.

Tallahassee, Florida, June 2d, 1882.

The Board met in the Attorney General's Office.

Present: William D. Barnes, Comptroller;
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and
Immigration.

Hon. P. W. White was elected President pro tem.

A communication from W. A. Gloster, Chief Engineer of the P. & A. R. R. to H. S. Duval, also one from W. D. Chipley, General Supt. in relation to the plan of constructing the trestles on the line of said road, was presented to the Board and considered, and it was ordered that the same be referred to H. S. Duval, State Engineer, for a full report thereon.

The following bills were presented and ordered paid:

C. B. Gwynn, Services as Clerk of Salesman for the month of May, Fifty dollars (\$50.00).

J. B. Collins, for work in Salesman's Office for the month of May, Fifty dollars (\$50.00).

The Board then adjourned.

Attest: P. W. WHITE, President pro tem.
W. D. BARNES, Secretary.

Tallahassee, Florida, June 3d, 1882.

The Board met in the office of the Attorney General.

Present: William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and
Immigration.

Hon. P. W. White was elected President pro tem.

The Attorney General submitted to the Board a communication from W. A. Blount, Attorney for Emory F. Skinner, accepting the offer of the Trustees to refund the pur-

chase money paid by him for 2,251.47 acres of land erroneously conveyed to him in three deeds numbered 9259, 9421 & 9638 for the sum of Fifteen hundred and eighty-eight 02-100 Dollars (\$1,588.02). It was ordered by the Board that the said sum of money be refunded to said Skiuner, upon his making and delivering to the Trustees a deed of conveyance for the lands so improperly conveyed to him.

The Board then adjourned.

Attest: P. W. WHITE, President pro tem.
W. D. BARNES, Secretary.

Tallahassee, Fla., June 5th, 1882.

The Board met in the Atty. Genl's Office.

Present: W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
Geo. P. Raney, Atty. Genl.
P. W. White, Comr. Lands & Immigration.

The Sect'y. laid before the Board a communication from D. E. Maxwell, Genl. Supt. of the Tropical Florida Rail Road accompanied by a Certificate of J. W. Bushnell, Engineer, that the construction of said Road had been finished from Ocala in Marion county to Wildwood in Sumter county a distance of twenty six (26) miles, and praying that said Road may be inspected according to the Internal Improvement Act of 1855.

It is ordered, that Sect'y. of the Board advise State Engineer Duval accordingly, and request that he proceed at once to the examination of the work of construction of said portion of the Road.

Hon. P. W. White elected pres. *pro tem* of the Board.

The Board then adjourned.

Attest: P. W. WHITE, Pres. pro tem.
W. D. BARNES, Sec'y.

Tallahassee, Florida, June 17th, 1882.

The Board met in the Attorney General's Office.

Present: William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

Hon. P. W. White was elected President pro tem.

The Secretary read the following from Messrs. Fleming and Daniel, Attorneys at Law:

Jacksonville, Fla., June 14th, 1882.

To The Board of Trustees of the Internal Improvement Fund of Florida,

Gentlemen:

We have carefully considered the matter of the \$5,005.00 of Coupons of the 1st Mortgage Bonds of the Pensacola and Georgia Rail Road Co. matured January 1st, 1868, held by the Estate of Houstoun submitted to us by Attorney General Raney at your instance for an opinion as to the course to be pursued by your Honorable Board.

The Record, which we have carefully examined in order to understand fully the facts, shows that Edward Houstoun President of the Pensacola and Georgia and Tallahassee Railroad Companies on the 4th day of January 1868 by letter addressed to the Board asked an appropriation from the Fund for payment of interest Coupons of Pensacola and Georgia and Tallahassee Bonds which fell due January 1st 1868. The Board thereupon, by Resolution agreed to put into Col. Houstoun's hands \$30,000.00 in State Bonds and Scrip to take up coupons to the amount of \$30,000.00, on condition that said Companies take up all other Coupons falling due of that date.

On the 5th of June, 1868, on motion of Governor Walker the Board resolved that the Treasurer deliver to the Pensacola and Georgia Railroad Co. \$30,000.00 in Scrip and other funds of the Board to carry out the Resolution of January 4th.

Mr. Corley's account of July 1-68 passed and approved by the Board August 12-71, shows a credit of \$30,000.00 Cash and Bonds paid Houstoun, which Mr. Corley says was the \$30,000.00 ordered paid by the Resolution of June 5th, 1868.

We find therefore from the Record that this amount of \$30,000.00 was paid to Col. Houstoun for a specific purpose; namely to take up that amount of Coupons of 1st Mortgage Bonds of the Pensacola and Georgia and Tallahassee Railroad Companies which fell due January 1st, 1868, and upon the condition that the Railroad Companies take up all other Coupons of that date. By the Res-

olution of June 5th, Mr. Houstoun was to return the \$30,000.00 if he was not able to carry out the purposes of the Resolution within six months from that date. All of this, we repeat, appears of record. On the 17th day of November 1869 nearly 18 months after the Resolution of June 5-68 we find a Resolution calling upon Col. Houstoun to present a full statement of the relations and liabilities existing between the Board and himself as President of the Pensacola and Georgia and Tallahassee Railroad at as early a day as is practicable.

On Nov. 24-70 Col. Houstoun appeared before the Board and requested definite and immediate action in reference to his account as confidential agent of the Board in the management of financial matters entrusted to him.

On motion the account of Col. Houstoun hitherto filed was referred to the Treasury and Attorney General (S. B. Conover and N. R. Meek) for consideration and report.

There appears no evidence that this Committee ever reported.

On January 17-72 Treasurer Conover was requested to look up the account of Col. Edward Houstoun as Special Agent of the Board, and present the same with a report thereon to the Board.

On the 2d day of April 1872 Treasurer Conover presented a communication from Col. Houstoun in reference to his former Special Agency which was referred to Messrs. Conover, Bisbee and Adams to consider and report with full information a detailed account of Col. Houstoun's doings as Special Agent of the Board in proper shape for final adjustment.

On the 4th day of April 1872 at an adjourned meeting held at 4 o'clock P. M. there being present, as noted on the minutes, Acting Governor Day, Messrs. Conover, Bisbee, Gamble and Adams, the following report was submitted:

"Your Committee report that we have considered the
 "accounts current, and we find in Col. Houstoun's hands
 "to take up 36 Bonds of F. A. & G. C. R. R. 7,200
 "And of S. Fund of same road. 630

"making a total of \$7,830
 "in his hands which with \$98,000 in Bonds he is ready to
 "make subject to the order of the Board upon settlement

"of his account the bonds having the Coupons attached as
 "when purchased by him, and we recommend the settle-
 "ment of the account as stated, and that the Coupons and
 "bonds be recorded and destroyed in presence of the
 "Board and the settled account be recorded and then de-
 "livered to Col. Houstoun.

(Signed) S. B. CONOVER,
 J. S. ADAMS."

Col. Gamble states that he did not attend this meeting
 or any other at which Gov. Day was present or presided.

The report of the Committee was on motion accepted
 and adopted.

May 16-72, The Trustees assembled at the Attorney
 General's Office upon call of the Governor where were
 present—Governor Reed, Atty. Genl. Emmons, Comptrol-
 ler Gamble, Treasurer Conover and Commissioner Adams.

Col. E. Houstoun's account in addition to that recently
 presented and audited was then presented by which he
 reported the recent purchase of ten more of the F. A. &
 G. C. R. R. at twenty two cents and of one bond for twen-
 ty cents on the dollar,

Leaving the account as follows:

Amt. in hand as per former report.....		7,830
Ten Bonds taken at 22 cents.....	2,200	
1 Bond taken at 20 cents.....	200	2,400
		<hr/>
	2,400	\$5,430

said report was unanimously approved, and Col. Hous-
 toun requested to retain the balance in his hands till
 further order of Trustees.

On the 3d day of December 1875 the Board adopted the
 following Preamble and Resolution unanimously:

Whereas on the 29th of June 1868 the Trustees ordered
 that the moneys on hand realized from the sale of the F.
 A. & G. C. R. R. be placed in the hands of Edward Hous-
 toun to purchase the outstanding Bonds of said Company
 issued under the provisions of the Internal Improvement
 Act, the said Edward Houstoun to act in this matter as
 the Special Agent of the Trustees of the I. I. Fund, And
 Whereas the said Edward Houstoun prior to May 16th,
 1872, purchased sundry of the aforesaid Bonds and by an
 account rendered of that date showed that a balance of
 \$5.430 of the sum placed in his hands by the Resolution

of June 29th, 1868, still remained unexpended. And Whereas the Trustees requested the said Edward Houstoun to retain the said balance until further order: Now therefore,

Be it Resolved, That the Treasurer be directed to collect from the Executors of said Edward Houstoun the above sum of \$5,430 belonging to the sinking fund applicable to the payment of the Bonds of Fla. A. & G. C. R. R. Co.

It appears from this entry that your predecessors considered this balance as belonging to the Sinking Fund and so treated it.

On the 8th day of May 1879 we find at a meeting of the Trustees, Mr. P. Houstoun, Executor of Edward Houstoun being present, that the following Resolution adopted on the 25th ult. by the Directors of the Florida Central Railroad Company was placed before the Board and was:

Resolved (without admitting that this Company has any interest in the matter), that this Company is willing that the Trustees of Internal Improvement Fund shall receive from the Executors of E. Houstoun Five thousand (\$5,000) Dollars in compromise of the suit pending in Savannah Georgia by the Trustees against the said Executors to recover an amount of money in the said Executors hands arising from the sale of the Florida, Atlantic and Gulf Central Railroad; Patrick Houstoun one of the Executors of the last will and testament of Edward Houstoun appeared before the Board and tendered the payment of Five thousand Dollars in full settlement for the balance due by said Edward Houstoun on account of moneys placed in his hands by the Trustees arising from the sale of the F. A. & G. C. R. R.

The following resolution was unanimously adopted:

Resolved by the Board of Trustees of the Internal Improvement Fund of Florida that this Board will receive the sum of Five thousand dollars from the Executors of the last will and Testament of Edward Houstoun in full settlement of the balance due by said Houstoun on account of the moneys placed in his hands arising from the sale of the Fla. A. & G. C. Railroad, and that on the payment of said amount by the said Executor to the Treasurer of this Board, Walter Gwynn, the suit instituted against said Executors in the United States Circuit Court at Savannah, Georgia, be dismissed, the said

Executors to pay the costs of said suit, and the Attorney's fees of the Solicitor of this Board, the Hon. R. E. Lester, over and above one hundred dollars retainer paid said Solicitor by this Board against the said Houstoun his Executors or Estate.

We quote fully from the Record in order to show what there is of evidence as to the transactions of Col. Houstoun in his relations with the Board.

No where among the files of the Trustees, or, as we are informed, among the papers of the Estate of Edward Houstoun, can any account or statement be found in which the item of \$30,000 reported by Mr. Corley as having been paid to Col. Houstoun under the Resolution of June 5-68 appears. It will be borne in mind that this amount of \$30,000 was to be returned in six months, if not applied to the purpose for which it was appropriated. There being no evidence that it was so returned, the presumption is that it was appropriated to pay Coupons of the Pensacola and Georgia and Tallahassee Railroad Co. which fell due on the 1st day of January 1868 and that the remaining Coupons of that class were paid as required by the Board by the Companies themselves.

The Five thousand and five dollars of Coupons which the Trustees are asked by the Executor of Houstoun to pay and which we have under consideration, are of this class.

These Coupons being in the possession of the Executor of Edward Houstoun, who had been charged by your predecessors with the duty of paying them and entrusted with funds for that purpose, the Trustees are charged with notice and can not be too careful in protecting their trust against the possibility of fraud or mistake.

It has been suggested that Col. Houstoun used the \$30,000 which had been entrusted to him, to take up other obligations for which the trust fund was liable. This may be so; but if so, there is no evidence of the fact among the records or files of your office.

It is also suggested that the lost statement of Col. Houstoun's would satisfactorily account for this \$30,000.

After the most exhaustive search, however, this statement can not be found, and you would not be justified in relying upon the vague and indefinite, and, to some extent, contradictory statements as to what was included in the

settlement referred to. In the absence of all record proof that such was the case, and with the plain proof before you that the \$30,000 went into Mr. Houstoun's hands to take up these very Coupons which you are now asked to pay—

In view of the responsible nature of your public trust, and the facts as we have recited them, we would not advise that you assume the responsibility of deciding this important question, but that you submit the same for adjudication under the order and direction of the United States Circuit Court.

Respectfully Yours,

(Signed)

FLEMING AND DANIEL.

Whereupon the following resolution was adopted:

Resolved that the opinion of Messrs. Fleming & Daniel in reference to the Edward Houstoun Estate P. and G. Coupons maturing January 1st 1868 be recorded on the minutes; and that the matter of said Coupons be placed in their hands as Attorneys for this Board for such action as they may deem proper and necessary in the premises.

The Secretary was instructed to write to Messrs. Fleming and Daniel and enclose a copy of the resolution.

A communication was received and read from the Sheriff of Washington County inquiring as to the powers and duties of his office in connection with the Timber Agency and reporting that trespassing upon the State lands was frequent in his County, and the Secretary was instructed to write to General Wm. Miller, the Timber Agent of the Board and call his attention to this report.

The Commissioner of Lands and Immigration brought to the notice of the Board that John J. Hooker in his life time had applied for and obtained a land Certificate for the $W\frac{1}{2}$ of $NW\frac{1}{4}$ Sect. 23, T. 31, S. R. 25 E, and that application is now made for the deed to be made to the heirs of the said Hooker and the Board directed that the deed should now be so made.

The Board then adjourned.

P. W. WHITE,

President pro tem.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Fla., June 27th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

P. W. White, Commissioner of Lands and Immigration.

George P. Raney, Attorney General.

On motion Attorney General Raney was chosen Secretary pro tem.

The following resolution was adopted:

Whereas the Florida Coast Line Canal and Transportation Company have this day filed with the Secretary of State, in accordance with law, articles of incorporation for the extension of the work proposed by it, southward from the lower end of Indian River through Lake Worth to Biscayne Bay and northward from St. Augustine through North River and Pablo Creek to the St. Johns River and as defining the character of the improvement in the Waters passed through between the St. Johns River and Biscayne Bay,

Therefore the more clearly to define the improvements to be made in said Waters it is, on application of said Company, *Resolved by the Board of Trustees of the Internal Improvement Fund of Florida*, that this Board shall appoint such competent Engineer as may be agreed upon to examine the said work proposed to be done and set forth in said articles viz: the cutting down of Oyster Bars and Banks, cutting any sand or mud bars and other obstructions as stated in said articles," and who shall before the work is entered upon and after it is executed make a report thereon to the Board of Trustees of the amount and character of the work, also file a diagram of the same as a basis for ascertaining the amount of the Grant of Land to which said Company may be entitled for said improvements—Said Engineer to be paid by said Company.

The following accounts were presented and ordered paid:

B. M. Burroughs, Expense account for April, 1882, Fifty three dollars and fifty cents. B. M. Burroughs expense account May, 1882, Eighteen dollars and seventy five cents, W. T. Webster for Plat of T. 20 S. R 16 E, Three dollars, W. G. Stewart Postage account for March and April, 1882, Sixty three dollars and thirty seven

cents, W. G. Stewart, Postage account for May 1882, Thirty five dollars and ten cents, J. B. Collins, Services as Clerk in Land Office for May and June 1882, One hundred dollars, Southern Express Company, Ex. on Diss-ton Rects. from Philadelphia Fifty cents, C. B. Gwynn, Services as Clerk for Salesman for May & June 1882, One hundred dollars, W. D. Barnes, Services as Secretary for quarter ending June 30th, 1882, One hundred dollars.

The Commissioner of Lands and Immigration represented to the Board that the NW $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 3 Township 21, S, Range 21 E, entered by Edward Lewis on the 11th day of May, 1882, had been previously entered by John Tompkins, on 1st Oct. 1858, It was therefore ordered that the entry by Lewis be cancelled, and the amount of purchase money (\$139.13) be refunded to him upon his reconveying to the Trustees the land above described.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

GEO. P. RANEY,
Secretary pro tem.

Tallahassee, Florida, June 28th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

George P. Raney, Attorney General.

Henry A. L'Engle, Treasurer.

P. W. White, Commissioner of Lands and Immigration.

On motion Attorney General Raney was chosen Secretary pro tem.

The Treasurer presented the following dispatch:

New York, June 26th, 1882.

H. A. L'Engle,

Kindly wire exact amount on eighth July to Trustees or prior lien of J. P. & M. & Tallahassee roads and say if Certificate of Deposit of Central Trust Co. of this city will be satisfactory payment of amount.

E. J. REED.

To which the Treasurer stated he had forwarded the following reply:

Tallahassee, June 28th, 1882.

E. J. Reed, 5th Ave. Hotel, New York:

The exact amount due Trustees on Decree in Schutte case of eighth July proximo is Nine hundred and fifty five thousand nine hundred and ninety three dollars and ninety six cents, upon your depositing on or before the eighth proximo in the United States National Bank, New York City, to my account Eight hundred and forty two thousand four hundred and fifty four dollars and eight cents as a partial payment thereon the Board of Trustees do not expect to call on you for payment of balance of decree till the one hundred and three Bond case is finally settled by the United States Supreme Court or otherwise—the decree to stand of full force and effect for such unpaid balance and interest.

HENRY A. L'ENGLE, Treasurer.

The following additional Dispatch was sent:

Tallahassee, June 28th, 1882.

E. J. Reed, 5th Ave. Hotel, New York:

Court allowed Fanny S. Papy twenty five hundred dollars, add this to amount wired this day would be accepted as partial payment will make correct amount Eight hundred and forty-four thousand nine hundred and forty four dollars and eight cents.

H. A. L'ENGLE,
Treasurer.

The account of Geo. P. Raney for Expenses of trip to Jacksonville amounting to \$15.50 in the matter of 103 Bonds, was read and ordered paid at Fifteen dollars and fifty cents.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

GEO. P. RANEY,
Secretary pro tem.

Tallahassee, Florida, June 29th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

On motion Attorney General Raney was requested to act as Secretary pro tem.

Governor Bloxham presented the following Telegram which he had just received:

New York, June 28th, 1882.

Governor Bloxham,

If I make payment on land purchase on first July of one hundred and fifty thousand dollars and balance of Decree will Trustees sanction sixty days delay in paying remaining hundred thousand. I respectfully make and urge this request which Mr. Disston sanctions.

E. J. REED,

The following reply was sent:

Tallahassee, June 29th, 1882.

Sir Edward J. Reed,

5th Ave. Hotel, New York, N. Y.

Board will extend time sixty days from July 1st on land purchase upon your depositing on that day with United States National Bank of New York one hundred and fifty thousand dollars cash to credit of Treasurer, and turning in balance due you on Vose decree, you to mail us Disston's written consent.

W. D. BLOXHAM.

The following communication from Capt. Burroughs, State Timber Agent was read:

Tallahassee, June 24th, 1882.

To the Board of Internal Improvements of the State of Florida.

Gentlemen:

Having been informed that Mr. Newton Sapp of Lafayette County has been appointed Special Timber Agent, I write to ask that the Board will reconsider the appointment and dispense with the Agent in Lafayette County altogether. All the timber cut in this and other Counties on the Suwannee River is carried to Cedar Keys and the Stumpage there collected. I have every reason to believe

that since the former Agent has been removed that the Stumpage from Lafayette and other Counties on the Suwannee River has been greater than heretofore—there certainly has been less complaint among the Timber Men & the Agent at Cedar Keys has repeatedly stated that everything in that section was going on smoothly and with greater satisfaction to all parties concerned. Mr. Sapp is himself a timber getter and for various other reasons I would respectfully request that the agent for Lafayette County be abolished.

Yours very truly,
B. M. BURROUGHS,
State Timber Agent.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

GEO. P. RANEY,
Secretary pro tem.

Tallahassee, Florida, July 10th, 1882.

The Board of Trustees of the Internal Improvement Fund of the State of Florida met in the Executive Office.

Present: Wm. D. Bloxham, Governor of the State and President.

Henry A. L'Engle, Treasurer of the State Board.

P. W. White, Commissioner of Lands and Immigration.

George P. Raney, Attorney General.

The Attorney General was appointed Secretary pro tem.

The following resolution was unanimously adopted:

Resolved, by the Board of Trustees of the Internal Improvement Fund of the State of Florida, that Henry A. L'Engle, the Treasurer of this Board is hereby authorized to disburse the six hundred and sixty five thousand dollars, deposited by Sir Edward J. Reed with the Chemical National Bank in the City of New York, State of New York, of which Bank Mr. S. W. Williams is Presi-

dent, to the credit of this Board, and that said Bank is authorized to pay the same out only on the draft of said Henry A. L'Engle, Treasurer of this Board and that the signature of said Henry A. L'Engle, Treasurer, be certified to the said Bank.

W. D. BLOXHAM, Governor
of the State of Florida and
President of the Board Trustees
I. I. Fund Fla.

Attest:

GEO. P. RANEY, Attorney
General and Secretary pro tem.

Tallahassee, Florida, July 15th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and
Immigration.

The account of Messrs. Fleming & Daniels for Opinion and retainer fee in the matter of the \$5,005 Coupons held by the Edward Houstoun Estate, was allowed in the sum of Three hundred Dollars.

The account of Phillip Walter, Clerk U. S. Court for Costs & fees, presented and allowed in the sum of Ten 75-100 Dollars.

The Treasurer of the Board reported That he had received from Sir Edward J. Reed the sum of Seven hundred and eleven thousand six hundred and two 78-100 Dollars, paid in as of the 8th July 1882, on account of the Pensacola and Georgia Railroad lien.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida, July 20th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

William D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Ramey, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

J. M. Kreamer, Engineer of the Atlantic and Gulf Coast Canal and Okeechobee Land Company, appeared before the Board and asked, in view of the progress made under their contract of drainage—the magnitude of the work undertaken—and the great expense incurred therein that the Board advance to the Company One hundred and fifty thousand acres of the land which would fall to them under their drainage contract upon the Completion of the work.

Whereupon the following resolution was presented and adopted:

Resolved, First—That we convey to the Atlantic and Gulf Coast Canal and Okeechobee Land Company One hundred and fifty thousand acres of Land in the Drainage district of the Odd sections—being a portion of the Land that will belong to said Company under their Contract of Drainage, on the following conditions—That said Company will enter into a Bond with proper security that the proceeds arising from the sale or pledge of said Lands shall be expended in further work of drainage and none to be expended or paid out for work already done, That the State is to have an agent to inspect the work hereafter to be done—and examine all accounts for said work which is paid for from the proceeds of said Land—with power to reject any improper charge.

Second, That we will convey to them six sections additional for every mile of Canal twenty feet wide and five feet deep—completed on above conditions.

The Commissioner of Lands filed with the Board the deed of conveyance made on the 10th day of February, 1871, by a majority of the Trustees of the I. I. Fund, to the Southern Inland and Navigation Company, for One million three hundred and sixty thousand six hundred & 65-100 acres, (1,360,600 65-100 acres) of the Swamp and overflowed Lands, which said Deed had been declared

void by a Decree of the U. S. Circuit Court for the Northern District of Florida in the case of Francis Vose vs. The Trustees of the Internal Improvement Fund and it was ordered that the Secretary make the following entry upon the face of said Deed:

"This Conveyance was declared void by Decree in the case of Francis Vose vs. Trustees of the Internal Improvement Fund of Florida in the U. S. Circuit Court Northern Dist. of Florida and the Lands restored to market.—See Book of Decrees in Vose case and also p. 372 of Vol. 3, Book of Proceedings of Trustees.

Secretary."

The Commissioner of Lands represented that Deed No. 10475 made to Amanda L. Strickland should have been to Amanda R. Strickland, and that Deed No. 10915 made to Adam A. McDermitt, should have been to Alexander A. McDermitt, and asked permission of the Board to correct the mistake, and it was ordered that the old Deeds be surrendered and cancelled, and that new Deeds be made to the parties in the proper names,---

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida, July 24th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engie, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

The President laid before the Board a communication from J. E. Ingraham, President of the South Florida Railroad asking in behalf of the Sanford and Indian River Railroad that the time for the completion of six miles thereof be extended for 30 or 60 days, and requesting that deeds be made to the South Florida Railroad for

the twenty two miles of line completed. The Secretary was instructed to inform Mr. Ingraham that the time would be extended sixty days for the completion of six miles of the Sanford and Indian River Railroad, and that a Deed for the Lands due the South Florida Railroad would be executed without delay.

The following letters from Hamilton Disston were read by the President and ordered to be spread on the minutes:

Philadelphia July 1st, 1882.

"Gov. W. D. Bloxham,

Prest. I. I. Board of the State of Florida,

Dear Sir:

Sir E. J. Reed has telegraphed me that he has deposited in the United States National Bank of New York the sum of One hundred and fifty thousand dollars to the credit of Hon. H. A. L'Engle, Treasurer, also authorized the application of the balance of the Vose Decree on my Land purchase in accordance with your telegram to Sir Edward of the 24th ulto. I therefore respectfully request that the time be extended sixty days from this date for making the final payment on said Land purchase.

Very Respectfully Yours,

HAMILTON DISSTON."

Philadelphia July 7th, 1882.

To the Trustees of the Internal Improvement Fund of the State of Florida,

Dear Sirs:

I have consented to the agreement between Sir E. J. Reed and myself being modified to the extent that the payment of the sum of One hundred thousand dollars may be deferred for Sixty days from the 1st Inst.

The Agreement in other respects stands good under which I am entitled to complete my selections of Land to the extent of 2,000,000 acres.

I am Dear Sirs,

Yours Respectfully,

HAMILTON DISSTON.

Philadelphia, July 7th, 1882.

To the Trustees of the I. I. Fund of Fla.,

Dear Sirs:

You will please execute and deliver to Sir Edward J. Reed, or to his order Deeds for the Land purchased by him

from me under Contract dated the 17th day of December 1881 upon compliance on his part with the terms of said Contract as subsequently modified by extension of time for payment of purchase money.

The amount of land to be so conveyed by you is 2,000,000 acres less 171,533 acres to be conveyed by me to said Sir E. J. Reed under said Contract.

I am Dear Sirs

Yours Respectfully

Signed in presence of HAMILTON DISSTON (Seal)

J. J. Dunne

Richard Salinger.

The Attorney General exhibited to the Board a letter from Jas. H. McKinney Clerk of the U. S. Supreme Court transmitting a Check for Four hundred dollars, amount of costs paid by the Apellees in the case of Trustees I. I. Fund of Florida vs. Greenough, Adm. of Vose to reimburse the Board for amount deposited to secure Costs in said case; upon which said letter was endorsed a receipt of the Treasurer of the Board to the Atty. Genl. for said Check.

The claim of A. J. Pitts of Luraville for amount of excessive Stumpage collected from him by former Agents of the Board, was taken up and considered, and the following letter from Capt. B. M. Burroughs, Timber Agent was read and ordered to be spread upon the Minutes, and on motion it was ordered that the sum of One hundred and twenty dollars, be refunded to the said Pitts.

Tallahassee, July 24th, 1882.

To the Board of Trustees of the I. I. Fund of Fla.,

Gentlemen:

You will please find inclosed letters of Mr. A. J. Pitts. In accordance with your instructions I met Mr. Pitts and made a thorough investigation of the Stumpage in question. I find that Mr. Pitts got out 3,302 feet of Cedar which he sold at 40c per cubic foot amounting to \$1,320.80 out of this amount I find that Mr. Berry received \$300.00 stumpage a receipt for said amt being in possession of Mr. Rodgers at Cedar Keys. In addition to this amount collected by Mr. Berry you will see an affidavit from Mr. Osteen that Mr. Pitts paid him \$60.00. You will see therefore that \$360.00 has been the amount col-

lected. Now Mr. Pitts claims \$180.00 as amount due him stating that this amount has been withheld from him over and above what was due the State.

I am convinced from my investigation that too much Stumpage was collected from Mr. Pitts as I feel assured that a part of this Cedar was cut from the 40 acres belonging to him. I would therefore most respectfully recommend that \$120.00 be paid Mr. Pitts believing that this will cover the amount due him.

Yours Very Respectfully,
B. M. BURROUGHS,
State Timber Agent.

The Governor submitted a letter from A. F. Vogelbach, Vice President and General Supt. of Green Cove Springs and Melrose R. R. Co. accompanied by certificate of A. W. Dudley, Chief Engineer, that Six miles of said road has now been completed as required by resolution of the Board—which was directed to be filed, and the Secretary instructed to acknowledge receipt of same to advise that the withdrawals in behalf of said road will be continued till further orders of the Board.

The following letter received by the Governor from Sir Edward J. Reed was ordered to be spread upon the minutes:

New York, July 3d, 1882.

To the Hon. W. D. Bloxham,
Governor of Florida,
&c. &c.

Dear Sir:

I beg leave to confirm my message by wire of Saturday last, and to state that on that day I paid to the United States National Bank of this City the sum of \$150,000, on account of my purchase of Land from the Trustees under my Contract with Mr. Disston.

I shall feel obliged if you will have mailed to me (to care of Mr. Williard) a Receipt for this amount augmented by the Balance of the Vose Decree which I hereby authorize you to place to my credit.

I avail myself of this opportunity for expressing to yourself and the Trustees my best thanks for your kindness in allowing a brief postponement of the payment of the balance of the purchase money, which will be paid in due course.

I have requested Mr. Disston to be good enough to authorize the Trustees to make conveyance to me of the land purchased under my Contract with him. This he has already orally agreed to do, and I hereby request that this course may be taken.

I have the honor to be,
Dear Sir,
Yours Truly,

E. J. REED.

The following letter from G. G. Williams, President of the Chemical National Bank, N. Y. was also directed to be spread upon the minutes:

New York, July 8th, 1882.

Hon. W. D. Bloxham, Governor of Florida,

Dear Sir:

Your telegram of the 7th inst. was received this morning, inquiring amount deposited by Ed Reed, Prest. to the credit of the Trustees of the Internal Improvement Fund of the State of Florida; to which reply was made that such Deposit was \$665,000, and I took the liberty of asking, that before this amount was drawn for, you should officially and carefully certify to us authoritative signatures of those entitled to sign Checks.

You will, I am sure, appreciate the importance of our having proper vouchers for the payment of so large a sum.

I am Very Respectfully,

Your obt. Servant.

G. G. WILLIAMS, Pres.

The Report of H. S. Duval, State Engineer, on the construction of the Fernandina and Jacksonville Railroad was received, approved and ordered to be filed.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, July 25th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Ranev, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

The Commissioner of Lands presented a Deed from Emory F. Skinner dated July 1st 1882, re-conveying to the Trustees Lands embraced in Deeds No. 9959, 9421 & 9638 for 2251.47 acres of Land in Santa Rosa County formerly conveyed to him by mistake which Deed was not accepted and ordered to be returned on account of informality.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Aug. 18th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Geo. P. Raney, Atty. Genl.

P. W. White, Comr. Lands & Immr.

The Secretary laid before the Board the report of H. S. Duval, State Engineer, upon the construction of that portion of the Florida Tropical Rail Road between Ocala in Marion Co. and Wildwood in Sumter County, which was received, and it was ordered that Deeds be made to said Road for the lands, heretofore reserved for the same, along the line so completed.

A communication was received and read from W. H. Churchill, Pres. of the Indian River Railway and Transportation Co., asking that the Board extend the time for restoring to market the lands heretofore reserved for said Rail Road, to one year from the 1st August 1882.

The Secretary was instructed to advise Mr. Churchill that the reservation for said Road would remain in force until the further order of the Board; but there must be some evidence of ability and intention to carry on the work to successful completion, at an early day, if the lands are to be withheld from market for a much longer period.

The following bills were presented and passed:

Telegraph a-c dated Aug. 1-82, \$2.80.

W. T. Webster, maps for Land Office, \$4.50.

W. G. Stewart, postage a-c for June, \$23.38.

W. G. Stewart, postage a-c for July, \$10.09.

B. M. Burroughs, timber agent, expense a-c for month June, \$61.25.

John A. Craig for map furnished Timber Agt., \$2.25.

John McDougall Stationery furnished Salesman's Office, \$10.35.

C. B. Gwynn, services as Cl'k. in Salesman's Office for month July, \$50.00.

J. B. Collins, services as Cl'k. in Salesman's Office for month July, \$50.00.

The Board then adjourned.

Attest: W. D. BLOXHAM, Pres.
W. D. BARNES, Secy.

Tallahassee, Aug. 25th, 1882.

Board met in Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Atty. Genl.

P. W. White, Comr. Lands & Immigration.

On Motion of P. W. White it was ordered:

That the sum of Two hundred & eighty Dollars (\$280) be paid to H. T. Blocker for services as agent of the Board to take proofs of the swamp indemnity investigation, which sum is to be charged to S. I. Wailes in the final adjustment of his accounts with the Board.

The Board then adjourned.

Attest: W. D. BLOXHAM, Pres.
W. D. BARNES, Sec'y.

Tallahassee, Fla., Aug. 28th, 1882.

Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Atty. Genl.

P. W. White, Comr. Lands & Immr.

The following was offered and passed:

Whereas, Emory F. Skinner of Escambia Co. has made and delivered to the Trustees a Deed of conveyance for the 2257.47-100 acres of land erroneously conveyed to him in three Deeds numbered 9259, 9421, & 9638, as provided in the order of the Board passed June 3rd 1882, it is ordered that the purchase money for said land, the sum of Fifteen Hundred and Eighty eight 02-100 Dollars (\$1588.02), be now refunded to the said Skinner as directed in the said order of June 3rd.

The Board then adjourned.

Attest: W. D. BLOXHAM, Pres.
W. D. BARNES, Sec'y.

Tallahassee, Florida, August 29th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

The Commissioner of Lands and Immigration presented to the Board an affidavit of Edward E. Ropes, setting forth that a Certificate of purchase issued to him by the State Land Office for Lot No. 2, Section 11, Township 15, South, Range 27, East, containing 56.14-100 acres was returned by him to Hugh A. Corley then in charge of the State Land Office and that said Certificate was never returned to him nor has since been in his possession, and that the same has never been assigned or transferred by him.

He also exhibited Certificate No. 6176 issued from the Land Office October 17th 1871, to the said Ropes for Lot No. 5 Sect. 12, in Township 15 South of Range 27, East, containing 40 acres, and it appearing that the lands embraced in the above mentioned Certificates had been previously patented by the United States to other parties, and that the said Ropes had paid for the lands described in both of said Certificates the sum of One hundred and twenty 18-100 Dollars. It is ordered that the said sum

of money be refunded to said Ropes by the Treasurer of this Board, and that said entries be canceled.

Mr. G. B. Griffin of the Arlington and Atlantic Railroad appeared before the Board and exhibited Articles of Incorporation and Map of Survey of said line of Road to extend from Arlington in Duval County to the Atlantic Beach in Section 33, T 2, S, R 29, E, in said county; and applied for the withdrawal from market of the odd numbered sections of Swamp and overflowed lands for six miles on each side of said line of Road, and the Board, after due consideration, directed that the withdrawal be made as requested to aid in the construction of said road, to remain in force until the further order of the Board.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, August 30th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

G. P. Healy, Esqr., appeared before the Board in behalf of the Jacksonville and Palatka Rail Road and having filed a plat, accompanied with proper affidavit, of the survey of said line of road to extend from Jacksonville to Palatka, applied for an order of withdrawal of the odd-numbered sections of swamp lands for six miles on each side of said road—Whereupon it was, Resolved, That the odd-numbered sections of land, granted by the act of Congress September 28th 1850, for six miles on each side of the surveyed line of the Jacksonville and Palatka Rail Road be withdrawn from sale for the benefit of said road, until the further order of the Board; but upon the condition, that all actual settlers residing upon said lands at the time of this withdrawal shall have the right to purchase the lands upon which they have so settled at the schedule prices fixed for the same.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Fla., Sept. 8th, 1882.

The Board met in the Attorney General's Office.

Present: W. D. Bloxham, Governor.
Henry A. L'Engle, Treasurer.
P. W. White, Comr. of Lands & Immigration.
Geo. P. Raney, Atty. Genl.

The Attorney General was appointed Secretary pro tem.

A letter from C. D. Williard, Esq., to the Governor, of August 28th, asking for a postponement of seizure of the Railroad from Tallahassee to St. Marks, under the decree of the U. S. Circuit Court of May 31, 1879, for balance of purchase money, was laid before the Board and considered. The Governor was instructed to send the following telegram to Mr. Williard as expressing the conclusion of the Board, to wit:

Tallahassee, Fla., Sept. 8th, 1882.

C. D. Williard, Esq.,

Fifth Avenue Hotel and 35 Wall Street, Rooms 27 and 28 Third Floor, New York. Replying to yours of August 28th the Trustees feel that they have indulged as long as possible. The U. S. Marshall will be directed to seize the St. Marks road on September twentieth unless satisfactory arrangements for settlement are made.

W. D. BLOXHAM.

The Attorney of the Board was directed to instruct the Marshall to seize and sell the road, said seizure to be made September 20th 1882, unless otherwise directed in the interim.

The Governor was also requested to communicate the above action of the Board to Mr. Williard by letter.

The account of the W. U. Telegraph Company for messages sent and received amounting to \$36.67, was app' & ordered paid—and also the account of A. Doggett for certifying coupons amounting to \$7.50.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
GEO. P. RANEY, Secy. pro Tem.

Tallahassee, Fla., Sept. 11th, 1882.

The Board met in the Governor's Office.

Present: W. D. Bloxham, Governor.
H. A. L'Engle, Treasurer.
P. W. White, Comm'r Lands & Immigration.
George P. Raney, Atty. General.

The Attorney General acting as Secretary Pro tem.

The following letter was received from Mr. Hamilton Disston and ordered spread upon the minutes, viz:

Philadelphia, Sep. 6th, 1882.

To the Honorable Board of Trustees of the Internal Improvement of Florida,

Gentlemen:

I herewith consent to the payment by Sir Edward J. Reed of Thirty Thousand Dollars at once and balance on September 20th.

Yours Very Respectfully,

(Sigd) HAMILTON DISSTON.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
GEO. P. RANEY, Secy. pro Tem.

Tallahassee, Fla., Sept. 14, 1882.

The Board met in the Atty. Genl's Office.

Present: Wm. D. Bloxham, Governor.
Henry A. L'Engle, Treasurer.
P. W. White, Comr. of Lands & Immigration.
Geo. P. Raney, Atty. Genl.

The following resolution was adopted:

Resolved that for all lands in the odd numbered sections sold by this Board and lying within the Drainage District of the Atlantic & Gulf Coast Canal & Okeechobee Land Company, to which said Company would be entitled, since June 13th, 1881, the said Company shall be entitled

to receive from the Board an equal number of acres to be selected within the even numbered sections in said drainage district.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
GEO. P. RANEY, Secy. pro Tem.

Tallahassee, Fla., Sept. 15th. 1882.

The Board met in the Executive Office.

Present: Wm. D. Bloxham, Governor.
Henry A. L'Engle, Treasurer.
P. W. White, Comr. Lands & Immigration.
Geo. P. Raney, Atty. Genl.

The Treasurer was directed to pay Hon. Charles W. Jones the sum of four thousand nine hundred and sixty two 80-100 (\$4962 80-100) as fees for professional services in the Supreme Court of the United States in the case of the Trustees of the I. I. Fund vs. the Admr. of Francis Vose, and take his receipt therefor.

The St. Johns and Suwannee River R. R. Co. having filed a plan of survey of its route from Melrose to Fort Fanning on the Suwannee River it was ordered that the odd numbered sections of Swamp Lands, within six miles of the line of said route be temporarily withdrawn from sale, except lands occupied by actual settlers, as to which the Board reserves the right to make sale to actual settlers.

It was ordered that as the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Sec. 24, T 25, S, R 29 E, containing 39 06-100 acres, has been conveyed to the South Florida R. R. Company the same being within its six mile Limit, and Crawford Bass—has heretofore paid the sum of \$39.06-100 to this Board for the same and said R. Company is willing to convey said lands to said Bass—on said money being turned over to it, that the Treasurer of this Board is authorized to pay over said money to said Company on such conveyance being made.

The Board adjourned.

Attest: W. D. BLOXHAM, President.
GEO. P. RANEY, Secy. pro tem.

Tallahassee, Fla., Sept. 18, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

H. A. L'Engle, Treasurer.

G. P. Raney, Atty. Genl.

The Atty Genl acted as Secy pro tem.

It was ordered that the seizure of the railroad from St. Marks to Tallahassee by the U. S. Marshall directed in the proceedings of the 8th instant be postponed till further orders, and that the Atty of the Board be instructed to notify the Marshall accordingly and to direct the Clerk not to certify the decree to the Marshall till otherwise instructed.

The Board adjourned.

Attest: W. D. BLOXHAM, President.

GEO. P. RANEY, Secy pro Tem.

Tallahassee, Fla., Sept. 20, 1882.

The Board met in the Executive.

Present: Wm. D. Bloxham, Govr.

Henry A. L'Engle, Treas'r.

Geo. P. Raney, Atty Genl.

The Atty Genl was appointed Secy pro Tem.

It was resolved that the Treasurer do invest in bonds or stocks authorized by the second section of the Internal Improvement Act, an amount of money equal to the amount of the principal of outstanding unmatured Pensacola & Ga. R. R. bonds—out of moneys received on the decree of May 31, 1879, in the "Schutte Case."

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

GEO. P. RANEY, Secy pro tem.

Tallahassee, Fla., Sept. 23rd, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Att'y Gen'l.

A communication was laid before the Board from J. W. Perry, Shff. of Columbia County in relation to timber cut on Secs. 24 & 25 T 7, S, R 16, E, by Capt. Moody whose permit had expired—And it appearing that there was no intentional trespass upon the public lands, the Commissioner of Lands was requested to advise and authorize Mr. Perry the Sheriff to make a compromise settlement for the timber so cut by him upon terms that are equitable and just.

The Board adjourned.

Attest:

W. D. BLOXHAM, Pres.

W. D. BARNES, Sec'y.

Tallahassee, Fla., Sept. 27th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Govr.

W. D. Barnes, Compt.

H. A. L'Engle, Treasr.

Geo. P. Raney, Att'y Gen'l.

The following resolution was offered & passed:

Whereas: under the contract with Hamilton Disston for the sale of *four Million Acres of Land*, it was agreed that the Board might sell lands to be selected by him thereunder, and that upon making such sale the Board should pay over to Disston the proceeds thereof; and *Whereas*, the Board has sold lands so selected and paid for by him—the proceeds of such sales being \$12,868.05,—it is ordered that the Treasurer do pay to said Disston the said sum of Twelve Thousand eight Hundred and sixty eight Dollars & five cents, taking his receipt therefor.

The Board adjourned.

Attest:

W. D. BLOXHAM, President.

W. D. BARNES, Sec'y.

Tallahassee, Fla., Sept. 30th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Govr.

W. D. Barnes, Compt.

H. A. L'Engle, Treasr.

Geo. P. Raney, Att'y Gen'l.

The following bills were presented & passed:

J. B. Collins as Clerk in Land Office for the months of August and September. \$100.00.

C. B. Gwynn as Clerk in Salesman's Office for the months of August & Sept., \$100.00.

W. D. Barnes as Sec'y of Board for three months, July, August, & Sept., \$100.00.

Corlies, Macy & Co. account of stationery for Salesman's Office, 49.00.

W. G. Stewart postage a-c for Salesman's Office for month of August, 27.38.

Account for postage for Treasurer of Board, 15.00.

C. A. Bryan ruling for Treasurer of Board, 1.00.

The following resolution was offered and adopted:

Whereas: Objection has been made to the claims of certain Settlers on the Disston Purchase, in South Florida, by some of the agents of the Florida Land and Improvement Company, Resolved, that Capt. B. M. Burroughs, State timber agent, be instructed to visit that section as early as practicable to examine into and report upon the facts connected with the claims so objected to; and also to inquire into other cases of like character that may come to his knowledge.

The Board then adjourned.

Attest:

W. D. BLOXHAM, Pres.

W. D. BARNES, Sec'y.

Tallahassee, Fla., Oct. 2, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Govr.

W. D. Barnes, Compt.

Geo. P. Raney, Att'y Gen'l.

A communication from J. J. Dunne, President of the Deigo Beach Railway was read to the Board, stating that articles of association for the incorporation of said Railway had been filed in the office of the Secretary of State; and a plat of survey of the line of said Railway, with proper affidavit, having been also filed; and application being made for the withdrawal of the even numbered sections of the Swamp and overflowed lands belonging to the State, and lying along the line of said Railway, ex-

tending from Mandarin on the St. Johns River, to the Deigo Beach on the Atlantic; it is ordered that the *even* numbered Sections of land be withdrawn, as requested, temporarily, except the lands occupied by actual settlers; as to which the board reserves the right to make sale to such actual settlers.

The Board then adjourned.

Attest: W. D. BLOXHAM, Pres.
W. D. BARNES, Sec'y.

Tallahassee, Florida, October 5th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

Letter from U. J. White, President of the St. Johns and Halifax Rail Road Company, together with the details of construction of said Road, were laid before the Board, requesting that the State Engineer be directed to inspect the road as far as completed at as early a day as possible. It was ordered by the Board that Capt. H. S. Duval, State Engineer, be directed to examine the work of construction of said road at his earliest convenience, and make due report thereof, and that the details of construction be also referred to him for examination and report.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Fla., Oct. 9th, 1882.

The Board met in Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Compt.

H. A. L'Engle, Treasr.

P. W. White, Com'r of Lands & Immi.

Geo. P. Raney, Atty. Genl.

The following accounts were presented and passed: W. G. Stewart postage ac for Sept., \$33.38.

Western Union Telegraph ac, \$6.40.

The Board then adjourned.

W. D. BLOXHAM,
Pres.

Attest:

W. D. BARNES,
Secy.

Tallahassee, Florida,
October 30th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and
Immigration.

On motion the Attorney Genl was appointed Secretary *pro tem*.

Mr. Henderson laid before the Board an application of the Atlantic and Gulf Coast Canal and Okeechobee Land Company of Florida to have the western boundary of the Drainage District established; and presented a map with an endorsement by F. A. Hendry thereon and asked that the line indicated be adopted,—

The following resolution was adopted:

Resolved, That the western boundary of the district to be drained by the Atlantic and Gulf Coast Canal and Okeechobee Land Company under its contract with the Board be and is defined as follows: Commencing on Township line between Twenty-five (25) and Twenty six (26) down the Range line between Twenty seven (27) and Twenty eight (28) to line between Township Twenty nine (29) and Thirty (30) Thence west along said line to line between Ranges Twenty six (26) and Twenty seven (27) thence South on said Range line to the line between Township Thirty two and thirty three (32 & 33) thence East to Range line between Ranges Twenty seven (27) and Twenty eight (28) thence South on said Range line to Township line between Township Thirty five (35) and Thirty six (36) thence west on said line to Range line between Twenty six (26) and Twenty seven (27)

thence South to Township line between Forty (40) and Forty one (41) thence west on said line to Range line between Ranges Twenty five (25) and Twenty six (26) thence South on said line to Township line between Township Forty one (41) and Forty two (42) and thence west to Charlotte Harbor thence along the Coast to the line between Township Forty five (45) and Forty six (46) thence East along said Township line to Range line between Ranges Twenty six (26) and Twenty seven (27) thence South on said Range line to the Waters of the Gulf of Mexico.

Provided, That no compensation shall be allowed to the said Company for any lands heretofore sold by the Trustees of the Internal Improvement Fund lying west of the line between Ranges Twenty seven (27) and Twenty eight (28).

Bill of C. E. Dyke for Three hundred and thirty four 75-100 Dollars, on ac Printing and Stationery furnished State Land Office was ordered paid.

The Compensation of J. B. Collins, Clerk in Land Office was fixed at Seventy five Dollars per month from November 1st prox. until the further of the Board.

A Communication from Hamilton Disston in relation to the Jacksonville, Tampa and Key West Railroad Land Grant was referred to Hon. P. W. White, Commissioner of Lands &c, to investigate and report upon as early as practicable.

The Board then adjourned.

W. D. BLOXHAM,

President.

Attest:

GEO. P. RANEY,

Secretary pro tem.

Tallahassee, Florida,

November 10th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

William D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands &c.

Capt. B. M. Burroughs, who had been requested to inquire into and report upon the claims of certain settlers on what is known as the Gulf Coast Reserve in the Disston purchase, appeared before the Board and reported the following cases in dispute to wit: W. H. Walkins, B. F. Meyers, Samuel E. Hope, Hiram Pent, Henry Furguson, C. F. Wall and Jacob B. Mickler; upon which action was deferred, and the Secretary instructed to inform the Florida Land and Improvement Company accordingly, and to further say that sale would be made to the other settlers applying in accordance with the terms made by the Board with Mr. Disston, unless objection is made at once.

The Attorney of the Board was directed to instruct the U. S. Marshall to seize and sell the Rail Road from St. Marks to Tallahassee with all the property belonging thereto, in pursuance of a Decree of the U. S. Circuit Court of May 31st, 1879, for balance of purchase money.

The following communication from Hamilton Disston was read and ordered to be spread upon the minutes:

Philadelphia, October 31st, 1882.

To the Honorable Board of Trustees of the Internal Improvement Fund, Tallahassee, Florida,

Gentlemen:

Please pay to the order of the Florida Land and Improvement Company at Jacksonville all monies you receive on account of Settlers.

Yours Very Respectfully,

HAMILTON DISSTON.

The following bills were ordered paid:

C. E. Dyke, for printing, Twenty three 25-100 Dollars.

C. E. Dyke, for printing, Five 25-100 Dollars.

The Board then adjourned.

W. D. BLOXHAM,

President.

Attest:

W. D. BARNES,

Secretary.

Tallahassee, Florida,
November 13th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner &c.

It was ordered that one hundred Dollars be advanced to J. H. Durkee, U. S. Marshall to pay for advertising sale of the Tallahassee R. R. which was ordered to be seized and sold on 10th inst.

The following Bills were ordered to be paid:

Capt. B. M. Burroughs, Timber Agent, for expenses for the month of July, Seventeen 50-100 Dollars, Same, Expenses for August, Forty six 25-100 Dollars, Same, Expenses for September Sixty two 75-100 Dollars, W. G. Stewart ac for postage Salesman's Office for month of October Twenty five 65-100 Dollars, J. B. Collins, Clerk in Salesman's Office for month of October Fifty Dollars.

C. B. Gwynn, for services as Clerk in Salesman's Office for month of October, Fifty Dollars.

It was ordered that the Commissioner of Lands and Immigration refund to Adams and Waldron the sum of Thirty seven 38-100 Dollars, amount paid in by them for land to which the Trustees could not give a title.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
November 16th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

The Salesman laid before the Board the application of James N. Hollingsworth, of Manatee County, to enter as an actual settler the following lands in the Peace Creek and Agricultural Improvement Country to wit: SE $\frac{1}{4}$ of NE $\frac{1}{4}$ of Section 27, Township 37, S. of Range 24, E, and the NE $\frac{1}{4}$ of SE $\frac{1}{4}$ Section 27, Township 37, S. Range 24, E, containing 80 acres.

It was ordered, that he be allowed to enter the same.

The Salesman also presented application of J. W. Whidden, to have entry made by him for Peter Brown on 18th July 1882, cancelled; and it appearing that a mistake was made in said entry, and the Certificate No. 11187 being returned, it was ordered that the entry be cancelled, and that the money, Ninety six dollars, paid in by said Whidden be returned to him.

The account of the Daily Florida Union for Advertising notice to Holders of Bonds and Coupons, was presented and passed for Five Dollars.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
November 20th 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands &c.

The Treasurer of the Board presented a bill for Expenses and Telegraph charges, amounting to Sixteen dollars, which was ordered paid.

The following letter of S. H. Grey, President of the Atlantic and Gulf Coast Canal and Okeechobee Land Company, and the resolution accompanying the same was read and ordered to be spread upon the minutes:

Philadelphia, Pa., October 16th, 1882.

To the Trustees of the Internal Improvement Fund of
the State of Florida,

Gentlemen:

In accordance with a resolution of the Board of Directors passed at a meeting held the 14th inst., a copy of which I have the honor to enclose, this Company desires to relinquish all rights acquired by Resolution of your Honorable Board of March 24th, 1882, by which the even numbered sections along the line of the Atlantic Coast Steamboat Canal and Improvement Company, were reserved to said Company, and that the said lands may be now restored to public entry.

Yours Very Respectfully,

(Signed) S. H. GREY,

President, Atlantic

and Gulf Coast Canal and Okeechobee Land Company.

Philadelphia, October 14th, 1882.

At a meeting of the Board of Directors of the Atlantic and Gulf Coast Canal and Okeechobee Land Company held this date at 305 Walnut St. the following Resolution was offered and passed:

Resolved, That the President be and is hereby instructed to inform the Trustees of the Internal Improvement Fund of the State of Florida that this Company abandons its claims to any lands to which it would be entitled along the line of the Atlantic Coast Steamboat Canal and Improvement Company, by reason of its exercise of the franchise conferred upon it to build said canal, and like notice to be given to the President of the Florida Land and Improvement Company.

(Signed) RICHARD SALINGER,

Secretary.

The following Resolutions were offered and adopted:

Resolved, That the Resolution adopted July 20th, 1882, in regard to conveying to the Atlantic and Gulf Coast Canal and Okeechobee Land Company one hundred and fifty thousand acres of land of the odd Sections in the drainage district be amended so as to read and be as follows: First: That to enable the said Atlantic and Gulf Coast Canal and Okeechobee Land Company to carry on the work contemplated by its contract for drainage with this Board, we will convey to it one hundred and fifty

thousand acres of land of the odd sections within the drainage district said one hundred and fifty thousand acres, being a portion of the land which will fall or belong to said Company under said contract, such conveyance to be on the following condition, viz: That said Company shall use and expend Thirty seven thousand five hundred dollars (\$37,500), which it may be enabled to procure on account of having such conveyance, or on the faith thereof, in the further work of the drainage provided by such contract, None of it however to be expended or paid out for work already done, and upon the further condition that this Board shall have the right to appoint an agent to inspect such work hereafter to be done and that done during the present month and the further right to examine all accounts for such work which may be paid for from such money, with power to reject any improper or excessive charge or expenditure, and upon the further condition that the said Atlantic and Gulf Coast Canal and Okeechobee Land Company shall enter into bond with good sureties or security, to be approved by this Board, in the sum of Thirty seven thousand five hundred dollars (\$37,500), payable to said Board and its successors in office, conditioned that said Atlantic and Gulf Coast Canal and Okeechobee Land Company shall expend the sum of at least Thirty seven thousand five hundred dollars, in such further work of drainage, such expenditures and the accounts therefor to be approved by said Board. And whereas it is understood that money has been obtained by said Company upon the faith that the conveyance contemplated by said original resolution of July 20th, 1882, would be made it is agreed that the expenditures made and to be made for work done or to be done during the present month of November, which may be approved by the Board, shall be taken and included as a part of the sum of Thirty seven thousand five hundred dollars, aforesaid.

Resolved, Second: That we will convey to said Company six odd numbered sections additional within the drainage district for every mile of Canal, 20 feet wide and five feet deep which may since the first day of the present month have been completed or may hereafter be completed by said Company in accordance with the terms of its contract of drainage and on the above conditions—

Reports of State Engineer on the construction of fifty miles additional of the Pensacola and Atlantic Railroad and of Twenty three and one half miles of the Live Oak and Rowlands Bluff Railroad, were received and ordered filed.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
November 25th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands & Immigration.

The following resolution was unanimously adopted:

Resolved, That the Secretary of this Board be instructed to address a communication to Hamilton Disston stating, that, unless the balance of the purchase money due on the contract of sale of the four million acres of land to him, made on the first day of June A. D. 1881, is paid on or before the fifteenth day of December A. D. 1882, a default will be called, in accordance with the terms of said contract.

The Board then adjourned.

Attest: W. D. BLOXHAM,
President.

W. D. BARNES,
Secretary.

Tallahassee, Florida,
November 28th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands & Immigration.

Mr. W. T. Forbes appeared before the Board in behalf of the Florida Land and Improvement Company, and asked that in locating the floats issued to Mr. Disston in bodies of six hundred and forty acres, they may include tracts occupied by "Settlers;" provided such settlers should not have paid for their lands prior to the date when float was or may be filed in the State Land Office; and any such settlers who have not yet paid shall have until January 1st 1883, to pay for their lands at State prices; under the same rulings and on the same conditions as apply to other settlers on the Disston purchases—which proposition was assented to—the Trustees reserving the right to determine what constitutes a "settler" within the meaning of the agreement existing between them and Mr. Disston.

The Salesman laid before the Board the application of Samuel S. Lowe, of Monroe Co., to have the entry made by him of the NW $\frac{1}{4}$ & SW $\frac{1}{4}$ of Section 26, T. 59, S, R 40, E, & conveyed by Deed No. 10111, dated 31st May 1881, exchanged for E $\frac{1}{2}$ of NE $\frac{1}{4}$, NW $\frac{1}{4}$ of NE $\frac{1}{4}$, E $\frac{1}{2}$ of NW $\frac{1}{4}$, W $\frac{1}{2}$ of SW $\frac{1}{4}$ & NE $\frac{1}{4}$ of SW $\frac{1}{4}$ of Sect. 24, T 59, S, R 40 E, and it appearing to the Board that said entry was made by mistake, and that the said Lowe had made and executed a Deed conveying the same back to the Trustees, and that the lands now sought to be entered in lieu thereof, are the same in quantity, it is ordered that the change of entry be made as applied for.

The account of the Treasurer, for express charges on Bonds received from North Carolina, amounting to Five 25-100 Dollars, was ordered paid.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
December 1st, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands &c.

The following resolution was offered and adopted:

Whereas the petition of this Board to vacate the decree made and entered in December last in the matter of the Sammis Coupons has on hearing been denied by the United States Court for the Northern District of Florida and whereas an appeal from the order denying said petition has been refused, and we are advised by the Solicitor for the Trustees in the matter of said petition, Mr. John W. Malone, that no appeal lies from such order denying said petition, it is Resolved that the Treasurer of this Board do pay to Joseph H. Durkee, the balance remaining due on said decree of December last, aforesaid.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida, December 13th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

The Commissioner of Lands and Immigration was requested to act as Secretary.

The following resolution was adopted:

Whereas the Deeds numbered 9170, 9960 and 10055, made by the Trustees of the Internal Improvement Fund of the State of Florida, to Thomas Bassnet; of Duval County in said State erroneously described the lands therein and thereby conveyed as lying and being in the County of Volusia when in fact they are situate and lying in the County of Brevard in said State—And whereas the said Thomas Bassnett had returned the said Deeds numbered as aforesaid to the said Trustees and has requested them to execute and deliver to him other Deeds for the same lands properly located in lieu of those returned as aforesaid. Therefore it is Ordered by the Board that the request of the said Bassnett be granted and that new Deeds for the same lands, with a correction of the errors aforesaid, be executed and delivered to the said Bassnett in lieu of the Deeds returned as aforesaid, and that the Deeds so returned be marked cancelled.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
Secretary pro tem.

Tallahassee, Florida, December 18th, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

The following accounts were presented and passed:

John W. Malone, Attorney fee in the matter of petition to open the decree in the Sammis Coupon Case, Two hundred Dollars (\$200.00).

Hugh A. Corley, for work in adjusting Railroad Grants and comparing and correcting Disston Deeds, One hundred Dollars (\$100.00).

George P. Raney, for expenses of Witnesses at Jacksonville in case of Swann vs. The Trustees, Four 25-100 Dollars (\$4.25).

W. D. Barnes, expenses to Jacksonville in Sammas Coupon matter, Eight 25-100 Dollars (\$8.25).

It is ordered that the report of S. L. Niblack on the boundary of the Okeechobee Drainage District, be spread upon the minutes of the Board.

The following is a copy of said report:

Lake City, Fla., June 27th, 1882.

Hon. W. D. Bloxham, Governor and Ex Officio President of the Board of Trustees of the I. I. Fund of Florida,

In obedience to a resolution of your Hon. Board of the 16th March 1882, appointing and requesting me as Agent of said Board to make examination of the lands granted to the State of Florida as Swamp lands under the Act of September 28th 1850, and which are embraced in the contract for drainage made by said Trustees with the "Atlantic and Gulf Coast Canal and Okeechobee Land Company," I have the honor to say; I have made the examination by personal observation so far as it was practicable and from information obtained from a large number of the people living in that immediate section of country and who have a thorough knowledge of its condition, and am prepared to submit my opinion and views based upon the sources of information mentioned, and respectfully submit the following report:

As part of my instructions I was to examine all of Dade County except that portion lying north of Township 53, and east of the ridge separating the lands overflowed from the Okeechobee and the Everglades from the Atlantic Ocean, this ridge I suppose to be the west bank of Indian River extending south from the northern boundary line of Dade County to Jupiter Inlet and thence on the Atlantic Coast to Lake Worth thence south on the Atlantic Coast to the Miami River in Township 53, this ridge is from 1-4 mile to one mile in width and perhaps in a few places over one mile wide. At the mouth of Miami River there is a small section suitable for settlement and cultivation. The most of the land originally belonged to the United States, but has been taken up by purchase and homestead entries. On the banks of New River for a distance of about four miles in length and one half mile in width is land suitable for cultivation without drainage. With the exception of these small pieces of lands, the balance of the land in Dade County would come within

the terms of your drainage contract. In Brevard County your instructions were to examine all the lands lying west of the following lines: Commencing at the North East corner of T 25, R 32, thence South two Townships thence East one Township thence south 2 Ts, thence East to the N. E. Corner of Township 30, R 37, thence South 3 Ts, thence East 1 T. thence South to the Northern boundary of Dade County: Within this limit there is in the neighborhood of Fort Drum a pine ridge about five miles in length and $\frac{1}{2}$ to 3-4 mile in width, that might be, with light drainage cultivated; there is also near Taylor Creek a small ridge of Pine land that during a dry season might be cultivated, but subject to overflow in a wet season. There is also a Pine ridge commencing about Fort Davenport and running south to the vicinity of Lake Istakapoga, it is four or five miles wide and has numerous lakes and ponds on it, and as it approaches the vicinity of Lake "Istakapoga" it gradually disappears. No one lives on this ridge, it is considered to be very barren.

Your instructions also required me to examine the lands in Orange County in T 25, R's. 28, 29, 30, 31 & 32, and all of said County South of T 25. In my opinion all the land not subject to overflow in this limit, has been purchased and the remainder would come within the terms of your drainage contract.

Your instructions also required me to examine all the lands in Polk and Manatee Counties East of R 27 and also T's. 38, 39, 40, 41 & 42, of R 26 & 27 in Manatee; all of Monroe County on the main land south of the Calcoosahatchie River. I did not visit but a small section of this country, but I made strict inquiry of a large number of persons who have lived for a number of years in these Counties and who have a thorough knowledge of the country at all seasons of the year and upon whose judgment and opinions I think your Board can strictly rely and upon whose opinions I base this report; that with the exception of a very small quantity of land immediately on the Calcoosahatchie River and a few small spots or tracts south of said river, the entire country would be considered and come within the terms of your contract.

The above report embraces all the land your instructions required me to examine, and I will add that, having spent some five weeks in making an examination of not

more than two thirds of the Country embraced in your instructions, and from information received as to the remainder, as I have above stated, I concluded to return and report to your Hon. Board, and if they desired I would return and complete the examination.

I give it as my opinion and views resulting from examination and information received, it is not advisable to have a thorough examination and survey made of the State lands within said limits and a list prepared designating those not subject to overflow and separating them from the other lands embraced in the District of Country contracted to be reclaimed.

The expense attending the organization, equipping and supplying of a regular surveying party and the time required to go over the territory embraced in the Contract would be so heavy, I am satisfied the quantity of land not now subject to overflow, would be so small it would not pay the State the expense of examination and survey. In this opinion I am sustained by all the parties with whom I conversed on the subject.

Although not required by my instructions, yet it may not be out of place for me to make some statements in reference to the condition of the Country embraced within your contract for reclamation: The Water of Lake Okeechobee does not overflow the entire country around the lake except on the South side where it spreads out and overflows that section of the country known as the Everglades.

The Kissimmee river whose head waters are in the County of Orange, runs south and empties into Okeechobee, the lakes, prairies and flats on either side of Kissimmee river are filled and overflowed from rain fall, at the same time the banks of the river overflow and the water from the river, lakes, &c. come together and cover an immense territory of Country, but this overflow is not caused by the overflowing and spreading out of the water of Okeechobee. The tendency of the water in the vicinity of the Kissimmee is towards Lake Okeechobee. On the west side of the Lake the direction of the water is towards the Gulf and that portion of the Country between the Lake and the head of Caloosahatchie river does overflow by the waters from the Lake; But there is on both sides of the

Caloosahatchie river large sections of country that are overflowed from rain fall, and this water makes its way to the river and the Gulf.

On the North East side of the Lake and east of the Kissimmee river in the neighborhood of Fort Drum, where the country is subject to overflow, a large portion of the water makes its way to the St. Johns river, showing that the country is not subject to overflow by the overflowing of Lake Okeechobee. On the East side the same state of facts exist—that a large portion of the country is overflowed by actual rainfall.

Of course there is around the margin of the Lake a large section of country subject to overflow by the water from the Lake; but the immense territory of country extending from the Lake for 20 and perhaps 40 miles in some directions, subject to inundation or overflow, is not caused by the overflowing of the Lake, but the much larger portion of it is overflowed by rain fall.

This drainage enterprise is one of very great importance to the State, and if successful will open up a large section of country for settlement and cultivation; and from the present tendency of imigration to South Florida. I have no doubt that as fast as the land is permanently drained it will be purchased and improved, which will add largely to the taxable resources of the State and contribute to the relief of the people from heavy taxes.

But to accoomplish the object in view, it will certainly require an immense expenditure of money. I am informed it will be necessary for the complete reclamation of the land, to cut three and more than probable four large Canals, one to connect Lake Okeechobee with the Caloosahatchie river, one to enlarge and straighten the Kissimmee River, one to connect the Lake with St. Lucie river on the east and more than probable one further South to connect the Lake with New or Hillsboro river and again to drain that large portion of country subject to inundation by rain fall, will require quite a number of large ditches of various lengths and in different directions to some source where the Water will be carried either to the Atlantic or to the Gulf.

The Company seem to be pressing the work with great energy. They have two dredge boats at work, one in Lake

Okeechobee working in the direction of the Caloosahatchie river, the other on the Kissimmee river.

When in that section I visited the dredge on the Kissimmee river and although not acquainted with the working of such machines, it seemed to me it was doing remarkably well.

I believe each dredge has a capacity to cut a canal 12 feet deep and 38 feet wide as to the quantity of earth it can remove in a day I am not advised.

In concluding this my report, I can only say I hope the enterprise will be successful and that that portion of our State be permanently reclaimed whereby the whole State will be so largely benefited.

Respectfully submitted.

S. L. NIBLACK.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, December 19th, 1882.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

The following resolution was adopted:

Resolved, That all swamp land within six miles of the routes which have been proposed by the Atlantic and Gulf Coast Canal Company and the Florida Coast Line Canal and Transportation Company be continued and stand withdrawn from sale till further order of this Board and that the reservation be extended down to the Southern boundary of T 52, South & East.

Account of James M. Dancy for one hundred and fifty dollars for one half months work in the selection of Swamp Indemnity lands was presented and passed.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, December 26th, 1882.

The Board met in the office of the Attorney General.

Present: George P. Raney, Attorney General.
 P. W. White, Commissioner of Lands & Immigration.
 Henry A. L'Engle, Treasurer.
 W. D. Barnes, Comptroller.

Hon. John A. Henderson appeared before the Board and presented the following application, viz:

Tallahassee, Florida, December 26th, 1882.

To the Hon. the Board of Trustees of the I. I. Fund of Florida,

Gentlemen:

I hereby request, authorize and direct your Board to make titles direct to William B. Barnett of Jacksonville, Florida, or to his order to five hundred thousand acres of the lands paid for by me through and under contract of Hamilton Disston, and included in my selection of two millions of acres under said purchase. Said five hundred thousand acres to be such portions of said two millions of acres as shall be designated by William B. Barnett or his authorized agent.

Witness:

John A. Henderson. }
 Ormond Chaires. }

E. J. REED. (Seal)
 By C. D. Williard,
 Atty in fact.

The following preamble and resolution was adopted:

Whereas Charles D. Williard, Atty in fact for Sir Edward J. Reed, has this day paid to the Treasurer of this Board the sum of Seven thousand five hundred dollars in currency and in matured Coupons of the first Mortgage Bonds of the Florida Railroad Company the sum of Four Thousand five hundred and fifty dollars and unmatured Coupons of the face value of Seventy seven thousand three hundred and fifty dollars and has deposited to the order of the said Treasurer in the Bank of Jacksonville the sum of Thirty three thousand seven hundred and thirty dollars the same being in full payment for the four million acres of land sold to Hamilton Disston, and whereas the said Chas. D. Williard, Atty &c. has made application therefor—

It is Resolved, That the Salesman make title to the five hundred thousand acres of land in accordance with the said application of E. J. Reed by C. D. Williard, his Attorney in fact, to William B. Barnett, out of the selections of two million acres of land made by Sir E. J. Reed, under his contract with Hamilton Disston.

The Board then adjourned.

Attest

President, Pro tem.

W. D. BARNES, Secretary.

Tallahassee, Fla., January 1st, 1883.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

William D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

The following 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 U. S. Circuit Court and a vacation of any orders interfering therewith be had.

J. G. Spier, Prest. Apopka Canal Company, 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.

The following accounts were presented and ordered paid:

W. D. Barnes, for services as Secretary of the Board for quarter ending December 31st, 1882, one hundred dollars (\$100.00).

B. M. Burroughs, for services as Timber Agent for the month of December 1882, one hundred and twenty five dollars (\$125.00).

B. M. Burroughs, for Expense account for the month of October, 1882, Thirty three 25-100 dollars (\$33.25).

J. B. Collins, for services as Clerk in Salesman's Office for the month of December, 1882, Seventy five dollars (\$75.00).

C. B. Gwynn, for services as Clerk for Salesman for month of December, 1882, Fifty dollars (\$50.00).

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Fla., January 3d, 1883.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.

William D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

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 entitled under the provisions of Section five 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 U. S. 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. Telegraph Bill for \$2.60 allowed.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, January 5th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

In the United States Circuit Court
5th Judicial Circuit—Northern
District of Florida.

Edward J. Reed and Jacobus
Wirtheimer, Trustees &c.

vs.

The Trustees of the Internal
Improvement Fund of Florida.

} In Equity.

In the matter of the petition of the Florida Southern Railway Company, by its General Solicitor Avery, filed in above entitled cause, a copy of which was served upon the Attorney General, and 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 Company 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 directed to inform Mr. Ingraham that when the part of the road referred to had been inspected and received, the application would be considered.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, January 18th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and

Immigration.

W. T. Forbes, Esqr., Agent of Florida Land and Improvement Company, appeared before the Board with E. 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. Hall—It appearing that a few of the trees in his orange Grove extend into the 40 acres claimed, it is ordered that he be allowed to purchase a strip of land extending across the 40 including his said trees and as far as 30 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 10 acres, amount and limits to be agreed upon between him and Major Marks, Agent of the Company.

A. L. Donelson, claim rejected.

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

Joshua C. Boyer, allowed to purchase 80 acres from the State, and the Company agrees with the Board to sell him forty acres at State prices.

J. B. Hudson—Claim rejected.

Hill W. House, action postponed.

James W. Clark—Has two improved places one containing eighty acres, the other forty acres—Allowed to purchase the 80 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 40 claimed to embrace his improvements, to be agreed upon by himself and Maj. Marks.

Richard Booth—Claim rejected.

It is ordered that the reservation of the alternate sections for the Green Cove Springs 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.

It is 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.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, January 22d, 1882.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
William D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands &c.

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, Jany. 22-83.

Gentlemen: I propose to select and appraise all the lands still remaining due the State of Florida under the 8th 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 U. S. 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.

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.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, January 26th, 1883.

The Board met in the Executive Office.

Present: 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.

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 Rail Road 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 Commissioner.

Bill of Ormond Chaires, for copying testimony in Swann case passed for Ten Dollars (\$10.00).

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, January 29th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Immigration.

The following bills were presented and passed: C. A. Bryan, for making abstract of title to Tallahassee Railroad Shops and Depot fifteen dollars.

W. P. Byrd, for copying Deeds to Disston (2400 words), Twenty four 70-100 Dollars.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, February 3d, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immign.

The Secretary laid before the Board a petition signed by Ashby and Thrasher, and Finley and 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 Feby 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 that it would be physically impossible to have the conveyances 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.

The following bills were presented and ordered paid:

B. M. Burroughs, Timber Agent, Salary for January, 1883, One hundred and twenty-five dollars, (\$125.00).

B. M. Burroughs, Timber Agent, expenses for month of December, 1882; Forty eight 25-100 Dollars (\$48.25).

James M. Dancy, for services in taking indemnity proof from Dec. 27th, 1882 to Jany. 27th, 1883, One Hundred dollars (\$100.00).

J. N. Whitner, for copying Disston Deeds (87250 words) Ninety 85-100 Dollars (\$90.85).

R. & J. Munro, for basin and towels for Land Office, Three 25-100 Dollars (\$3.25).

C. A. Bryan, for binding Salesman's Certificates, One 50-100 Dollars.

Postage account Land Office for December 1882, Twenty three 47-100 Dollars (\$23.47).

Deeds were issued as follows, to Hamilton Disston; January 5th, 1883, Nos. 11659 to 11663, aggregating 291, 101.46 acres; February 3d, 1883, Nos. 11664, 11773 to 11782 inc, 11822, 11823 & 11824 aggregating 693,911.38 acres.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, February 6th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Im.

A letter from Hon. J. G. Spear, 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.

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 the 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 changes, 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 land selected by him or his Agents under said contract—

Now therefore in consideration of the premises we Wm. D. Bloxham, Governor, Wm. 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 sixth day of February A. D. 1883.

(Signed) W. D. BLOXHAM, (Seal) Governor.
 W. D. BARNES, (Seal) Comptroller.
 HENRY A. L'ENGLE, (Seal) Treasurer.
 GEO. P. RANEY, (Seal) Attorney General.
 P. W. WHITE, (Seal) Commissioner of Lands and Immigration.

In presence of
 (Signed) J. E. Yonge,
 Eleazer K. Foster.

The Board then adjourned.

W. D. BLOXHAM,
 President.

Attest:
 W. D. BARNES,
 Secretary.

Tallahassee, Florida,
 February 15th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
 W. D. Barnes, Comptroller.
 H. A. L'Engle, Treasurer.
 Geo. P. Raney, Attorney General.
 P. W. White, Commissioner of Lands & Im.

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 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.

(Signed) ALFD. H. FARSLow,
Sect'y J. T. & Key West Ry. Co.
J. B. WALL,
Att'y for the Company.

February 10th, 1883.

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 Railway or Railroad 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 Railway or Railroad 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.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Fla.,

February 24th, 1883.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
 William D. Barnes, Comptroller.
 Henry A. L'Engle, Treasurer.
 George P. Raney, Attorney General.
 P. W. White, Commissioner Lands and Immigration.

Mr. M. B. Givens appeared before the Board in behalf of the Wekiva Blackwater and Central Canal Company, and, having filed a survey of the route of said Canal, properly authenticated, to extend from the St. Johns River to Clay Springs with branches to Hosier and Lake Dorr up Blackwater River, asked that the alternate sections of Swamp and overflowed lands for six miles on each side of said Canal be reserved from sale for the benefit of said Company to aid in the construction of said Canal, it was Ordered that the odd numbered sections of said lands be withdrawn from market for the purpose named, 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 States prices.

It is ordered that the reservation made in behalf of the Palatka and Sanford Railroad on the 9th January 1882 is hereby cancelled.

The Governor laid before the Board a communication from Francis A. Hendry stating that he held certificate of entry made to Louis Lanier for the NE $\frac{1}{4}$ of SE $\frac{1}{4}$ Section 25, T 31, S, R 25, E, and a certificate to John Pearce for the SE $\frac{1}{4}$ of SE $\frac{1}{4}$ Sect. 25, T 31, S, R 25, E, which had been assigned to him, and which said certificates were exhibited to the Board, and it appearing that the Trustees could not make deeds to said lands, it was ordered that the certificates be surrendered, and that the said Hendry be permitted to enter other swamp lands of equal quantity in the place of the said fortys named in said certificates.

A letter was received and read from Alfred Bishop Mason, Esqr., in behalf of the Palatka and Indian River Railway Company, asking that the Legislative Grant of

870,000 acres of lands 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.

The Board then adjourned.

W. D. BLOXHAM,
President

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
February 26th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

It appearing to the Board that John W. Bryant of Polk County entered by mistake the SW $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 10, T 27, S, R 24 E, instead of the NW $\frac{1}{4}$ of SW $\frac{1}{4}$ of same section, and by consent of J. B. Wall, Attorney for the J. T. & Key West Railway Company, to which said land is reserved,

It is ordered that the said John W. Bryant be and he is permitted to enter the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 10, T 27, S, R 24, E, and that a deed for same be made to him upon his execution and delivery to the Commissioner of Lands and Immigration of a proper release and conveyance to the Trustees for the land entered by him through mistake as aforesaid—

Ordered that the sum of Nine 86-100 dollars, be refunded to S. S. Alderman, of Calhoun County, it being amount improperly collected from him for Stumpage.

The Board then adjourned.

Attest: W. D. BLOXHAM,
President.

W. D. BARNES,
Secretary.

Tallahassee, Florida,
March 12th, 1883.

The Board met in Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.

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.

It was ordered that two hundred dollars be paid to Hon. Walter Gwynn, on his account for work done in selecting Internal Improvement Lands.

The Secretary laid before the Board the following affidavit of Hon. A. S. Mann, Atty of the South Western Railroad of Florida, which was ordered to be spread upon the minutes:

Marion County. }
State of Florida }

Before the undersigned a Clerk 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 South Western Railroad of Florida or the Tropical Peninsular 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 aforesaid.

(Signed)

A. S. MANN.

Sworn and Subscribed
before me this 7th day
of March A. D. 1883.

(Signed) Robert Bullock,

(Seal) Clerk.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, March 14th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

Geo. P. Rauey, Attorney General.

S. T. Kingsbury, Esqr., Attorney for Live Oak, Tampa and Charlotte Harbor Railway Company appeared before the Board and presented plans and specifications for the construction of said Railway and asked for 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, which said specifications were approved and ordered to be spread upon the minutes:

The following is a copy of said specifications, viz:

His Excellency, W. D. Bloxham, President of the Board of Trustees of the Internal Improvement Fund of the State of Florida.

The Live Oak, Tampa and Charlotte Harbor Railway Company respectfully submit as the plan and specifications for the proposed construction of its main line from Live Oak to Charlotte Harbor, and whatever branch line or lines it may construct, the plan and specifications laid down for the construction of Railroads in the State of Florida in the Act entitled "An Act to provide for and encourage a liberal system of Internal Improvements in this State," Approved January 6th, 1855, and the amendments thereto as found in section seven (7) of said act and on pages five hundred and ninety-one (591) and five hundred and ninety-two (592) of McLellans Digest of the Laws of Florida, except that it asks—

That paragraph Seven (7) of said section be so modified as to allow the use of Iron rails of the best quality of not less than fifty two (52) pounds weight per lineal yard or its equivalent of Steel rails.

Wherefore said Railway Company submits the same and requests its acceptance by your Honorable Board as the agreement in the premises as in the Statute in such cases contemplated and provided.

(Signed)

S. T. KINGSBURY,

Atty for said Live Oak, Tampa and Charlotte Harbor Ry Co.

The following resolution was presented and adopted:

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.

It was 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.

It was ordered that the sum of One hundred dollars be paid to J. M. Dancy for one month's services in taking indemnity proofs.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, March 21st, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Im.

The Secretary laid before the Board the report of Capt. H. S. Duval, State Engineer, upon the construction of the P. & A. R. R. which was ordered to be spread upon the minutes, as follows:

Chattahoochee, Fla., March 20th, 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 28th 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 miles, of which, one hundred and fifty nine 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,

Your obt. Servant,

H. S. DUVAL,
State Engineer.

Telegraph bills amounting to Twenty seven 85-100 dollars, ordered to be paid by the Treasurer.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, March 22d, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Land and Im.

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.

Col. A. St. Clair Abrams appeared before the Board in behalf of The Tavares, Orlando and Atlantic Railroad and filed a plat of the survey of said line of road and asked that the alternate sections of Swamp and overflowed land lying within six miles on each side of said line of

road be withdrawn from market. 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 without further action direct the Salesman to forthwith deliver to it deeds 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 U. S. 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 willingness to assure the Board of its intention to prose-

cute its work with more dispatch than its charter demands—

I am most respectfully,

Yours,

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

Tallahassee, March 22d, 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 5th 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 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 U. S. Circuit Court be forthwith delivered.

It is expressly understood that, if said Company shall at any time before July 4th, 1884, abandon the construc-

tion 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 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.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, April 5th, 1883.

The Board met at the Attorney General's residence.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Im.

Hon. G. A. Stanley, as Attorney for the P. & A. R. R., appeared before the Board and presented in due form a petition setting forth that the Pensacola and Atlantic Railroad 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 17th section of their charter be conveyed to said Railroad Company by the Trustees, which said petition was filed for further consideration.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, April 7th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Rañey, Attorney General.
P. W. White, Commissioner of Lands & Im.

S. T. Kingsbury, Esq., Attorney for the East Florida Railroad, appeared before the Board and filed a petition for deeds to lands granted by the Legislature of the State of Florida to the East Florida Railway Company, and the Live Oak and Rowlands Bluff Railway Company, which said petition was filed and consideration thereof postponed.

It appearing by the affidavit of James R. Roulerson that by mistake he entered the east half of the South East quarter of Section thirty in Township Eleven South of Range thirty East instead of that which he intended to enter, to wit: the South West quarter of the North East quarter and the North East quarter of the South West quarter of the same section, and the said James R. Roulerson having released and reconveyed to the Trustees of the Internal Improvement Fund of the State of Florida the East half of the South East quarter of said section in exchange for and in consideration of the conveyance to him in lieu thereof of the South West quarter of the North East quarter and the North East quarter of the South West quarter of the same section.

It is ordered that such exchange be made and that a Deed for the last described lands be made to the said James R. Roulerson, and that the entry of the East half of the South East quarter re-conveyed as aforesaid be and the same is cancelled.

The following bills were ordered to be paid:

C. E. Dyke, for printing, Seventy nine 50-100 dollars.

B. M. Burroughs, Services as Timber Agent for March, 1883, One hundred and twenty five dollars.

C. C. E. Dyke, for advertising for Coupons, Two 50-100 dollars.

J. B. Collins, Clerk in Land Office for March 1883, Seventy five dollars.

C. B. Gwynn, Clerk for Salesman for March, 1883, Fifty dollars.

W. D. Barnes, Secretary of the Board, for January, February and March, 1883, one hundred dollars.

Henry A. L'Engle, bill for advertising Tallahassee Railroad and Insurance on Shops, Two hundred and sixty one 50-100 dollars.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, April 12th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner &c.

Col. J. F. McClellan, appeared before the Board as Attorney for the Pensacola and Atlantic Railroad, and presented a petition 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 mean time 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.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, April 14th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Im.

Mr. W. J. Newton, Attorney, for Charles Pomeroy, appeared before the Board and applied for lands due for services rendered in obtaining Swamp Land Indemnity Certificates from U. S. 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 13th, 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, bearing date November 10th, 1875, and charge the same to me in part satisfaction of my claim for compensation.

Yours Very Respt'y,

L. G. DENNIS,

Per Ed. M. Cheney, Atty.

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.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, April 16th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
 W. D. Barnes, Comptroller.
 Henry A. L'Engle, Treasurer.
 George P. Raney, Attorney General.
 P. W. White, Commissioner of Lands & Im.

It having been represented to the Board that the entry of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 3, Township 22, S, Range 35, E, made by Thomas K. Dixon, of Brevard County, No. 11,267, was in violation of the rights of Mrs. Mary E. Titus, who was in possession of the land and paid taxes regularly on the same under the belief that it was her property, The Commissioner of Lands and Immigration was instructed to write to said Dixon and request a return of the Certificate issued to him; and that thereupon the money received for said land be returned to him.

Ordered that one hundred dollars be paid to J. M. Dancy, for salary for the month of March in taking Indemnity proofs.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
 W. D. BARNES, Secretary.

Tallahassee, Florida, April 18th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
 W. D. Barnes, Comptroller.
 Henry A. L'Engle, Treasurer.
 George P. Raney, Attorney General.
 P. W. White, Commissioner of Lands & Im.

The account of Walter Gwynn, for balance due for selecting and appraising 16,674 35-100 acres of Internal Improvement lands, amounting to Four hundred and sixty six 97-100 dollars, was received and ordered paid.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
 W. D. BARNES, Secretary.

Tallahassee, Florida, April 20th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Im.

William Kemble Lente, Esqr., President of the Seville and Halifax River Railway Company, appeared before the Board and presented a petition to have the lands to which said Railway is entitled by law withdrawn from sale for the benefit of his Company which petition was ordered to be filed, and he having filed also a properly authenticated survey of the route of said Railway 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 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.

Hon. P. W. White, Commissioner of Lands and Immigration laid before the Board a letter from W. T. Forbes for 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, accompanied by a letter from U. J. White, President of the St. Johns and Halifax River Railroad Company, proposing to release the lands designated in the letter of Forbes, and the Board instructed the Secretary to advise Mr. Forbes that they cannot comply with the request contained in his said letter.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, April 20th, 1883—4 o'clock P. M.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
P. W. White, Commissioner of Lands & Im.

The following resolution was presented and passed:

Resolved, That Geo. P. Raney, Esqr., be employed by the Trustees to represent them in the suits brought against the Fund by the Florida Improvement Company and by E. A. Studwell, and that he be paid a retainer fee of five hundred dollars for his professional services, in said suits, and that the matter of further compensation be determined hereafter; provided that the further compensation is not to be more than three per cent, on what is saved to the Fund in excess of \$10,000.00 of the claims sued upon. The Board then adjourned.

Attest: W. D. BLOXHAM, President.

Secretary.

Tallahassee, Florida, April 21st, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
P. W. White, Commissioner of Lands & Im.

Robert W. Davis, Esqr., Attorney for the Green Cove Springs and Melrose Railroad Company appeared before the Board, and presented a petition asking in behalf of said Railroad Company, a withdrawal of the even sections along the line of said Road for six miles on each side in pursuance of the Act of the Legislature entitled "An Act to grant certain lands to the Green Cove Springs and Melrose Railroad Company."

The petition was ordered to be filed, together with a written consent on the part of said Railroad Company that all reservations heretofore made or now made in favor of said Railroad shall be subject to the right of actual settlers on the land reserved at the time of such reservation to purchase their settlements from the State at Schedule prices, in quantities not exceeding 160 acres to the settler.

Upon due consideration the Board passed the following resolution :

Whereas, by resolution of the Board adopted November 2d, 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 28th, 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 2d, 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 also 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 160 acres to each settler.

The Secretary laid before the Board a letter from John W. Candler, President of the Florida Southern Railway Company, inclosing formal notice of the acceptance by said company of the resolution of the Board adopted March 22d in reference to the withdrawal of lands for said Company, which paper was ordered to be filed.

The Commissioner of Lands and Immigration presented to the Board the affidavit of K. B. Drew that the numbers of land he gave Leonard W. Kickliter Assemblyman from Clay County to locate and enter in said County were

wrongly located, and praying that the money paid for same might be refunded until the land could be rightly located. And the Commissioner having represented to the Board that he had paid to the Treasurer the sum of Thirty nine dollars and forty cents received from the said Kickliter for the South West quarter of the North East quarter of section twenty eight in Township Eight South of Range twenty seven east containing thirty nine 40-100 acres, for the land aforesaid, and that the said Kickliter had returned to him the Certificate of entry for the said Land numbered 11,645, and that he had thereupon refunded to the said Kickliter the sum aforesaid.

Therefore it is ordered by the Board that the said entry number 11,645 be cancelled and that the Treasurer return to the Commissioner the money so paid to the Treasurer on the said entry as aforesaid.

The Commissioner of Lands and Immigration also presented to the Board the affidavit of Robert C. Savage that at the time he applied for and entered the North West quarter of the South East quarter of section twenty two in Township Twenty six (26) South of Range Twenty four East he made a clerical mistake in describing the land and that the land he intended to enter was the North West quarter of the North West quarter of section twenty two in Township six South of Range thirty four East. Thereupon it is Resolved, that upon the re-conveyance to the Trustees of the Internal Improvement Fund of the State of Florida of the lands erroneously entered as aforesaid by the said Robert C. Savage, and in consideration of the money paid by him for the same, that the Trustees will convey to the said Robert C. Savage and his heirs and assigns the North West quarter of the North West quarter of section twenty-two, in Township twenty six South of Range thirty four East.

The following accounts were passed: C. E. Dyke, for printing, four 50-100 dollars. W. G. Stewart for postage Land Office for month of January, Twenty three 44 100 dollars. W. T. Webster, for copies of Township maps, Thirteen 50-100 dollars. W. G. Stewart, for postage in November 1882, One 18-100 dollars. E. W. Clark, for Ledger for Land Office, One 35-100 dollars. J. B. Collins, for Stamps purchased for Land Office, One dollar .

15 I. I.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, May 12th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

Henry A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands and
Immigration.

The Attorney General was requested to act as Secretary pro tem.

The following petition was presented to the Board by Mr. Charles M. Cooper, and considered:

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 Townships 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 Amidown, 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 the General Attorney of

said Estate and the heirs thereof, and the Misses Humphreys and Mrs. Triay and Ann D. Greno, 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 & 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.

The Board then adjourned.

Attest:

W. D. BLOXHAM, President.

Secretary pro tem.

Tallahassee, Florida, May 17th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Immigration.

The Commissioner of Lands and Immigration was requested to act as Secretary pro tem.

Upon application it was *Ordered*, that entry No. 11,641, made by James W. Roberts of Monroe County, of lots Nos. 7, 8, 9 & 10 of section five in Township fifty nine (59) South of Range forty one (41) East be cancelled, the same having been made erroneously for him by L. W. Bethel, and that the said James W. Roberts be permitted to enter in lieu thereof, on paying the difference, the lots Nos. 5, 6, and 7 of section thirty two (32) in Township fifty eight (58) South of Range forty one (41) on which he lives and which he intended to enter.

The Board then adjourned.

Attest: W. D. BLOXHAM, President

Secretary pro tem.

Tallahassee, Florida, May 19th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Immigration.

Mr. J. M. Creamer, Chief Engineer of the Atlantic and Gulf Coast Canal and Okeechobee Land Company, appeared before the Board, and asked that the eastern boundary of the Okeechobee Drainage District be defined by the Board—Whereupon the following resolution was adopted:

I. Whereas, after the making of the contract of February 26th 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 North easterly of Lake Okeechobee, which are rendered unfit for cultivation by means of rain fall, 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 rain fall are declared to be within the terms and provisions of said Drainage Contract.

II. Resolver. 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 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 south on said range line to where it is intersected by the line between sections one and twelve of township fifty-five range (39) thirty-nine, thence west on said section line to the north west corner of said section twelve, thence south along the section line to the south east 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 South east 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 north west 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 boundary 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.

The Board then adjourned.
 Attest: W. D. BLOXHAM, President.
 W. D. BARNES, Secretary.

Tallahassee, Florida, May 22d, 1883.

The Board met in the Executive Office.

Present: 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.

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.

It was agreed on the part of W. M. Davidson, Supt. and General Manager of the Florida Central and Western Railroad, to pay the further expenses of advertising said Road for sale on the 9th October, and to Keep the Shops and buildings belonging to the Tallahassee Railroad insured against fire from this date to the said 9th day of October.

It was Resolved, That the Treasurer of the Board be and is hereby instructed to pay the interest due upon the Tallahassee Railroad Bonds to May 1st, 1883.

The Board then adjourned.
 Attest: W. D. BLOXHAM, President.
 W. D. BARNES, Secretary.

Tallahassee, Florida, May 23d, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
 W. D. Barnes, Comptroller.
 H. A. L'Engle, Treasurer.
 Geo. P. Raney, Attorney General.
 P. W. White, Commissioner of Lands & Im.

Bill, of James M. Dancy, for services in taking indemnity proofs, for month of April and twenty days in May, approved for one hundred and sixty-seven 30-100 dollars. Cost Bill of Philip Walter, Clerk U. S. Court for One hundred and five 05-100 dollars, ordered to be paid.

The Bill of J. H. Durkee, U. S. Marshall, for advertising and for personal expenses attending appointment for sale of the Tallahassee Railroad, amounting to four hundred dollars (\$400.00) was ordered to be paid—

The Commissioner of Lands and Immigration presented to the Board the affidavits in the contest between W. B. Weaver and Jesse H. Dunne for the purchase of the SW $\frac{1}{4}$ of NW $\frac{1}{4}$ of Section 1, Township 25 South, Range 20, East, and upon the consideration thereof the Board decided that the said Dunne was entitled to the land and ordered that Deed for same be made to him.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, June 2d, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Immigration.

S. T. Kingsbery, Attorney for the East Florida, and the Live Oak and Rowlands Bluff Railroad, appeared before the Board and submitted written applications for lands to be conveyed by the Trustees to the said Railroads, which papers were filed, and the Board after due consideration adopted the following resolution:

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 Rowlands 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 Rowlands 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 Rowlands 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 Rail Road Company now pending between the said Pensacola and Atlantic and Live Oak and Rowlands 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 Rowlands Bluff Railroad Company any even numbered sections to which it may be entitled lying within six miles of its road.

The report of Capt. H. S. Duval, State Engineer, upon the work of construction of the Florida Coast Line Canal and Transportation Company heretofore submitted to the Trustees was ordered to be spread upon the minutes, which report is as follows, viz:

“Chattahoochee, Florida, May 11th, 1883.

Hon. W. D. Barnes, Secretary Trustees I. I. Fund.

Sir—In obedience to your orders I proceeded to St. Augustine and on the 5th instant began the inspection of the Florida Coast Line Canal and Transportation Company's work.

It did not appear from any information furnished me, that any specifications as to details of construction had been agreed upon, further than that said Canal should be of sufficient depth to admit the passage of Steamers and other Boats drawing three feet of water.

In the articles of incorporation an agreement is made between the Company and the Board of Trustees, that the latter should appoint a competent Engineer, to be agreed

upon, who should, before the work was commenced, make an examination and report as to the character of the work proposed and the manner in which it should be executed, giving the details and a draught of specifications.—On the completion of any portion of the work, the said Engineer was to inspect the same and report on its construction.

But it does not appear that any Engineer has ever been appointed or directed to perform these preliminary duties, Hence, no profile of the route, no diagram of details—no plans, draughts of specification or map of alignment exists to point out what excavations were necessary *under* water. The work was conducted under the guidance of its Directors to whom it did not seem to occur that a profile of the river bottoms was absolutely essential to a clear understanding of the amount of work with which their energy and perseverance should be accredited.

It was a matter of sufficient to them, merely to exhibit what actually existed as a water way, while with me, it was important to know the contour and depths of the natural bottoms before excavation commenced.

This obscurity had about tortured me into a determination to declare my utter inability to make any report whatever, when most luckily the accurate topographical maps of the locality made by the United States Coast survey fell into my hands, from which, I was enabled to see, with some degree of clearness, what difficulties had been encountered and removed, although it was impossible to make from them, an actual estimate of the amount of work done, (the scale being too small) so as to compare it with railroad work, with which you are more familiar, so you might form some idea as to the amount of the land grant to which they may be justly entitled.

The engineering and construction being conducted in person by the Directors of the enterprise, As in all such instances, where high officials descend to the performance of the groveling duties of subordinates, details never receive that constant attention which ensures perfection of execution. Hence, the defective alignment and large percentage of lost time which characterizes this undertaking not only shows the frequent unavoidable absence of the high Directors, but the great mistake of doing without an organized corps of Engineers. Thus it happened, that

the great dredging giant sometimes forget his bearings, and with main strength and stupidity, gouged his way in circuitous routes and awkward elbows.

These defects however are easily remedied and only retard without obstructing navigation and should be tolerated, as they can be corrected.

Beginning at or near the mouth of South Matanzas River, which is a mere slush of holes, shoals and Oyster banks the Company's dredge has cut its way thirty feet wide, in an almost continuous line over six miles, and is now working its way through a marsh heading for Smiths Creek, a stream of Halifax River.

On entering the channel, I noted the state of the tide, and ordered soundings to be taken throughout the entire route, and found no depth less than six feet.

The Steamer that conveyed me was 103 feet in length, 19 feet beam, and drew $2\frac{1}{2}$ feet water. It was about the average size of the Apalachicola River Steamboats, and built after their plan with a stern wheel.

It will be perceived that the width of the channel is too narrow to permit the passing of two such boats, but like a single track railway, turn tables and stations, as it were, are provided at proper intervals for the passing and reversing of boats; So far, no apprehension may be entertained from the damaging effects of tidal currents, for none of importance exist. The waters being kept back by the free and forcible ebb and flow of North Matanzas River passing through its inlet, and in each case opposing the exit of South Matanzas waters,—except a short while during extreme low water. Then again the character of the excavation is generally shell or stiff marsh mud, through which the Spaniards have dug canals that still exist and will probably last for centuries.

The greatest danger that besets the path of this valuable enterprise is quicksand. It has wrecked millions of dollars before, in just such projects. But so far it does not appear that any serious amount of it has been met with. Only a small quantity, in a favorable place, at the mouth of South Matanzas, came under my observation, which I am sure a jetty would drive off. It is to be hoped that the peculiar shell and mud formation of the Coast of East and South Florida will exempt the Company from its dangers. However, a careful watch must

be kept up and deflections made, if necessary, to the marsh or shell beds to avoid it.

Another source of danger and damage arises from the washing of newly excavated soil back into the canal where it is cut through the marshes, by the receding waters of the swell, produced by advancing steamers. But in the case under consideration, the long shoots or troughs of the dredge boat are so extended as to discharge and deposit the dirt several feet from the crest of the canal, leaving a wide berm and when the banks are covered with grass, no trouble whatever of filling in may be apprehended.

I am satisfied with the general location of the canal route by Major John Westcott. It has been with him a patient study. And highly entertained with the operations of the dredge boat under the immediate management of Col. I. Coryell, to whom the Company is indebted for its design and general improvement.

In the absence of all data to compute the amount of work done and the exact distance gone over, I *roughly* estimate from the hydrographical and topographical maps of the U. S. Coast Survey that they have moved 20,000 cubic yards of terraqueous excavations per mile, and gone certainly over six miles. About the usual amount of solid earth per mile done on the broad gauge railroads of Middle Florida.

Hereafter we will expect a profile of the route and the distances determined either by measurement or triangulation, on record in the Engineer's Office, also estimates of excavations.

It appears that no claim is made by the Company to improve such water ways as North Mananzas River. It being regarded as the navigable waters of the United States.

It would be well to have a legal opinion from high authority as to what constitutes the navigable waters of the United States, and as to the rights of private parties in improving the same—to this subject I respectfully invite the attention of the Hon. Attorney General, as it appears to me the Trustees of the Internal Improvement Fund might be extending their liberality too far in encouraging improvements which the General Government should perform.

From an act June 15th, 1878, relating to the construction of the Baratario Ship Canal, embodied in the report of the U. S. Chief of Engineers, it appears necessary for private parties first to get the consent of Congress before they can enter on the improvement of navigable waters, and are forbidden to charge toll on any boats, which could have navigated the same before their improvements were made.

As this Company has not only improved waters hardly navigable for row boats, but cut through the solid marsh for more than a mile, it may be necessary for me in my reports to make a distinction.

It is unnecessary for me to point out to you the importance of this enterprise to the inhabitants of the Atlantic Seaboard, or how much their interest would be promoted by a continuous inland navigation from Key Biscayne Bay to the mouth of the St. Johns River, to unite with the existing natural inside channel to Fernandina, and thence northward. Even the connection of the Matanzas and Halifax Rivers, must be admitted a great enterprise, as it opens to the inhabitants on the route transportation facilities for shipping their produce to St. Augustine which is said to have the best harbor south of Fernandina.

In conclusion, I herewith approve the work as having been executed in accordance with the specification imposed by the Board of Internal Improvement that the said canal shall be made navigable for Steamers, boats and vessels drawing three feet of water and less, and respectfully recommend its encouragement.

For further information on this canal route, see report of Mr. James M. Kreamer, C. E., in his report entitled, The Atlantic & Gulf Coast Canal and Okeechobee Land Company.

Respectfully,

(Signed) H. S. DUVAL, State Engineer."

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, June 4th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Immigration.

Dr. John Westcott appeared before the Board in behalf of the Florida Coast Line Canal and Transportation Company and after setting forth the great advantages of the work his Company is engaged in to the section of the State lying on the Atlantic Coast, and the difficulties to be encountered to complete and render efficient the canal now being constructed, asked the Board to render what aid the laws and Legislative land grants will authorize, to assist them in the further and successful prosecution of the work; Whereupon, 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 deficiencies that may exist in the alternate sections within 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 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. Upon

the adoption of the above resolution Messrs. L'Engle and Raney voted nay. The International Railroad and Steamboat Transportation Company presented a plat of the survey of the line of their Railroad, from Jacksonville to Palatka, which being properly certified to, was ordered to be placed on file in the Land Office.

It was ordered that Capt. H. S. Duval be paid One hundred and twenty five dollars (\$125.00) for services in inspecting and reporting upon the construction of the Florida Coast Line Canal and Transportation Company.

The Board then adjourned.

W. D. BLOXHAM,

President.

Attest:

W. D. BARNES,

Secretary.

Tallahassee, Florida,

June 9th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Immigration.

The Governor laid before the Board a communication from S. T. Kingsbury, Attorney for the East Florida Railway Company, requesting the Board to answer whether they will 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 instructed the Secretary to inform Mr. Kingsbury 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.

A communication was received from J. E. Ingraham, President of the South Florida Railroad Company asking that an Engineer be sent to inspect the Sanford and Indian River Railroad branch to Lake Jesup, and the

Secretary was instructed to notify Capt. H. S. Duval, State Engineer, accordingly—

It is ordered that J. J. Johnston be appointed Timber Agent for the County of Lafayette.

Whereas, James W. Roberts made an error in the numbers of land entered by him in Entry 11641 by installments under Chapter 3324 of the Laws of Florida and has returned his Certificate of purchase for the same, it is *Ordered* that the said entry be cancelled and the money refunded, and that the said Roberts be allowed to enter under said Chapter 3324 the Lots No. 5, 6 & 7 of Section 32, T. 58, R 41 E, being the lands which it was his intention to have entered.

Whereas, by order of the Board, of February 4th, 1882, Charles A. Fox was authorized to enter 80 acres of land in lieu of NW $\frac{1}{4}$ of SW $\frac{1}{4}$ and SW $\frac{1}{4}$ of NW $\frac{1}{4}$ Sec 15, T 20 S, R 30 E, sold by Williams, Swann and Corley to Mrs. Mary A. Macdonald, and whereas the said Fox has assigned his right to Thomas E. Wilson, who has selected as the land to be so entered the NW $\frac{1}{4}$ of NE $\frac{1}{4}$ Sec 27, T 19 S, R 29 E, and Lot 2 Sec 17 T 19 S, R 30 E, and *Whereas*, the land selected by the said Wilson amounts to only Sixty five 29-100 acres, being Fourteen 71-100 acres short of the amount he is authorized to enter: *It is Ordered*, that the Commissioner of Lands enter for the said Wilson the land selected by him and that the Treasurer pay to the said Commissioner for the said Wilson, upon the order of the Secretary of this Board, the sum of Thirteen dollars and twenty four cents, being the purchase money at ninety cents per acre on Fourteen 71-100 acres.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,

June 23d, 1883.

The Board met in the Executive Office.

Present: 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.

Application was handed in from Joseph S. Dowling to have his entry of NW $\frac{1}{4}$ of NE $\frac{1}{4}$ and NE $\frac{1}{4}$ of NW $\frac{1}{4}$ Section 34 T 1 S, R 20 E, changed to NW $\frac{1}{4}$ of NE $\frac{1}{4}$ and NE $\frac{1}{4}$ of NW $\frac{1}{4}$, Section 34, T 1, N, Range 20, E, and proper proof being submitted that the mistake was not from want of diligence on his part, and a deed of re-conveyance having been executed by him to the State for the lands so purchased by him, it is ordered that in lieu of the land heretofore deeded to him he be allowed to purchase the land now applied for.

The plat of the surveyed route of the Live Oak, Tampa and Charlotte Harbor Railway from Rowlands Bluff to the line between Sections 16 & 21 in Township 12 S, Range 19 E, was presented properly certified to and filed in the Office of the Commissioner of Lands and Immigration.

A communication from S. T. Kingsbury, Atty. for the Live Oak, Tampa and Charlotte Harbor Railway Company was presented, representing that they had completed six miles of road eastward from Rowlands Bluff and requesting the Board to send an Engineer to inspect and report upon the same.

The Board having had under consideration the contest between Mrs. Mary E. Titus and Thomas K. Dixon, of Brevard Co., as to the prior right to enter the SW $\frac{1}{4}$ of NW $\frac{1}{4}$ of Sec. 3, Township 22, S, R 35 E, and having fully considered the proofs submitted decided that the Commissioner of Lands be instructed to vacate the entry made by the said Dixon of the described lands, and that a deed of conveyance to the same be prepared for Mrs. Titus.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
June 30th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
Henry A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands & Immigration.

The Attorney General was requested to act as Secretary pro tem.

The report of James M. Dancy, Civil Engineer, selected by the Board to examine lands reclaimed by the Atlantic & 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 Sirs—Under instructions issued to me in person on 1st of June 1883, I proceeded at the earliest possible day to Kissimmee City, Orange Co., 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 ft. 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 would 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 ft. 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, Chinehaw, Kissimmee, Lake Tiger, Lake Rosalie, Lake Weohyakapka, 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 Tehopekaliga 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 Tehopekaliga to Lake Cypress, West from Kissimmee Lake to Lake Tiger, Rosalie, Walk in Water, and west from Lake Okeechobee to Lake Hickpochee, Flirt and the Caloosahatchie 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 they were making into these Lakes, and to the aston-

ishment of all though it had rained in that section of county for 24 days in succession, all travellers 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 crew 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 and each immense bucket filled with earth or mud depositing its load into a slide which takes it far off the banks.

In the Company 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 Tehopekaliga 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 ft. above 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 distances on either side of the drainage.

The waters 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 judgement 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.		Range.		Acres.
25	S	28	E	23,040
25	"	29	"	23,040
26	"	28	"	20,920
26	"	29	"	10,000
26	"	30	"	20,000
26	"	31	"	20,000
27	"	28	"	22,200
27	"	29	"	19,200
27	"	30	"	19,500
27	"	31	"	20,480
28	"	28	"	5,884
28	"	29	"	14,720
28	"	30	"	22,340
28	"	31	"	23,040
29	"	28	"	2,599
29	"	29	"	18,560
29	"	30	"	9,600
29	"	31	"	16,640
30	"	27	"	7,680
30	"	29	"	7,680
30	"	30	"	14,720
30	"	31	"	14,080
31	"	31	"	23,040
32	"	29	"	19,200
32	"	30	"	23,040

Township.		Range		Acres.
32	S	32	E	23,040
33	"	28	"	20,000
33	"	29	"	23,040
34	"	28	"	23,040
34	"	29	"	22,000
35	"	29	"	23,040

31 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, fact, 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 S, Range 28 E, Sec. 21. Tallahassee's Lot is the NE $\frac{1}{4}$ of SW $\frac{1}{4}$ Sec. 21 and others in the fractional north $\frac{1}{2}$ of NW $\frac{1}{4}$, and fractional East $\frac{1}{2}$ of SE $\frac{1}{4}$, all in Sec. 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 rain fall.

The Agent of the Drainage Company, Col. C. P. 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.

Orange Mills, Florida, July 12th, 1883.

It was further ordered that Three hundred dollars be paid Mr. Dancy for his services, he to pay all expenses of the examination.

The Treasurer was ordered to pay the following bills: R. & J. Munro one 35-100 dollars, Telegraph Bill, Twenty two 04-100 dollars, Postage a-c, Fifteen 12-100 dollars.

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.

It was further ordered that entry No. 12,153 be cancelled the land appearing to belong to the Tropical Florida R. R. Co. and that the purchase money, \$200.27 be returned to W. D. Burtchaell.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

Secretary pro tem.

Tallahassee, Florida, July 3d, 1883.

The Board met in the Executive Office.

Present: 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.

The following communication from the Treasurer in regard to Railroad Bonds was read and ordered to be spread upon the minutes—The lists referred to therein are bound in book form and deposited in Treasurer's Office.

Treasurer's Office, State of Florida,
 Tallahassee, June 27th, 1883.

His Excellency, W. D. Bloxham, Governor, Prest. Board Trustees Internal Improvement Fund.

Sir: As the result of the investigation of the record of the Bonds issued by the various Railroad Companies under the provisions of the Internal Improvement Act of 1855, I find that of the Five hundred and fifty five thousand dollars issued by the Florida Atlantic and Gulf Central Railroad Company there were burned by the Trustees or cancelled, Five hundred and twenty four thousand dollars leaving outstanding Thirty one bonds of one thousand dollars each, list of same herewith.

The Tallahassee Railroad Company issued Two hundred and six thousand dollars, of which there remains outstanding, Fifty three thousand one hundred dollars—Six thousand five hundred of them however are among the bonds in the 103 bond case in the hands of the Master, which leaves outstanding of the Tallahassee Railroad bonds Forty six thousand and six hundred dollars—list of bonds outstanding herewith.

There were recorded in the Comptroller's Office of the Florida Railroad bonds 1614 numbered 1 to 1616 two numbers omitted making the total issue of these bonds which were recorded Sixteen hundred and fourteen thousand dollars, of these the Trustees cancelled April 1868, 1178 bonds and in April 1875, 198 bonds of one thousand dollars each making a total of 1376 bonds, one of the bonds then cancelled, viz: No. 1621 was not recorded in the Comptroller's Office, which leaves outstanding of the bonds of this road, which were recorded in the Comptroller's Office 239 bonds of \$1000. each—list of bonds outstanding with this.

Of the bonds issued by the Pensacola and Georgia Railroad Company, there appears to be undisposed of or unaccounted for Eight bonds of \$1000. each. I find also that there has been issued of these bonds thirty two of \$1000. each which were not recorded in the Comptroller's Office—There were recorded as issued, Eleven hundred and sixty four thousand bonds of \$1000. each, while it appears that Eleven hundred and ninety six thousand dollars of these bonds have been disposed of by burning and cancelling. We may assume that some errors were made in taking down the numbers of the bonds destroyed by the Trustees in 1872, as a very large number were then burned, and the list and record appears to have been hastily made—there was room for mistakes without detection when the work was not revised with great care, as there were several bonds of the same number issued viz: of the numbers from 1 to 101 there were 4 series, from 102 to 126 3 series, 127 to 160 4 series, from 161 to 258 3 series, from 259 to 287 2 series, from 288 to 485 one series, to have made a perfectly reliable record would have required much time and labor and the exercise of great care scrutinizing each number closely before entering it upon the list—All of the denominations of hundreds have been accounted for.

and of the 37 bonds of \$500, each, from 1 to 32 both inc. were recorded in the Comptroller's Office from 33 to 37 both inc. were not recorded they all bear the genuine signatures of the Trustees and the Railroad Officers and were to all appearances properly executed and issued. It is possible that of the 8 bonds which appear as outstanding some of them may have been burned in 1872 and the fact not properly noted, an error made by marking as so burned a different number from the one burned—this would also account for some of the bonds, which appear to have been issued and not recorded, for instance there were issued 3 bonds numbered 126, the record shows that 4 of this number have been disposed of, 4 of 136 were issued—the record shows only 3 of 136 disposed of—it may be that these numbers were mistaken the one for the other, and likewise in other cases.

Respectfully,

(Signed) HENRY A. L'ENGLE,
Treasurer Bd. Trustees I. I. Fund.

The account of A. L. Woodward for services on record of Railroad bonds and making out lists referred to in above communication approved for Ninety three dollars.

The Commissioner of Lands presented for signatures of Trustees a deed for 4,489 44-100 acres of land to be conveyed to the Florida Coast Line Canal and Transportation Company in pursuance of the resolution of June 4th 1883.

The Attorney General stated that he signed the deed because it was ordered by a majority of the Trustees, but that he did not concur in the action of the Board in this case.

The Tallahassee, Thomasville and Gulf Railroad filed a plat of the survey of their route from the Georgia Line to Carrabelle on the Gulf, which being accompanied by proper affidavit was filed with the Secretary of the Board.

The following accounts were ordered to be paid:

W. D. Barnes, Secretary for the months of April, May and June (\$100) one hundred dollars.

C. B. Gwynn, Clerk in Land Office for the month of June, Fifty dollars.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, July 16th, 1883.

The Board met in the Executive Office.

Present: 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.

The following resolution was adopted:

Resolved, That the Attorney General be directed to answer the petition of Bettie W. Hill, praying the re-establishment of the Pensacola and Georgia Bond No. 17 which bond appears to be outstanding and that he ask as a condition precedent to the payment of the said bond to said Bettie W. Hill that a bond with sureties be given by said Bettie W. Hill said bond to be conditioned to save the Trustees of the Internal Improvement Fund and their Treasurer harmless in case the original of said bond No. 17 shall hereafter appear and be paid—said sureties to be residents of this State or North Carolina as the Court may decree and said bond to be in the sum of not less than (\$5000) Five thousand dollars, and the sufficiency of the sureties to be approved by the Court.

Two bills of Capt. C. E. Dyke for printing were presented and ordered paid, one for Fifty six dollars and the other for Twenty 50-100 dollars.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, July 17th, 1883.

The Board met in the Executive Office.

Present: 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.

H. S. Duval, State Engineer, made report upon the construction of the Sanford and Indian River Railway from Sanford to Lake Jesup, recommending the acceptance of the road, which report was ordered to be filed.

The account of Emma Norman, for expenses of re-conveyance of lands to the Trustees, erroneously entered by the Commissioner of Lands for Three 50-100 dollars, was ordered paid.

The account of H. S. Duval, State Engineer, for inspecting and reporting upon the construction of the Sanford and Indian River Railroad June 21st, 1883, One hundred and twenty five dollars, was ordered paid.

The Treasurer reported having received from the South Florida Railroad Company, One hundred and twenty five dollars, amount of charge for inspection of Sanford and Indian River Branch by State Engineer.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

Secretary.

Tallahassee, Florida, July 23d, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Immigration.

Mr. R. E. Wilson appeared before the Board in behalf of the Florida Midland Railway, and filed the plans and specifications and plat of survey for the construction of the same from Lake Jesup to a point one mile east of Apopka City in Orange County, and applied for the withdrawal of the odd sections of Swamp and overflowed lands for six miles on each side of the projected line of Road; 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 28th, 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 to purchase by actual settlers at Schedule prices and quantities—and also subject to former grants or reservations.

The Secretary laid before the Board a letter from A. M. Lyon, President, of Jacksonville, Halifax and St. Augus-

tine Railway asking that the State Engineer be sent to inspect the road from Jacksonville to St. Augustine now completed, and the Secretary was directed to instruct the State Engineer accordingly.

It appearing to the Board by the affidavit of Moses A. Johnson that he was misled in the entry of the North East quarter of the North East quarter of section 4 in Township 33 South of Range 27 East, and that his improvements are on the North East quarter of the NW $\frac{1}{4}$ of the same section which it was his intention to enter. It is ordered that the said erroneous entry No. 12,047 be cancelled and the sum of Thirty eight 75-100 dollars paid for same be refunded to said Johnson, and that he be permitted to make entry of the last above described land.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, July 24th, 1883.

The Board met in the Executive Office.

Present: 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.

C. B. Fenwick, Esqr., appeared before the Board in behalf of the Atlantic Coast St. Johns and Indian River Railway and asked that some definite time be fixed by the Trustees for the reservation of the alternate sections of land withdrawn for the benefit of said road, 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 road be not graded within six months from the date hereof, the reservation shall be cancelled.

The account of C. B. Gwynn, for services as Clerk in

Salesman's Office for months of Feby., April and May, ordered paid at fifty dollars (\$50.00) per month.

The account of J. L. Harris, as Clerk in Salesman's Office from April 27th to July 1st, 1883, Ordered paid at fifty dollars per month.

It was ordered that C. B. Gwynn, Clerk in the Salesman's Office be paid Seventy five dollars (\$75.00) per month from the first instant, and that J. L. Harris, Clerk in same Office be paid Fifty dollars (\$50.00) per month and that said Clerks and J. B. Collins, Clerk in same office continue to receive the salaries fixed for them until the further orders of the Board, and the Secretary order the payment accordingly.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, Aug. 1st, 1883.

The Board met in the Executive Office.

All present.

L. B. Wombwell, Esqr., Atty. for the P. & A. R. R. presented a petition in behalf of the Company, applying for the lands granted to said Company under their act of incorporation, the petition was ordered to be filed, and the Secretary was instructed to make reply, that the condition of the fund is not such as would justify a further conveyance of lands to Railroads at present.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

Secretary.

Tallahassee, Florida,
August 14th, 1883.

The Board met in the Attorney General's Office.

Present: W. D. Barnes, Comptroller.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Immigration.

Hon. P. W. White, Commissioner &c. was requested to act as President pro tem.

The Secretary laid before the Board the report of the State Engineer upon the work of construction of the Jacksonville, St. Augustine and Halifax River Railway, from Jacksonville to St. Augustine a distance of Thirty five 33-100 (35.33) miles, approving the same, which was ordered to be filed. 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 road would be deeded at the proper time, but that they did not feel authorized to take further action at present.

A communication was laid before the Board from Hon. N. C. McFarland, U. S. Commissioner of Lands, asking that Fractional Sections 20, 21 & 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."

Application of S. T. Kingsbury, Attorney for the Live Oak and Charlotte Harbor Railroad to have State Engineer sent to inspect six miles additional of road just completed, was received, and the Secretary was directed to instruct the State Engineer accordingly.

The following resolution offered by Judge White was adopted:

Whereas, C. W. McDonald in the year 1875 applied to enter the $W\frac{1}{2}$ of $SW\frac{1}{4}$ and $NE\frac{1}{4}$ of $SW\frac{1}{4}$ Section 32 and Lot 2 of Section 31 in Township 19 South, Range 27 East, and in making said entry Lot 2 was described as Lot one which was not State land and deed was issued according to this erroneous description, said entry and deed being numbered 6958; and whereas the said McDonald has relinquished to the Trustees of the Internal Improvement Fund his apparent title to said Lot number one—Therefore be it

Resolved, That the said entry No. 6958 be cancelled as to said Lot No. 1 and a deed issue to the said McDonald for Lot No. 2 in lieu thereof, which was the land paid for and intended to be conveyed.

The Board then adjourned.

Attest:

President pro tem.

W. D. BARNES,
Secretary.

Tallahassee, Florida,
August 22d, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands & I.

It was ordered that the sum of One hundred and twenty five dollars be paid to H. S. Duval, State Engineer, for inspecting the Jacksonville, St. Augustine and Halifax River Railroad.

L. F. Smith having represented to the Board that he made an error in entering the NW $\frac{1}{4}$ of SE $\frac{1}{4}$ Section 7 Township 25, South, Range 25, East, Entry No. 11692, which representation is sustained by the Certificate of E. E. Mizell, County Surveyor;

It is ordered that said entry be cancelled and that the sum of Forty dollars, being the purchase money paid for said land, be refunded to the said L. F. Smith.

It having been represented to the Board by Messrs. B. C. Lewis & Sons, that in entering the E $\frac{1}{2}$ of SW $\frac{1}{4}$ Section 1, T 32 S, R 25 E, for Mrs. E. B. Minshall, Entry No. 12225 a mistake was made in the numbers, It is ordered that said entry be cancelled and the sum of one hundred and sixty 72-100 dollars, being the purchase money paid for said lands be refunded to the said B. C. Lewis & Sons.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES,
Secretary.

Tallahassee, Florida,
August 24th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands & I.

Col. J. C. Marcy, appeared before the Board in behalf of the Jacksonville, St. Augustine and Halifax River Railway, and asked that the Trustees convey to them the lands granted under the Acts of the Legislature. The Board expressed willingness to deed the alternate sections within six miles of said road, but declined to do more at present.

Col. Alex St. Clair Abrams, appeared before the Board also and asked for further reservation for the benefit of the Tavares, Orlando and Atlantic Railroad; and 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.

The account of J. L. Harris for work in office of Salesman for month of July 1883, was approved for Fifty dollars.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
September 12th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and
Immigration.

It having been represented to the Board that the construction of the Jacksonville, St. Augustine and Halifax River Railroad was of an imperfect and inferior character, and not such as required by the Specifications, it was

Resolved, That Capt. B. M. Burroughs be employed to thoroughly inspect said road and make report at an early day.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

Secretary pro tem.

Tallahassee, Florida,
September 17th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands & I.

The report of Capt. B. M. Burroughs, upon the construction of the Jacksonville, St. Augustine and Halifax River Railroad was received and ordered to be spread upon the minutes, as follows:

Tallahassee, Fla., Sept. 1st, 1883.

Gov. W. D. Bloxham, President of the Board of Trustees of the Internal Improvement Fund of the State of Florida.

Dear Sir: Having complied with your letter of instructions to re-inspect the condition of the Jacksonville, St. Augustine and Halifax River Railroad, I most respectfully submit the following report:

17 I. I.

First—The Right of Way is well observed being cleared about fifty feet on each side from centre of track.

2d—The Road bed being new, the embankments in some places have shrunk rendering the grades irregular and the alignment of the track imperfect, and at some points embankments too narrow. The excavations are full wide, but the ditches need cleaning out to some extent.

3d. The cross ties have been roughly gotten out, but are of good material equally of pine and cypress, are laid two feet apart, and well spiked.

4. The Trestles and Culverts are sufficient for drainage and are substantial in construction.

5th. The gauge of the road is three feet. The iron weighs 30 lbs. to the yard. Steel rail of "Fish Bar" pattern, and thoroughly spiked.

6th. The grades are all light except one, which does not exceed over 45 feet to the mile. There are four curves on main line between Jacksonville and St. Augustine of one and two degrees curvature.

7th. The equipments, Rolling Stock, &c. are first class. They had one Engine, and another purchased and on the way. Three (3) first class Passengers Cars, One Combination Baggage and Smoking Car, Four (4) Box Cars and Nine (9) Flat Cars, all new and in good condition.

8th. The construction of the road I consider very good with the exception of the few details above mentioned. They have between forty and fifty hands on the road and they are rapidly making the improvements and corrections necessary to make the road first class in every respect. This road will compare very favorably with the "Florida Southern" R. R. at the time of examination and I would most respectfully recommend the lands to be deeded to said road believing that the managers are determined to do all in their power to make the "Jacksonville, St. Augustine and Halifax R. R." equal to any road in the State.

Yours Very Respectfully,

B. M. BURROUGHS,

Engineer.

Ordered that Capt. B. M. Burroughs be paid the sum of Fifty dollars for inspecting Jacksonville, St. Augustine and Halifax River Railroad.

The Florida Southern Railway Company having made application to have 10 miles of their road Northward from Gainesville, and ten miles Southward from Ocala, inspected by an Engineer, the Board employed Col. John Bradford to make the inspection.

The Commissioner of Lands and Immigration presented for the consideration and action of the Board, the application of Asberry S. Whedon, with his affidavit of settlement, for entry of Lot No. 3 Section 14 T 20, S, R 25 E.— and a letter from S. I. Wailes, State Agent, asking that said lot be charged to his account, and upon consideration thereof the Board Ordered that the said Asberry S. Whedon, be allowed to enter said lot No. 3 at State prices.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, September 22d, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

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 T. 25, S, R 30 E, T 25, S, R 31 East and T 25, S, R 32, E, 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

(Signed) JAMES M. DANCY.

State Examining Agent.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, September 26th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands & I.

The report of Col. John Bradford, on the inspection of that portion of the Florida Southern Railway lately completed was presented and ordered to be spread upon the minutes, as follows:

Tallahassee, Florida, September 25th, 1883.

Hon. Board of Internal Improvement Fund:

Gentlemen—Pursuant to your order I have examined one section of ten (10) miles of the Florida Southern Railway extending from Gainesville northward to Station 528 which is in the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 21, T 8, South, Range 19 East, and one section of ten miles from Ocala Southward to Station 2195-|-60 which is in the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 16, T 16, South, Range 23, East.

With the exception of a few ties on the Gainesville Section the Road has been built in a thorough manner and the specifications of the Internal Improvement Act with the modifications thereto have been fully complied with. The section from Ocala Southward being decidedly the best constructed of the whole Road.

I do not entirely approve of the manner of securing the plates to the cross ties at the joints of rails as I do not believe the plan adopted guards sufficiently against crawling of the rails. This, however, can be easily remedied if at any time trouble arises from it.

I am Most Respectfully,
Your Obt. Servant,

(Signed) JOHN BRADFORD,
Civil Engineer & Ins.

It was ordered that the sum of One hundred and fifty

dollars, be paid to Col. John Bradford for services and expenses in inspecting the Florida Southern Railway.

The following order was presented by the Commissioner of Lands and Immigration and passed by the Board:

Whereas, William B. Thompson, a settler on lands selected by Hamilton Disston filed his claim for the NW $\frac{1}{4}$ of Section 31, T 27, South, R 16, East, and whereas upon being informed by Major M. R. Marks, that he could only enter forty acres, he selected as the forty to be entered the SW $\frac{1}{4}$ of NE $\frac{1}{4}$ of NW $\frac{1}{4}$ the SE $\frac{1}{4}$ of NW $\frac{1}{4}$ of NW $\frac{1}{4}$ the NE $\frac{1}{4}$ of SW $\frac{1}{4}$ of NW $\frac{1}{4}$ and the NW $\frac{1}{4}$ of SE $\frac{1}{4}$ of NW $\frac{1}{4}$ of said section and entered the same on the 30th day of March, 1883, Entry No. 11961, and whereas the said Thompson now wishes to have said entry cancelled and to enter the E $\frac{1}{2}$ of NW $\frac{1}{4}$ of said section, and has reconveyed to the Trustees the said forty acres, embraced in Entry No. 11961.

It is ordered that said Entry be cancelled and the purchase money amounting to Thirty nine 61-100 dollars, be paid to the Commissioner of Lands and Immigration to be applied to the entry of the E $\frac{1}{2}$ of NW $\frac{1}{4}$ of Section 31, T 27 South, R-16, E, for said Thompson.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, November 14th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands & I.

The following accounts were examined and ordered paid:

H. A. L'Engle, amount paid for printing three dollars.

C. E. Dyke, for printing Thirty three dollars.

W. G. Stewart, Postage for months of February to October, inclusive, Two hundred and forty two 97-100 dollars.

P. W. Whites, Salesman, for expenses of Office, Twenty seven 95-100 dollars.

H. S. Duval, Engineer, for inspecting the extension of the Live Oak, Rowland's Bluff and Charlotte Harbor R. R. One hundred and twenty five dollars.

Secretary of Board, for services during the months of July, August and September at \$33.33 per month. One hundred dollars.

C. A. Bryan, Jr., for binding books and bonds, Thirty dollars.

The Secretary laid before the Board a letter from Hon. John W. Price, in behalf of the Blue Springs, Orange City and Atlantic Railroad, enclosing a plat and survey of said Road commencing at Blue Springs and running 6 miles therefrom, together with certificate of the Engineer Fisher 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.

Several communications from W. R. Anno, in behalf of the Tavares, Orlando and Atlantic Railroad were laid before the Board requesting that the Trustees declare by resolution what lands said road is entitled to, to the exclusion of other roads for whose benefit the same lands may have been withdrawn. The Board directed the Secretary to reply, that they can not undertake to decide the rights of the different corporations in respect to land grants, where there is, or may be, a conflict between said corporations.

The following order was passed:

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 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.

The following specifications for the construction of the Jacksonville and Atlantic R. R. were approved:

"Jacksonville and Atlantic Railroad"

Specifications.

The line of road for sixty feet from the centre shall be cleared of all standing timber. The grading shall be

for a single track except at depots, turn outs and similar places, when it shall be wider if required by the State Engineer—Cuts shall be eleven feet wide at the grade line with slopes one and a half to one, except when otherwise approved by the State Engineer—The road bed shall be seven feet wide, at the grade line, with side ditches of such width and depth as will ensure a perfect drainage, and not permit any standing water to come within three feet of the lower side of the cross-ties—Cross-ties shall be six feet long six inches wide and the face showing not less than five inches of heart at any place and six inches thick and carefully bedded, and laid within two feet from centre to centre—They may be of Pine, Cypress, Live Oak, or other durable wood free from knot holes or other defects, and shall be delivered along side of the line of the road—Water Ways—At all water ways sufficient space shall be left for the unobstructed passage of water, and at all points on the line of the road where side ditches can be cut that will carry off the surface water they shall be constructed by this Company—In the crossing of all streams, the bridges and trestles shall be constructed according to plans which may be satisfactory to the State Engineer, and over all navigable streams that are navigated suitable draws shall be put in to admit the passage of boats or vessels usually navigating the same—The gauge of the road shall be three (3) feet. The Iron or Steel rails used weighing not less than thirty pounds per lineal yard and well fastened to the cross-ties with the best quality of spikes and plates—The grade on no portion of this road shall exceed forty five feet per mile, and no single curve shall exceed three degrees of curvature except by approval of the State Engineer—The entire equipment shall be of the first class and shall at all times be sufficient for the prompt transportation of all the passengers and freight ordinarily offering.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
November 21st, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
H. A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands & Immigration.

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 extracts 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.

In presence of	}	Signed) WM. VAN FLEET, President.
(Signed) J. E. Ingraham,		
Edward B. Powell,		
Chas. Edgar Mills.		

Attest:

(Signed) ALLA W. McCULLOH,
Secty pro tem.

(Corporate)

(Seal.)

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. McCulloh, Secty 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 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.

Charles Edgar Mills	}	In witness whereof I have hereunto set my hand and affixed my official seal this 12th day of November, A. D. 1883. Chas. Edgar Mills, Commissioner for Florida in New York, 115 & 117 Broadway, N. Y. City.
A		
Commissioner for Florida.		
State and City of N. Y.		

"Whereas by section 12 Chapter 39 of the Laws of Flor-

ida as found in McClellan's Digest, Page 280 it is prescribed that any Railroad or Canal Company now existing or hereafter organized 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 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 21st, 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 South east 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 South East 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 1882.

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.

(Signed) WM. VAN FLEET,

President.

In presence of
Edward B. Powell,
Charles Edgar Mills,
J. E. Ingraham.

Attest:

(Seal) ALLA W. McCULLOH, Secretary Pro tem.

City and County of New York (ss
State of New York

I Charles Edgar Mills, a Commissioner, duly appointed by the Governor of the State of Florida to take the acknowledgement 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. McCulloh, 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 hereunto set my hand and affixed my official seal this 14th day of November, A. D. 1883.

(Signed) CHARLES EDGAR MILLS,
Commissioner for Florida in New York,

(Seal) 115 & 117 Broadway, N. Y. City.

The Specifications of the Southern Division of the Jacksonville, Tampa and Key West Railroad were adopted and ordered to be filed, and the plat of said division and of the Punta Rassa Branch was presented to the Board.

The following certificate from H. S. Haines, Engineer of said Southern Division of the J. T. & Key West R. R. Company, was presented, and it was ordered that the State Engineer be directed to inspect the completed portion of said division:

Southern Division.

Office of the Jacksonville, Tampa and
Key West Railway Company,

New York, Nov. 14th, 1883.

Hon. W. D. Bloxham, Governor and
Chairman of the Board of Internal
Improvement State of Florida.

Dear Sir—We herewith beg to notify you that Five— Five mile divisions of the Southern Division of the Jacksonville, Tampa and Key West Railway Company, Being fifteen miles of the Tampa end, and ten miles of the Kissingimsee end of the said line, have been completed and are ready and subject to the inspection of the State Engineer, whom we most respectfully request you to send at your earliest convenience to report on same.

Very Respectfully,

H. S. HAINES,

Engineer of the Southern Division of the Jacksonville,
Tampa and Key West Railway Co.

The following resolution was adopted:

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 South East 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 of 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.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

Secretary pro tem.

Tallahassee, Florida, December 1st, 1883.

The Board met in the Executive Office.

Present: 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.

J. M. Kreamer, Esqr., appeared before the Board in behalf of the Atlantic and Gulf Coast Canal and Okecho-bee Land Company and 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 to them—a statement of expenditures made in the work of drainage being exhibited, showing that more than Thirty seven thousand five hundred dollars, has 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 150,000 acres advanced under resolution of 20th November 1882, such quantities as they may sell, and will deed to the Company or purchase at once the land already sold by them.—The Board reserves the right to deduct the 150,000 acres advanced in accordance with the resolution of 20th Nov. 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 Nov. 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.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, December 7th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands & Immigration.

The following resolution was adopted:

Resolved, That the Internal Improvement Lands embraced in Clear List No. 4, approved November 22d, 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 in 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.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, December 8th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands & Immigration.

The following bills were passed:

Postage account for Salesman's office for November 1883. Sixty two 22-100 dollars.

I. R. Harris, Salary as Clerk in Salesman's Office for months of October and November at \$50.00 per month, One hundred dollars.

It is ordered that the lands reserved for the benefit of the Orange Ridge Deland and Atlantic R. R. be restored to market.

It was ordered that lots No. 3, 4, 5, 6 and 7 of Section seven, Township fourteen, N. Range thirty-two, E. be conveyed to the Florida Land and Improvement Company.

The Kissimmee Railroad Company having filed a map of the survey of the line of their road, and asked for a withdrawal of the alternate Sections of land for the benefit of their said 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.

The Florida Land and Improvement Company applied to enter the lands lying north of St. Augustine claimed for the Florida Coast Line Canal and Transportation Company. The Commissioner of Lands was requested to inquire into and report at our next meeting upon the

question whether the lands fall within the reservation made for the Fla. C. L. C. & Trans. Co., and whether if so they can according to the terms of the reservation be restored to market.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Fla., December 24, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Govr.
H. A. L'Engle, Treasr.
Geo. P. Raney, Att'y Gen'l.
P. W. White, Comr. L. & Im.

The Att'y Gen'l was appointed Secretary *Pro Tem*.

The Attorney General reported having employed Mr. John T. Walker, in the matter of the one thousand and ten dollars of Florida Atlantic and Gulf Central Railroad Company Coupons sued on by Mrs. Sanderson, and Robert Harrison, Guardian of Miss Mary A. S. Sanderson, on the following terms, viz: Two hundred and fifty Dollars costs retainer, and a similar sum to be paid at the end of litigation in the United States Circuit Court if such litigation is successful in defeating the claim.

It was ordered that the sum of Two hundred and fifty Dollars as retainer be paid forthwith to Mr. Walker by the Treasurer:

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

Secretary.

Tallahassee, Florida, December 29th, 1883.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
George P. Raney, Attorney General.
Henry A. L'Engle, Treasurer.
P. W. White, Commissioner of Lands and Immigration.

A communication was received from S. A. Swann, Esqr., in the following words:

Tallahassee, Florida, Dec. 29th, 1883.

To 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 Dist. 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 5th Circuit Northern District of Florida.

Charles P. Greenough, et al

vs.

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

} In Equity.
 } 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, Esqr. in *pro. per* and there being no objection,

It is ordered that the said petition of Samuel A. Swann, be dismissed on payment of Costs by the Petitioner.

THOMAS SETTLE, Judge.”

Dec. 27th, 1883.

(Seal)

A true copy.

“PHILIP WALTER, Clerk.”

Whereupon it was ordered

18 I. I.

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.

The following bills were order paid:

H. S. Duval, for inspecting 20 miles on Tampa end of So. Div. J. T. & Key West R. R., One hundred and twenty five dollars. H. S. Duval, for inspecting 20 miles on Kissimmee and J. T. & K. W. R. R., One hundred and twenty five dollars. H. S. Duval, for inspecting 23 miles of J. T. & K. W. R. R. Northern Div. from Jacksonville, one hundred and twenty five dollars.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, January 10th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands and
Immigration.

The Secretary laid before the Board a communication from L. B. Wombwell, Esqr., Agent and Attorney for the P. and A. R. R. asking that deeds be made to said Railroad Company for the lands heretofore reserved for the Florida Midland and Georgia Railroad Company, and protesting against the reservation of said lands for that or any Company other than the P. & A. R. R. which communication was ordered to be filed and the Secretary instructed to advise the authorities of the Florida Midland and Georgia R. R. of the same 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 appear 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 R. R. acknowledging notice of action of Board respecting the claims of settlers on lands reserved for said Road which was ordered to be filed.

The following letter from Col. I. Coryell, General Manager of the Florida Coast Line Canal and Transportation Company, was read and ordered to be spread upon the minutes:

Jacksonville, Fla., Dec. 26th, 1883.

Mr. Barnes, Compt.

Dear Sir: Your notice in regard to lands north of St. Augustine was duly received and immediately forwarded to Dr. Westcott, President. Only this morning heard from him. There are no lands in the district named that are desirable for our Company and we join in saying we agree to relinquish claim on the reservation. Will therefore not appear before your Board at the meeting you invite us, as you have our consent to the action you propose.

With thanks for notice given us,

Truly,

(Signed) I. CORYELL.

Gen. Manager F. C. L. C. & T. Co.

The following bills were presented and passed:

C. E. Dyke, for publishing of Sale of I. I. Lands, Twenty six 25-100 dollars (\$26.25).

C. E. Dyke, for printing for Salesman's Office, Eighty four dollars (\$84.00).

Ormond Chaires, for work on Coupons in Treasurer's Office, Thirty five dollars (\$35.00)

F. T. Myers, for Services in the final adjustment of the Disston Land purchase, Fifty dollars (\$50.00).

Account for postage for Salesman's Office, Thirteen 40-100 dollars (\$13.40).

I. L. Harris, as Clerk in Salesman's Office for month of December, 1883, Fifty dollars (\$50.00).

W. D. Barnes, as Sect'y of Board for months of October, November and December, One hundred dollars (\$100.00).

W. R. Wilson, for material furnished Salesman's Office, One 32-100 dollars (\$1.32).

M. Martin, Surveyor General, for Plats and Diagrams furnished Salesman, Four 50-100 dollars (\$4.50).

Account of Pine Level Times for publishing notice of land sales, Forty dollars (\$40.00).

C. E. Dyke, for publishing notice of sale of Lands I. I. Fund, Forty dollars (\$40.00).

D. W. D. Bouilly, Pub. Bartow Informant for publishing notice of Land Sales, Forty dollars (\$40.00).

Tampa Tribune, for publishing notice of Land Sales, Forty dollars (\$40.00).

C. E. Dyke, for publishing notice to holders of St. Johns and Indian River Canal Bonds, Five dollars (\$5.00).

Reports of Capt. H. S. Duval, State Engineer, on work of construction of the Florida Southern Railway, for 23 86-100 miles additional, also 40 miles of the So. Div. of the Jacksonville, Tampa and Key West R. R. were laid before the Board and ordered to be spread upon the minutes, as follows:

Tallahassee, Fla., Dec. 28. '83.

To His Excellency,

W. D. Bloxham, Governor of Florida
President Bd. I. I. Fund:

Sir—On the 11th inst. I proceeded to the inspection of the Florida Southern Railway from Station 2195x60 in the SW $\frac{1}{4}$ of SE $\frac{1}{4}$ of Sect. 16, T 16, S, R 23 E, the point of termination of Col. John Bradford's, C. E., examination, to Station 3252, a distance of twenty miles. Also on the same occasion I inspected the branch road to Micanopy, according to the Station Marks, a distance of 20400 feet equal to 3.86-100 miles. The following are the specifications, well worked up to, width of road in cuts 16 ft., on embankments 9 feet. Slopes of both cuts and fills, $1\frac{1}{2}$ to 1. Dimension of cross ties 6 by 8 inches and 7 feet long. Clearing 120 feet. Fastenings fish bar splices and angle plates. Weight of iron 40 lbs. Maximum curve and grade, respectively 4 degrees and 80 feet. Distance of centre of cross ties 2 feet. Gauge 3 feet.

In engineering and construction this road is now assuming a character unsurpassed by any narrow or broad gauge in the State. Under the new administration of Major Conant, the popular stigma, that the Florida Southern is a cheap enterprise, only for the purpose of denuding

the State of its timber is throttled, and its enemies are disappearing.

It is a well known and proven fact, that a cheaply constructed road, eats up its own earnings, or at least too much of them, and with this idea in view the General Manager has not only constructed his new additions, to conform to it, but has gone back to renovate the old portion on a more permanent basis. There is now less grading on the style of an old Virginia turn-pike, which might be well enough in itself, and is a plan much pursued in South America and one that I don't propose to find any objection to—But it is said to be fearfully destructive on the Companies' rolling stock—Long tangents, easy curves and maximum grades not prostituted (or in other words used nearly on all occasions) characterize these additions and make them in appearance and reality, similiar in construction to the narrow guages of the Plant Investment Company—I was struck with the excellent character of the cross ties and the nicely executed work of the contractors, and the ability displayed by the Chief Engineer in his locations, gradients, &c. So much of the work that I have inspected is approved.

Respectfully Your Obt. Servant.

(Signed) H. S. DUVAL,
State Engineer.

Tallahassee, Fla., December 28th, 1883.

To His Excellency,

W. D. Bloxham, Governor of Florida &
President Bd. T. I. I. Fund:

Sir—I have inspected Twenty (20) miles north eastward from Tampa, of the Southern Division of the Jacksonville, Tampa and Key West Rail Road, and find that it has been constructed in accordance with the specifications approved by the Trustees of I. I. Fund.

Very Respectfully,
(Signed) H. S. DUVAL, State Engineer.

Tallahassee, Fla., Dec. 28th, 1883.

To His Excellency,

W. D. Bloxham,
Governor of Florida & Pres't
Bd. Trustees I. I. Fund:

Sir—I have inspected (20) twenty miles South West-

ward from Kissimmee, of the Southern Division of the Jacksonville, Tampa and Key West Railroad, and find that it has been constructed in accordance with the specifications approved by the Trustees of the I. I. Fund.

Very Respectfully,

(Signed) H. S. DUVAL, State Engineer.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Fla., Jan'y 11th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Imm.

Mr. L. B. Wombwell, as Att'y and Land Agent of the P. & A. R. R. Company, presented a petition asking that deeds be made to said Company for the 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 Railroads; Whereupon it was resolved that action on the petition be postponed until the 28th inst., which day had been fixed upon by the Trustees and a majority of the Attorneys and representatives of Railroads claiming land grants for a hearing of their respective claims.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida,

January 15th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

On motion of P. W. White, Commissioner of Lands and Immigration, It is ordered that Entry No. 12395, made by William P. Gifford, be cancelled, and that the sum of Eighty two dollars and fifty eight cents, paid by him for Lot No. 4, of Sec. 3 and Lots No. 1 and 5 of Section 10, in Township 44, S of R 22, E, containing 103.22 acres, embraced in said Entry be refunded to the said Gifford.

The Commissioner of Lands submitted the papers relating to the contest between Mrs. E. Swilly and George Hamilton, as to the right to enter the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 11, T 29, S, R 24 E, and it was decided that the application of Mrs. Swilly be granted.

Mr. C. K. Munroe appeared before the Board and submitted a proposition to furnish the State for distribution 10,000 copies of his Florida Annual with map attached for 15c per copy. The Trustees, being of the opinion, that in the present condition of the Fund, such an outlay for that mode of advertising would not be warranted, declined to accept the proposition.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
January 26th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands &c.

The Governor laid before the Board the report of the Hon. J. G. Spear, President of the Apopka Canal Company, of their operations for the year 1883, requesting that the time allowed for the completion of said Canal be extended to January 1st, 1887, and that the money, some \$1,200.00, arising from the sale of certain lands along the line of the Canal, be placed to the credit of the

Company. The Board decided that the condition of the fund would not permit of such disposal of the money referred to; but ordered that the extension of time asked for be granted to January 1st, 1886.

John A. Henderson, Esqr., Attorney for Bettie W. Hill, filed an application for interest on the P. & G. R. R. Bond re-established by her, from date of the call for presentation of bonds and coupons to date of actual payment—which application was refused.

The Governor laid before the Board a letter from H. L. Hart, Esqr., in relation to the reserve of lands under his contract for canal work on the Ocklawaha River, which was ordered to be filed.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
January 28th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands & Imm.

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 representatives, the P. & A. R. R., the Florida Southern Railway, the Jacksonville, Tampa and Key West R. R., the Palatka and Indian River R. R., Seville and Halifax River R. R., Plant Investment Company, Florida Land and Improvement Company and the Florida Transit and Peninsular R. R. And after much discussion, further proceedings were postponed to 10 o'clock A. M. Tuesday, 29th inst.

The following was presented and passed:

Whereas, the aggregate of the amounts which the Florida Improvement Company, and Edwin A. Studwell would have recovered of the Internal Improvement Fund on the Coupons sued on by them by their petitions in the Vose case would have been \$78,132.00 had they been successful in their suits, it is ordered that there be paid, by the Treasurer of this Board, to Geo. P. Raney, as his compensation under the resolution of this Board of April 20th, 1883, the sum of Two thousand and forty three dollars, (\$2,043.00) this being three per cent on \$68,132.00 of said first named amount.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
January 29th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. Wilson, Commissioner of Lands &c.

Mr. Alfred Bishop Mason, read and submitted a memorandum agreement between the Florida Southern Railway, the Jacksonville, Tampa and Key West Railway, the Pensacola and Atlantic R. R. and the Palatka and Indian River Railway, in respect to the granting of lands, which 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—And 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 R. R. Company, and a written statement was submitted by Wm. K. Lent, President of the Seville and Halifax River Railway setting forth the claims of his Road to the lands asked for.

H. S. Haines, Chief Engineer, filed an application to have that portion of the Southern Division of the Jacksonville, Tampa and Key West R. R. not heretofore inspected, examined and reported upon. Likewise S. B. Carter, Chief Engineer, applied to have that portion of the Northern Division of said Road now completed inspected at once. It was ordered that the State Engineer be instructed to make the inspections asked for.

The Governor called the attention of the Board to a communication from Hon. N. C. McFarland, this day received, enclosing Patents No. 28 & 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.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
January 31st, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
Geo. P. Ramey, Attorney General.
P. W. White, Commissioner of Lands and
Imm.

It was ordered that the sum of one hundred and fifty dollars (\$150.00) be paid to Fleming and Daniel, Attor-

neys, as a retainer fee to represent the Trustees in the suit of the Union Trust Company against them, and a like fee to appear and represent them in the suit brought by W. H. Gleason, in the U. S. Court to recover certain coupons.

The following accounts were presented and passed:

Gulf Coast Progress, for publishing Notice of Sale of lands commencing at Bartow, January 22d, 1884, Forty dollars (\$40.00).

Ocala Banner, for publishing Notice of sale of lands commencing at Brooksville, February 4th, 1884, Twenty five dollars (\$25.00).

Brooksville Crescent, for publishing both of the Notices of Sale mentioned above, sixty five dollars (\$65.00).

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
February 20th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
H. A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Imm.

Application was made by Mr. John A. Henderson, for the Florida Southern Railway Company to have the resolution adopted March 22d, 1883, in respect to the reservation of lands, and completion of their road to Tampa by 4th July 1884, rescinded, Whereupon the following was adopted:

Resolved, that the Resolution of this Board passed March 22d, 1883, providing among other things for reserving and setting apart lands for the use and benefit of the Florida Southern R. R. 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.

Capt. C. F. Smith, Engineer of the International Railroad filed a plat of the survey of the line of said Road from the Peninsular Tropical Railroad to Tampa, and asked that the odd numbered Sections of lands granted by Act of Congress, September 28th, 1850, lying on each side of said line of road for six miles, be reserved from sale for the benefit of said road and the reservation was ordered to be made subject to the rights of actual settlers to purchase at Schedule prices, and also subject to the further order of the Board.

The Engineer also filed a copy of the plans and Specifications for the construction of said Road, which were approved and ordered spread upon the minutes of this Board. The following are the specifications referred to:

"Specifications of construction of that part of the Tampa Branch line of the International Railroad extending from its junction with the Peninsular Tropical Railroad in Sumter County, Florida, to its terminus at Tampa, Hillsborough County.

First. The right of way shall be cleared of all standing timber for a distance of Sixty (60) feet on each side of the centre line.

Second. The grading shall be for a single track, except at Depots, Sidings and such other places where an increased width may be deemed advisable. The embankments shall have a width of twelve (12) feet with side slopes of one and one half to one, with a berm of not less than four feet between the foot slope and the ditch. The excavations shall have a width at earth grade, (including space for ditches) of eighteen (18) feet with such slopes as is generally conceived to be adapted to the character of the soil and its surroundings. In all instances perfect drainage will be secured, and no standing water allowed to approach nearer than three (3) feet of the cross ties.

Third. The cross ties shall be of heart yellow pine or cypress—To be nine (9) feet long, six (6) inches thick and not less than eight (8) inches face, laid, not to exceed two (2) feet from centre to centre and well bedded.

Fourth. There shall be sufficient space left open for the free and unobstructed passage of water.

Fifth. In the crossing of all streams, good and substantial bridges shall be constructed according with plans approved by the Engineer designated by the "Trustees of the Internal Improvement Fund" and over all streams that are navigable draws shall be placed to admit the passage of vessels. The plans of which to be approved by the aforesaid Engineer.

Sixth. The guage of the road or track shall be five (5) feet.

Seventh. The rails shall be of steel and not less than fifty (50) pounds per lineal yard joined to each other by fish and angle plates and well secured to the ties by spike.

Eighth. The entire equipment shall be of the first class, and at all times shall be sufficient for the prompt transportation of all the passengers and freight ordinarily offering.

Ninth. No grade shall exceed sixty (60) feet to the mile and no curve shall exceed (4) degrees of curvature except those required to approach the sidings—Submitted to the Board of Trustees aforesaid for approval.

(Signed) CHAS. F. SMITH,
Chief Engineer I. R. R.

The following bills were presented and passed:

Postage Salesman Office, for month of Jany, Five 76-100 dollars (\$5.76).

I. L. Harris, Salary as Clerk for Salesman for month of January 1884, Fifty dollars (\$50.00).

D. L. Dunham, for services and expenses in inspecting lands reclaimed by the A. & G. C. C. and O. L. Co., One hundred and fifty one 50-100 dollars, (\$151.50).

J. M. Dancy, for services in procuring indemnity proofs, One hundred dollars (\$100.00).

Report of H. S. Duval, State Engineer, on 35 3-10 miles of the Southern Division of the Jacksonville, Tampa and Key West Railway beginning 20 miles from Kissimmee and ending 20 miles from Tampa, was read and ordered to be spread upon the minutes:

Tallahassee, Florida,

February 18th, 1884.

Hon. Board of Trustees I. I. Fund:

Gentlemen—I certify that on the 12th inst., agreeable to your orders, I inspected thirty five and 3-10 miles of

the Jacksonville, Tampa and Key West Railway, beginning twenty miles of Kissimmee City and ending twenty miles of Tampa. Finding this gap constructed most excellently, in accordance with Specifications approved by you—I approve the same.

Respectfully,

(Signed) H. S. DUVAL,

State Engineer.

The report of David L. Dunham, Special Agent, upon the condition of the lands reclaimed by the drainage operations of the Atlantic and Gulf Coast Canal and Okechobee Land Company, was read and ordered to be spread upon the minutes.

The Board then adjourned.

W. D. BLOXHAM,

President.

Attest:

W. D. BARNES,

Secretary.

For report of D. L. Dunham, see Meeting of Board May 13th, 1884.

Tallahassee, Florida,

February 25th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

The Commissioner of Lands and Immigration was requested to act as Secretary pro tem.

The following was presented and passed—the Attorney General voting in the negative:

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 16th, 1883. To wit:

Leon County, (Seventy thousand dollars)	\$70,000.00
Jefferson County, (Eighty thousand dollars)	80,000.00
Madison County (Seventy thousand dollars)	70,000.00
Columbia County, (inclusive of Baker, Brad- ford and Suwannee) (Ninety thousand dol- lars)	90,000.00
City of Jacksonville, (Ten thousand dollars)	10,000.00
	<hr/>
	\$320,000.00

It is Ordered that the Treasurer be and he is 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.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

Secretary pro tem.

Tallahassee, Florida,
February 27th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor,
W. D. Barnes, Comptroller,
H. A. L'Engle, Treasurer,
Geo. P. Raney, Attorney General,
P. W. White, Commissioner of Lands and
Imm.

A communication from M. A. Williams, respecting certain lands entered by A. M. Randolph and E. Houstoun was read and ordered to be filed.

The report of H. S. Duval, State Engineer, upon the construction of twenty miles of the Jacksonville, Tampa and Key West Railway, (Northern Division) from Jacksonville to Palatka, was presented and directed to be recorded—as follows:

Tallahassee, Florida,
February 18th, 1884.

Hon. Board Trustees I. I. Fund:

Gentlemen—I certify that in obedience to your orders, I inspected on the 4th inst. twenty miles of the Jacksonville, Tampa and Key West Railway, Beginning at the City of Jacksonville and extending in the direction of Palatka, Finding it constructed in accordance with the usually approved Specifications for broad gauges, and in a first class manner, I am constrained to approve the same.

Respectfully,
(Signed) H. S. DUVAL,
State Engineer.

The following bills were ordered paid:

Fort Dade Messenger, advertising lands for sale, Twenty dollars (\$20.00). John McDougall, Stationery, Ten 05-100 dollars.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
March 8th, 1884.

The Board met in the Attorney General's Office.

Present: W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

On motion Mr. Raney was chosen President pro tem.

The following bills were presented and passed:

J. M. Dancy, for making indemnity proofs to December 20th, 1883, Seventy dollars (\$70.00).

J. M. Dancy, for examination of Drainage work Dec. 26, '83 to Jan'y 12th, 1884, One hundred and fifty dollars (\$150.00).

C. H. Austin, Expenses and compensation in the matter of the Studwell coupons, One hundred and forty dollars, (\$140.00).

Expenses Jos Finnegan, in same case, Fourteen dollars, (\$14.00).

Expenses H. A. L'Engle, in same case, Twelve dollars, (\$12.00).

Land of Flowers, for advertising notice to holders of St. Johns and Indian River bonds, Five dollars, (\$5.00).

Halifax Journal, for advertising notice to holders of St. Johns and Indian River bonds, Five dollars, (\$5.00).

P. W. White, Expenses to South Florida to sell lands, Fifty dollars, (\$50.00).

H. A. L'Engle, Expenses to Jacksonville December 1883 & Telegrams, Twenty 90-100 dollars (\$20.90).

The Board then adjourned.

Attest:

President pro tem.

W. D. BARNES, Secretary.

Tallahassee, Florida, March 12th, 1884.

The Board met in the Attorney General's Office.

Present: Henry A. L'Engle, Treasurer

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Imm.

The Commissioner of Lands and Immigration was appointed as President pro tem and the Attorney General as Secretary pro tem.

R. W. Davis, Att'y for the Green Cove Springs and Melrose R. R. Company appeared before the Board and represented that ten (10) miles of the road of said Company from Green Cove Springs Westward had been completed and ironed and asked that the State Engineer be directed to inspect and report thereon, Whereupon it is ordered that the State Engineer be directed to proceed to said road and inspect the same and report thereon.

The affidavit of Dan R. Kelley as to such construction was filed.

Bill of Fred T. Myers for preparing lists of lands for Railroad approved for One hundred dollars (\$100.00).

The Board then adjourned.

Attest:

President pro tem.

W. D. BARNES, Secretary pro tem.

19 I. I.

Tallahassee, Fla., March 15th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

P. W. White, Commissioner of Lands and Immigration.

The Commissioner of Lands and Immigration, having been requested to employ a suitable and competent person, as Agent of the Board, to make further selections of land 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, reported that he had employed Col. John A. Henderson, for that purpose, and that he was to incur all the expense necessary to make the selections, and proof required, and to receive as compensation for such service not exceeding two cents per acre upon the amount of such selections which may be patented to the State, and to be paid in such lands at Schedule prices—which was approved by the Board.

It was ordered that the sum of Thirteen hundred dollars be paid to Geo. P. Raney, Attorney, for professional services in the cases of the Union Trust Company, W. H. Gleason, A. Doggett and other matters in the United States Circuit Court, This to be in compensation of all services as Attorney up to December 31, of the present year.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, March 17th, 1884.

The Board met in the Executive Office.

Present: 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.

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.

Postage account for Salesman's Office for February, approved for Sixteen 32-100 dollars (\$16.32).

The following order was passed:

Whereas, on the 5th day of November, A. D. 1868, The Trustees of the Internal Improvement Fund of the State of Florida, conveyed to E. Dyess, the SE $\frac{1}{4}$ of NE $\frac{1}{4}$ of Section 34 in Township 4 South of Range 18, East, containing 40 05-100 acres at fifty cents per acre, and received from him Twenty 03-100 dollars, And Whereas the said land was not then and since has not been patented to the State of Florida, but was United States land. It is ordered that the sum of Twenty 03-100 dollars, received of said Dyess for said land, be refunded to him and the entry of same No. 5425 be cancelled.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, March 19th, 1884.

The Board met in the Executive Office.

Present: 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.

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 18th inst., the following: "If Green Cove application is only for odd alternates of ten miles

completed road within six miles limit I withdraw protest."

R. W. Davis, Esqr., Attorney for the Green Cove Springs and Melrose Railroad, appeared before the Board and made application for the odd-numbered Sections of Swamp lands for six miles on each side of the ten miles of completed line of said road reported upon by the Engineer—which application was granted and the Salesman requested to have deeds prepared for the same.

Account of J. T. & G. U. Walker, for expenses of Commissioner in taking testimony in Sanderson petition allowed in the sum of Fifteen dollars.

The following reports of H. S. Duval, State Engineer, were read and ordered spread upon the minutes:

"Jacksonville, Florida, March 14th, 1884.

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

Sir: I hereby certify that I have this day inspected ten miles of the Green Cove Springs and Melrose Railroad and find it constructed in accordance with the most approved Specifications for a narrow gauge and do approve the same.

Respectfully Yours,
H. S. DUVAL,
State Engineer."

"Tallahassee, Florida, March 19th, 1884.

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

Sir: I certify that I have completed my several inspections of the Jacksonville, Tampa and Key West Railway between the cities of Jacksonville and Palatka, a distance of fifty five and one half miles, and find it in every respect constructed as a first class broad gauge railway by the most approved Specifications.

Respectfully,
H. S. DUVAL,
"State Engineer."

H. S. Duval, State Engineer, presented his account for inspecting ten miles of the Green Cove Springs and Melrose Railroad, \$125.00, for inspecting 20 miles of Jacksonville, Tampa and Key West Railway, \$125.00, and for inspecting 15½ miles additional of the J. T. & K. W. Railway, \$125.00, making in all Three hundred and seventy five dollars. On motion said account was approved and

the Treasurer was instructed to collect the same from the roads named.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, March 21st, 1884.

The Board met at the Governor's residence.

Present: 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.

The following resolution was adopted:

Whereas, the lands embraced in entries numbered 12,535, 12,541, and 12,549, were selected under the contract with Hamilton Disston, but at the time of their selection were reserved for the Florida Coast Line Canal and Transportation Company; And Whereas, said Company afterwards notified the Board that it did not claim any lands north of St. Augustine Whereupon said reservation was revoked—And Whereas, Col. J. J. Dunne, the Vice-President of the Florida Land and Improvement Company, applied to have said entries made, And Whereas it was supposed by the Commissioner of the State Land Office, from the fact of his being such Vice-President that said entries were to be made on account of Hamilton Disston, and with the consent of the said Company. And Whereas, it has since been discovered that said entries were made without the consent of the said Company, And Whereas it is desired that said entries be cancelled, and that the lands embraced therein be entered on account of Hamilton Disston for the Florida Land and Improvement Company, And Whereas the said Dunne on request of the Commissioner of the State Land Office has returned the certificates of purchase issued on said entries for cancellation, It is therefore Ordered that the said entries numbered 12535, 12541, and 12,549, be and the same are hereby cancelled and that the Treasurer do refund to said J. J. Dunne, the sum of Four hundred and eight dollars and

fifty one cents, being the amount paid by him on said entries.

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 decided that the location of 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.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, March 29th, 1884.

The Board met in the Executive Office.

Present: 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.

Mr. Fred T. Myers, appeared before the Board in behalf of the Jacksonville, Tampa and Key West Railway Company, and asked for permission to cut timber on Section four, Township 29, South, Range 18 East, such timber to be used by said Company in the construction of Wharves at Tampa. Whereupon it was ordered that permission be given said Company to cut timber on any part of said Section except the South West quarter of the South West quarter, which is claimed by a Settler, upon

condition that if the Company should not hereafter become entitled to said land as a part of its grant, that it will pay to the Trustees stumpage at the established rate for such timber as it may have cut.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida,
April 3d, 1884.

The Board met in the Executive Office.

Present: 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.

The Governor laid before the Board the following communication:

"Jacksonville, Florida,
April 2d, 1884.

To the Board of Trustees of the Internal Improvement Fund,

Gentlemen—The Indian River Railway and Transportation Company, a corporation organized on March 22d, 1880, pursuant to the General Railway Act of the State of Florida, having made a survey of their proposed line of Railway, and filed a plat of the same from Enterprise to Titusville, are now prepared to enter upon the construction of the Railway.

We therefore respectfully ask that the lands heretofore reserved for, and withdrawn for this Company, be continued to be reserved for the benefit of this Company under the conditions of the General Railway Act, on condition that the work of construction of said Railway be commenced on or before July 1st, 1884, and said Railway be graded and cross tied from Enterprise to Titusville on or before January 1st, 1885.

Yours Very Respectfully,
W. H. CHURCHILL, President.
A. J. GRANT, Chief Engineer."

Whereupon it was

Resolved, That the reservation heretofore made of the odd numbered sections of land granted by act of Congress of September 28th, 1850, lying within six miles on each side of the line of the Indian River Railway and Transportation Company, on the 8th day of August A. D. 1881, and which has been continuously reserved for the building of a Road from Enterprise to Titusville, be and is hereby continued in force until the first day of July, 1884, for the benefit of the said Company, and that the reservation be extended from that time if it be shown that said Company will prosecute and complete the work on said Road as promised in their communication of this date.

The following order was passed :

Whereas, it has come to the knowledge of the Trustees, that, W. D. Finlayson, Timber Agent of the State at Cedar Keys, has accepted the Agency of the Florida Land and Mortgage Company, for the same business, and whereas the two positions are deemed incompatible on account of the conflicts that may arise in the exercise of the two agencies, it is Ordered that the authority of Mr. J. D. Finlayson be revoked and that he be notified to that effect; and it is further Ordered, that Frank E. Hale, be appointed Timber Agent for the State, in the County of Levy, at Cedar Keys.

A letter from J. N. Bishop, President of the Sanford, Lake Eustis and Orlando Rail Road Company, was read to the Board asking if the reservation once made in behalf of said road was still alive. And it was directed that reply be made that the reservation had lapsed, and had been revoked.

The Commissioner of Lands and Immigration was instructed to write to J. J. Johnson, Timber Agent in Lafayette County, instructing him fully as to his powers and duties in protecting the timber on State lands.

The following bills were ordered to be paid :

I. L. Harris, Salary as Clerk in Salesman's Office for month of March Fifty dollars (\$50.00).

W. D. Barnes, as Secretary of Board for months of January, February and March at \$33.33 per month, One hundred dollars. (\$100.00).

Postage account of Salesman's Office for the month of March, Sixty four 22-100 dollars (\$64.22).

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida,
April 9th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
P. W. White, Commissioner of Lands and Immigration.

It having been shown that on the 4th of August, 1877, Williams, Swann and Corley selected in part compensation for their services as selecting Agents the S $\frac{1}{2}$ of Lot No. 2 of NW $\frac{1}{4}$ Section 18, Township 30 South, Range 25 East, containing 31 16-100 acres, at the price of \$1.25 per acre, the purchase money amounting to \$38.95—and subsequently said tract with other lands was conveyed by deed of the Trustees to Marcellus A. Williams, Such selection and sale was erroneous for the reason that the above mentioned tract was not State land, and has never been conveyed to the State by the United States—The number of the entry is 8232.

On the 11th July, 1877, Williams, Swann and Corley selected and entered the NW $\frac{1}{4}$ Section 24, T 44, S, R 24, E, 160 acres at 80 cents per acre, amounting to \$128.00—This tract was not conveyed to them by deed, because although selected as Swamp land it had not been patented and that this last mentioned tract has been patented by U. S. to a Homestead Settler—The entry is numbered 8200. It is ordered that Entry No. 8200 be cancelled, and also so much of Entry No. 8232 as embraces the S $\frac{1}{2}$ of Lot No. 2 of NW $\frac{1}{4}$ of Section 18, T 30, S, R 25, E, and that the amounts with which they have been charged on account of said entries be placed to their

credit on account of the selection of lands, amounting to one hundred and sixty six 75-100 dollars (\$166.75)—the quit claim deed of Marcellus A. Williams, to the lands as to which this cancellation is made is tendered and filed.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Fla., April 11th, 1884.

A full meeting of the Board was held in the Executive Office.

The State Engineer presented his report approving 11 8-10 miles of the Transit and Pensacola R. R. lying between Wildwood and Leesburgh, and the Treasurer was instructed to pay H. S. Duval, State Engineer, \$125.00 for the inspection.

The Board then adjourned.

W. D. BLOXHAM,
President.

W. D. BARNES,
Secretary.

Tallahassee, Florida,
April 18th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
P. W. White, Commissioner of Lands and Immigration.

Mr. R. E. Wilson appeared before the Board in behalf of the Florida Midland Railway and presented a plat of the survey of an extension of said Railway from the point of the terminus of the former survey near Apopka to a point on the former Transit Railroad now Leesburgh and Sanford Railroad, between Tavares and Lees-

burgh, and filed also plans and specifications for the construction of said Railway in lieu of those heretofore presented, making the same a standard gauge Railway for its entire line, and applied for a reservation of lands along the projected extended line of said Railway. And it was Ordered that the reservation made by resolution of the Board adopted on 23d day of July A. D. 1883, be made to apply to the extension of said Railway, for which the plat of survey properly authenticated, has been this day filed with the Commissioner of Lands—Such reservation being subject to all the conditions contained in said resolution of July 23d, 1883.

The following are the plans and Specifications of said Railway:

“Plan of construction of the Florida Midland Railway from Lake Jesup, in Orange County to a point on the Transit or Peninsular Railroad between Tavares and Leesburgh, Florida:

First. The line of road for sixty feet from the centre shall be cleared of all standing timber.

Second. The grading shall be for a single track, except at depots, turnouts and similar places, where it shall be wider, if required by the Engineer, with a road-bed fourteen feet wide in cuttings, with ditches of such width and depth as to insure perfect drainage, and twelve feet wide in embankments at the grade line with slopes of one and a half to one. In all excavations and embankments a perfect drainage shall be secured and no standing water will be allowed to come within three feet of the lower side of the cross ties.

Third. The cross ties shall be of pine, cypress, or other durable wood, to be approved by the Engineer, and shall be nine feet long, eight inches on the face and five inches in thickness, well and carefully bedded and laid within two feet from centre to centre.

Fourth. On all water-ways sufficient space shall be left for the unobstructed passage of water.

Fifth. In the crossing of all streams, good and substantial bridges shall be constructed, according to plans approved by such Engineer as they may be designated by the Trustees of the Internal Improvement Fund, and over all streams that are navigated, draws shall be put in, to admit the passage of all boats or vessels, usually

navigating the same; the plan of said draws to be approved by an Engineer appointed by said Trustees.

Sixth. The gauge of the road shall be five feet.

Seventh. The iron or steel rail used shall not be less than fifty six pounds to the lineal yard, and be of the best quality, secured to the ties with suitable spikes and plates.

Eighth. The entire equipment shall be of the first class, and shall at all times be sufficient for the prompt transportation of all the passengers and freight ordinarily offering.

Ninth. No grade shall exceed sixty feet to the mile, and no curve shall exceed four degrees of curvature, unless approved by an examining Engineer, appointed by the Trustees of the Internal Improvement Fund of the State of Florida.

Respectfully submitted for approval to the Board of Trustees of the Internal Improvement Fund of the State of Florida.

E. W. HENCK,
President Florida Midland Railway."

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida.

April 25th, 1884.

The Board met in the Executive Office.

Present: 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.

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 Admr. 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:

1st. 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.

2d. 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, Esqr., as Special Master, to take evidence and 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 anything 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 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 Rail Road 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.

(Seal) 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 decision.

It appearing to the Board that Lewis M. Taylor, of Baker County, Florida, by mistake entered the E $\frac{1}{2}$ of SE $\frac{1}{4}$ of Section 34, T 1, S, R 20, E, instead of the N $\frac{1}{2}$ of SE $\frac{1}{4}$ of Section 34, T 1, N, R 20, E, which he intended to enter; It is therefore ordered that Entry No. 11,574, for said E $\frac{1}{2}$ of SE $\frac{1}{4}$ of Section 34, T 1, S, R 20, E, be and the same is cancelled and that the sum of Seventy four 09-100 dollars, paid for same be refunded to the Commissioner of Lands and Immigration for the purpose of returning to said Taylor the sum of Seventy two dollars by him paid on said entry, and of reimbursing to said Commissioner the sum of Two 09-100 dollars, by him advanced on same.

The following resolution was adopted:

Resolved, That the order passed Feby. 25th, authorizing the Treasurer to receive in payment for the Lands appropriated by the Act of the Legislature approved February 16th, 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.

The following bills were ordered paid:

Dorr & Bowen, for printing, Thirty eight 80-100 dollars (\$38.80).

John T. & G. U. Walker, for expenses and fees in Sanderson case, Two hundred and seventy five 39-100 dollars (\$275.39).

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida, May 13th, 1884.

The Board met in the Executive Office.

Present: 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.

The report of David L. Dunham, Special Agent, presented to the Board February 20th, 1884, and ordered spread upon the minutes is as follows to wit:

To the Hon. Board of Trustees of the Internal Improvement Fund,

Gentlemen: On or about the 20th December, 1883, 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 Okeechobee Land Company, which district had been reported upon by him, in his report of July, 1883.

Under the instructions contained in that letter I accom-

panied 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 Head Quarters of the said Canal and Land Co. 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 Atlantic and Gulf Coast Canal and Okeechobee Land Company had begun—consequently leaving a large margin of Lake shores entirely dry and susceptible to cultivation. We then proceeded by boat to the South end of this Lake to 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 about three miles per hour.

The Prairies 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 presents 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, Rosalce 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 Co. gives this accelerated velocity to these streams.

The Shores and prairies bordering these lakes are now cultivatable with little exception. The water of Lake Walk in the Water has fallen four feet.

We then retraced our route to Kissimmee City, on way back 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 out base of operation, proceeded 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 obt. Servant,

DAVID L. DUNHAM,
Special Agent."

St. Augustine, Fla., Jany. 21st, 1884.

H. S. Duval, State Engineer, filed a report on the construction of the Florida Southern Railway, from ten miles north of Gainesville in the direction of Lake City, twenty five and 1-8 miles, and on the extension from Ocala to Leesburgh, ten and one half miles and two spurs, one and 9-10 miles, which reports were ordered spread upon the minutes and the Treasurer was directed to pay for said inspection and collect the same from the Florida Southern Railway. The reports referred to are as follows to wit:

20 I. I.

Tallahassee, Fla., May 12th, 1884.

Hon. W. D. Barnes, Secty. Bd. Trustees I. I. Fund:

Sir—In obedience to instructions dated April 23d I inspected on the 6th inst. twenty five and one eighth miles of the Florida Southern Railway extension towards Lake City, beginning ten miles north of Gainesville, and find the work of construction well done and according to Specifications and I approve the same.

H. S. DUVAL, State Eng'r."

Tallahassee, Fla., May 12th, 1884.

Hon. W. D. Barnes, Secty. Bd. Trustees I. I. Fund:

Sir—In obedience to instructions dated April 23d I inspected on the 7th inst. a distance of ten miles and five tenth miles of the Florida Southern Railway, leading into Leesburgh also two spurs of said road connecting Lakes Harris and Griffin, of one and nine tenth miles, and find the work of construction well done and according to specifications, and I approve the same.

H. S. DUVAL, State Eng'r."

The following bills were ordered to be paid:

Western Union Telegraph Company, for month of April, Seven 15-100 dollars (\$7.15).

W. G. Stewart, P. M. Postage account of Salesman for month of April, Twenty six 60-100 dollars (\$26.60).

H. S. Duval, for inspecting 25 1-8 miles of Florida Southern Railway North from Gainesville, as per report above, One hundred and fifty seven dollars.

H. S. Duval, for inspecting 10 1/2 miles and 2 spurs Florida Southern Railway, as per report above, One hundred and twenty five dollars.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, May 15th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

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 lands through which the same pass, 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 35 1-8 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.

Mr. Charles C. Deming, appeared before the Board in behalf of the Jacksonville, Tampa and Key West Railway Company and applied for the deeds to the alternate sections withdrawn for said Company and to which it was entitled by the completion of the eleven sections of five miles each of said road beginning at Jacksonville and running through the County of Clay to Palatka in the County of Putnam, and heretofore examined and approved by the State Engineer.

Whereupon the following resolution was adopted :

Resolved, That the Salesman be instructed to prepare deeds for said lands withdrawn for execution by the Board.

Hon. S. W. Chisholm appeared before the Board in behalf of the Florida Southern Railway, and filed plans and specifications for the Lake City extension of said Road, referred to in resolution above, which were approved and ordered to be filed.

It was ordered that J. L. Gaskins, be paid the sum of Two hundred and forty dollars, for services and expenses in investigating the cedar stumpage accounts at Cedar Keys.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, May 20th, 1884.

The Board met in the Executive Office.

Present: 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.

Messrs. Blount and McClellan, appeared before the Board in behalf of the Pensacola and Atlantic R. R. and entered a protest against the issuing of deeds to the Jacksonville, Tampa and Key West Railroad Company, in pursuance of resolution passed 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.

It appearing to the Board that there was a mistake in the entry of the North West quarter of the North East quarter of Section Twenty six in Township Thirty seven South of Range Twenty seven East, containing forty acres, being part of entry No. 12,065, made by Irvin Locklair; It is ordered that the said entry be cancelled as to said North West quarter of the North East quarter of Section 26, T 37 S, R 27 E, and deed be executed for the balance of lands embraced in said entry, and that the sum of Forty dollars be refunded by the Treasurer of the Board to the said Irvin Locklair, being the amount paid by him for the land entered by mistake aforesaid.

It appearing to the Board that Entry No. 12,284 for the NE $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 13, T 27 S, R 29, E, was improperly obtained by R. E. Bronson, Jr., and that the said land lies in the Drainage District, and the Atlantic and Gulf Coast Canal and Okeechobee Land Company, having made payment in full to the said Bronson for the sum paid by him to the Trustees for the land, and requested that the amount paid for the said land be refunded and

paid to said Company. Therefore it is Ordered, that the Treasurer of the Board do pay to the said Company the sum of Forty dollars, paid by said Bronson for said land.

It appearing to the Board that there was a mistake made by William R. Dixon, in the entry of the North East quarter of the South East quarter of Section Twenty nine in Township Twenty two South of Range Twenty four East, containing 39-80-100 acres, as shown by Entry No. 12370; It is ordered that the said Entry No. 12,370 be and the same is cancelled, and that the Treasurer of the Board refund to the said William R. Dixon the sum of Forty nine dollars, and seventy five cents, being the amount paid by him for said land.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Fla., June 3d, 1884.

The Board met in the Executive Office.

Présent: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands & Immigration.

Col. J. M. Kreamer, Chief Engineer of the Atlantic and Gulf Coast Canal and Okeechobee Land Company, applied for further inspection of the Drainage System, and the Secretary was directed to address a letter to H. S. Duval, State Engineer, embodying the following form of instructions:

"Capt. H. S. Duval, State Engineer, Tallahassee, Fla.

Sir: At the request of Col. J. M. Kreamer, Chief Engineer of the Okeechobee Drainage Company, the Trustees of the Internal Improvement Fund have passed an order for having an examination made of the Canals constructed by said Company, with a view to ascertain the extent of such works as *may now* be constructed both in the valley of the Kissimmee River and its adjacent waters, and between Okeechobee Lake and the Caloosahatchie River, and especially to ascertain the width, depth

and length and cubic and grade of each of the various Canals of said Company to the extent they have been so constructed, also to ascertain as far as practicable what effect, if any, has been produced upon the lands on either side of the Canal between Lake Okeechobee and the Caloosahatchie River by the Drainage operations of said Company up to the present time. For the purpose of ascertaining these facts you will proceed to Kissimmee City where you will be joined by an Engineer of the Company and thence together to make an examination into the works and operations of the Company—And report the extent and character of work already done, the nature and extent of the operations now being carried on, with such suggestions on the future works to be done and accomplished as your knowledge of the subject and observations on the spot may enable you to make.”

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, June 11th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

The Secretary laid before the Board a letter from C. D. McLean, President, Enterprise Railroad Company, inquiring whether the land reserved for the Indian River Railway and Transportation Company, can be reserved for their road, and the Secretary was instructed to reply that the said Company has the right to their reservation if they begin work by August 1st and carry it on according to agreement of April 3d.

The Governor laid before the Board a communication from W. H. Olmsted, Sect'y of the Indian River Railway and Transportation Company, asking that the time given them in resolution of the Board of April 3d, 1884, for the commencement of work on said Railroad be extended to 1st August, which request was granted.

A letter was presented and read from James M. Ball, of N. Y., asking whether the Trustees will convey to the Thomasville, Tallahassee and Gulf Railroad, the 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."

The following bills were ordered to be paid:

W. G. Stewart, P. M., for postage for Salesman's Office, May 1884, Thirteen 24-100 dollars, (\$13.24).

Surveyor General's Office, for plats, Seven dollars, (\$7.00).

C. A. Bryan, Jr., for binding for Land Office, Two dollars, (\$2.00).

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, June 20th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands.

It appearing to the Board that John T. Lesley made a mistake in Entry No. 11,901 which he made for Jacob Hagan, but took Deed for the land to secure the purchase money advanced by him for said Hagan, and the said Lesley having re-conveyed to the Trustees the NE $\frac{1}{4}$ of NW $\frac{1}{4}$ of Section 15, T 38, S, R 23, E, which was conveyed to him by the Trustees of the Internal Improvement Fund by Deed No. 11,901, and requested that the purchase money for said land be refunded and then applied to the entry of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 4, T 29, S, R 18, E, in the name of William E. Anderson, whose affidavit

is on file in the State Land Office as a Settler on said last described land; It is therefore ordered that the said Entry No. 11,901, be and the same is cancelled, and that the sum of Forty dollars, paid for the same be refunded to the Commissioner of Lands and Immigration and by him invested in the lands above described as occupied by said Anderson, as requested.

Whereas, Lewis H. Blair, and George T. King, have applied to the Board to cancel Entry No. 12,767, and allow them to invest the money paid for the lands embraced in said Entry in other lands of the same class—It is ordered that said Entry No. 12,767, be and the same is cancelled, and that the sum of Three hundred and nineteen \$0-100 dollars, be refunded to them for the purpose of investing the same as aforesaid.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, July 1st, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands & I.

The Governor laid before the Board a letter from T. Emmett Wilson, submitting in behalf of the Florida Midland Railway a plat of the survey of the extension of said Road from a point four miles east of Longwood to Oviedo in Orange County, and asking for a withdrawal of lands within the six mile limit of both sides of said extended line; And the Secretary was instructed to reply to Mr. Wilson that there are no lands along the line of said Road which the Trustees feel authorized to apply to that purpose.

The following bills were ordered paid:

W. H. Martin, for plats furnished Salesman's Office,
Nineteen dollars.

W. A. Nowlin, for repairing seal in Salesman's Office,
One dollar.

W. D. Barnes, as Secretary of Board for months of April, May and June, One hundred dollars.

Geo. D. Barnard & Co., for Index Book for Trustees, Nine dollars.

Henry A. L'Engle, for expenses to Cedar Keys to investigate Cedar Stumpage accounts, Twenty seven 55-100 dollars.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, July 9th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

P. W. White, Commissioner of Lands and Immigration.

The Commissioner of Lands and Immigration submitted to the Board the affidavits filed in his office in the contest between Charles R. Lyon and John B. Ward, growing out of the entry made by the said Ward on the 9th day of March, 1883, of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 15, T 21, S, R 21, E, Numbered 11,929—Said land lying within the six mile limit of the line of survey of the Florida Southern Railway Company, and having been withdrawn from sale for said Company, And it appearing to the Board that affidavits of the said John B. Ward and of others in support thereof fail to show that he was entitled to make the said entry under the terms of the agreement entered into between the Trustees of the Internal Improvement Fund, and the said Company, but that the facts stated in the affidavits of the said Lyon and others in support thereof show that the said Lyon has the prior and superior right of entry of the said land, under the terms of the agreement aforesaid. Therefore,

It is Ordered by the Board that the said Entry No. 11,929 of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 15, T 21, S, R 21, E, made by the said John B. Ward, on the 9th of March, 1883, be and the same is cancelled, and that the Treasurer of the Board do refund to the said John B.

Ward, the sum of Forty dollars and three cents, paid by him for said land, and that the said Charles R. Lyon, be and he is authorized to make entry of the said land upon payment of the purchase money for the same.

The following bills were ordered to be paid:

Postage Account Salesman's Office for the month of June, Fifteen 12-100 dollars.

C. E. Dyke, bill for printing for Treasurer of Board, twelve dollars.

C. E. Dyke, bill of printing for Salesman's Office, Forty six 50-100 dollars.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida, August 19th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

The Attorney General was appointed Secretary pro tem.

The bills of J. H. Durkee, U. S. Marshall, amounting to Nine 35-100 dollars, were approved and ordered paid—the same being for Costs in the Vose case.

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., Aug. 18th, 1884.

Gentlemen of the Board of Internal Improvements:

On receipt of your instructions of June 3d, 1884, I proceeded to Kissimmee City accompanied by Col. J. M. Creamer, Supt. and Chief Engineer of the Okeechobee Drainage Company, to examine the work that has been done by said 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 8½ feet above the surface of 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 one and a half 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, Hatchinehe, 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 in a row boat. The amount of work excavated 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 Caloosahatchie 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 sun rise and sun set to stem the swift current a distance of 36-40 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, normally 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 lands 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 call and recognize as red bugs.

On the 15th of July, in the midst of the rainy seasons, 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 Caloosahatchie River, and specially the region in the vicinity of Fisheating Creek, and the great saw-grasses on the margin of Okeechobee.

We decided that our observations should be directed especially to the bottoms and crests of the water sheds, 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 limits of a flat, if convergently, then the crest slopes, and may be the limits 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 indication of the vegetation it had been for some time. 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 surfaces 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 Hickopochee 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 periods. 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 Hickopochee, 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 result 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 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 comparing 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 water, 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 began 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 $16\frac{1}{2}$ feet in the short distance of 15 miles by which it could be done.

It is alleged that some years ago easterly winds banked the waters over into the Caloosahatchie 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 Hicpochee is on a grade of 5-10 feet per mile—is 2 2-10 miles long with a cross section of 22 by $5\frac{1}{2}$ feet containing 61,246 cubic yards.

That between Hicpochee 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 43-100 miles—Having concluded our inspection, we passed down the Caloosahatchie river, mak-

ing 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 observation 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 Caloosahatchie 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 eleven 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 a half feet and whatever may be its rise or fall this relative reduction in alti-

tude, 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 ten and a half miles per hour instead of taking the velocity of the Caloosahatchie 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 investigation, 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 water ways are kept free and unobstructed. As to suggestions on future works, I can only say the plans set forth in the several reports of the Chief Engineer, Col. James 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 of experience in surveying and reconnoitring all the surroundings of Lake Okeechobee.

Very Respectfully,

H. S. DUVAL, State Engr."

Appendix to report of H. S. Duval, State Engineer.

Town- ship South	Range. East.	Acres. about.	Town- ship South.	Range. East.	Acres. about.
34	28	21,732.15	35	34	23,288.31
"	29	17,439.97	36	27	22,712.22
"	30	22,142.44	"	28	22,569.71
"	31	23,150.21	"	29	19,511.24
"	32	23,107.51	"	30	13,947.56
"	33	23,052.42	"	31	24,477.60
"	34	23,253.38	"	32	21,293.02
35	28	23,054.96	"	33	24,050.61
"	29	21,263.20	"	34	23,060.14
"	30	12,540.76	37	27	24,038.49
"	31	15,902.79	"	28	23,120.34
"	32	20,263.50	"	29	19,892.29
"	33	23,143.26	"	30	20,711.42
37	31	22,940.00	42	30	22,040.00
"	32	16,646.11	"	31	23,040.46
"	33	23,050.00	43	22	4,156.35
"	34	23,087.30	"	23	22,957.27
38	27	22,972.61	"	24	22,984.14
"	28	23,146.46	"	25	20,231.77
"	29	23,017.44	"	26	21,250.21
"	30	22,457.50	"	27	21,377.59
"	31	23,045.20	"	28	21,353.22
"	32	23,062.14	"	29	20,363.72
"	33	23,040.00	"	30	19,967.10
"	34	13,040.00	"	31	18,816.05
39	27	23,061.71	"	32	23,046.32
"	28	23,069.82	44	22	2,728.34
"	29	23,012.51	"	23	22,365.41
"	30	23,038.25	"	24	17,327.36
"	31	23,082.63	"	25	21,346.85
"	32	23,140.96	"	26	23,013.43
"	33	23,040.00	"	27	23,028.86
40	27	23,040.00	"	28	23,040.57

Appendix to report of H. S. Duval, State Engineer—Continued.

Township South	Range East.	Acres. about.	Township South.	Range East.	Acres. about.
"	28	23,069.36	"	29	22,785.32
"	29	23,044.71	"	30	22,965.00
"	30	23,051.12	"	31	23,018.64
"	31	22,079.39	"	32	22,828.98
"	32	23,040.00	"	33	23,040.00
41	26	23,102.98	45	22	400.00
"	27	23,192.82	"	23	14,420.00
"	28	23,197.76	"	24	19,343.11
"	29	23,134.70	"	25	23,038.71
"	30	23,111.40	"	26	22,978.01
"	31	22,473.66	"	27	22,958.33
"	32	22,940.00	"	28	23,055.36
42	22	745.27	"	29	22,731.62
"	23	22,640.67	"	30	22,932.30
"	24	22,982.13	"	31	23,063.41
"	25	23,046.23	"	32	22,963.24
"	26	23,101.69	"	33	23,042.95
"	27	22,970.50	Total No. of acres		2,182,412.27
"	28	22,936.68			
"	29	21,932.05	"H. S. D."		

"Statement of Mr. B. Frazier, of Fort Thompson, Caloosahatchie River, Florida.

Fort Thompson, Monroe Co., Florida, July 28th, 1884.
Col. H. S. Duval, State Engineer,

Dear Sir:

I would say in respect to the results of the operations of the "Okeechobee Drainage Co.," that I have resided on the Caloosahatchie River for many years. Have been engaged in the Cattle business, and other service requiring frequent trips into the country north and south of the Caloosahatchie river, and in vicinity of Lake Hichpochee

and Okeechobee—That for years I have resided at Ft. Thompson, and had occasion to observe the fluctuations on the river at that point during the rainy season. Prior to the construction of the drainage canals, the river at Fort Thompson would rise rapidly and the water would remain at a depth of several feet for weeks and months, covering large areas and injuring the pasturage, etc. Since the canals have been completed, I note that although there is a rise on the river after heavy rains, it is only temporary, and passes off in comparatively few hours. Since you have been in the country we have had heavy storms which heretofore would have swollen the river and done much damage, but you have seen that the canals pass the water off without trouble or delay. If it was not for these canals there would be three feet of water on the surface, near where my house is, and this condition would remain for a long period.

The great grazing country which has been developed north of the Caloosahatchie river is the effect of permanent drainage by the canals of the Okeechobee Company. In the vicinity of Istopoga Lake and north, large areas heretofore permanently wet are now dry, even during the rainy season. The work of the Company had done the country incalculable good, and their work tends to develop and populate a country heretofore unfit for cultivation or settlement.

The above indicates some of the advantages already derived during one rainy season.

I may further state, that had it not been for the drainage canals affording water through the great stock range, thus developed, our cattle would have suffered much during the past season.

The cattle feeding off the rich marshes would seek the canal for water, which it afforded in greatest abundance, besides providing an easy avenue of communication.

I might add much more as to the great benefit derived by this section of the State and will at any time be pleased to further present my views. My extensive knowledge of the country, enabling me to represent the conditions as they exist.

• Witness present,

J. P. Sharp, H. L. Klausett."

The Board then adjourned.

Attest:

W. D. BLOXHAM, President.

W. D. BARNES, Secretary.

Tallahassee, Florida,

September 1st, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands and Immigration.

The Commissioner of Lands was requested to act as Secretary pro tem.

I. The following resolution was adopted:

Resolved, That the reservation heretofore made by resolution of this Board of the alternate odd numbered Sections of Land lying 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.

II. The following report was presented and ordered spread upon the minutes:

Governor Wm. D. Bloxham,

President of the Board of Trustees of the Internal Improvement Fund:

Dear Sir: As agent of the Atlantic and Gulf Coast Canal and Okeechobee Land Company, I accompanied Col. H. S. Duval, State Engineer, on his recent tour of inspection of the operations, etc., of the Drainage Company.

At Kissimmee we inspected the canals of the Company, and the large dredge boats in service in the vicinity. I noticed a marked improvement in the condition of the lands since my inspection in the spring of 1883. Lake Tohopekaliga, covering an area of about twenty six square miles, was at that time about $4\frac{1}{2}$ feet below its

normal level.—the efficient work of the canals can best be appreciated in the fact, that in June of this year, this same lake was about seven feet below its normal level. The country adjacent responds to the work of drainage, the reclaimed lands being covered in great part by dog fennel, millet, and other dry land growths. Some of these lands are in cultivation in sugar cane, corn, peas, etc., and producing large crops.

The result of our visit to the Caloosahatchie country, although in the rainy season were very encouraging. From Myers we drove in a wagon dry shod to the edge of the saw grass where the dredge was operating, our passage being generally along the foot of the water shed we naturally anticipated that the surface of the soil would be covered with water, and it is with pleasure I report that we found the surface dry. In conversing with permanent residents of the Caloosahatchie Valley, I was pleased to notice a feeling of security and confidence inspired by the presence and operations of the Okeechobee Drainage Company.

As the Engineer appointed in the interest of the Okeechobee Company, I am pleased to accept the report of H. S. Duval, as presented to the Board of Trustees of Internal Improvement.

Yours Respectfully,
 CHARLES F. HOPKINS,
 Agt. A. & G. C. C. & O. L. Co."

Jacksonville, Fla. }
 August 25th, 188. }

III. Account of D. U. Fletcher, for copy of testimony in case of Union Trust Co. of N. Y. vs. Trustees et al, approved at Five 30-100 dollars.

The Board then adjourned.

W. D. BLOXHAM,
 President.

Attest:

W. D. BARNES,
 Secretary.

Tallahassee, Florida.

September 6th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

W. D. Barnes, Comptroller.

Henry A. L'Engle, Treasurer.

George P. Raney, Attorney General.

P. W. White, Commissioner of Lands & Immigration.

The following Resolution as to priority of Rail Roads 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 road as they may construct hereafter under and in accordance with the terms and conditions 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 mile limit over the other Railroad Companies which have filed briefs before this Board.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Fla.,
September 10th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
Henry A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands & I.

The Attorney General was requested to act as Secretary pro tem.

The answer of the Trustees to the bill in equity of A. J. Boynton, against the Trustees of the Internal Improvement Fund et al. for re-establishment of lost deeds was read by the Attorney General and approved.

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

Secretary pro tem.

Tallahassee, Florida,
October 6th, 1884.

The Board met in the Executive Office.

Present: 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 I.

The following resolution was adopted:

Whereas, The Indian River Railway and Transportation Company, have failed to furnish evidence that, they

have commenced and prosecuted the work on their Railroad as provided in their agreement with the Board of Trustees:

Resolved, That the reservation of the alternate sections of land lying along the surveyed line of the Indian River Railway and Transportation Company heretofore made in behalf of said Company is hereby cancelled.

It was also

Resolved, That the odd-numbered sections of swamp and overflowed lands lying within six miles on each side of the surveyed line of what is known as the Indian River Railway and Transportation Company, extending from Enterprise to the Indian River at or near Titusville, be reserved from sale for the benefit of the Atlantic Coast St. Johns and Indian River Railway Company, until the further orders of this Board, upon condition that said Company will commence the work of construction of said Railroad, on or before the first day of January next, and will prosecute the same with reasonable progress.

The following accounts were ordered paid:

H. S. Duval, State Engineer, for inspection of Drainage District, Four hundred and ten dollars (\$410.00).

W. D. Barnes, for three months services as Secretary, One hundred dollars.

C. E. Dyke, for printing, eight dollars (\$8.00).

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, November 12th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
George P. Raney, Attorney General.
P. W. White, Commissioner of Lands & I.

The Commissioner of Lands and Immigration laid before the Board a communication from Hon. J. G. Speer,

President of the Apopka Canal Company, submitting a report of the Secretary and Treasurer of said Company of expenditures made in the construction of said canal, and requesting that the monies arising from the sale of lands belonging to said Company, be refunded to said Company, and it appearing that 360.03 acres of such land had been sold by the Salesman at one dollar per acre, it is ordered that the sum of Three hundred and sixty 03-100 dollars, be paid over to said Company.

The following is the report of said Company, signed by the President, and Secretary & Treasurer, thereof:

"To the Hon. Board of Trustees of the I. I. Fund, Tallahassee, Fla.:

Gentlemen—In accordance with a resolution adopted by your Board on the 10th Feb'y 1881, We hereby hand you our report of Expenditures from January 1st, 1880, to date, in the cutting and constructing a canal from the waters of Lake Eustis to those of Lake Apopka, as is fully set forth by a contract, made by us with the Trustees of the I. I. Fund, on the 25th of February, 1879:

For the year 1880 was expended.....	\$ 2,126.00
For the year 1881 was expended.....	4,000.00
For the year 1882 was expended.....	8,750.00
For the year 1883 was expended.....	7,300.00
For the year 1884 was expended to Sept. 1st...	5,780.00

Making a total of\$27,956.00

State of Florida, }
Orange County. }

On this day personally appeared before me, a notary public of the State of Florida, B. M. Sims, to me well known as the Secretary of "The Apopka Canal Company" who being duly sworn, says that the above is a true statement of the Expenditures in said work, and that the vouchers for the same are on file in the Office of said Secretary, subject to the inspection of the Trustees of the I. I. Fund, or their accredited Agent at any time.

Witness my hand and seal at Ocoee on the 4th day of
October 1884.

R. B. T. Roper,
Notary Public.
(Seal)

B. M. SIMS,
Sec. & Treas. Apopka
Canal Co.
J. G. SPEER,
Pres't A. C. Co."

John M. Bryan, Agent of Apopka Canal Company, applied to have certificate No. 12,449 embracing the N $\frac{1}{2}$ of the SW $\frac{1}{4}$ of Section 14, T 20 S, R 26 E, cancelled, it being land sold to Charles T. Smith, as the property of the said Canal Company—and both parties desiring the cancellation, it is Ordered that the same be cancelled and that Eighty dollars, the amount of purchase, be refunded.

Account of C. E. Dyke, for printing for Salesman's Office amounting to Seven 50-100 dollars, ordered paid.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary.

Tallahassee, Florida, November 17th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
P. W. White, Commissioner of Lands & I.

Col. W. T. Forbes, representing the Florida Land and Improvement Company and the Atlantic and Gulf Coast Canal and Okeechobee Land Company and F. T. Myers, Esqr., representing the Jacksonville, Tampa and Key West Railway Co., appeared before the Board and in behalf of their respective Companies agreed to the arrangement embodied in the following resolution which was adopted by the Board:

Resolved, In the matter of contested claims to lands between the (1) Florida Land and Improvement Company, (2) the Atlantic and Gulf Coast Canal and Okeechobee Land Company, (3) and the Jacksonville, Tampa

and Key West R. R. 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 R. R. Co. for the remainder of lands under contest—the lands to be conveyed to the Jacksonville, Tampa and Key West R. R. Co. 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 lands so conveyed shall be allowed to go to making up said deficiency and a like quantity be conveyed to said Company from other lands in lieu thereof under the Special Grant.

The Board then proceeded to consider the question of priority of the several Railroads claiming lands under Special Legislative Grants,—And having fully considered the briefs submitted by the several Roads, 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 hereafter referred to will be entitled to "Swamp and overflowed lands" outside of the "six mile limit" claimed under Statutes of Florida is as follows :

First. 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 Chapter 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 we do not deem 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 Jacksonville, Tampa and Key West Railroad Company, in any county except Clay & 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.

Second. 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.

Third. 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 Internal Improvement Fund shall all be taken up and cancelled.

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
W. D. BARNES, Secretary .

Tallahassee, Florida, November 26th, 1854.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.
W. D. Barnes, Comptroller.
Henry A. L'Engle, Treasurer.
Geo. P. Raney, Attorney General.
B. W. White, Commissioner of Lands and I.

The report of James M. Dancy, who was appointed to examine the Southern or Caloosahatchie Division of the Drainage District was submitted and read to the Board and approved—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 Okeechobee 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 Trustees Internal Improvement Fund of State of Florida:

Dear Sir—On the receipt of your instructions to me by letter dated October 15th, 1884, I proceeded with as little delay as possible to Kissimmee City, accompanied by Col. J. M. Kreamer, Chief Engineer of the Okeechobee Drainage Company, for the purpose of examining Drainage District No. 2 reported upon by Col. H. S. Duval, dated August 18th, 1884.

1st. 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.

2d. 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.

3d. I examined carefully the Northern borders of Lake Okeechobee and find the prairie the same. I penetrated the Fisheating Creek country, a fine navigable creek with miles and miles of the finest prairie lands in the State, the extensive saw grasses all gone and dry lands ready for cultivation. The Creek is entirely within its banks 2 feet or more.

4th. 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.

5th. I next entered the canal which is cut into Lake Hichpochee, 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 three feet above the water level, and dry enough for cultivation. From this lake the canal has been since Col. 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 can not 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 one fourth mile out into it, and it 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 Caloosahatchie 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 the water usually stood to the depth of two 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 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 first lands in the State is now in a condition for settlement and cultivation.

All Settlers along the banks of Caloosahatchie River agree that the work accomplished by the Drainage Co. has already been of incalculable benefit to that entire section of country, and in my judgment 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 Caloosahatchie 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 Harbor.

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

I have endeavored to make myself understood with reference to the connections 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 Caloosahatchie into the Gulf of Mexico, and up Charlotte Harbor as far as the district extends.

The Townships which I will include in this report in addition to those reported upon by Col. Duval, and examined by me, are as follows: Eleven Townships omitted from my last report, viz:

Town- ship South	Range. East.	Acres.	Town- ship South.	Range. East.	Acres.
30	28	21,681.99	32	28	20,240.50
31	27	18,137.20	"	31	23,061.06
"	28	18,187.69	33	30	22,939.46
"	29	19,436.00	"	31	22,927.30
"	30	23,144.56	"	32	21,914.35
32	27	22,731.22	"		
Total 11 Townships					234,401.33
List reported upon by Duval.					
34	28	21,732.15	37	27	24,038.49
"	29	17,439.97	"	28	23,120.34
"	30	22,142.44	"	29	19,892.29
"	31	23,150.21	"	30	20,711.42
"	32	23,107.51	"	31	22,940.00
"	33	23,052.42	"	32	16,646.11
"	34	23,253.38	"	33	23,050.00
35	28	23,054.96	"	34	23,087.30
"	29	21,263.20	38	27	22,972.61
"	30	12,540.76	"	28	23,146.46
"	31	15,902.79	"	29	23,017.44
"	32	20,263.50	"	30	22,457.50
"	33	23,143.26	"	31	23,045.20
"	34	23,288.31	"	32	23,062.14
36	27	22,712.22	"	33	23,040.00
"	28	22,569.71	"	34	13,040.00
"	29	19,511.24	39	27	23,061.71
"	30	13,947.56	"	28	23,069.82
"	31	24,479.60	"	29	23,012.51
"	32	21,293.02	"	30	23,038.26
"	33	24,050.61	"	31	23,082.63
"	34	23,060.14	"	32	23,140.96
39	33	23,040.00	44	26	23,013.43
40	27	23,040.00	"	27	23,028.86
"	28	23,069.36	"	28	23,040.57
"	29	23,044.71	"	29	22,785.32
"	30	23,051.12	"	30	22,965.00
"	31	22,079.39	"	31	23,018.64
"	32	23,040.00	"	32	22,828.98

Town-ship South	Range East.	Acres.	Town-ship South.	Range East.	Acres.
41	26	23,102.98	"	33	23,040.00
"	27	23,192.82	45	22	400.00
"	28	23,197.76	"	23	14,420.00
"	29	23,134.70	"	44	19,343.11
"	30	23,111.40	"	25	23,038.71
"	31	22,473.66	"	26	22,978.01
"	32	22,940.00	"	27	22,958.33
42	22	745.27	"	28	23,055.36
"	23	22,640.67	"	29	22,731.62
"	24	22,982.15	"	30	22,932.30
"	23	23,046.23	"	31	23,063.41
"	26	23,010.69	"	32	22,963.24
"	27	22,970.50	"	33	23,042.95
Total of Duval's List					2,181,412.27
"	28	22,936.68			
"	29	21,932.05			
"	30	22,040.00			
"	31	23,040.46			
43	22	4,156.35			
"	23	22,957.27			
"	24	22,984.14			
"	25	20,231.77			
"	26	21,250.21			
"	27	21,377.59			
"	28	21,353.22			
"	29	20,363.72			
"	30	19,967.10			
"	31	18,816.05			
"	32	23,046.32			
44	22	2,728.34			
"	23	22,365.41			
"	24	17,327.36			
"	25	21,346.85			

I have personally examined the lands embraced in the above lists 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'Neill, to this report.

I am Yours Respectfully,
(Signed) 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 rainy season—the heavy rains continuing into October. I have carefully remarked the effect on the country north and south of the Caloosahatchie River and in the vicinity of Lake Okeechobee, Istapoga, 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 further confirm the same.

(Signed) W. B. FRAZIER."

Witness

C. P. Budd. }

F. O'Neill. }

Fort Thompson, Fla., Nov. 5th, 1884."

Note—In conversing with Mr. W. B. Frazier, and others along the Caloosahatchie Valley I learn that the big overflow occurred about the year 1878 or '79, before work was commenced by the Drainage Company.

(Signed) JAMES M. DANCY,
State Agent."

The Board then adjourned.

W. D. BLOXHAM,
President.

Attest:

W. D. BARNES,
Secretary.

Tallahassee, Florida, December 18th, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

H. A. L'Engle, Treasurer.

P. W. White, Commissioner of Lands and I.

The Commissioner of Lands was requested to act as Secretary pro tem.

The Indian River Railway and Transportation Company, asked for an extension of the time allowed them 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 on Oct. 6th, 1884, for the commencement of work on the Indian River Railway and Transportation Company's road, be extended to February first 1885; subject to the conditions of said resolution of 6th October 1884.

H. S. Duval, State Engineer, reported that he had inspected twenty miles of the Tropical Florida Railroad, South of Wildwood to Section Seven, in Township twenty-two South of Range twenty-two East, and approved the same.

It appearing to the Board that Lot Six of Section Eleven in Township Nineteen South of Range Twenty-six East, was a part of Lots two and three of said Section by the Original survey thereof and by the map thereof on file in the State Land Office,

And it appearing further to the Board that said Lots two and three were entered by A. S. Pendry, of Orange County, in the State of Florida, in the year 1876, in the United States Land Office—and said Lot 6 embraced as aforesaid in said Lots two and three having been erroneously Patented by the United States to the State of Florida by Supplement "A" to Special Indemnity Patent No. 3, dated April 10th 1883,

Be it therefore Resolved that the Trustees aforesaid will release to the said A. S. Pendry, all right, title, interest, and claim of the State of Florida in and to said Lot six of Section Eleven in Township Nineteen South of Range Twenty-six East, containing nine acres of land more or less, so erroneously patented to the State as aforesaid,—

And it is Ordered that the Salesman of the Board prepare a deed of release of said land to the said Pendry.

The Board then adjourned.

Attest:

W. D. BLOXHAM,
President.

Secretary pro tem.

Tallahassee, Florida, December 22d, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

H. A. L'Engle, Treasurer.

Geo. P. Raney, Attorney General.

P. W. White, Commissioner of Lands & I.

The Commissioner of Lands was appointed Sect'y pro tem.

It was Ordered that the account of Messrs. Fleming & Daniels, for fees for services rendered as Attorneys of the Trustees of the I. I. Fund, in the cases of Union Trust Company, and W. H. Gleason vs. the Trustees, amounting to Three hundred dollars, be allowed and that the same be paid by the Treasurer of the Board.

It was also Ordered that the bill of G. B. Sparkman, for money paid to Wm. C. Brown, Esqr., Clerk of Hillsborough County, for recording Deed of Hamilton Disston, to Trustees for Settler's land, amounting to Four 40-100 dollars, be allowed and that the same be paid by the Treasurer of the Board.

The application of the Florida Land and Mortgage Company, to be allowed to exchange the lands embraced in Entry No. 12,699 for other lands embraced in List filed with the Board, was granted, provided the lands embraced in said List are not covered by any prior claim, said entry to be made upon filing in State Land Office a Deed of said Company re-conveying to the Trustees the lands exchanged.

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.

Attest: W. D. BLOXHAM,
President.
Secretary pro tem.

Tallahassee, Florida, December 23d, 1884.

The Board met in the Executive Office.

Present: W. D. Bloxham, Governor.

Henry A. L'Engle,

P. W. White, Commissioner of Lands and Immigration.

The Commissioner of Lands and Immigration was appointed Secretary pro tem.

Col. W. T. Forbes, Land Commissioner of the Florida Land and Improvement Company, appeared before the Board, and stated that he was prepared to take all the lands which his Company was entitled to locate with floats except about twelve thousand acres. The Board informed Col. Forbes that if he held back any floats it would be at the risk of the Company. The Board agreed to permit him to take the balance of his float lands without regard to the date of filing of his lists of selections.

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 resolutions:

"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 Rail Road 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, 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 Atlantic and Gulf Coast Canal and Okcechobee Land Company, and (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 deficiencies in the alternate sections within six miles from the alternate sections within twenty miles, that the quantity of lands 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 con-

"veyed to the Jacksonville, Tampa and Key West Rail-
 "way 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 corpor-
 "ate 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
 "said Plant Investment Company.

"It is hereby certified that the foregoing is a copy of a
 "resolution passed by the Board of Directors of the Jack-
 "sonville, Tampa and Key West Railway Company, at a
 "meeting of said Board held at the Office of the Com-
 "pany in the City of New York on the 4th day of Decem-
 "ber, 1884.

" GEO. M. BARTHOLOMEW, President.

"In presence of

"E. B. Powers,

"Charles Nettleton,

"Commissioner for Florida (Commissioner's Seal).

"in New York.

"(Corporation Seal) Attest.

CHARLES C. DEMING, 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
 28th, 1850, and lying nearest that part of its road be-
 tween Tampa and Kissimmee as will make, with the lands
 authorized to be conveyed to it by Resolution of the
 Board passed November 17th, 1884, ten thousand acres
 per mile of road constructed between said points.

The Board then adjourned.

Attest:

W. D. BLOXHAM,

President.

Secretary pro tem.

Tallahassee, Florida, January 6th, 1885.

The Board met in the Executive Office.

Present: William D. Bloxham, Governor.
 William D. Barnes, Comptroller.
 George P. Raney, Attorney General.
 P. W. White, Commissioner of Lands and
 Immigration.

The following report of the State Engineer was read and ordered spread upon the minutes:

"Tallahassee, Dec. 23d, 1884.

"Hon. W. D. Barnes, Sect'y Trustees I. I. Fund:

Sir—Agreeable to instructions received on the 23d inst., I certify that I have inspected what is known as the Punta Rassa branch of the Jacksonville, Tampa and Key West Railway extending over a distance of Seventeen miles and being constructed by the most approved specifications, I am constrained to approve the same.

Respectfully,

H. S. DUVAL."

The following accounts were allowed and ordered paid:

H. S. Duval, for inspecting Peninsular R. R. from Wildwood Southward 20 miles.....	\$125.00
Hon. P. W. White, Expenses in Sale of I. I. Lands	69.00
W. D. Barnes, Salary as Sect'y for Oct., Nov & Dec. '84	100.00
	<u>\$294.00</u>
H. S. Duval, for inspecting Bartow Branch S. F. R. R.	125.00
	<u>\$419.06</u>

The Board then adjourned.

Attest: W. D. BLOXHAM, President.
 W. D. BARNES, Secretary.

Tallahassee, Florida, January 13th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 George P. Raney, Attorney General.
 W. D. Barnes, Comptroller.
 P. W. White, Commissioner of Lands and
 Immigration.

It was ordered that M. S. Littlefield, be paid the sum of Three hundred dollars, for expenses in attending at Tallahassee to give evidence, as witness in the cases of the Union Trust Company vs. Trustees I. I. Fund, et al., and W. H. Gleason vs. Trustees I. I. Fund.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, January 29th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

Henry A. L'Engle, Treasurer.

William D. Barnes, Comptroller.

P. W. White, Commissioner of Lands and Immigration.

An application from W. B. Watson, in behalf of the Atlantic Coast—St. Johns and Indian River Railway Company, asking that further time be allowed for commencing work, was laid before the Board, and on motion it is ordered that the time be extended to the first day of May next.

The account of Philip Walker for making record in the matter of the petition of J. F. Townsend, for appeal to Supreme Ct. U. S. was allowed at \$103.25.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, February 18th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

W. D. Barnes, Comptroller.

H. A. L'Engle, Treasurer.

C. M. Cooper, Atty General.

P. W. White, Commissioner of Lands and Immigration.

The Board proceeded to elect a Treasurer for the Internal Improvement Fund of Florida, and on motion of Mr. L'Engle, Dr. Edward S. Crill, was unanimously elected.

On motion it was ordered that the Treasurer of this Board be required to give bond in the sum of Ten thousand dollars, and that he be paid a salary of Six hundred dollars per annum.

A committee consisting of the Attorney General, Commissioner of Lands and Immigration, and Comptroller were appointed to examine the books and accounts of Treasurer L'Engle, and make report to the Board.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, February 25th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

William D. Barnes, Comptroller.

P. W. White, Commissioner of Lands & Immigration.

The following order was passed:

Whereas, John Bibby, of Suwannee County has represented to the Board that he was mistaken in the description of the land he applied for by installment application No. 57 of Entry No. 11,429, being the E $\frac{1}{2}$ of NE $\frac{1}{4}$ of Section 9, T 6 S, R 15 E, and that his intention was to apply for the S $\frac{1}{2}$ of NE $\frac{1}{4}$ of same section. And Whereas he has made payment of first installment for the land applied for and is ready to make the second payment, but before doing so wishes the mistake aforesaid corrected and the payment already made and those to be made hereafter to be applied to the purchase of the S $\frac{1}{2}$ of NE $\frac{1}{4}$ of said section. Therefore it is ordered by the Board that Entry No. 11,429 be changed from the E $\frac{1}{2}$ of NE $\frac{1}{4}$ to the S $\frac{1}{2}$ of NE $\frac{1}{4}$ of Section 9, T 6 S, R 15 E, and that the payment already made and payments hereafter to be made be applied to said Entry as hereby changed.

The following was also passed:

It appearing to the Board by the affidavit of James A. Daughtry, that the entry of lands made for him by John W. Whidden, and conveyed to him by Deed No. 11,754, to wit the SW $\frac{1}{4}$ of NW $\frac{1}{4}$ and the NW $\frac{1}{4}$ of SW $\frac{1}{4}$ Section 34, T 35 S, R 34 E, was erroneous, and the said James A. Daughtry, having returned to the Commissioner of Lands and Immigration said Deed, and by deed conveyed and released to the Trustees of the Internal Improvement Fund the land so erroneously entered, It is ordered that the said Entry No. 11,754 be cancelled and that the sum of seventy-two dollars and seven cents paid by said Daughtry for said land be refunded to him and that he be allowed to enter therewith the SW $\frac{1}{4}$ of SW $\frac{1}{4}$ Sec. 27 and the NW $\frac{1}{4}$ of NW $\frac{1}{4}$ of Sec. 34 in T 35 S, R 32 E.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

Governor.

Tallahassee, Florida, March 10th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

Edward S. Crill, Treasurer.

William D. Barnes, Comptroller.

P. W. White, Commissioner of Lands & Immigration.

On the application of John A. Henderson, Esqr., State Agent, for leave to revise his Entry No. 12,752, It is ordered that said entry be revised by striking out therefrom the following described lands to wit:

Lots 3 and 4 of Section 21, T 44 S, R 22 E,	93.66 acres
E $\frac{1}{2}$ of NE $\frac{1}{4}$ of Section 28 T 44 S, R 22 E,	80.00 acres
Lots 2, 5 & 6 of Section 27 T 44 S, R 22 E,	123.96 acres
Lots 2, 3 & 8 & 38-10 acres of	
East portion of Lot 4 of Section 34 T 44 S, R	
22 E,	211.95 acres

509.57 acres

and that said entry be cancelled as to said lands, and that there be substituted in lieu thereof and as part of said entry the following to wit:

$W\frac{1}{2}$ of $SE\frac{1}{4}$ of Sec. 4, T 44 S, R 22 E, 80.00 acres, $S\frac{1}{2}$ of Section 6, T 44 S, R 22 E, 320.04 acres, and $N\frac{1}{2}$ of $NE\frac{1}{4}$ $SE\frac{1}{4}$ of $NE\frac{1}{4}$, $N\frac{1}{2}$ of $SE\frac{1}{4}$ & $SE\frac{1}{4}$ of $SE\frac{1}{4}$ Section 7, T 44 S, R 22 E, 240.00 making a total of 640.04 acres, and that deeds do issue for said substituted lands, instead of those stricken out.

The following bills were presented and ordered paid:

J. T. Crawford, for Clerical work,.....	\$14.00
Miss George for telegram Atty General,.....	.50
	<hr/>
	\$14.50

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, March 11th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
Edward S. Crill, Treasurer.
W. D. Barnes, Comptroller.
P. W. White, Commissioner of Lands & Im.

The committee appointed Feby 18th to examine the accounts of H. A. L'Engle, Treasurer, submitted the following report:

"Tallahassee, Fla., Mch. 11th, 1885.

To the Board of Trustees of the I. I. Fund of Fla.

The Committee appointed to examine the accounts of H. A. L'Engle, Treasurer of the I. I. Fund beg leave to report that they have had all the Vouchers for expenditures made by him examined, and find that they correspond with the credits on his books, and that he has receipt from E. S. Crill, present Treasurer for balance of funds on hand.

Respectfully submitted,

W. D. BARNES, Comptroller.

P. W. WHITE, Commissioner, &c."

Whereupon the following resolution was offered and adopted:

Resolved that the report of the Committee be received, and that the thanks of the Board be tendered to the Hon. Henry A. L'Engle, for the faithful and satisfactory manner in which he has discharged his duties as Treasurer of this Board for the last four years, and that his bond as such Treasurer be now surrendered to him.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, March 15th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
Edward S. Crill, Treasurer.
W. D. Barnes, Comptroller.
P. W. White, Commissioner, &c.

The Secretary laid before the Board the Annual report of the Hon. J. G. Speer, President of the Apopka Canal Company, of the operations of said Company for the year 1884, showing that they had expended in the work up to December 31st last Thirty thousand dollars, and that the work was being carried on with satisfactory dispatch which report was ordered filed.

The Board then adjourned.

Attest:

Secretary.

President.

Tallahassee, Florida, April 8th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
Edward S. Crill, Treasurer.
William D. Barnes, Comptroller.
C. M. Cooper, Attorney General.
P. W. White, Commissioner of Lands & Im.

The report of H. S. Duval, Engineer, upon twelve miles of the St. Johns and Halifax River Railway, was ordered

to be spread upon the minutes of the Board and is as follows:

"River Junction, Fla., Feb'y 27th, 1885.

Hon. W. D. Barnes, Sect'y I. I. Fund.

Sir: I hereby certify that I did in obedience to your instructions on the 9th inst., inspect on the 13th inst., twelve miles of the St. Johns and Halifax River Railway.

The iron is 30 lbs. rails full spiked, while nearly all of the cross-ties are of a most excellent quality, and what few inferior ones remain are being rapidly replaced by the new ties of 8 ft. in length. Although, in a few places better ballasting should be expected, proper material for that purpose is not convenient until the road reaches the sand hills four miles ahead; its full length of 14 miles being all located in low wet, swamp land.

This makes the third inspection of the same line of road which I have made and heretofore declined to accept. I see now no good reason for continuing to do so, and will approve twelve miles of the same, beginning on the banks of the St. Johns River.

Respectfully,

H. S. DUVAL, State Engineer."

The State Engineer having approved of twelve miles of the St. Johns and Halifax River Railway, as constructed for that distance beginning at the banks of the St. Johns River, Hon. Hugh A. Corley, appeared before the Board and applied for the alternate sections of land lying on both sides of said line of Road for six miles, And it was ordered that the Salesman be instructed to prepare deeds for such lands lying in the odd-numbered sections for six miles on both sides of said road as to which there is no conflict in the reservation, It being understood that all questions of conflict with other roads as to reservations are held for future determination.

Mr. Corley also applied in behalf of the Fernandina and Jacksonville R. R. for the lands lying within the twenty mile limit on the east side of said line of road to make up the deficiency within the six mile limit. It was ordered that deeds be made for the lands as applied for, within the twenty mile limit named.

Messrs. Candler, Conant and Henderson, appeared before the Board in behalf of the Florida Southern Railway Company, and made application for the lands earned by

the construction of seventy additional miles of said Road, which had been inspected and approved by the State Examiner. Action postponed.

It was ordered that H. A. Corley, be paid Thirty one 90-100 dollars, for attendance as a witness before F. T. Myers, Master to take testimony in the case of the Union Trust Company vs. The Trustees I. I. Fund.

Application of S. Conant, General Manager, of the Florida Southern Railway Company to have thirty miles of additional road, from Leesburg to Pemberton's Ferry, inspected, was laid before the Board, and the Secretary was requested to instruct H. S. Duval, State Engineer, to make the inspection and report to the Board.

A. D. Chappell, President of the Blue Springs, Orange City and Atlantic Rail Road Company, having filed a properly authenticated plat of survey of the line of said Company's Road, and applied for a withdrawal from market of the odd-numbered sections of land granted by Act of Congress of September 28th, 1850, lying within six miles on both sides of said line of road, it was Ordered by the Board that the said sections of land be reserved for the benefit of said Company, subject to any former reservations made by the Board, and subject to the right of actual settlers on said lands at the time of reservation to purchase their improvements to the extent of 160 acres, from the State, and subject also to the further orders of this Board.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, April 9th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
Edward S. Crill, Treasurer.
William D. Barnes, Comptroller.
C. M. Cooper, Attorney General.
P. W. White, Commissioner of Lands and Immigration.

The following bills were presented and ordered paid:

Dorr and Bowen, for printing two hundred copies of Secretary's report, Thirty dollars (\$30.00).

W. N. Baker, for expenses to Savannah to convey Tallahassee Rail Road bonds and procure endorsement of General Jackson of agreement as to payment of 50 per cent on same, Seventeen 95-100 (\$17.95).

Postage for Salesman's Office, for months of July, Aug., Sept., Oct., Nov. & Dec. '84, and Jany 1885, One hundred and one 85-100 dollars (\$101.85).

J. W. Sackett, for copies of plats of lands, Five 50-100 dollars (\$5.50).

C. E. Dyke, for printing for Salesman's Office, Twenty five 50-100 dollars (\$25.50).

Labor in Salesman's Office, One dollar.

F. T. Myers, for taking testimony as Examiner in cases of Union Trust Company and W. H. Gleason vs. Trustees, Forty five 85-100 dollars (\$45.85).

It was ordered that the Secretary of the Board receive for Salary one hundred dollars (\$100.00) for each quarter of 3 mos. to be paid on his requisition.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, April 10th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

Edward S. Crill, Treasurer.

William D. Barnes, Comptroller.

C. M. Cooper, Attorney General.

P. W. White, Commissioner of Lands & Im.

The following resolution was adopted:

Resolved, That it is the determination of this Board that they will withhold from all Railroad Companies which have Legislative land grants in addition to Alternate Sections, one third of the lands or so much thereof as may be necessary to satisfy the estimated amount which has been and may be required to relieve the In-

ternal Improvement Fund from the incumbrance which heretofore existed and still exists and for the expenses of administering the fund.

The following resolution was also adopted:

Resolved, That the Salesman is instructed to prepare deeds to the Florida Southern Railway Company or assigns for Eight hundred and seventy-nine thousand five hundred and fifty-two acres and Seventy four one hundredths of an acre, (879,552.74-100 acres) of land in addition to deeds for alternate sections earned and not heretofore deeded this not being in final adjustment of accounts.

The following application was presented and read to the Board:

"Tallahassee, Florida, April 10th, 1885.

To the Board of Trustees of the Internal Improvement Fund:

Gentlemen—Under the order of your Board granting lands to the St. Johns and Halifax River Railway Company for the first twelve miles of its road, it is ascertained that the quantity of swamp lands within six miles and on each side of the completed portion of said railway embraced in the odd-numbered sections, excluding those lying within the six mile limit of the Palatka and Indian River Railway, is only 9,301.95-100 acres. The quantity embraced in the conflicting limits of the two roads is only 3,146.23 acres. I, therefore, on behalf of the St. Johns and Halifax River Railway Company, ask that under the provisions of Chapter 3166 of the Laws of Florida, the lands in the enclosed list embracing 7,578.19-100 acres, lying within twenty miles of the completed portion of said railway, be granted to said Company to supply in part the deficit within six miles; which list does not embrace any lands granted to any other Company or embraced within the six mile reserve limit of any other Railroad or Canal.

Very Respectfully,
HUGH A. CORLEY,

Agent for the St. Johns and Halifax R. Railway Co.

Which was laid over for future consideration.

A proposition was submitted to the Board for the Draining of Okefinokee Swamp and action thereon by the Board was postponed for the present.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, April 20th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
C. M. Cooper, Attorney General.
P. W. White, Commissioner of Lands & Im.

Mr. Charles C. Deming, Attorney for the Jacksonville, Tampa and Key West Railway Company, appeared before the Board and made application for the lands granted to said Company on account of the completion of said road from Jacksonville to Palatka, a distance of 55 miles, and on account of the Bartow Branch, a distance of 17 miles. Action on said application was deferred until there should be a full Board.

Mr. Leroy D. Ball, represented before the Board, the Florida Southern Railway Company, and asked that the making of the deeds for the lands voted to said Company on the 10th day of April be proceeded with without delay, and it was ordered by the Board that the Salesman prepare deeds for said Company to the lands earned by them by the completion of their road from Gainesville to Pemberton's Ferry in Sec. 8, T 22 R 21 S & E, a distance of 165.26 miles.

Mr. R. W. Williams, appeared before the Board in behalf of William T. Shelton, of Orange County, and asked that the Board take action in the matter of a conflict of entry between said Shelton and John Pike. Whereupon the following order was passed:

It appearing from a copy of the receipt given by M. A. Williams, the State Land Agent, to the said Shelton that he made payment for Lots Four (4) and Five (5) or Fractional South East Quarter of Section Four (4) in Township Eighteen (18) South of Range Twenty six (26) East containing Ninety & 85-100 acres of land bordering on the South and South East side of a body of water or Lake called "Negro Town Pond,"—and it further appearing

that the said land was conveyed by the Trustees of the Internal Improvement Fund of the State of Florida by Deed Numbered 9,290 dated January 26th, 1880, as Lots Four (4) and Five (5) of said Section, leaving out of said Deed the words "or Fractional South East quarter" contained in said receipt—

And it further appearing that on the first day of September A. D. 1884, one John Pike made payment to the Salesman of the Board for the North West Quarter of the South East Quarter of said Section Four (4) in Township 18 South of Range 26 East, and received a Certificate of payment for the same numbered 12,871; and Whereas it is alleged that said North West Quarter of the South East Quarter of said Section Four, T 18 S R 26 E, includes and takes a portion of the Lots Nos. 4 and 5 or Fractional South East Quarter of said Section,— And Whereas as it is the opinion of this Board that the Entry and Deed of Conveyance of the said Lots 4 and 5 of said Section conveyed to the said Shelton all the lands in the said Lots from the South Boundary thereof "to the permanent water line" of the said Lake or Pond called "Negro Town Pond,"—and that the entry of the North West Quarter of the South East Quarter of said Section Four (4) in T 18 S R 26 E, *to the extent that it includes* any of the lands between the permanent Water line of said Lake or Pond and the South boundary line of the said Lots 4 and 5, *is void*. Therefore, It is ordered by the Board that the Entry Numbered 12,871 by the said John Pike of any portion of the aforesaid Lots 4 & 5 between the permanent water line of the said "Negro Town Pond" and the South boundary line of said Lots four and five of Section four in Township Eighteen South of Range Twenty six East be and the same is hereby cancelled and that the purchase money paid by the said John Pike for the said Entry, No. 12,871 or so much thereof as is erroneous and conflicts with the entry of the said Shelton of Lots 4 & 5 aforesaid be refunded to the said Pike by the Treasurer of the Board; and that notice of this action and order of the Board be given to the said John Pike by the Commissioner of Lands and Immigration, and that he be allowed sixty days time after said notice is mailed to him to move the Board to set the same aside and that in default thereof the same do stand absolute.

The Secretary laid before the Board the reports of the State Engineer upon the work of construction of the Florida Coast Line Canal and Transportation Company, and the Florida Southern Railway Company, which were ordered to be spread upon the minutes and are as follows:

"St. Augustine, Florida, April 15th, 1885.

Hon. W. D. Barnes, Sect'y T. I. I. Fund:

Sir—I hereby certify that in accordance with your instructions of the 7th inst., I have inspected the route of the Florida Coast Line Canal and Transportation Company, from St. Augustine to the South line of Township 10 S, Range 31, E, extending over a distance of twenty-six and 1-4 miles—Six miles of which have heretofore been reported on—and I approve the same on the same grounds and specifications agreed upon by the Board of Trustees as in my former report.

Respectfully,

H. S. DUVAL, Engineer for the State."

"Leesburg, Florida, April 17th, 1885.

Hon. W. D. Barnes, Sect'y Trustees I. I. Fund:

Sir—I hereby certify that in obedience to your telegram of the 8th inst., I have this day completed the inspection therein ordered—of thirty miles of the Florida Southern Railway—beginning at Leesburg and ending in Sec. 8 T 22 R 21 S & E, immediately across the Withlacoochee River, and that I approve the same as having been constructed in the best possible manner.

Respectfully,

H. S. DUVAL, State Engineer."

Mr. Charles C. Deming, in behalf of the Palatka and Indian River Railway Company, presented the following protest which was ordered spread upon the minutes:

To the Board of Trustees of the Internal Improvement Fund:

Representing the Palatka and Indian River Railway Company I respectfully present to your Board the following protest and ask that it be duly considered--

On the 17th day of November 1884, the Trustees of the Internal Improvement Fund adopted a resolution which among other things provided that next in order of priority to the Florida Southern Railway Company and the Jacksonville, Tampa and Key West Railway Company was the

Pensacola and Atlantic Railway Co., it being also ahead of all other Companies than those above named.

The Palatka and Indian River Railway Company received its grant of land from the State of Florida on the same day as the Pensacola and Atlantic Railway Company and has in all respects complied with the conditions of its grant.

It has graded a road from Palatka to Sanford, has built an expensive bridge across the St. Johns River near Palatka and during the coming summer will complete the road to Sanford a distance of about Seventy miles.

I claim that under established legal principles it is entitled to be held equal in point of priority with the Pensacola and Atlantic Railway Company and I respectfully protest against any conveyance by this Board to the Pensacola and Atlantic Railway Company of any lands to which the Palatka and Indian River Railway Company might be entitled upon construction of its road or any part thereof.

Respectfully submitted,

CHARLES C. DEMING,"

Counsel."

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, April 23d, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

William D. Barnes, Comptroller.

C. M. Cooper, Attorney General.

P. W. White, Commissioner of Lands and
Im.

Dr. John Westcott, appeared before the Board and made application for lands earned by the Florida Coast Line Canal and Transportation Company, And it appearing by the report of H. S. Duval, State Engineer, that said Company had completed Twenty six and one quarter miles of its Canal in accordance with the specifications agreed upon by the Board, and that the said Company is

entitled to Thirty eight hundred and forty acres of land per mile for four sections of said Canal of six miles each section to be taken from its Northern terminus Southward.—It is Ordered that the Commissioner of Lands and Immigration prepare deeds for the lands due said Company for the said four sections of Canal, being twenty-four miles from its Northern terminus; the lands to be selected on both sides of said Canal and to be those which were granted to the State of Florida by Act of Congress of 28th September, 1850, and which lie nearest to the line of said Canal not to exceed ten miles distance on either side thereof, and not to include any lands which are now under a reserve by this Board for any Rail Road Company.

The Florida Coast Line, Canal and Transportation Company having also filed with the Sect'y of State a plat of the survey of the line of its Canal from the NE end of Biscayne Bay to Key West,—Said Canal to begin on the South boundary line of Township 52 South of Range 42 East—and applied for the withdrawal from sale of the odd and even numbered Sections of land for six miles distant from the shore thereof and opposite the route so filed, It is ordered that said lands be withdrawn subject to the right of settlers now thereon to purchase their lands not exceeding one hundred and sixty acres each at Schedule prices and subject to the further orders of the Board.

A letter was read from Messrs. Randall, Walker and Foster, asking in behalf of the Atlantic Coast, St. Johns and Indian River Railway Company whether they shall file details of construction in addition to those adopted by the St. Johns and Indian River Railway and Transportation Company. The Board directed the Secretary to reply that said Company should file Specifications of their own.

The following bills were ordered to be paid:

Postage for Salesman's Office for the months of February and March, Sixty five 72-100 dollars, (\$65.72).

C. E. Dyke, for printing, Three 75-100 dollars, (\$3.75).

N. M. Bowen, for printing, Fourteen dollars, (\$14.00).

D. U. Fletcher, for taking testimony in the case of the Union Trust Company vs. Trustees L. I. Fund *et al.*, Fifteen 40-100 dollars (\$15.40).

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, May 13th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

A communication from John T. Walker, Attorney for the Atlantic Coast St. Johns and Indian River Railway Company, asking permission to cut timber for cross ties from the State lands along the line of their road, was read to the Board, and the Secretary was instructed to reply that it was against the policy of the Trustees to grant such permission.

The account of S. B. Conover, for several trips, and expenses, in attending and testifying as a witness in the case of W. H. Gleason, against the Trustees, was allowed for Eleven hundred and seventy two dollars, (\$1,172.00).

A letter was received and read from W. D. Chipley, Vice President of the Pensacola and Atlantic Rail Road Company, asking that the Salesman be instructed to prepare deeds for 956.831 acres of land as a part of the grant to that Company under Section 17 of their Charter.—Whereupon the following resolution was adopted:

Whereas, the Pensacola and Atlantic Rail Road Company did complete their line of road from the Apalachicola River to the City of Pensacola, a distance of one hundred and sixty-one miles (161) miles, on the 11th day of April, 1883, and in accordance with the terms and conditions of their Charter of 4th day of March, 1881, and thereby earned the lands granted to said Company by the 17th Section of their said Act of incorporation, amounting to Three millions two hundred and twenty thousand (3,220,000) acres, and Whereas there have been deeded to said Company, by the Trustees of the Internal Improvement Fund of the State of Florida, one million one

hundred and eight-nine thousand eight hundred and thirty-five (1,189,835) acres as a portion of the land so earned by them,—

Resolved, that this Board will convey to said Company the additional amount of Nine hundred and fifty-six thousand eight hundred and thirty-one (956,831) acres of land, which with that heretofore conveyed, will be equal to two thirds of the entire quantity of land to which said Company is entitled by their Legislative land grant, whenever the selections can be made without interfering with the priorities of other Companies heretofore decided by this Board, or with the sufficiency of the security to meet the encumbrances on the fund.

The following communication from Leroy D. Ball, Attorney for the Florida Southern Railway Company was read to the Board:

“Tallahassee, Florida, May 7th, 1885.

Hon. W. D. Barnes, Sect'y Board Trustees Internal Imp. Fund, Tallahassee, Fla.

Sir: I hereby on behalf of the Florida Southern Railway Company release the lands embraced within the six mile limit of the Florida Southern Railway between the six mile limit of the Tampa Branch of said road and the section line dividing Sections Five and Six of Township Thirty South for the reason that the said Company does not propose to construct their Road between the said points, and herewith make application to have the said lands conveyed to the Florida Southern Railway Company as a part of its grant of Ten thousand acres per mile of constructed Road.

LEROY D. BALL,

Agt. & Att'y Fla. Southern R. R. Co.”

It was resolved by the Board that the Agents employed by the State to select and confirm to the State lands granted by the Act of Congress of September 28th, 1850, be allowed compensation out of the lands only selected by them.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, May 20th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

Edward S. Crill, Treasurer.

William D. Barnes, Comptroller.

R. W. Davis, Esqr., Attorney for the Florida Southern Railway Company, appeared before the Board, and gave assurances of the purpose of said Company to construct its road to Charlotte Harbor within the time prescribed by their Charter, and asked that the Board give expression of a willingness to extend legitimate aid to further that end, Whereupon the following resolution was adopted:

Resolved by the Board of Trustees of the Internal Improvement Fund of Florida,

First. That we recognize the vast and vital importance to the State of Florida and especially to the people of South Florida of the speedy construction of a railroad penetrating and running through that section of the State south of any line of road now completed.

Second. That a former Resolution of our predecessors on this Board declaring the grant of lands by the State of Florida to the Florida Southern Railway Company as being prior to all others is recognized by us.

Third. That if the Florida Southern Railway Company will without unnecessary delay extend and construct its line of road from Lakeland in Polk County to Charlotte Harbor in Manatee County this Board will give them all the substantial aid & encouragement which in their power lies.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, June 15th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

Edward S. Crill, Treasurer.

William D. Barnes, Comptroller.

C. L. Mitchell, Commissioner, &c.

The application of Col. John Parsons, President of the Bay Port, Brooksville and Fort Dade Rail Road Company, to have the alternate sections of land, granted by Act of Congress September 28th, 1850, for six miles on each side of the line of its road withdrawn from sale to aid in its construction, was laid before the Board, and a properly authenticated copy of the plat of the survey of said road having been filed in the office of the Secretary of State, it was *Ordered* that the even-numbered Sections of lands granted by Act of Congress of September 28th, 1850, lying along the line of said surveyed route for six miles on both sides thereof, be withdrawn from market for the benefit of said road, subject to the right of actual settlers to purchase their improvements at Schedule prices and subject to the future orders of the Board.

The Board then adjourned.

Attest:

W. D. BARNES,

President.

Secretary.

Tallahassee, Florida, June 20th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

Edward S. Crill, Treasurer.

William D. Barnes, Comptroller.

C. L. Mitchell, Commissioner, &c.

A communication from Alfred Bishop Mason, Vice-President of the Jacksonville, Tampa and Key West Railway Company, asking if the Board had acted upon said Company's application presented April 20th last, for lands due under its charter, was read and ordered filed and the consideration of the application was postponed until a full meeting of the Board can be obtained.

The proposition of A. A. Andrews, Publisher of the Florida Immigrant to publish certain matter in said paper was taken up, considered and rejected.

Bill of N. M. Bowen, for printing 200 copies of Treasurer's report was approved and allowed at Ten \$5-100 dollars.

The Board then adjourned.

Attest:

W. D. BARNES,

President.

Secretary.

Tallahassee, Florida, July 18th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
Edward S. Crill, Treasurer.
William D. Barnes, Comptroller.
C. L. Mitchell, Commissioner, &c.

The following account of H. S. Duval, State Engineer, was presented and ordered paid:

For inspecting St. Johns and Halifax River Railroad—12 miles—as per report dated Feby. 27-85.	\$125.00
Florida Coast Line Canal and Trans. Company—20 miles—as per report dated April 15th, 1885.	125.00
Florida Southern Railway Co.—30 miles—as per report dated Apl. 17-85.	125.00
	\$375.00

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, July 25th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
Edward S. Crill, Treasurer.
William D. Barnes, Comptroller.
C. L. Mitchell, Commissioner, &c.

Maj. Sherman Conant, General Manager of the Florida Southern Railway Company, appeared before the Board and represented that it was the purpose of said Company to extend its Road to Charlotte Harbor with all possible dispatch, and agreed with the Trustees that the lands lying along the reservation heretofore made for the benefit of said Road, and especially on the reservation lying in Polk County and surrendered by said Company on the 7th day of May last be held by the Trustees for the benefit of the Company that shall first construct a rail road to or near Charlotte Harbor, Thereupon the following resolution was adopted:

Resolved, That the lands between Leesburg and the line of the South Florida Rail Road heretofore reserved for the Florida Southern Railway as alternate sections within the six mile limit of its proposed line, and subsequently released by the said Company and claimed as due to said Company under its grant of ten thousand acres per mile on constructed road be hereby reserved and set apart for future conveyance to the first Company that shall construct a Rail Road to or near Charlotte Harbor, in part satisfaction of its grant of 10,000 acres per mile on road to be so constructed to or near Charlotte Harbor—

Provided that actual settlers upon said lands prior to such surrender may purchase said lands at State prices, not to exceed the amount actually improved or 160 acres for each Settler, such settlement to be determined by the Board and the said Company.

The said Company having given the Board satisfactory assurances of its intention to prosecute the construction of said road southward.

Maj. Conant also presented the following application:

"Tallahassee, Fla., July 25th, 1885.

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

Gentlemen—You will please convey to The Plant Investment Company, a corporation created and existing under the laws of the State of Connecticut, One hundred and seventy-five thousand acres of the lands due or to become due to the Florida Southern Railway Company, for railway constructed by said Company by virtue of the Act of the Legislature of Florida, approved March 4th, 1879.

THE FLORIDA SOUTHERN RAILWAY CO.,

By S. Conant, Gen. Manager."

Whereupon it was Resolved, That the Salesman of the Board is hereby directed to prepare deeds to the amount of one hundred and seventy-five thousand acres of land to be conveyed to "The Plant Investment Company" as on account of lands earned by the Florida Southern Railway Company by construction of road.—Said conveyance being requested by the said Florida Southern Railway Co.

Application having been made for the Alternate Sec-

tions of land earned by the Florida Southern Railway Company along its constructed line it was,

Resolved, That the Salesman is hereby directed to prepare and deliver to the Florida Southern Railway Company, deeds to the Alternate Sections of land within the six mile limit of the road constructed by said Company and inspected and approved by the State Engineer as being constructed properly under the Charter of the Said Company.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, August 5th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
Edward S. Crill, Treasurer.
William D. Barnes, Comptroller.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

The Secretary laid before the Board a resolution of the Palatka and Indian River Railway Co., adopting the Specifications of construction of the J. T. & K. W. R. R. Co., which was accepted and ordered to be spread upon the minutes:

"At a meeting of the Board of Directors of the Palatka and Indian River Railway Company held at the office of the Company No. 120 Broadway in the City of New York on the 27th day of May 1885, the following resolution On motion, duly made and seconded was unanimously adopted:

"Resolved, That the specifications for construction of the Jacksonville, Tampa and Key West Railway Company, hitherto approved by the Trustees of the Internal Improvement Fund, be and the same hereby are adopted as the Specifications of construction of this Company and that a copy of this resolution be filed with said Trustees."

I certify that the foregoing is a true extract from the minutes of the Board of Directors of the Palatka and Indian River Railway Company.

CHARLES C. DEMING,
Secretary."

Palatka and Indian River Railway Company. State of Florida.

Articles of Agreement between the Palatka and Indian River Railway Company and the Atlantic, Coast, St. Johns and Indian River Railway Company for the construction of that part of the Palatka and Indian River Company's road lying between Enterprise and Titusville, was laid before the Board and ordered to be filed.

The claim of Fleming and Daniel, Attorneys, for services rendered in the suits of W. H. Gleason and Union Trust Company of New York, was passed for six thousand dollars (\$6,000.00), in full of balance for all services rendered in said cases.

The application of Taylor and Sanchez, Attorneys, in behalf of the Silver Springs, Ocala and Gulf R. R. Co., for modifications of Specifications of construction was presented to the Board and action deferred until the Board could confer with some competent Engineer on the subject.

Mr. F. T. Myers, Attorney for the Plant Investment Company, came before the Board and asked to be advised of the determination of the Board in respect to the deeds for One hundred and seventy-five thousand acres of land which were ordered to be prepared for said Company on July 25th. And it was declared to be the sense of the Board that the said 175,000 acres of land were to be conveyed to the said Company on account of lands due or to become due to the Florida Southern Railway Company for road constructed in accordance with their charter and that the deeds for said lands were not to be delivered to said Plant Investment Company, until the Florida Southern Railway was completed to Lake City.

George W. Hendry presented to the Board a deed of re-conveyance for Lot 1, E $\frac{1}{2}$ of SE $\frac{1}{4}$ & SW $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 10, T 33 S, R 28 E, containing 184.65 acres, which had been purchased by him from the State, but for which the State had never received title from the Government and asked that the money paid by him for the same amounting to One hundred and ninety three 98-100 dollars (\$193.98) be refunded, which was ordered to be done.

A. B. Hagan, Esqr., submitted to the Board a proposition for a compromise settlement of Forty-eight (48) coupons of the P. & G. R. R. bonds and fifteen (15) coupons of the F. A. & G. C. R. R. bonds held by him and heretofore presented for payment, amounting to Two thousand two hundred and five dollars (\$2,205.00) of principal, and offering to take therefor the face value of said coupons, without interest, And after careful investigation nothing appearing to show that said coupons were not valid or had been paid, it was ordered that the Treasurer pay over to the said Hagan the sum of Two thousand two hundred and five dollars, the amount of the face of said coupons.

It appearing that N. H. DeCoster, entered by mistake Lot one Sec. 30 and Lot 5 Sec. 29, T 40, R 23 S & E, Entry No. 6565, when he intended to enter Lot 4, Sec. 29, same Township & Range, It is ordered that said Entry No. 6565 be cancelled upon his issuing a deed of re-conveyance to the State and that the sum of Fifty 89-100 dollars paid by him in making said Entry be refunded and that he be allowed to enter Lot 4.

The following accounts were ordered paid:

E. W. Clark, for stationery for Salesman, Fifty cents.
Postage account for Land Office for April, May and June, Thirty-three 32-100 dollars.

Printing for Salesman's Office, Thirty-six 50-100 dollars.
C. L. Mitchell for record of Deed, One 25-100 dollars.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, September 18th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

Edward S. Crill, Treasurer.

C. L. Mitchell, Commissioner, &c.

The Treasurer was requested to act as Secretary pro tem.

A communication was received and presented to the Board from the Tavares, Orlando and Atlantic R. R. Co. stating that its road from Tavares to Orlando, a distance of Thirty-two (32) miles was completed and asking that the State Engineer be sent to inspect the same. Whereupon it was Ordered that H. S. Duval, State Engineer, be instructed to inspect said road and make due report thereof.

The Board then adjourned.

Attest:

E. S. CRILL,

Secretary pro tem.

President.

Tallahassee, Florida, September 23d, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

Edward S. Crill, Treasurer.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner, &c.

It was ordered that the lands known as the Pease Creek Immigration and Agricultural reservation be held subject to the provisions of the Internal Improvement Act relating to Alternate Sections of Rail Roads.

Messrs. Sylvester and Gruelle representing the Silver Springs, Ocala and Gulf R. R. Company appeared before the Board and presented modified specifications, which were approved and ordered spread upon the minutes:

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

Gentlemen—We would respectfully ask your Honorable Board to consider the following modification of the specifications set forth in Section Seven of "An Act to provide for and encourage a liberal system of Internal

Improvements of this State" and if it meets with the views of your Honorable Board, to so order, that the following shall be the specifications governing the construction of the Silver Springs, Ocala and Gulf Railroad:

First—The line of road for sixty feet from the centre shall be cleared of all standing timber.

Second—The grading shall be for a single track except at Depots, turnouts and similar places, with road bed 18 feet in width in cuttings with side ditches sufficient to insure a perfect drainage, and embankments not less than 12 feet in width at grade line, with slopes for all cuttings and embankments of "one and one half to one."

Third—All cross-ties, shall be delivered on the line of the road, and be of heart Yellow Pine, Cypress, White, Post or Spanish Oak, White or Red Cedar, not less than 8 feet in length, nine inches face top and bottom, six inches in thickness—showing not less than seven inches of heart, shall be well and carefully bedded and laid within two feet from centre to centre.

Fourth—At all water-ways sufficient space shall be left for the unobstructed passage of water, and at all points on the line where such ditches can be cut that will carry off the surface water they shall be so constructed by the Company, subject to the approval of the State Engineer.

Fifth—In the crossing of all streams the Bridges shall be constructed by plans approved by the State Engineer, and over streams navigated suitable draws shall be put in to admit the passage of Boats, navigating the same, to be decided by the State Engineer.

Sixth—The gauge shall not be less than 4 ft. 8½ inches.

Seventh—The rails used shall weigh not less than 56 lbs. per yard and be of the best quality of Iron or Steel—well and securely fastened to ties and joints, the best quality of spikes and plates being used.

Eighth—The entire equipment shall be first class, and shall at all times be sufficient for the prompt transportation of all the passengers and freight ordinarily offering.

Ninth—The grade on no portion of the line of this road shall exceed 52.8 feet to the mile and no single curve shall exceed a 4 degree of curvature and in no case

shall a 4 degree curve be on the maximum grade of the road unless approved by the State Engineer.

Respectfully submitted,
N. R. GRUELLE,
Chief Eng."

The Treasurer of the Board was directed to pay five F. A. & G. C. R. R. coupons, which presented to the Board, amounting to One hundred and seventy-five dollars.

It was ordered that the Treasurer pay to Fleming and Daniel, Attorneys, One hundred and fifty dollars, on account of Costs and fees in the case of A. Doggett vs. Trustees of the I. I. Fund.

R. W. Davis, Esqr., and L. D. Ball, representing the Florida Southern Rail Road Company appeared before the Board and asked to be heard and presented the following petition:

To the Hon., The Board of Trustees of the Internal Improvement Fund of Florida:

The Florida Southern Railway Company, respectfully show and petition, as follows:

1st. They show that their said Company was duly organized and chartered under and by virtue of the Laws of Florida, under the name of the "Gainesville, Ocala and Charlotte Harbor Rail Road Company," by Act approved March 4th, 1879.

2nd. That under and in pursuance of that act, they have graded and supplied cross ties for the entire length of road between Lake City, in the County of Columbia, and Gainesville, in the county of Alachua, a distance of _____ miles, and of that distance they have "completed, ironed, and equipped and in actual operation" _____ miles of road between the places aforesaid, and, under Sec. 3 of said act are entitled to deeds to all the alternate sections which would or should enure to them on the line between Lake City and Gainesville.

3rd. That they have graded and furnished with cross-ties, the entire line of railroad between Lake City and Gainesville, and that "for every forty miles of railroad so graded and furnished with cross-ties, ten miles" (in the language of said Act, but much more in point of fact) "are fully equipped, completed and in actual operation."

That therefore, Under the provisions of Section 5 of said Act, they are entitled to deeds to the full amount of ten thousand acres per mile, which enures to them under said act, between the points aforesaid.

4th. That being willing to give your Honorable Board any reasonable guarantee of the good faith of this Company in fully complying with all the conditions of the said charter, your petitioners respectfully ask that you will make to them deeds to all the lands included both in the alternate sections, and in the grant of ten thousand acres per mile which they have earned, as petitioners claim, by a full compliance with the terms of their charter, between Lake City and Gainesville.

To that end and that your Board may be assured of the good faith of the Florida Southern Railway Company, Petitioners are willing that you make an *Escrow* of said deed or deeds and may make the following conditions to the final delivery of the same to this Company:

Condition.

That the line of railroad shall be fully completed and in operation between Lake City and Gainesville within the time named and limited in the Charter of the "Gainesville, Ocala and Charlotte Harbor Railroad Company."

Petitioners would respectfully nominate J. J. Daniel, or the firm of Fleming and Daniel of Jacksonville, Florida, as fit and proper persons to hold said Escrow,—And Petitioners respectfully submit.

Sept. 1st, 1885.

R. W. DAVIS,

Attorney Fla. Southern Ry. Co."

"The Board then adjourned until 3 o'clock P. M.

3 O'CLOCK P. M.

The Board met pursuant to adjournment.

Present: Gov. Perry and Messrs. Cooper, Crill and Mitchell.

Messrs. Davis and Ball appeared in the interest of the Florida Southern Railway Co. and presented the following petition:

To the Honorable Board of Internal Improvement.

Gentlemen—The Florida Southern Railway Company by its Attorneys ask that the Salesman be instructed to prepare deeds to the balance of the land due said Railway

Company under the resolution of the Board of April 10th, 1885.

Respectfully,
R. W. DAVIS,
LEROY D. BALL."

Tallahassee, Fla., }
Sept. 23d, 1885. }

Also the following:

"To the Honorable Board of Internal Improvement:

Gentlemen—The Florida Southern Railway Company by its Attorneys asks, that the alternate odd-numbered sections along its line of road yet remaining unsold be reserved and withdrawn from sale within the limit of twenty miles on either side of said road to an amount sufficient to indemnify said road for the deficiency in such odd-numbered alternate sections within the six mile limit.

The action asked for to apply to any lands now held or hereafter to be patented to the State.

Respectfully,
R. W. DAVIS,
LEROY D. BALL."

Also the following:

"To the Honorable Board of Internal Improvement:

Gentlemen—The Florida Southern Railway Company asks that the Salesman of the Board be instructed not to make any sales of any of the lands embraced in the reservations of alternate sections already made or to be made along the present or proposed line of said road without the written consent of said Company.

Respectfully,
R. W. DAVIS,
LEROY D. BALL."

Attys. Fla. Southern Ry. Co."

The following resolution was adopted:

Resolved, That no conveyances of the alternate sections of land reserved for any Rail Road within the six limit be made to any other person without further order of the Board.

The following resolution was also adopted:

Resolved, That the Salesman prepare deeds to the Florida Southern Railway Company for the balance of land which may be due them under a resolution passed

April tenth and as modified by resolution of April 20th, 1885.

The Board then adjourned.

Attest:

E. S. CRILL,

President.

Secretary pro tem.

Tallahassee, Florida, October 2d, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

William D. Barnes, Comptroller.

Edward S. Crill, Treasurer.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner. &c.

Judge White and Dr. John Westcott appeared before the Board and applied in behalf of the Florida Coast Line Canal and Transportation Company for the privilege of purchasing at Schedule prices any of the lands now withdrawn from market for its benefit and that the money paid for the same be held for said Company and refunded to it from time to time as the lands so purchased shall be earned by construction of its Canal. The proposition was discussed, and postponed for further action.

The Board then adjourned.

Attest:

W. D. BARNES,

President.

Secretary.

Tallahassee, Florida, October 3d, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

William D. Barnes, Comptroller.

Edward S. Crill, Treasurer.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner, &c.

This being the day appointed to take up the demand of the Florida Southern Railway Company for deeds to 10,000 acres of land per mile under Section 5 of Chapter

3167, Laws of Florida, on Railroad between Lake City and Gainesville and to hear and determine whether the Railroad as now constructed for 35 miles northwardly from Gainesville in the direction of Rowland's Bluff shall be, when the connection is made from Ichetucknee to Lake City, held to be a compliance with the terms of the Legislative grant to the Gainesville, Ocala and Charlotte Harbor Railroad, (now the Florida Southern) dated March 4th, 1879. The Board was met by Mr. Mason, representing the Jacksonville, Tampa and Key West Railway Company, Mr. Chipley of the Pensacola and Atlantic R. R. Co., Mr. Davis of the Florida Southern Railway Company, and a number of the citizens of Columbia County, who presented their views on the question by invitation of the Board, and after some discussion it was decided that further consideration of the subject be postponed to 12th inst.

Mr. Mason, in behalf of the Jacksonville, Tampa and Key West Railway Company, presented a petition asking for 557,250 acres of land claimed to be due to said Company for the construction of its road between Jacksonville and Palatka and for Alternate Sections on the east side of the St. Johns River, and for lands within 20 mile limit to make up deficiency in six mile limit, and asking that a resolution of the Board adopted May 20th, 1885, in respect to priority of the Florida Southern Railway be revised and made to conform to resolution of Nov. 17th, 1884, and protesting against the issuing of further deeds to the Florida Southern Railway Company, Also he presented a petition in behalf of the Palatka and Indian River Railway Company, to have the decision of the Board in Resolution of Nov. 17th, 1884, placing the said Railway Company subordinate to the P. & A. R. R. Co. as to land grant, rescinded, and asks in both petitions a postponement of all action in the matter of land grants to Railroads for thirty days—Which petitions were ordered to be filed for future consideration.

The following resolution was adopted: It appearing that an error in computing the amount of land supposed to be due the Florida Southern Railway Company was made by reason of reports Nos. 2 and 3, of the State Engineer of inspections of said road having duplicated five miles of road between Perry's Junction and Ocala and

that in consequence thereof this Board heretofore ordered that deeds be prepared for 50,000 acres of land more than they are entitled to on the completed road for which it was the purpose of the Board to convey lands to them.—*Resolved*, That the deed to said Company for Sixty thousand acres of land ordered by resolution of this Board of April 10, 1885, be not delivered to said Company until the further order of the Board.

Also the following was adopted:

Resolved, That a resolution passed May 20th, 1885, relating to the priority of Railroad grants be so amended as to make it a mere re-affirmation of a resolution passed Nov. 17th, 1884.

Application having been made by the Plant Investment Company for the inspection of that portion of the Florida Southern Railway recently constructed between Pemberton's Ferry and Lakeland, it was ordered that the State Engineer be instructed to make the inspection.

The application made by Dr. John Westcott on the 2d inst., in behalf of the Florida Coast Line Canal and Transportation Company, was taken up, and it was decided that the request be not granted.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Fla., October 9th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

The Secretary read to the Board the petition of F. T. Myers as Attorney for the Plant Investment Company, asking that the Board refund Three thousand five hundred and eight 52-100 dollars, arising from the sale of lands sold to settlers within the six mile reserve of the Southern Division of the Jacksonville, Tampa and Key

West Railway, which was referred to the Commissioner of Lands to be verified.

Report of H. S. Duval, State Engineer, upon the construction of the Tavares, Orlando and Atlantic R. R. was read. As the report was adverse to the reception of the road, and as it contained suggestions for changes in the work, it was Ordered that a copy of it be forwarded to the Company, and the original be filed.

The Secretary laid before the Board Articles of Agreement between the Palatka and Indian River Railway Company and the Atlantic Coast, St. Johns and Indian River Railway Company, under which the latter Company is to construct that portion of the former Company's road lying between Enterprise and Indian River, which had been previously filed by the Secretary.

Maj. S. Conant, General Manager of the Florida Southern Railway, having applied on the 7th inst. to have the road from Pemberton's Ferry to Brooksville inspected, the Engineer was so instructed by letter of that date.

J. E. Barwick, President of the Board of Directors of the Wildwood, Lady Lake and Withlacoochee R. R. Co. having filed a plat of the survey of said road, asked for the withdrawal of lands.

The following accounts were ordered paid:

H. S. Duval, for inspecting the Tavares, Orlando and Atlantic R. R., one hundred and twenty five dollars (\$125.00).

N. M. Bowen, for printing for Salesman's Office, Six 25-100 dollars (\$6.25).

In re the application of the Wildwood, Lady Lake and Withlacoochee R. R. Co., above referred to, it was ordered that the odd-numbered sections of land granted under Act of Congress of September 28th, 1850, for six miles on both sides of said line of road be withdrawn from sale, subject to the right of actual settlers to purchase their improvements from the State and subject to the further order of the Board.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, October 12, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 William D. Barnes, Comptroller.
 Edward S. Crill, Treasurer.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner, &c.

This being the day to which the determination of the question under consideration on 3d, touching the right of the Florida Southern Railway Company to lands for that part of the road claimed to be constructed between Gainesville and Lake City, was postponed, there appeared before the Board Mr. Candler, President of the Florida Southern, Mr. Avery, General Counsel, Maj. Conant, General Manager and Mr. Davis, Att'y in behalf of the Florida Southern, and Mr. Mason in behalf of the Jacksonville, Tampa and Key West Railway and Mr. F. T. Myers in behalf of the Plant Investment Company and Col. W. D. Chipley in behalf of the P. & A. R. R., And upon the representation of Mr. Myers that Judge Chisholm, the Attorney of the Plant Investment Company, desired to be heard upon the question before the Board and that he had been detained by unavoidable causes from appearing to-day, and asking for a postponement of the consideration of the question until his arrival, the Board adjourned.

Attest:

W. D. BARNES,
 Secretary.

President.

Tallahassee, Florida, October 14th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 William D. Barnes, Comptroller.
 Edward S. Crill, Treasurer.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner, &c.

The gentlemen who were in attendance representing their several Rail Road Companies on the 12th, were present this day and Mr. Mason, Attorney for the Jacksonville, Tampa and Key West Railway and the Palatka &

Indian River Railway submitted to the Board a written agreement signed by him in behalf of the Jacksonville, Tampa and Key West Railway and the Palatka and Indian River Railway, and by Mr. Candler as President of the Florida Southern Railway and by Mr. Chipley as Vice-President of the P. & A. R. R., Whereby the four Rail Road Companies named consented and agreed, subject to the approval of the Board, to a settlement of their differences in respect to the lands granted to them by the Legislature which paper was ordered to be filed, and the Board after due consideration held that they could not carry out the terms of the agreement.

Mr. Mason applied for and obtained permission to withdraw the protests filed by him on the 3d in behalf of the Palatka and Indian River Railway and the Jacksonville, Tampa and Key West Railway.

Mr. Chisholm not having arrived the consideration of the Florida Southern's road to Lake City was further postponed.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, October 15th, 1885.

The Board met in the Executive Office.

Present: E. A. Perry, Governor.

W. D. Barnes, Comptroller.

E. S. Crill, Treasurer.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner, &c.

The Board to-day heard Mr. Mason upon the application for lands for the Jacksonville, Tampa and Key West Railway on the road constructed from the Junction with the South Florida to Bartow.

They also heard an argument by Mr. Avery, General Counsel for the Florida Southern Railway, upon the question of recognizing the Road built from Ichetucknee to Newnansville as a part of the constructed Road of the Florida Southern Railway Company from Lake City to Gainesville.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, October 17th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

Judge Chisholm having arrived, he appeared before the Board and submitted his views at length on the question of the Florida Southern connection between Lake City and Gainesville. He appeared in behalf of the Plant Investment Company which did the work of construction of the 25 miles of Road between the Newnansville Station and Ichetucknee.

Further consideration of the subject was postponed to next meeting of the Board.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, November 6th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

The Board resumed the consideration of the claim of the Florida Southern Railway to lands for the construction of Road from Gainesville to Lake City, as requested by petition filed this day by L. D. Ball, and adopted the following resolution:

Resolved, 1st, that the matters in the petition of the Florida Southern Railway Company dated September 1st, 1885, can not be granted as prayed.

2d. In consideration of all the circumstances of the case, it is further Resolved that when the said Company shall have completed, ironed and equipped and in actual operation a railroad from Lake City to Ichetucknee this Board will convey to said Company lands to the amount of ten thousand acres per mile for the railroad from Gainesville to Hague and from Lake City to Ichetucknee.

Application having been made by the Palatka and Indian River Railroad and by the Jacksonville and Atlantic Railroad to have Engineer to inspect work of construction, he was accordingly instructed so to do.

The Board then adjourned to 4 o'clock p. m.

4 O'clock P. M. Nov. 6th, 1885.

The Board met pursuant to adjournment. All present.

R. W. Davis, Esqr., representing the Florida Southern, A. B. Mason, for the J. T. & K. W., & P. & I. and W. D. Chipley, for the P. & A. appeared before the Board and submitted a memorandum agreement between the several roads represented by them, as to the order of granting lands to said Roads, and providing for a settlement of all conflicts that might arise in respect to the lands granted to them; which was filed.

The Secretary laid before the Board a petition from W. T. Sylvester, President of the Silver Springs, Ocala and Gulf Railroad Company asking that the lands granted by the Legislature of 10,000 acres per mile be reserved and set apart for said Road; which was ordered to be filed, and the consideration thereof was postponed for the present.

The report of the State Engineer upon the construction of forty-three 2-10 miles of road by the Florida Southern Railway Co., from Pemberton's Ferry to Lakeland, was received and is as follows:

"Tallahassee. Fla., October 30th, 1885.

Hon. W. D. Barnes, Sect'y Trustees I. I. Fund.

Sir: In obedience to instructions, I inspected on the 15th & 17th inst., forty-three and two-tenths miles, of the Florida Southern Railway Company's Charlotte Harbor Branch, commencing at a point at or near Pemberton's Ferry in Sumter County and extending to Lakeland in

Polk County, and find the work of construction well done, and according to the best approved specifications, and I approve the same.

Respectfully,

H. S. DUVAL,
State Engineer."

The report of the Engineer on the construction of the Florida Southern Railway from Pemberton's Ferry to Brooksville, a distance of Eleven 27-100 miles was also submitted approving the same, and it is as follows:

"Jacksonville, Florida, November 5th, 1885.

Hon. W. D. Barnes, Sect'y Trustees I. I. Fund:

Sir: In obedience to instructions, I inspected eleven and 27-100 miles of the Florida Southern Railway on the 21st & 22d ultimo, extending from Pemberton's Ferry to Brooksville and found the work of construction well done, and according to specifications and I approve the same.

Respectfully,

H. S. DUVAL,
State Engineer."

The Board then adjourned.

'Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, November 7th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

William D. Barnes, Comptroller.

Edward S. Crill, Treasurer.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner, &c.

The Board resumed the consideration of the matter of agreement between the several Railroads as to conveying lands, as continued from the 6th inst., and adopted the following resolutions:

Resolved, 1st, That deeds be made to the Florida Southern Railway Company for lands to an amount sufficient to make five-sixths (5-6) of the amount of lands earned by it and not yet deeded at the rate of ten thousand

acres per mile under its grant in excess of alternate sections on so much of its road as has been completed and approved by the State Engineer, excepting spurs or branches not specified in the Act of the Legislature granting such lands to said Company, and excepting the portion of road claimed by said Company from Hague to Ichetucknee, upon satisfactory assurances being given to this Board that the road from Ichetucknee to Lake City will be completed on or before the 4th day of March, 1886.

2d. That from the lands nearest the surveyed line of said Company there be specifically reserved to it, from being taken for the land grant of any other corporation, enough lands to satisfy the entire grant of 10,000 acres per mile to said Company upon its constructed road and its projected road from Lakeland to Charlotte Harbor.

3d. That deeds be made to the Jacksonville, Tampa and Key West Railway Company for sufficient lands to make up five-sixths (5-6) of its grant of ten thousand acres per mile, exclusive of the alternate sections within the six mile limit, for each mile of its road completed and approved by the State Engineer, exclusive of the so called Bartow Branch.

4th. That there be specifically reserved for the Palatka and Indian River Railway Company of the lands nearest the surveyed line of its road, from being taken for the land grant of any other corporation, enough land to satisfy its land grant of Six thousand acres per mile for its main line and the branches specified in the Act granting it such lands and the same being exclusive of the alternate sections in the six mile limit.

5th. That said reserved lands shall be conveyed to said respective Companies as fast as earned by the completion of such sections of said respective roads as shall be approved by the State Engineer and accepted by this Board in the said proportions that is to say five-sixths (5-6) to the Florida Southern of its grant of 10,000 acres per mile and two thirds (2-3) of the Palatka and Indian River grant of 6,000 acres per mile.

6th. That as soon after the conveyance and reservations above specified have been made as possible, deeds be made to the Pensacola and Atlantic Railroad Company for sufficient lands to make up a total of two-thirds (2-3) of its grant of 20,000 acres per mile upon its completed

and approved road, exclusive of alternate sections within the six mile limit.

7th. That all the foregoing reservations are to be made subject to the further order of this Board, and nothing herein contained shall be construed to prevent this Board from making sales of lands not conveyed, to homestead settlers according to the laws of this State, nor from making sales thereof for the administration of the fund or the payment of its debts or liabilities.

8th. That the deeds to the Jacksonville, Tampa and Key West and the Florida Southern and the reservation to the Florida Southern Railway are to be dated on the same day and the deeds for the lands already earned are to be delivered on the same day. The reservation for the Palatka and Indian River and the deed to the Pensacola and Atlantic are to be dated on the same day, the division as to these two companies to be agreed upon by them hereafter, subject to the approval of the Board.

9th. That the foregoing resolutions are to be of no effect unless they are accepted by all the companies named therein and this Board notified of such acceptances within five days from this date.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, November 20th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

Edward S. Crill, Treasurer.

C. L. Mitchell, Commissioner of Lands & Immigration.

Mr. S. I. Wailes, asked that his compensation for land selected, under the Palatka Indemnity, be given him and the Palatka Indemnity, be given him and the Board ordered that such compensation be allowed.

The several Railroad Companies named in the resolution adopted on the 7th inst. having signified their ac-

ceptance of the terms thereof, within the time specified, said resolution was declared of force.

The Board then adjourned.

Attest:

W. D. BARNES,

President.

Sect'y pro tem.

Tallahassee, Florida, November 25th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

Edward S. Crill, Treasurer.

William D. Barnes, Comptroller.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner, &c.

The Secretary laid before the Board the report of Engineer Duval on the construction of thirty miles of the Palatka and Indian River Railroad extending from Palatka to Seville, approving the same, which was accepted. And application having been made for deeds to the alternate sections of land reserved for said road, It was ordered, that the Salesman be instructed to prepare deeds for the Palatka and Indian River Railroad or Railway Company for the alternate sections of land for six miles on both sides of the thirty miles of road lately completed and accepted, between Palatka & Seville, which lie within the limits of the reservation made for it at the time of the change of route on 3d March, 1882, except the lands withdrawn for other railroad or canal Companies prior to that date, and not included in the reservation first made for the said Palatka and Indian River Railway on the 25th June, 1881.

The Board then adjourned.

Attest:

W. D. BARNES,

President.

Secretary.

25 I. I.

Tallahassee, Florida, December 10th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. L. Mitchell, Commissioner, &c.

Leroy D. Ball, Esqr., appeared before the Board on behalf of the Florida Southern Railway Company and applied for deeds for the alternate sections of land for six miles on both sides of said Road lately completed and accepted between Pemberton's Ferry and Lakeland, a distance of Forty-three 2-10 miles, and between Pemberton's Ferry and Brooksville, a distance of Eleven 27-100 miles, which had been reserved for said road, and it was Ordered, that the Salesman be instructed to prepare deeds for the same.

The report of Engineer Duval, upon the construction of the Jacksonville and Atlantic Railroad, a distance of Sixteen $\frac{1}{4}$ miles, was submitted, approving the same and it was accepted.

The Secretary advised the Board that application had been made by U. J. White, President, St. Johns and Halifax River R. Company to have Engineer sent to inspect another section of said road, and that Capt. H. S. Duval, State Engineer, had been notified accordingly.

Bill of H. S. Duval, State Engineer, for One hundred and twenty-five dollars, for inspecting the Florida Southern from Pemberton's Ferry to Brooksville and for One hundred and twenty five dollars for inspecting the Jacksonville and Atlantic R. R., ordered to be paid.

The Board then adjourned.

Attest:

W. D. BARNES,

President.

Secretary.

Tallahassee, Fla., December 11th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.

The St. Augustine and Palatka R. R. Co. having filed a plat of the survey of their road from St. Augustine to Palatka, asked for a withdrawal of the even-numbered sections of land lying six miles on both sides of the surveyed line of said road, and it was Ordered that the reservation be made as requested subject to the further orders of this Board, and subject to the right of actual settlers to purchase their improvements at State Schedule prices.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, December 16th, 1885.

The Board met in Executive Office.

Present: Edward S. Crill, Treasurer.
William D. Barnes, Comptroller.
C. L. Mitchell, Commissioner, &c.

On motion Hon. E. S. Crill, was made temporary President.

Hon. J. G. Speer, President of the Apopka Canal Company, presented a petition in behalf of said Company asking that the time given for the completion of said canal be extended to January 1st, 1887, which petition, after fully considering the reasons therein given, was granted, and such was made the order of the Board.

He also filed an affidavit made by himself and B. M. Sims, Secretary and Treasurer of said Company, reciting that there had been sold of the lands set aside for said Canal Company, fourteen hundred and forty-three acres, and that seven hundred and seventy-five dollars of the proceeds were held by the State, and asked that the same be paid over to said Company,—Which application was postponed for a full meeting of the Board.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, December 18th, 1885.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 William D. Barnes, Comptroller.
 Edward S. Crill, Treasurer.
 C. L. Mitchell, Commissioner, &c.

The Jacksonville and Atlantic Railroad Co. having filed application for the alternate sections of land reserved for it and, the road having been inspected and accepted, it was Ordered that the Salesman be instructed to prepare deeds for the same.

The Board then adjourned.

Attest:

W. D. BARNES,
 Secretary.

President.

Tallahassee, Florida, January 1st, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 William D. Barnes, Comptroller.
 Edward S. Crill, Treasurer.
 C. M. Cooper, Attorney-General.
 C. L. Mitchell, Commissioner, &c.

The Secretary laid before the Board the report of H. S. Duval, State Engineer, approving the construction of six miles of the St. Johns and Halifax River Railroad, which is as follows:

“River Junction, Fla., December 25th, 1885.

Hon. W. D. Barnes, Sect’y Trustees I. I. Fund.

Sir: In obedience to instructions received from you, I inspected on the 20th inst. six (6) miles of the St. Johns and Halifax River R. R. making altogether Eighteen miles from the beginning of the road on the banks of the St. Johns River to the present point of completion. I find the work constructed in accordance with the most approved specifications of narrow gauge railroads and I approve the same.

Respectfully,

H. S. DUVAL, State Eng.”

The following order was then passed:

Ordered, That the Salesman be directed to make out deeds for the St. Johns and Halifax River Railroad Company, for the alternate sections of land reserved for it and lying within six miles on both sides of the Eighteen miles of completed road, and for the alternate sections of land within the twenty (20) mile limit sufficient to make up any deficiency in the six mile limit along the completed portion of said road.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, January 8th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

Edward S. Crill, Treasurer.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner, &c.

Alfred Bishop Mason, Esqr, appeared before the Board and presented the following petitions expressing his views thereon:

"Tallahassee, Florida, January 8th, 1886.

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

The Palatka and Indian River Railway Company prays that the so-called "canal reserve" in Volusia, Brevard and Dade counties may be set aside as illegal and void as against its grant and that the lands in said reserve may be reserved for it.

Respectfully submitted.

PALATKA & INDIAN RIVER RY. CO.,

by Alfred Bishop Mason, Gen'l Counsel."

"Tallahassee, Florida, January 8th, 1886.

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

The Jacksonville, St. Augustine and Halifax River Railroad respectfully requests the Board to rescind its action (no notice of which was given petitioner) granting the Jacksonville and Atlantic R. R. the lands within 6 and 20 miles of its line. The J. St. A. & H. R. Co. claims

to own the most of these lands. It prays that the Board will give it a hearing before voting away its property.

Respectfully submitted,

JACKSONVILLE, ST. AUGUSTINE & HALIFAX RIVER RY. CO.

by Alfred Bishop Mason, Gen'l Counsel."

"Tallahassee, Florida, January 8th, 1886.

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

The Jacksonville, Tampa and Key West Railway Company asks that its pending deed may be made to include:

I. The lands in Clay County reserved for the Green Cove Springs and Melrose Road.

II. The lands in St. Johns and Putnam Counties reserved Dec. 11th, 1885, for the St. Augustine and Palatka R. R.

III. The lands in Volusia County reserved for the Seville and Halifax River R. R.

IV. The land in eastern part of Polk County claimed by the Florida Southern Railway.

V. Part of the land in the so called "canal reserve," the whole of which reserve is claimed to be illegal and void.

This Company petitions the Board to rescind its action (no notice of which was given petitioner) granting the Jacksonville and Atlantic R. R. the lands within 6 and 20 miles of its line. This vote is in violation of the agreement in the suit of J. T. & K. W. vs. Trustees, &c., now pending in the United States Circuit Court.

Finally this Company prays that hereafter it may be given due notice when the Board proposes to act upon matters involving its rights and may have an opportunity to be heard.

Respectfully submitted,

JACKSONVILLE, TAMPA AND KEY WEST RY. CO.,

By Alfred Bishop Mason, Vice Pres't."

I. L. Harris, presented the following petition of the Florida Midland R. R.:

"Tallahassee, Florida, January 8th, 1886.

To the Hon. Board of Trustees I. I. Fun'

Gentlemen: In behalf of the Florida Midland Railway Company, I would respectfully ask your body to with-

draw from sale the alternate sections within six miles of the line of road as surveyed and filed with the Honorable Secretary of State, December 25th, 1885, being the road from Lake Jesup to Apopka, the Company hereby applies for the odd numbered sections as the alternate sections to be held for aid in construction of said road and I would also call your attention to Section 9 of Chapter 3652, Laws of Florida, which refers to indemnity for lands lacking in the 6 mile limit and would also ask that the odd and even numbered sections within 20 miles of the road be also withdrawn.

Yours Very Respectfully,

I. L. HARRIS, Atty."

Hon. P. W. White, appeared for the Palatka and St. Augustine R. R., and presented the following petition:

"Tallahassee, Florida, January 8th, 1886.

To the Board of Trustees of the Internal Improvement Fund of the State of Florida.

Sirs: On behalf of the St. Augustine and Palatka Railroad Company, I hereby apply for the withdrawal in favor of the said Company of the even-numbered sections of the lands granted to the State of Florida by Act of Congress of September 28th, 1850, which lie within twenty miles on each side of its surveyed line, to make up the deficiency which exists of even-numbered sections within six miles on each side of its line.

Very Respectfully,

P. W. WHITE, Attorney, &c."

The Board then adjourned until 4 o'clock P. M.

4 O'CLOCK P. M.

The Board met pursuant to adjournment. Same members present as at morning session.

Attorney General Cooper, offered the following resolutions which were adopted:

Resolved 1st. That the alternate even-numbered sections of land on each side of the Florida Midland Railway Co. within six miles of said road be reserved for said Company until the further order of the Board.

2d. That enough of the even-numbered sections of land within the twenty mile limit of said road to make up the indemnity of said Company for deficiency in alternate

sections be reserved from conveyance under land grant of any other corporation until the further determination of the Board, this reservation not preventing the sale of said land without the six mile limit.

Resolved, That enough of the even-numbered sections of land within the twenty mile limit of the St. Augustine and Palatka Railroad Company, in addition to the alternate sections already reserved for said road, be reserved from conveyance under land grant to any other corporation until the further determination of the Board, to make up the indemnity of said St. Augustine and Palatka R. R. Co., this reservation not preventing the sale of said lands without the six mile limit.

Resolved, That enough of the odd-numbered sections of land within the twenty mile limit of the Blue Springs, Orange City and Atlantic R. R. Co. in addition to the alternate sections already reserved for said road, be reserved from conveyance under land grant to any other corporation until the further determination of the Board, to make up the indemnity of said Blue Springs, Orange City and Atlantic R. R. Co., this reservation not preventing the sale of said lands outside of the six mile limit.

The Board then adjourned.

Attest:

President.

Secretary pro tem.

Tallahassee, Fla., January 13th, 1886.

The Board met in the Executive Office.

A quorum present.

It appearing that the Silver Springs, Ocala and Gulf Railroad Company filed a plat of the survey of its road from Ocala to _____ on the 4th day of November, 1885, and said road having through its President, W. T. Sylvester, selected the odd numbered sections of land within the six mile limit, it is Ordered That the alternate odd numbered sections of lands granted by the act of Congress of September 28th, 1850, lying within six miles on each side of the projected route of the Silver Springs, Ocala and Gulf Railroad Company be reserved from sale for the benefit of said Company subject to the right of

actual settlers to purchase the lands embracing their improvements. There appearing no further business the Board adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, January 26th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

The Secretary presented to the Board application of the Jacksonville, Tampa and Key West Railway Company for the withdrawal of lands within the 20 mile limit of their surveyed line of road from Jacksonville to the Southern boundary of Manatee County, to make up deficiencies in the six mile limit, which was ordered to be filed.

Also an application from the Palatka and Indian River Railway Company, for deeds to the alternate sections within six miles of its line from Seville to Orange City, which was filed.

Also, an application from the Jacksonville, St. Augustine and Halifax River Railway Company for land within the 20 mile limit of its line from Jacksonville to St. Augustine, to make up the deficiency in the six mile limit, which was ordered to be filed for future consideration.

A communication was read to the Board from Messrs. Wall and Turner, Attys for A. H. Parslow, applying to the Trustees to with-hold deeds from the Jacksonville, Tampa and Key West Ry Co. until the said Company shall have complied with the terms of an alleged contract between the said Parslow, J. M. Armstrong and Wm. Fleet, and the Florida Construction Company of New Jersey. The Board being of the opinion that they have no power to act in the matter, directed the Secretary to so advise the petitioners.

The Salesman laid before the Board the petition of J. W. Hooker, asking that a deed for the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$

and SE $\frac{1}{4}$ of NW $\frac{1}{4}$ Section 17, T 29, S, of R 19, E, be made direct to him on receipt given by the Salesman of the Board to William B. Hooker, his father, on 9th December 1865: It being shown that the said W. B. Hooker, was dead and that the said J. W. Hooker, had quit claim deeds to said lands from all the heirs in interest, it was ordered that the deed be made as applied for.

A communication was read from Messrs. Fleeting and Daniel, asking that a deed be made to D. G. Ambler for certain lands therein described, which had been entered by his father, Dr. D. C. Ambler, in his life time, stating that the said D. G. Ambler, is the only surviving heir of the said Dr. D. C. Ambler, but that other parties claimed an equitable interest in said lands. It was the opinion of the Board that the deed should be made to the person authorized by law to receive it, and that it would be issued to such person when the Board is so advised.

The following resolution was adopted:

Resolved, That hereafter the Schedule price of the lands known and designated as Swamp and Overflowed shall be fixed at one dollar per acre, without regard to the quantity embraced in any one purchase, provided that applications to purchase made before the date hereof are not to be affected by this resolution.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, February 2d, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney General.

The following bills were presented from Salesman's Office and ordered to be paid:

Postage for January, 1886.....	\$102.90
C. A. Bryan, for binding record of deeds.....	4.00
J. M. Cook, for making and backing Township plats	27.00
Postage for October, 1885.....	18.50
P. O. Box Rents for two quarters.....	4.00
Postage for December, 1885.....	11.00
Postage for July, 1885.....	71.60
Postage for August, 1885	6.50
J. M. Dancy, for Township Plats.....	4.00
N. M. Bowen	25.40
Clerk of Manatee Co., recording deed.....	1.30
Total	\$276.20

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, February 11th, 1886.

The Board met in Executive Office.

Present: Edward A. Perry, Governor.

William D. Barnes, Comptroller.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner, &c.

The Salesman laid before the Board the application of John W. Whidden, to cancel Entry No. 11895, Deed of February 20th, 1883, And, it appearing that the land embraced in said Entry No. 11895, and in deed made to John W. Whidden, on the 20th day of February, 1883, To wit: Lot 8, Section 2 and Lot 2, W $\frac{1}{2}$ of SE $\frac{1}{4}$ & SE $\frac{1}{4}$ of SW $\frac{1}{4}$ Sec. 10, Township 33, S, Range 28, E, containing 228 76-100 acres, had not then, nor has since been patented to the State, and a deed of re-conveyance having been properly executed by said Whidden and wife for the lands above described and delivered to said Trustees of the I. I. Fund, it is *Ordered*, That the purchase money paid by said Whidden for said land amounting to the sum of One hundred and ninety-two 18-100 dollars (\$192 18-100) be refunded to said J. W. Whidden.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, February 15th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
C. M. Cooper, Attorney General.

The Florida Midland Railway Company having filed with the Secretary of State a plat of its surveyed line from South Apopka to Ocoee in Orange County, and applied for a reservation of the even-numbered sections of land within six miles on each side of said line of road to aid in its construction, it is Ordered, that the even-numbered sections of land granted by Act of Congress of September 28th, 1850, lying on both sides of the surveyed line of the Florida Midland Railway extending from South Apopka to Ocoee, in Orange County, a distance of Nine miles, be reserved from sale, for the benefit of said Railway, subject to the further orders of the Board, and subject to the right of actual settlers, at the time of this reservation, to purchase their improvements at State Schedule prices.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, February 16th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. L. Mitchell, Commissioner, &c.
C. M. Cooper, Attorney General.

Mr. Alfred Bishop Mason, appeared before the Board in behalf of the Jacksonville, St. A. and Halifax River Rail-

way Company, and presented formal application to have deeded to them the lands to which they are entitled under their charter, naming the indemnity within the 20 mile limit.

Mr. Mason also in behalf of the Jacksonville, Tampa and Key West Railway Company, presented the following petition:

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

The Jacksonville, Tampa and Key West Railway Company respectfully ask you to carry out what we understand is the true intent and meaning of the proposition made by you November 7th, 1885, viz: to deed to us five-sixths of a reserve of 557,500 acres of land nearest our line from Jacksonville to Palatka. This involves your deeding this Company five sixths of all the land owned by the Trust in Nassua, Duval, Clay, St. Johns, Putnam, Volusia, Marion and Orange Counties and also some land in Brevard County.

This also involves the cancellation of the withdrawals for the Jacksonville and Atlantic, the St. Augustine and Palatka, the Green Cove Springs and Melrose, the St. Johns & Halifax, the Seville & Halifax River, the Blue Springs, Orange City & Atlantic, the Coast Line Canal and sundry other corporations of more or less antiquity. No one of these corporations had completed a mile of railroad or canal in March, 1884, at that time our road was finished.

We ask for the passage of the following resolutions:

"Resolved; (1) that all withdrawals and reservations of land in Nassau, Duval, Clay, Putnam, St. Johns, Marion, Volusia, Orange and Brevard Counties be, and the same hereby are, set aside and revoked; (2) that all the lands owned by the Internal Improvement Trust in these Counties and a sufficient number of acres in the Northern part of Brevard to make in all 557,500 acres be, and the same hereby are, reserved for the Jacksonville, Tampa & Key West Railway Company; (3) that the Land Commissioner do forthwith select one-sixth of this

"reserve, to wit: 92,916 acres, and that the remaining 464,534 acres be deed to said Company at once."

Respectfully submitted.

J. T. & K. W. RY. CO.,

By Alfred Bishop Mason, V. P."

"February 16th, 1886.

Mr. Mason submitted some remarks in support of said petition and John T. Walker, Esqr., Attorney for the Jacksonville and Atlantic R. R. and the Blue Springs, Orange City and Atlantic R. R. appeared in behalf of said corporations, and asked that further discussion of the matter be postponed until 10 o'clock A. M. tomorrow, which was agreed to.

February 17th, 1886, 10 o'clock A. M.

The Board met pursuant to adjournment. Full Board present; also John T. Walker, representing the Jacksonville and Atlantic & the Blue Springs, Orange City & Atlantic R. R., Messrs. Mason and Deming representing the Jacksonville, Tampa and Key West Railway Co., Major R. McLaughlin the St. Augustine and Palatka R. R., W. D. Chipley, the Pensacola and Atlantic R. R., S. P. Harper, the Blue Springs, Orange City and Atlantic R. R., Hugh A. Corley, the Green Cove Springs and Melrose R. R., J. W. Malone, representing Judge White in behalf of the Florida Coast Line Canal and Trans. Company and R. W. Davis, Esqr., for the Florida Southern Railway.

Mr. Mason proceeded to address the Board upon the subject contained in his petition filed yesterday, after which Mr. John T. Walker addressed the Board in reply. After some further consultation it was agreed among the several parties present that briefs be prepared upon the questions in dispute, and filed with the Board of Trustees by the 5th day of March, and that a final hearing by the Board be had on the 8th of March.

The following petitions were presented and filed for future consideration:

By Randall, Walkers and Foster, Attorneys for the Jacksonville and Atlantic R. R., asking for Deeds for the alternate sections of land reserved for it.

By Randall, Walkers and Foster, Att'ys for the Blue Springs, Orange City and Atlantic R. R., asking for reservation of the alternate sections in the twenty mile limit

of said road to indemnify it for deficiencies in the six mile reservation heretofore made.

By W. D. Chipley, for Pensacola and Atlantic R. R., asking that in making deeds to the Railroads for lands granted by the Legislature, under the agreement of November 7th, 1885, the lands nearest the line of road be assigned to them, including those which are unsurveyed, and those approved and not patented.

The report of H. S. Duval, State Engineer, on the construction of eight miles of the Blue Springs, Orange City and Atlantic R. R. was presented and accepted and is as follows:

“Orange City, Florida, February 11th, 1886.

Hon. W. D. Barnes, Secty. Bd. Trustees I. I. Fund, Tallahassee, Fla.:

Sir—In obedience to instructions dated Feb'y 2d, 1886, I inspected to-day eight miles of the Blue Springs, Orange City and Atlantic Railroad, extending from Blue Springs on the St. Johns River to Lake Helen, both in Volusia Co., and find the work of construction well done, indeed excellent, and in this respect not surpassed by any other road in the State, and in accordance to the most approved specifications—and I approve the same.

Respectfully,

H. S. DUVAL, State Engineer.”

Mr. L. P. Harper, General Manager of the Blue Spring, Orange City & Atlantic Railroad, filed an application for deeds for the alternate sections of land reserved for it along the completed and accepted line of road.

The Secretary laid before the Board the Specifications for the construction of the St. Augustine and Palatka Railroad and was directed to return the same with the suggestion that they be amended so as to have the gauge of the road stated, and to have the clearing to extend to 60 feet from the center of the tract on each side.

The following report of the State Engineer was read and ordered spread upon the minutes:

“Bartow, Fla., January 9th, 1886.

Hon. W. D. Barnes, Sect'y Bd. Trustees I. I. Fund.

Sir: In obedience to your instructions dated December 31st, 1885, I inspected on the 9th of January, 1886, ten (10) miles of the Charlotte Harbor Division of the Florida Southern Railway from Bartow to Fort Meade and

find the work of construction well done, indeed excellently done, and according to specifications and I approve the same.

H. S. DUVAL, State Engineer."

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, February 22d, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney-General.
C. L. Mitchell, Commissioner of Lands & Imm.

The Secretary laid before the Board the report of Engineer Duval upon the construction of ten (10) miles of the Florida Southern Railway Southward from Fort Meade in Polk Co., which report is as follows:

"Bartow, Fla., Feby. 10th, 1886.

Hon. W. D. Barnes, Sect'y Board Trustees I. I. Fund,
Tallahassee, Fla.

Sir: In obedience to instructions dated Jan'y 26th, 1886, I inspected to-day ten (10) miles of the Florida Southern Railway, extending from Fort Meade Southward, and find the work of construction well done and according to specifications, and I approve the same.

Respectfully,

H. S. DUVAL, State Engineer."

The following bills were ordered to be paid:

H. S. Duval, for inspecting Blue Spring, Orange City and Atlantic R. R., One hundred and twenty-five dollars.

H. S. Duval, for inspecting 10 miles Florida Southern Railway from Bartow to Fort Meade, One hundred and twenty-five dollars.

H. S. Duval, for inspecting 10 miles Florida Southern Railway South from Fort Meade, One hundred and twenty-five dollars.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, March 8th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney-General.

Absent: C. L. Mitchell, Commissioner of Lands & I.

The Briefs submitted by the several Railroad and Canal Companies as to the right of the Trustees to withhold from the Jacksonville, Tampa and Key West Railway Company the alternate section reservations within six and twenty miles of Railroads and Canals organized under the general law and not completed in whole or in part when the Jacksonville, Tampa and Key West Railway was completed from Jacksonville to Palatka, were before the Board for consideration, and Mr. Alfred B. Shop Mason made a brief argument in behalf of the J. T. & K. W. Railway.

The Board postponed further consideration of the subject until to-morrow the 9th.

The Specifications of construction of the St. Augustine and Palatka R. R. having been amended as required by the Board, were approved and ordered spread upon the minutes:

“Specifications

“used in the construction of the St. Augustine and Palatka Railway.

Clearing—The ground forming the base of all embankments, and sixty feet each side of the center line to be cleared to within two feet of the ground of all Timber brush, logs and all stumps and piled on the outer edge of said clearing.

Mucking—Wherever mud, muck or similar soft material occurs in excavations or embankments within two

feet of said grade it shall be removed and replaced by compact earth.

Width of Road-bed and Slopes—The width of Road way shall be twenty-one feet wide at grade in excavation, and twelve feet wide at grade in embankments. The bottoming in excavation to be left twelve feet wide at grade to within eighteen inches with ditches on either side and slopes one and one-half horizontal to one vertical.

Embankments—Embankments to be formed twelve feet wide at grade with slopes of one and one half horizontal to one vertical. Wherever the embankment is formed, from ditching on either side, such ditching and the crest of the slopes thereof shall in no case approach within three feet of the foot of the proper embankment, all ditches to have the same slope as embankments.

Ditches—All ditches shall be made continuous and of even width at bottom, except where more material is required to work the embankment or of even depth, the standard width of bottom being two feet with proper slopes on either side.

Piling—The Piles must be of straight round timber, of the quality approved by the Engineer. Piles under twenty feet in length to be eleven (11) inches in diameter at the small end. Piles from twenty to thirty feet in length to be ten (10) inches in diameter at the small end. Piles from thirty (30) to forty (40) feet in length to be nine (9) inches in diameter at the small end. Piles from forty (40) to Fifty (50) feet in length to be eight and one half ($8\frac{1}{2}$) inches in diameter at small end. Piles from fifty (50) to sixty (60) feet in length to be (8) inches in diameter at the small end. They shall be driven in such places and to such depths as required by the Engineer and cut off square to receive "caps."

Trestle Work, &c.—Includes all wooden structures commonly used as substitute for abutments, piers, cattle guards, water ways, &c. They shall be built according to plans furnished, and directions given by the Engineer, of sound durable wood to be approved by him. The iron used will be of the best American.

Size of Pile Capping, 10x14.

Size of Stringers, 11x14.

Size of Sawed Ties, 6x8.

Every sixth tie to be 7x8 and gained on the stringer.
Size of Guard Rail 6x8.

Cross-Ties—Cross ties will be eight (8) feet six (6) inches long and seven (7) inches heart face between the edges of sap wood. Not over ten (10) inches wide and not less than six (6) inches thick, sawed square at the ends straight and hewed on four sides and perfectly sound.

Track Laying—All ties must be spaced twenty-two (22) inches between centres, and the ends accurately lined. The suspended joint will be used, and the ties at the joints must not have less than eight (8) inches heart face.

The track will be of fifty (50) pounds to the yard Steel Rails, and be laid to an even and true gauge of four feet eight and three quarter inches (4 ft. 8¾ inch standard) with an increase of gauge around curves as directed by the Engineer.

The Angle irons will be properly put on with full number of bolts and nuts and the rail properly spiked, four spikes at each tie well driven home.

W. J. JARVIS,

Supt.

H. J. CAMPBELL,

Chief Engineer.

The Board then adjourned.

Attest:

W. D. BARNES,

Secretary.

President.

Tallahassee, Florida, March 9th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

W. D. Barnes, Comptroller.

Edward S. Crill, Treasurer.

C. M. Cooper, Attorney General.

The Board resumed the consideration of the question postponed from yesterday, and after due deliberation the following resolution was adopted:

Resolved, 1st. That this Board declines to convey to the Jacksonville, Tampa and Key West Railway Company any lands reserved for other corporations for alter-

nate sections in the six mile limit or for the indemnity lands in the twenty mile limit under Chapter 3166, Acts of 1879, But nothing herein is intended to affect the action of the Board in the premises upon the cancellation of any reservation.

2d. That this Board will not convey to the Florida Coast Line Canal and Transportation Company any land other than such as may be earned by actual construction of canal, and in computing the mileage of canal, natural water-ways, or portions thereof, already navigable will not be included,—That an examination be made to determine to what extent the reservation heretofore made for said Canal Company is excessive.

3d. That the application of said Jacksonville, Tampa and Key West Railway Company, to have conveyed to it the lands reserved for the Seville and Halifax Railway Company will be granted to the extent that said J. T. and K. W. Ry. Co. may be entitled to receive the same, and where there are no conflicting reservations, when this Board shall be satisfied that it is proper to cancel the reservation of said Seville, and Halifax River Railway Company, and saving the rights of actual settlers.

Hon. R. W. Davis, Attorney for the Florida Southern Railway Company, presented the following petition: “To the Hon. Board of Trustees of the Internal Improvement Fund of Florida:

Your petitioner the Florida Southern Railway Company respectfully shows that it is their intention in good faith to build and operate a line of Rail Road as a part of its system from Brooksville in Hernando or some point near thereto to a point near thereto at or near Tampa in Hillsborough County, and that they have duly filed in the office of the Secretary of State, the map and plat and diagram of said route, the same having been done on March 3d, 1886, and all other requirements of the Statute having been complied with.—Petitioners therefore ask that your Honorable Board will confirm the Special reserve heretofore made on said line, for a road from Brooksville to Tampa, and will order and direct that the same be held for your Petitioners in special reserve.

L. D. BALL, } Petitioners.
R. W. DAVIS, } Attorneys.”

Whereupon the Board passed the following resolution:

The Florida Southern Railway Company having filed its assurances before this Board of its intention in good faith to construct and operate a line of Railroad from a point at or near Brooksville to a point at or near Tampa, passing through the counties of Hernando and Hillsborough and _____, said Company having filed maps, plats and diagrams of said route and certificates of location.—Therefore, Resolved, That the alternate sections of land lying along and within six miles of said line heretofore held in reserve be and the same are hereby continued in reserve for said road on said line until the further order of this Board, reserving all rights of actual settlers.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, March 22d, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. L. Mitchell, Commissioner, &c.

John W. Malone, Esqr., submitted in behalf of the Florida Coast Line Canal and Transportation Company, a petition, asking that the clause of the resolution adopted by the Board on the 9th inst., relating to the conveying of lands for said Canal be re-called and revoked, and a day be appointed for a hearing upon the questions involved therein. The Board thereupon appointed the 20th day of April next for a full hearing upon the matters embraced in said petition, and the petition was ordered to be filed.

The Florida Coast Line Canal and Transportation Company, also submitted motions that no lands be granted to the J. T. & K. W. Railway Co., under Section 5 of Chapter 3168 Laws of Florida, nor to the Palatka

and Indian River Railway Co. under Section 6 of Chapter 3331 Laws of Florida, for reasons therein set forth, and the motions were filed; and the questions therein raised were set for hearing on 20th day of April.

Mr. B. W. Mayson, filed application to purchase the dead and fallen cedar on the State lands between the St. Marks and Suwannee Rivers at One dollar and fifty cents per cord, which was ordered to be referred to the State Timber Agent of Lafayette County, for report giving his opinion of the proposition.

The application of the Apopka and Atlantic R. R. to have the odd sections of lands within twenty miles of its surveyed line reserved for it, was laid before the Board, and it appearing that the Company had filed a map of its line as actually surveyed from Apopka to the T. O. & A. R. R. in the office of the Secretary of State, it was Ordered that the odd sections of land granted by the Act of Congress of September 28th, 1850, within the twenty mile limit on both sides of said road be reserved in quantities sufficient to make up the deficiency that may occur within the six mile limit of said road, for the benefit of the same,—But this reservation is made subject to the further orders of the Board, and to prior reservations for other corporations, and subject also to the right of actual settlers on such lands to purchase their improvements at Schedule prices.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, March 24th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. L. Mitchell, Commissioner, &c.

Messrs. Candler, Avery, Davis & Couper, appeared before the Board in behalf of the Florida Southern Railway Co. and presented a formal application in writing for the

lands earned by reason of construction of said Road to Charlotte Harbor from its initial point Lake City, and various other branches and extensions, which was ordered to be filed, and further consideration of the matter was postponed until 12 o'clock M. tomorrow and the Board adjourned to that hour.

March 25th, 1886—12 o'clock M.

The Board met in the Executive Office pursuant to adjournment. All present except the Attorney General.

Messrs. Avery, Candler, Davis & Couper were present in behalf of the Florida Southern Railway.

The following resolution was adopted:

Resolved, That if Col. S. I. Wailes, will surrender to the Florida Southern Railway Company Section Seven (7) Township Forty-one (41) South of Range Twenty-three (23) East, at or near Charlotte Harbor, this Board will allow him to select another Section of State land in lieu thereof.

The Board resumed the consideration of the petition filed on yesterday by the Florida Southern Railway Company, asking for deeds for lands earned by reason of construction—And a resolution was submitted for adoption modifying the resolution of November 7th, 1885, passed in compliance with an agreement between The Florida Southern Railway Company, the Jacksonville, Tampa and Key West Railway Company, the Pensacola and Atlantic Railroad Company, and the Palatka and Indian River Railway Company, in so far as relates to the time of delivery of deeds to the Florida Southern Railway Co., and to carry out the object of the petition presented on yesterday,—Upon which action was postponed until there shall be a full meeting of the Board.

It was Ordered by the Board that the Salesman be instructed to prepare deeds for the Florida Southern Railway Company to the alternate sections of land within the six mile limit of its line of road completed and accepted, and for which deeds have not already been granted, and to include such lands of the alternate sections lying within the six mile limit on the line for which they have already received deeds as have been patented to the State under the provisions of the Act of Congress of September 28th, 1850, since the execution of such deeds.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, March 27th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney-General.
C. L. Mitchell, Commissioner, &c.

The Secretary laid before the Board the application of the Blue Spring, Orange City and Atlantic R. R. for the alternate sections of land along the six miles of road completed and accepted, which was filed, and it was Ordered, by the Board that the Salesman be instructed to prepare deeds for the Blue Spring, Orange City and Atlantic R. R. to the alternate sections of lands reserved for them and lying within the six mile limit of its constructed road of six miles, and to such lands in the like alternate Sections within twenty miles of said six miles of road, as may be necessary to make up the deficiency within the six mile limit.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, April 12th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney-General.
C. L. Mitchell, Commissioner, &c.

The following communication was presented to the Board:

"Tallahassee, Florida, April 12th, 1886.

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

Gentlemen: The Jacksonville, St. Augustine and Halifax River Railway Company respectfully request your honorable body to deed to it the indemnity lands under the Act of 1879.

Respectfully submitted,

J. ST. A. & HALIFAX R. RY. CO.

by Alfred Bishop Mason, General Counsel."

Upon motion it was decided that the request of the Jacksonville, St. Augustine and Halifax River Railway Company be granted and that the Salesman prepare deeds for such indemnity lands under the Act of 1879.

The report of H. S. Duval, State Engineer, approving the Palatka and Indian River Railway was read and ordered spread upon the minutes:

"River Junction, Florida, March 29th, 1886.

Hon. W. D. Barnes, Sect'y Trustees I. I. Fund.

Sir: In obedience to your orders I completed March 9th, the inspection of the Palatka and Indian River Railway into Titusville, Brevard County, making the whole distance from Palatka One hundred and four miles.

I also inspected a spur of the same road six and one half ($6\frac{1}{2}$) miles in length into Sanford. Accompanying this report will also be found a map of the location of the several lines and certificates as to distances. I found the road throughout constructed in first class order and I approve the same.

Respectfully,

H. S. DUVAL, State Engineer."

It was ordered that deeds for the alternate sections along the line of road approved by the State Engineer in the foregoing report be at once prepared for the Palatka and Indian River Railway Company, and that so much of the alternate sections as lies between Enterprise and Titusville be deeded direct to G. W. Bentley, as directed in the following resolution:

"At a meeting of the Directors of the Palatka and Indian River Railway Company, held at Jacksonville, Florida, the 9th day of April A. D. 1886, the following resolution was adopted: Resolved, That the Trustees of the

Internal Improvement Fund of the State of Florida, be, and they are, requested and—so far as this Company can direct them—directed to convey to George W. Bentley, the lands earned by the construction of the section of this Company's railroad from Enterprise to Titusville."

"I hereby certify that the foregoing is a correct transcript from the minutes of the Palatka and Indian River Railway Company.

Witness my hand and the seal of the Company this 10th day of April A. D. 1886.

ALFRED BISHOP MASON,
Sect'y pro tem."

(SEAL)

The Board then adjourned.

Attest:

President.

Sect'y pro tem.

Tallahassee, Florida, April 19th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

The Green Cove Spring and Melrose R. R. Company filed application through its Attorneys, Messrs. C. P. & J. C. Cooper, to have the reservation of the alternate odd sections of land along its line of Road from Green Cove Spring to Melrose heretofore made, renewed, and it was Resolved, That the odd-alternate sections of swamp lands for six miles, and such odd-numbered sections within twenty miles as may be necessary to make up the deficiency within the six miles, on each side of the Green Cove Spring and Melrose Railroad, from its present terminus to Melrose, be reserved from sale until the further orders of this Board, subject to the right of actual settlers to purchase their improvements at State prices.

Application was also filed by Messrs. C. P. & J. C. Cooper, in behalf of the St. Johns and Suwannee Rail-

road to have the reservation formerly made for said road renewed, and it was Ordered by the Board that the odd-alternate Sections of Swamp lands lying within six miles, and such like numbered sections within twenty miles as may be necessary to make up the deficiency within the six miles, on each side of the surveyed line of the St. Johns and Suwannee Railroad extending from Melrose to Fort Fanning, be reserved from sale for the benefit of said Road until the further orders of this Board, subject to the right of actual settlers to purchase their improvements at State prices.

A map of the survey of the St. Johns and Santa Fe Railroad having been filed, and application made for reservation of lands it was Ordered by the Board that the even alternate sections of land granted by Act of Congress of September 28th, 1850, lying within six miles of the surveyed line of the St. Johns and Santa Fe Railroad, extending from the St. Johns to the Santa Fe Rivers, and as much of the like alternate sections within the twenty mile limit as may be necessary to make up the deficiency in the six mile limit, be reserved from sale for the benefit of the said Railroad, subject to the further order of the Board and subject to the right of actual settlers to purchase their improvements at State prices.

The Secretary laid before the Board the report of Engineer Duval, upon the construction of the St. Johns and Halifax River Railroad which is as follows:

"Tallahassee, April 5th, 1886.

Hon. W. D. Barnes, Sect'y Bd. Trustees I. I. Fund.

Sir: In obedience to your orders I inspected on the 23d ult. the last completed twelve miles, up to date, of the St. Johns and Halifax River Railroad. I found the work of construction very well done and I approve the same. Enclosed will be found the map of location of the entire route and certificates as to distances.

Respectfully,

H. S. DUVAL, State Engineer."

Which report was accompanied by a plat of the actually constructed line of road,—And an application having been made for the odd alternate sections of land within the six mile limit together with indemnity within the twenty mile limit; It was ordered by the Board, that the

Salesman be instructed to prepare deeds for the St. Johns and Halifax River Railroad Company to the odd sections of land granted by Act of Congress of September 28th, 1850, lying within six miles of said line of constructed road, together with such like sections lying within the twenty mile limit as may be necessary to make up the deficiency existing within the six mile limit.

The following bills were ordered paid:

H. S. Duval, for inspecting the Florida Southern Railway from end of track to Punta Gorda, One hundred and twenty-five dollars.

H. S. Duval, for inspecting 28 8-10 miles of the Florida Southern Railway South of the first ten mile section below Fort Meade, One hundred and twenty five dollars.

The following reports of the State Engineer were presented to the Board and Ordered to be spread upon the minutes:

“River Junction, Fla., March 25th, 1886.

Hon. W. D. Barnes, Sect’y Board of Trustees I. I. Fd.

Sir: In obedience to your orders, I inspected Twenty-eight 49-100 miles of the Florida Southern Railway line on the 6th & 7th inst.—Beginning at the terminus of their track or to where the iron was laid and extending to Punta Gorda on Charlotte Harbor, and I found the work graded, bridged and cross-tied according to the usual first class specifications and I approve the same.

Respectfully,

H. S. DUVAL,
State Engineer.”

“River Junction, Florida, March 25th, 1886.

Hon. W. D. Barnes, Sect’y Trustees I. I. Fund.

Sir: In accordance with your instructions I inspected Twenty-five & 8-10 miles of the Florida Southern Railway beginning at the end of the Second Inspection below Bartow and ending at the terminus of the track as fully constructed and in operation, and I approve the same. This inspection was made on the 5th inst.

Respectfully,

H. S. DUVAL, State Engineer.”

“River Junction, Florida, March 25th, 1886

Hon. W. D. Barnes, Sect’y Trustees I. I. Fund.

Sir: In accordance with your instructions I inspected

on March 13th, 1886, the Florida Southern Railway—Charlotte Harbor Branch—from Lakeland to Bartow, a distance of Thirteen & 8-10 miles, and I approve the same.

Respectfully,

H. S. DUVAL, State Engineer."

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, April 20th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

This being the day appointed on March 22d to hear the Florida Coast Line Canal and Transportation Company on the question of rescinding the resolution of the 9th of March in respect to conveying of lands to said Company, and on the motion to withhold from the Jacksonville, Tampa and Key West Railway and the Palatka and Indian River Railway the lands claimed by them under their special land grants.—

A full and elaborate discussion of these questions was had by Mr. O'Brien, Dr. Westcott and Hon. J. W. Malone; and charts of the U. S. Coast survey showing the depth of water along the proposed line of canal were exhibited to the Board.—All of which were fully considered by the Board and without action thereon the Board adjourned until to-morrow the 21st.

April 21st, 1886.

The Board met as per adjournment. Full Board present.

The consideration of the questions presented on yesterday was resumed, and the Board decided not to rescind the resolution of March 9th, 1886; but that the reservation

for the Florida Coast Line Canal and Transportation Company should stand until further orders.

Mr. L. D. Ball, appeared before the Board in behalf of the Florida Southern Railway Company and filed application for deeds to the 50,000 acres of land in Polk County which were reserved by the Board for the first road constructed to Charlotte Harbor, and for 150,000 acres of land lying in Monroe County on account of road constructed by the Florida Southern Railway Company since the passage of the resolution of November 7th, 1885, which was concurred in by the several land grant Railroads.

The application was granted by the Board and the Salesman instructed to prepare deeds for the lands asked for.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Fla., April 22d, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

The Salesman laid before the Board a question of conflict between the Blue Springs, Orange City and Atlantic Railroad and the Palatka and Indian River Railway, as to the lands to be deeded to said Roads within the six mile limit; whereupon the following resolution was adopted:

Resolved, That in making deeds for alternate sections within the six mile limit to the Blue Springs, Orange City and Atlantic Railway Company for the section of six miles of its road heretofore approved, and to the Palatka and Indian River Railway Company where the same conflict, the first named road will take in preference to the Palatka and Indian River Railway, except as to lands which are within the reservation of the P. & I. and also within

the six mile limit as actually constructed; where lands are within the reserve of the Palatka & Indian River Railway Co. and within its six mile-limit as the road is actually constructed that road will take precedence.

Application of the Florida Midland Railway Company for reservation of lands was presented, And It appearing to the Board that the Florida Midland Railway Co. had filed a plat of its surveyed line for a section of nine miles in a Northwesterly direction from Kissimmee City, it is Ordered that the alternate even sections of land granted by Act of Congress of 28th September, 1850, lying within six miles, and as much of the like alternate sections within the twenty mile limit as may be necessary to make up the deficiency in the six mile limit, on each side of said surveyed road be reserved from sale for the benefit of said Road, subject to the further order of the Board and subject to the rights of actual settlers to purchase their improvements at State prices.

The application of Mr. B. W. Mayson, filed on the 22d of March, to purchase the dead and fallen cedar on State lands lying between the St. Marks and Suwannee Rivers at one 50-100 dollars per cord, was taken up, and the Board being advised that it would not be to the interest of the Trust Fund to make such a contract with Mr. Mayson, declined to accede to his proposition.

The Secretary laid before the Board a communication from the Hon. J. G. Speer, President of the Apopka Canal Co., filed on Dec. 16th, 1885, upon which action had been postponed, and which is as follows:

“To the Honorable Board of Trustees of the I. I. Fund of Florida.

Whereas: Your Honorable Board, did on the 10th day of February, 1881, by Resolution authorize “The Apopka Canal Company” to sell as much as three thousand acres of the lands included in the contract made between your Board and the said Apopka Canal Company, (for the purpose of navigation and reclamation) to aid said work. In pursuance of said Resolution, the Apopka Canal Company have at different times sold of said lands fourteen hundred and forty three acres, and there is now in your hands about Seven hundred and seventy-five dollars (\$775.00). This sum we are now needing.

Since the commencement of our work we have spent directly of our own money near "forty five thousand dollars." We are pushing the work on as fast as we possibly can. The Canal of eight miles length is all complete, except one and ore half miles, having 8 feet water and steamers are using it constantly. We have been delayed this year by having to make a two mile cut in clay.

The undersigned officers of the Apopka Canal Company do hereby swear that the facts set forth above and the amounts of money paid out in the prosecution of said work are correct and true.

J. G. SPEER, Pres't A. C. Co.
B. M. SIMS, Sect'y & Treas."

"State of Florida, }
County of Orange. }

Personally appeared before me J. G. Speer and B. M. Sims, both well known to me, and acknowledged that they executed the above instrument.

Witness my hand and seal this 14th day of Dec. 1885.

WM. P. BLAKELY, (Seal)
Justice of the Peace."

And it appearing that 1,003 28-100 acres of land reserved for said Company was sold on 12th March, 1885, for the sum of seven hundred and two 30-100 dollars (\$702.30) and the Board being satisfied that the moneys arising from said sales are properly applied to the work and labor done and for the purchasing of materials in carrying on the work of reclamation as required by the resolution of 10th February 1881, it is **Ordered**, by the Board that the Treasurer pay over to said Apopka Canal Company the said sum of seven hundred and two 30-100 dollars.

The following bills were presented and ordered to be paid:

Fleming & Daniel, bal. of a-c for costs & fees in suit of A. Doggett against Trustees, Eight hundred and nine 50-100 dollars (\$809.50).

H. S. Duval, State Engineer,

For inspecting Fla. Sou. Ry. from Bartow to Lakeland, \$125.00.

For inspecting P. & I. Ry. from crossing of Blue Springs O. & A. R. R. to Sanford, \$125.00.

For inspecting St. Johns & Halifax River R. R., Dec. 21, '85, 125.00.

For inspecting 12 miles St. J. & Halifax River R. R., Mch. 23, '86, 125.00.

For inspecting 40 miles of Fla. Sou. Ry. from Pember-ton's Ferry to Lakeland, 200.00.

For inspecting Palatka & Indian River Ry. from Palatka to Seville, 125.00.

For inspecting Atlantic Coast, St. Johns & Indian River Ry. from Enterprise to Titusville, 125.00.

For inspecting Palatka & Indian River Ry. from Seville to Blue Springs, 125.00.

The claim of Hon. H. A. L'Engle, former Treasurer of this Board, for balance due him as Treasurer and for compensation for extra service and responsibility in handling and disbursing the Schute fund, amounting to Twelve hundred dollars (\$1,200.00), was, upon the recommendation of a majority of the members of the preceding Board ordered to be paid.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, May 7th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

Edward S. Crill, Treasurer.

W. D. Barnes, Comptroller.

The following resolution was passed:

Whereas, by resolution of this Board adopted March 9th, 1886, the lands originally reserved for the Gainesville, Ocala and Charlotte Harbor (now Florida Southern) Railway, lying along the projected line of said road between Brooksville and Tampa do stand reserved until further action by the Board, it is Ordered, that the Salesman be instructed to make no sales of any of the lands within such reservation except to actual settlers, as heretofore provided by resolution of the Board, and that such

entries as may have been prematurely made be cancelled, and all certificates that may have been issued for such lands be re-called by the Salesman, and the monies received therefor be refunded:

It is further Ordered, that the lands originally reserved for said Railroad lying along or near its constructed road and outside of the six mile limit of its actually constructed line be open for entry after being first offered at public sale to the highest bidder at not less than One dollar per acre, and the Salesman is instructed to give public notice of such sale, and to offer the lands at as early a day as practicable, and no applications filed, or entries heretofore and prematurely made for such lands shall hold good until after they have been publicly offered, but shall be held as taking precedence if the lands do not bring more than one dollar per acre, when so publicly offered.

In pursuance of the above resolution, It is ordered by the Board that the Treasurer refund to William A. Rawls, the sum of one thousand and four 57-100 dollars (\$1,004.57) it being amount paid by him for lands included in the reservation for the Florida Southern Railway and embraced in entry No. 13,416, which is ordered to be cancelled by the Board.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, March 20th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. L. Mitchell, Commissioner, &c.

Mr. A. B. Mason, Attorney for the J. T. & K. W. Railway, appeared before the Board, and renewed the application for lands to be conveyed to said Road under its Legislative land grant, and he was informed that there was an order of the Board to that effect.

The Secretary laid before the Board a letter from J. J. Harris, proposing to the Board to enter into a contract with himself and associates for the drainage and reclamation of such of the overflowed lands of the St. Johns River Valley, South of Lake Jesup and extending to the extreme head waters of said river, as are not embraced in any drainage contract; Which was postponed until further and definite terms and conditions can be submitted by the parties.

The following bills were ordered to be paid:

D. W. Gwynn, P. M., Postage Salesman's Office, \$28.50.

W. D. Bloxham, Surveyor General, Work done for Salesman's Office, \$30.00.

N. M. Bowen, Printing for Salesman's Office, \$30.00.

The Secretary laid before the Board the reports of State Engineer Duval upon the work of construction of the Silver Springs, Ocala and Gulf R. R., and the Florida Southern Railway and the T. O. & A. R. R. as follows:

"Ocala, Fla., May 6th, 1886.

Hon. W. D. Barnes, Comptroller, Sect'y I. I. Fund, Tallahassee.

Sir: In obedience to your orders I inspected yesterday ten miles of the Silver Springs, Ocala and Gulf Railroad extending from Ocala ten miles out, and find the work of construction well done and according to the usual specifications of a standard gauge road, and I approve the same. Accompanying this will be found a tracing of the actually constructed line and the Chief Engineer's Certificate.

Respectfully,

H. S. DUVAL, St. Eng."

"River Junction, Florida, March 29th, 1886.

Hon. W. D. Barnes, Sect'y Trustees I. I. Fund.

Sir: In obedience to your instructions of Feb'y 18th, I inspected on the 11th inst. the Citra Branch of the Florida Southern Railway extending from Citra to Lochbie, a distance of 6 9-10 miles, and found the work of construction well done and according to the usual specifications, and I approve the same.

Respectfully,

H. S. DUVAL, St. Eng."

"River Junction, Fla., Mch. 29th, 1886.

Hon. W. D. Barnes, Sect'y Trustees I. I. Fund.

Sir: In obedience to your instructions I inspected that part of the Plant Investment Company's construction of the Florida Southern Railway, extending from Lake City towards Fort White to its intersection with the road previously constructed, between Live Oak and Gainesville, a distance of 19½ miles, on the 16th inst. I found the work of construction well done and I approve the same.

H. S. DUVAL, St. Eng."

"River Junction, Florida, March 29th, 1886.

Hon. W. D. Barnes, Sect'y Board of Trustees I. I. Fund.

Sir: In accordance with your instructions I re-inspected the Tavares, Orlando and Atlantic Railroad from Tavares to Orlando, a distance of Thirty-one (31) miles, and I approve the same. This inspection was made on the 14th day of March, 1886.

Respectfully,

H. S. DUVAL,

State Engineer."

The following agreement on the part of the T. O. & A. R. R. Co. was read to the Board and ordered to be spread upon the minutes:

"It is hereby agreed on the part of the Tavares, Orlando and Atlantic Railroad Company with the Board of Trustees of the Internal Improvement Fund of Florida, that the actual *bona fide* settlers upon any of the reserved lands to be deeded by the latter to the former in consideration of the construction of the road of the former under the laws of Florida, shall be allowed by the former to purchase their homes from it at State prices correspondingly.

The consideration of this concession on the part of the Tavares, Orlando and Atlantic Railroad Company is hereby admitted to be of such force as to make this an obligatory contract.

In Witness Whereof the Tavares, Orlando and Atlantic Railroad Company does hereto set its hand, by its

President under his personal seal, this 30th day of April, 1886.

THE TAVARES, ORLANDO AND ATLANTIC RAILROAD COMPANY.

By John A. Henderson, its President."

Whereupon it was Ordered, 1st, That the Salesman be and he is hereby instructed to prepare deeds for the Tavares, Orlando and Atlantic Railroad Company, to the alternate *odd*-sections of lands reserved for it and lying within six miles of its constructed road from Tavares to Orlando, a distance of 31 63-100 miles, and to such lands in the like alternate sections, within twenty miles of said road, as may be necessary to make up the deficiency within the six mile limit.

2d. That the Salesman be and he is hereby instructed to make deeds to the alternate sections within the six mile limit of the road actually constructed by the following Companies between the points named:

Florida Southern Railway Co., from Fort White to Lake City 19½ miles and the Citra Branch 6 9-10 miles—Silver Springs, Ocala & Gulf R. R. Co. from Ocala to a point ten miles out.

The following bills were also ordered paid:

H. S. Duval, inspecting Silver Springs, Ocala and Gulf R. R. from Ocala ten miles out. One hundred and twenty five dollars (\$125.00).

H. S. Duval, inspecting Florida Southern Railway from Fort White to Lake City, 19½ miles, One hundred and twenty five dollars (\$125.00).

H. S. Duval, inspecting Florida Southern Railway from Citra to Lochbie, 6 9-10 miles, One hundred and twenty five dollars (\$125.00).

H. S. Duval, re-inspecting Tavares, Orlando and Atlantic R. R. from Tavares to Orlando, 31 63-100 miles. One hundred and twenty five dollars (\$125.00).

The application of S. C. Cobb for authority to make selections of indemnity lands upon same terms as that granted other State Agents for that purpose was taken up and considered and the following resolution was adopted:

Whereas it is believed that there are still meritorious claims for indemnity due the State of Florida under the Acts of Congress of March 2d, 1855, and March 3d, 1857,

which have not at this time been prepared and presented to the United States Land Department for adjustment, and Whereas S. C. Cobb of Pensacola has applied for authority to prepare and prosecute such unrepresented claims, now be it Resolved, by the Board of Trustees of the Internal Improvement Fund of the State of Florida, that this Board gives to said S. C. Cobb, such authority and will allow and pay to him out of any moneys or indemnity certificates he may procure to be paid and delivered to the State by the United States under said Acts of Congress—Upon claims not already presented to the United States Land Department Twenty per cent commissions. Neither the Internal Improvement Fund or the State to be involved in any other expense beyond the said twenty per cent commissions—by reason of this resolution.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, May 25th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner, &c.

The contest between B. K. Barrs and Frank Clifford, as to the entry of the E $\frac{1}{2}$ of the SE $\frac{1}{4}$ of Section 32, Township 13, South of Range 28, East, coming on to be heard, and evidence being produced controverting the affidavits made by Barrs as to improvements on said land, and showing that Clifford had settled upon and improved the same, It was ordered that the Secretary advise Barrs that he must show cause why his entry of said lands should not be cancelled.

There appearing no further business the Board adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, June 9th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney General.

The State Engineer presented his report of inspection as follows:

"Hon. W. D. Barnes, Sect'y Bd. Trustees I. I. Fd., Tallahassee, Fla.

Sir: In obedience to your instructions I inspected today twenty one and seventy two hundredths miles of the St. Augustine and Palatka Railway extending from its connection with the old St. Johns River Railway to the St. Johns River near Palatka, and I found the work of construction faultless, and according to the usual specifications for standard gauge railroads, and I approve the same.

Respectfully,

H. S. DUVAL, State Engr."

Whereupon it was Ordered, That the Salesman of the Board be and he is hereby instructed to prepare deeds for the St. Augustine and Palatka Railway Company for the alternate sections of land as reserved for it and lying within six miles of its constructed road from its connection with the old St. Johns Railway to the St. Johns River near Palatka, a distance of 21 72-100 miles, and to such lands in the like alternate sections, within twenty miles of said road, as may be necessary to make up the deficiency within the six mile limit.

The Bill of H. S. Duval, State Engineer, for inspecting the St. Augustine and Palatka Railway amounting to One hundred and twenty five dollars, was ordered paid.

The Board then adjourned.

Attest:

President.

Secretary pro tem.

Tallahassee, Florida, June 14th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 William D. Barnes, Comptroller.
 Edward S. Crill, State Treasurer.
 C. M. Cooper, Att'y General.
 C. L. Mitchell, Commissioner. &c.

Capt. J. Q. Stewart of Brevard County appeared before the Board and represented, that a number of settlers desired to locate in said County, and were prevented owing to the difficulty in securing cheap homes, and asked that they be permitted to purchase small tracts of lands on the reserve for the Florida Coast Line Canal,—Whereupon it was ordered that the Board will sell to actual settlers, of the lands reserved for the Florida Coast Line Canal and Transportation Company, not to exceed 160 acres of land for each settler, for purposes of homestead and improvement, And the Secretary was directed to so inform the officers of said canal.

The Board then adjourned.

Attest:

W. D. BARNES,
 Secretary.

President.

Tallahassee, Florida, June 23d, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 William D. Barnes, Comptroller.
 Edward S. Crill, Treasurer.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner, &c.

Mr. B. M. Miller, appeared before the Board in behalf of James M. Hamilton of Volusia County, and asked that a deed to the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 34, Township 13, South of Range 28, E. which had been entered by John P. Kennedy be deeded to him, said Kennedy having conveyed his interest in said land to said Hamilton. —And it appearing that B. K. Barrs interposed claim to the same land it was ordered that further action hereir be postponed until the 9th day of July and that the Secretary of this Board serve notice upon said Barrs to

appear and show cause on that day why deed should not issue to said Hamilton.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, June 24th, 1886.

The Board met in the Executive Office.

Present: Edward S. Crill, Treasurer.
Edward A. Perry, Governor.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.
W. D. Barnes, Comptroller.

Fred T. Myers, Esqr., Attorney for Hamilton Disston, appeared before the Board and asked that they resume the consideration of the claim presented and filed on the 24th day May asking for indemnity for (1040.39) One thousand and forty 39-100 acres of land erroneously conveyed to him under his purchase of four million acres June 1st, 1881, and the Commissioner of Lands having verified the list furnished and reported that the lands as stated had been conveyed by mistake, the Trustees having no title to such lands, the following order was passed:

Whereas, it appears by the petition of Hamilton Disston that of the lands conveyed to him and the Florida Land and Improvement Company on his account under the contract of sale between him and this Board of four million acres there were 950 38-100 acres which the Board did not own at the time of such conveyance and that in Section 34, T 30, S, Range 31 E, embraced in Entry No. 12481, there was a deficiency of 90 01-100 acres, the said section having been charged to him as containing only 217.36 acres, when in reality it contains only 127.35 acres and the facts set forth having been verified; **Be it Resolved**, That the said Hamilton Disston or his assigns, be allowed to enter One thousand and forty & 39-100 acres of the lands granted to the State under the Act of Congress of September 28th, 1850, as indemnity for the lands so erroneously conveyed on his account by this Board.

and that he be allowed to enter said lands in tracts corresponding in area, as near as may be, to the acreage of the respective entries for which he claims indemnity.

An application was made by E. R. McKean setting forth that Edwin Martin in his life time, to wit, on February 1st & 12th and July 2d, 1870, entered certain lands embraced in entries No. 5810, 5821 & 5969 amounting to 1102 05-100 acres, and died before procuring deeds for the same, and asking that deeds be now made to John B. Martin as Executor of said Edwin,—And it appearing that these entries were made as stated in said application, It is Ordered that deeds for the lands embraced in said entries be now made to said John B. Martin, as Executor of Edwin Martin.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, July 15th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

The following resolution was adopted:

Whereas, the alternate sections of land lying within the reserve of the Green Cove Springs and Melrose R. R. have been sold by this Board since the reservation,—Therefore be it Resolved, That the Salesman of the Board prepare a certified list of lands so sold which lie on either side of said road as far as completed, and certify the same to the Treasurer, and upon said certificate being furnished and verified the Treasurer is hereby ordered to pay the same.

The following resolution also passed:

Whereas, under a previous resolution of the Board of Trustees it was ordered that a certified list of lands sold by the Board of Trustees within the six mile limit of the Southern Division of the Jacksonville, Tampa and Key

West Railway, should be made by the Salesman of this Board and said list having been made and certified to the Treasurer of this Board, and it appearing that the amount of lands so sold within the six mile limit of said road amounts to 3693 28-100 acres for which the sum of Three thousand five hundred and eight 52-100 dollars (\$3,508 52-100) have been received; Therefore be it Resolved, by this Board, That the Treasurer be and he is hereby directed to pay over to said Railroad Company or their assigns, the said sum of Three thousand five hundred and eight 52-100 dollars (\$3,502 52-100).

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, July 16th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

The Board proceeded to the consideration of the contest between James M. Hamilton and B. K. Barrs for deed to the South east quarter of the South east quarter Section thirty-four, T 13 S of R 28, E, entered by J. P. Kennedy. Mr. Hamilton was represented by B. M. Mitter, Esqr., and Mr. Barrs by F. T. Myers, Esqr., And after submitting affidavits and counter affidavits, at the request of Mr. Barrs, determination of the Board was suspended until Mr. John A. Henderson could be heard in his behalf.

The following bills were ordered to be paid:

N. M. Bowen, Printing for Salesman's Office, \$21.75.
Surveyor General, for plats, 15.00.

D. W. Gwynn, for postage & box rent Salesman's Office 19.00.

C. A. Bryan, Jr., for binding 1.50.

Miss Stephenson for ribbon 1.10.

The Board then adjourned.

Attest:

W. D. BARNES,

Secretary.

President.

Tallahassee, Florida, July 19th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 William D. Barnes, Comptroller.
 Edward S. Crill, Treasurer.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner, &c.

The Florida Land and Mortgage Company, Limited, having made application to exchange the lands conveyed to them, embraced in entry No. 12699, for other lands designated by them in Manatee County, in accordance with the consent of the Board thereto on 22nd December, 1884, the matter was taken up for action, and the following resolution was passed:

Resolved, That on account of the long delay of the Florida Land and Mortgage Co., Limited, in complying with the resolution of this Board of December 22nd, 1884, consenting to exchange of lands embraced in entry No. 12699 for other lands designated by said Company not having yet filed a proper deed re-conveying the lands embraced in said entry, to this Board, and the Board apprehending that some complications with regard to said lands may have arisen during such delay, and the conditions of the lands proposed to be exchanged as to facilities for transportation and value having changed during the delay, the Board does not feel warranted in making the exchange now.

The Board then adjourned.

Attest:

W. D. BARNES,

Secretary.

President.

Tallahassee, Florida, July 21st, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 William D. Barnes, Comptroller.
 Edward S. Crill, Treasurer.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner, &c.

It appearing that Henry Clifford, Sr., of Volusia County, had applied for and entered the $W\frac{1}{2}$ of the $SW\frac{1}{4}$ and $NE\frac{1}{4}$ of $SW\frac{1}{4}$ Sec. 32, T. 14, S of Range 30, E, embraced in entry No. 11936 by mistake, his improvements being in Section 36, T 14, South of Range 29 E, and the said Clifford having applied to have said entry changed, it is Ordered that the said entry No. 11936 be cancelled upon his making a proper deed of reconveyance to the Trustees for the lands embraced in said entry, and that the Treasurer refund to said Clifford the sum of One hundred and nineteen 18-100 dollars, paid for the same.

The Board then adjourned.

Attest:

W. D. BARNES,
 Secretary.

President.

Tallahassee, Florida, July 24th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 William D. Barnes, Comptroller.
 Edward S. Crill, Treasurer.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner, &c.

The following resolution was adopted:

It appearing to this Board that the Florida Southern Railway Company, have constructed, or caused to be constructed under their land grant, lines of railroad from Palatka to Gainesville and from Rochelle southerly in a continuous line to a point 45 S-100 miles south of Bartow and from Pemberton's Ferry to Brooksville. (including the line from Pemberton's Ferry to Lakeland and from Lakeland to Bartow, but not including the spur tracks to Micanopy, Citra and the lakes near Leesburg) and the lines from Gainesville to Hague and from the

Junction near Itchetucknee to Lake City, and that the total mileage of said lines is estimated by this Board at and as Two hundred and eighty-eight 22-100 (288.22) miles, Therefore Resolved, That the Salesman of this Board do prepare deeds to said Florida Southern Railway Company, or its order, to the lands earned by it and not heretofore deeded on the mileage aforesaid, as being lines of road completed by or for said Florida Southern Railway Company on the 4th of March A. D. 1886, saving and excepting, of course, such reservations from said deeds as may have been heretofore ordered.

The Board then passed the following resolution: Whereas, Sydney I. Wailes has resigned his appointment as agent of the State of Florida before the Department of the Interior at Washington for the purpose of adjusting the claims of the State for lands selected under the act of Congress approved September 28th, 1850, and his resignation has been accepted with the understanding that he will continue to represent the State as to all lists made and filed in the General Land Office on or before April 21st, 1886. And whereas, the said Wailes had requested that this Board will state definitely what work he is expected to continue, in order that there may be no doubt as to the extent of his authority, and that no misunderstanding may hereafter arise with regard to his duties or compensation. Therefore

Resolved, That Sydney I. Wailes, is expected to represent the State before the Land Department at Washington for the purpose of procuring confirmation and patenting of the lands selected for the State under the act of Congress of September 28th, 1850, prior to 1861, and for the purpose of procuring indemnity, either in cash or certificates, for all lands selected for the State prior to March 3d, 1857, which had been entered or located in the United States Land Office subsequent to September 28th, 1850, of which the said Wailes has or may file lists and establish proofs before the Department, also in procuring the patents for lands selected since 1861 by Williams and Swann and by Williams, Swann & Corley, which have not already been patented—and also in procuring patents for the lands selected by John A. Henderson, Selecting Agent, in lists numbered from 5 to 32 inclusive—the said Wailes to receive in compensation for his services the

same amount agreed upon in his contracts with the Trustees.

It was ordered by the Board that One hundred and fifty dollars, be advanced to H. A. Corley for work done in preparing deeds for lands to Railroads, and that the Treasurer of this Board do pay the same.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Fla., August 10th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, State Treasurer.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner of Lands, &c.

Deeds were presented and signed for lands granted by the Legislature to the Florida Southern Railway Company and the Jacksonville, Tampa & Key West Railway Company, which have been earned by the construction of said Roads, in accordance with the terms of said grants, as follows: On account of the Florida Southern Railway Company, and as directed by it, to the Plant Investment Company, 249,522 03-100 acres, to the Florida Commercial Company 195,691 79-100 acres, and to the Florida Southern Railway Co. 60,462 02-100 acres, total, 505,675 84-100 acres. To the J. T. & K. W. Ry. on its own account 289,861 41-100 acres.

Mr. Mason being present was requested to state if he had anything to ask for the Palatka & Indian River Railway Co., and he replied not until he could confer with Mr. Chipley for the Pensacola and Atlantic R. R.

Mr. Hugh A. Corley presented his account for services to date in preparing lists of swamp lands patented, and swamp selections not patented, to ascertain what lands are subject to the grants made to Rail Road Companies and canals, and assisting in the adjustment of the Rail-road grants, &c., amounting to Four hundred dollars,— One hundred and fifty dollars, having been previously

paid on said account, leaving a balance of Two hundred and fifty dollars, which account was ordered paid.

The petition of George W. Ladd of Bangor, Maine, and George W. Ladd, Jr., of Florida, previously presented to the Board to have deeds made to them for certain lands purchased by Daniel Ladd and others from the Internal Improvement Fund, in the year 1883, and setting forth that Daniel Ladd was the owner of the certificates of purchase at the time of his death in 1872, and that said certificates had been lost or destroyed, was taken up for consideration, and a copy of the will of the said Daniel Ladd was filed with said petition. After consideration it was decided that the lost certificates should be established by due course of law before deeds could be safely executed by the Trustees.

Hugh A. Corley, Esqr., appeared before the Board on behalf of Samuel A. Swann representing the assignees of the Florida Railroad Company, and requested that the Trustees of the Internal Improvement Fund execute a deed for the lands granted to said Company by the Act of January 6th, 1855, for the line of Railroad from Ferrandina to Cedar Keys, or give some evidence of title in the Company to said lands. Whereupon the Trustees executed a certificate and acknowledgement that certain lands belonging to the Internal Improvement Fund and embraced in the odd-numbered sections and lying within six miles of the line of railroad from Ferrandina to Cedar Keys became vested in the Florida Railroad Company upon the construction of the road by said Company, the lands embraced in said certificate and acknowledgement amounting to 275,117.02 acres of Swamp lands and 11,251.37 acres of Internal Improvement Lands, containing in the aggregate 286,368.39 acres.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, August 11th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 William D. Barnes, Comptroller.
 Edward S. Crill, Treasurer.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner of Lands, &c.

Mr. A. B. Mason, presented plat of the survey of the route of the Central & River Divisions of the J. T. & K. W. Railway from Sanford to Kissimmee City accompanied by proper affidavit of the Engineer and asked for withdrawal of the alternate sections of land along said line of Road, and it was Ordered by the Board that the even sections of land granted by Act of Congress September 28th, 1850, lying on each side and within six miles of said line of Railroad between Sanford and Kissimmee City be reserved from sale for the benefit of said Road, subject to the future orders of this Board and subject to the right of actual settlers at the date of withdrawal to purchase their improvements at schedule prices.

The Board then adjourned.

Attest:

W. D. BARNES,
 Secretary.

President.

On this day, Aug. 11, 1886, R. W. Davis, as Atty. for Florida Southern Railway Co. filed before the Board formal application in writing for recognition of, and Lands for that part of said Company's road 28 49-100 miles North from Punta Gorda on Charlotte Harbor, which was graded, cross-tied, bridged & trestled on 4th Mch., 1886,—which was filed for future consideration.

Attest:

W. D. BARNES,
 Sec'y.

President.

28 I. I.

Tallahassee, Florida, August 19th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 William D. Barnes, Comptroller.
 Edward S. Crill, Treasurer.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner of Lands, &c.

Fred T. Myers, Esqr., appeared before the Board in behalf of the Jacksonville, Tampa & Key West Railway and presented the following papers, which were ordered to be spread upon the minutes:

"At a meeting of the Board of Directors of the Seville & Halifax River Railroad Company held at the office of the Jacksonville, Tampa & Key West Railway Company, No. 10 Wall Street, in the City of New York on the 13th day of August, 1886, the following resolution was adopted:

"Resolved that the Seville & Halifax River Railroad Company do by this resolution of its Board of Directors to be approved and ratified by a resolution of its Stockholders relinquish all claim against the State of Florida and the Trustees of the Internal Improvement Fund of said State for the lands now held in reserve for said Company under the provisions of the Act approved March 5th, 1883, entitled "An Act to Incorporate the Seville & Halifax River Railroad Company" and that a copy of this resolution certified by the Secretary of said Company under its corporate seal be filed with the Trustees of the Internal Improvement Company."

I hereby certify that the foregoing is a true extract from the minutes of the Board of Directors of the Seville & Halifax River Railroad Company, In Witness whereof I have hereunto set my hand and affixed the seal of said Company the 13th day of August 1886.

CHARLES C. DEMING, Secretary."

"Jacksonville, Florida, August 14th, 1886.

Pursuant to call, the Stockholders of the Seville & Halifax River Railroad Company, met at Eleven A. M., Saturday August 14th, 1886, at the office of the Jacksonville, Tampa & Key West Railway Company in the City of Jacksonville.

All the stockholders were present, in person or by proxy.

The following resolution was adopted by an unanimous vote:

Resolved, that the resolution of the Board of Directors of this Company adopted at their meeting in New York City, August 13th, 1886, relinquishing all claim against the State of Florida and the Trustees of the Internal Improvement Fund of said State for the lands now held in reserve for this Company, be and the same is hereby approved and ratified and made the act and deed of this Company and that a copy of this resolution certified by the Secretary of this meeting under the corporate seal be filed with the said Trustees.—I hereby certify that the foregoing is a true extract from the minutes of the Stockholders of the Seville & Halifax River Railroad Company—Witness my hand and the seal of said Company this 16th day of August A. D. 1886.

ALFRED BISHOP MASON,
Sect'y of the Stockholders Meeting”

Thereupon in pursuance of the resolution of the Board passed March 9th, 1886, the Trustees executed deeds to the Jacksonville, Tampa & Key West Railway for 79,979.83 acres of land formerly reserved for the Seville and Halifax River Railroad Company.

On application of Mr. F. T. Myers it was ordered that the Salesman prepare deeds for the S. F. & W. Railway Co., successors to the East Florida Railway Co., for the alternate sections of lands due to said East Florida Ry. Co. lying within the twenty mile limit of said Road, and which are required to make up the deficiency of 3848 per mile within the six mile limit as provided in Chapter 3485 Laws of Florida.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, September 20th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

William D. Barnes, Comptroller.

C. L. Mitchell, Commissioner of Lands, &c.

It was ordered that fractional Sections 7, 17 & 31 of Township 7 South, Range 30 East, be left out of deed to St. Johns Railway Company, at present, and that the lands in Sections 21, 29 & 33, same Townsh.p & Range, be included in said deed.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, September 22d, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
William D. Barnes, Comptroller.
Edward S. Crill, Treasurer.
C. L. Mitchell, Commissioner, &c.

Major Sherman Conant and R. W. Davis, Esqr., appeared before the Board in behalf of the Florida Southern Railway Company and Col. John A. Henderson, in his own behalf in a matter of contest between said Railway Company and said Henderson as to certain lands lying in Polk County and reserved for the Florida Southern Railway by resolution of the Board of July 25th, 1885, and claimed by said Henderson to have been entered by him on 188 , And it appeared from papers submitted by Mr. Henderson that in his contract with the former Board to make selections of land granted to the State by Act of Congress of September 28th, 1850, he was to receive in compensation for his services any lands granted by said Act of Congress which might be subject to entry at the time such compensation might become due leaving the question for the Board to determine as to whether the entry made by him on 188 on account of such compensation is good against the reservation in said resolution of July 25th, 1885, and the Legislative land grant for said road. The further consideration of the question was postponed.

The following resolution was adopted:

Resolved, That the State Engineer is directed in connection with the Chief Engineer of the Florida Southern

Railway Company to report the entire mileage of constructed road of the Florida Southern Railway, including its branches and side tracks separately and including its claimed line from Gainesville to Lake City, making a distinction between the part of the line between Gainesville and Hague and Hague and Ichetucknee and Ichetucknee and Lake City, making a distinction also between that part of the line constructed for the Florida Southern Railway Company by the Plant Investment Company between Pemberton's Ferry and Bartow, including also statement of mileage of said road completed and ironed up to and including March 4th, 1886, and mileage ironed and equipped since. It is directed that said report shall be signed and certified by both Engineers named and shall be itemized and explicit.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, September 25th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
W. D. Barnes, Comptroller.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner of Lands, &c.

Hon. P. W. White applied for a change of entry and it appearing to the Board that Lot Number One of Section 25, and Lot No. 3 of Sec. 26 in Township 34 South of Range 17 East entered in the State Land Office by P. W. White lie in the bed of the Manatee River and are entirely covered by tide water, and did not properly belong to the State as Swamp and overflowed land under the Act of Congress of September 28th, 1850, It is Ordered that the said entry be cancelled and that said White be authorized to invest the amount paid therefor in swamp lands subject to entry in the State Land Office, at the present price of said lands, upon his delivering to the Commissioner of Lands and Immigration a deed of conveyance to the State of the lands first above mentioned

and described, duly recorded in the Clerk's Office of Manatee County, in which the same are located.

The Florida Midland Railway Company filed a map of the survey of its road from Ocoee to Kissimmee—that part of it which had not been previously surveyed, and asked for a reservation of the lands along the line of said surveyed route, and the plat being regular, it was Ordered by the Board, that the even-numbered sections of Swamp and overflowed lands within six miles of the surveyed route of the Florida Midland Railway between Ocoee and Kissimmee, not heretofore reserved for it, be reserved from sale for the benefit of said road, and also that like sections within twenty miles of the said line of road, when necessary to make up the deficiency in the six mile limit, be reserved for the same purpose, All subject to further action of the Board, and subject also to the right of actual settlers to purchase their improvements at State prices.

The following bills were presented and passed:

Philip Walter, for costs in case Fla. Ld. & Mtge.	
Co. vs. Trustees I. I. Fd.....	\$ 6.40
C. L. Mitchell, Salesman, expenses <i>in re</i> land sales.	81.95
Jas. P. Wilson, for attending to Land Sales for Salesman at Bartow, Ft. Ogden, Ft. Meade & Lakeland	59.65
Geo. McC. Craig, for services as Auctioneer at Land Sales	30.00
Fort Meade Pioneer for advertising land sales....	20.10
Bartow Informant for advertising land sales....	4.50
Brooksville Register for advertising land sales....	2.50
Lakeland News for advertising land sales.....	5.00
N. M. Bowen, for printing for Salesman's Office...	15.75
Bartow Informant, publishing notice of land sales.	20.00
Postage account Salesman's Office for June & July	29.00
Account Surveyor General's Office.....	3.00
Pine Levil Times, advertising land sales.....	9.50
C. A. Bryan, Jr., Binding for Salesman's Office....	4.00

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, November 6th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner of Lands, &c.

The Attorney General was requested to act as Secretary.

Mr. I. L. Harris, presented certified map and specifications of construction of the Jacksonville, Mayport and Pablo Railway and application of the Jacksonville, Mayport and Pablo Railway and Navigation Co. to have the even numbered sections within the six mile limit and the twenty mile indemnity limit on each side of said railway reserved for the same, Whereupon it was Ordered that such reserve be made until the further order of the Board, and subject to the right of actual settlers to purchase their improvements at State prices.

The Board then adjourned.

Attest:

President.

Sect'y pro tem.

Tallahassee, Florida, December 20th, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.

William D. Barnes, Comptroller.

Edward S. Crill, Treasurer.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner of Lands, &c.

Mr. L. J. Brush, appeared before the Board in behalf of the Jacksonville, Mayport and Pablo Railway, and presented specifications of construction for said Railway which were examined, approved and ordered to be spread upon the minutes of the Board—Said specifications are as follows:

“Specifications of Construction
for the

Jacksonville, Mayport & Pablo Railway.

1st. The line of road shall be cut of all standing timber for a distance of Sixty feet, and cleared of same for a distance of forty feet each side of centre line.

2d. The grading shall be for a single track except at depots, turnouts and similar places, where it shall be wider if necessary, with a road bed fourteen feet wide in cuttings, with such ditches as shall be necessary to secure proper drainage; and ten feet wide on embankments at the grade line; with slopes of one and one half horizontal to one perpendicular for both cuts and embankments. All embankments and excavations shall be so constructed as to secure proper drainage and the avoidance of standing water near the cross ties.

3d. All cross ties shall be delivered on the line of the road and be of heart pine or cypress, not less than seven feet in length, and not less than six inches heart face and six inches in thickness and shall be well and carefully bedded and laid two feet center to center.

4th. At all waterways, sufficient space shall be left for the unobstructed passage of water; and at all points on the line of road where it is practicable and desirable, side ditches shall be cut to carry off the surface water.

5th. In the crossing of all streams, the bridges shall be constructed according to the plans approved by the State Engineer.

6th. The gauge of the road shall be three feet.

7th. The rail used shall weigh not less than forty pounds per lineal yard and be of the best quality of steel or iron and well fastened to the cross ties with the best quality of spikes and plates, using the fish plate and fastenings if the Company shall prefer.

8th. The entire equipment shall be first class, and shall at all times be sufficient for the prompt transportation of all passengers and freight ordinarily offering.

9th. The grade on no portion of the route shall exceed fifty-three feet per mile and no signal curve adopted exceeding three degrees of curvature, except at terminal points where it may be necessary to adopt a higher degree of curvature.

E. B. HALLIDAY, Chf. Engineer."

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, December 22d, 1886.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 W. D. Barnes, Comptroller.
 E. S. Crill, Treasurer.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner of Lands, &c.

Judge J. G. Speer, President of the Apopka Canal Company, appeared before the Board and applied for extension of the time allowed for completion of the canal on the ground that the work had been interfered with by a restraining order of the Court.

After due consideration, the time for the completion of said Canal was extended to 1st day of July, 1887.

The Board then adjourned.

Attest:

W. D. BARNES,
 Secretary.

President.

Tallahassee, Florida, January 13th, 1887.

The Board met in the Executive Office.

Present: Edward A. Perry, Governor.
 W. D. Barnes, Comptroller.
 E. S. Crill, Treasurer.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner of Lands, &c.

The contest between the Florida Southern Railway Company, and John A. Henderson to certain lands in Polk County, which were reserved on the 25th of July, 1885, for the Railroad Company which would first complete its line or Road to Charlotte Harbor, came up for consideration and a written agreement of settlement of the matter in contest between the parties was submitted and accepted by the Board, and is as follows:

It is agreed between John A. Henderson and the Florida Southern Railway Company that the matter in controversy between them as to the lands in Polk County may be disposed of by the Board of Trustees of the Internal Improvement Fund, if they see fit and proper so to order, as follows: Deeds to be made to the Florida

Southern Railway Company or their order to the lands contained in the list hereto appended. The remainder of the lands in the list heretofore involved in the controversy between the parties hereto, to be deeded to John A. Henderson, or his order. And the said John A. Henderson and the said Florida Southern Railway Company respectfully join in asking the Board to order deeds accordingly.

January 13th, 1887.

FLORIDA SOUTHERN RAILWAY COMPANY
by Robt. W. Davis its Attorney.
JOHN A HENDERSON.

	S & E				
	Sec. 11	Tp. 28	R 25	acres	40
SW $\frac{1}{4}$ of NE $\frac{1}{4}$	" 19	" 27	" 26	" 640	
Sec.	" 17	" 27	" 26	" 80	
S $\frac{1}{2}$ of NW $\frac{1}{4}$	" 29	" 27	" 25	" 80	
S $\frac{1}{2}$ of SW $\frac{1}{4}$	" 5	" 28	" 26	" 40	
NW $\frac{1}{4}$ of NE $\frac{1}{4}$	" 9	" 28	" 25	" 80	
W $\frac{1}{2}$ of SW $\frac{1}{4}$	" 17	" 27	" 25	" 80	
N $\frac{1}{2}$ of NE $\frac{1}{4}$	" 19	" 27	" 25	" 80	
W $\frac{1}{2}$ of NE $\frac{1}{4}$	" 3	" 27	" 25	" 160	
SE $\frac{1}{4}$	" 11	" 27	" 25	" 40	
NW $\frac{1}{4}$ of NW $\frac{1}{4}$	" 7	" 28	" 25	" 640	
All	" 5	" 28	" 25	" 320	
SE $\frac{1}{4}$. N $\frac{1}{2}$ of NE $\frac{1}{4}$. E $\frac{1}{2}$ of SW $\frac{1}{4}$	" 5	" 28	" 25	" 160	
NW $\frac{1}{4}$	" 31	" 27	" 25	" 640	
All	" 15	" 27	" 25	" 120	
S $\frac{1}{2}$ of SE $\frac{1}{4}$. NE $\frac{1}{4}$ of SE $\frac{1}{4}$	" 27	" 27	" 25	" 40	
SW $\frac{1}{4}$ of SE $\frac{1}{4}$	" 3	" 27	" 25	" 160	
W $\frac{1}{2}$ of NE $\frac{1}{4}$. W $\frac{1}{2}$ of SW $\frac{1}{4}$	" 27	" 27	" 26	" 160	
SE $\frac{1}{4}$	" 27	" 27	" 26	" 160	
SW $\frac{1}{4}$	" 21	" 27	" 25	" 40	
NW $\frac{1}{4}$ of NW $\frac{1}{4}$	" 23	" 27	" 25	" 80	
SW $\frac{1}{4}$ of NE $\frac{1}{4}$. SW $\frac{1}{4}$ of SE $\frac{1}{4}$	" 15	" 29	" 25	" 40	
SE $\frac{1}{4}$ of SE $\frac{1}{4}$	" 21	" 29	" 25	" 120	
S $\frac{1}{2}$ of SW $\frac{1}{4}$ & SE $\frac{1}{4}$ of NE $\frac{1}{4}$	" 29	" 29	" 25	" 40	
NE $\frac{1}{4}$ of SW $\frac{1}{4}$	" 27	" 29	" 25	" 320	
W $\frac{1}{2}$ of SE $\frac{1}{4}$. S $\frac{1}{2}$ of NE $\frac{1}{4}$. SW $\frac{1}{4}$					

S & E

NE $\frac{1}{4}$ of NE $\frac{1}{4}$ N $\frac{1}{2}$ of NW $\frac{1}{4}$ } NE $\frac{1}{4}$ of SE $\frac{1}{4}$	27	"	29	"	25	"	160
E $\frac{1}{2}$ of NW $\frac{1}{4}$	"	15	"	29	"	25	80
SE $\frac{1}{4}$ of SE $\frac{1}{4}$	"	21	"	28	"	26	40
Frac. E $\frac{1}{2}$ of NE $\frac{1}{4}$ or Lot 1	"	17	"	28	"	26	40??
NW $\frac{1}{4}$ of NW $\frac{1}{4}$	"	13	"	29	"	25	40
Frac. N $\frac{1}{2}$ of SW $\frac{1}{4}$ & S $\frac{1}{2}$ of NW $\frac{1}{4}$	"	13	"	28	"	26	80??
E $\frac{1}{2}$ of SE $\frac{1}{4}$	"	3	"	28	"	26	80
Lot 2 or W $\frac{1}{2}$ of NE $\frac{1}{4}$	"	11	"	28	"	26	80??
SE $\frac{1}{4}$ of SW $\frac{1}{4}$	"	15	"	28	"	26	40
E $\frac{1}{2}$ of SW $\frac{1}{4}$	"	1	"	28	"	26	80
W $\frac{1}{2}$ of SE $\frac{1}{4}$	"	9	"	27	"	25	80
W $\frac{1}{2}$ of SW $\frac{1}{4}$ or Lot 5	"	11	"	29	"	26	80??
Frac. SW $\frac{1}{4}$ or Lots 2 & 3	"	29	"	28	"	26	80??
SW $\frac{1}{4}$ of SW $\frac{1}{4}$	"	7	"	28	"	26	40
SW $\frac{1}{4}$	"	27	"	28	"	26	160
SE $\frac{1}{4}$ of SW $\frac{1}{4}$	"	35	"	28	"	26	40
Fractl. SE $\frac{1}{4}$	"	7	"	29	"	26	40?
Lots 1 & 2.	"	3	"	29	"	26	80 ?

To the Board of Trustees of the Internal Improvement
Fund of the State of Florida.

Gentlemen:

It is agreed between myself and Mr. Chandler for the Florida Southern float holders that the following lands in Polk County may be added to the list of lands to be deeded to the Florida Southern Railway Company as agreed by us and sanctioned by the Board on the 13th inst., namely:

NW $\frac{1}{4}$ of SE $\frac{1}{4}$	Sec. 21	Tp. 27	S. R. 26	E.
NE $\frac{1}{4}$ of SW $\frac{1}{4}$	" 21	" 27	" " 26	"
E $\frac{1}{2}$ of NW $\frac{1}{4}$	" 21	" 27	" " 26	"
S $\frac{1}{2}$ of SE $\frac{1}{4}$	" 11	" 29	" " 25	"
W $\frac{1}{2}$ of SW $\frac{1}{4}$	" 25	" 29	" " 25	"
W $\frac{1}{2}$ of NW $\frac{1}{4}$	" 3	" 29	" " 25	"
W $\frac{1}{2}$ of SW $\frac{1}{4}$	" 9	" 28	" " 25	"
NW $\frac{1}{4}$ of NW $\frac{1}{4}$	" 11	" 27	" " 25	"

JOHN A. HENDERSON.

SUMNER C. CHANDLER.

The following resolution was adopted by the Board:

Whereas a resolution was passed by this Board July 25th, 1885, making reservation of certain lands lying in Polk County for the first Railroad Company that should complete its line to Charlotte Harbor; And whereas certain of said lands, so reserved, since the completion of the Florida Southern Railway to Charlotte Harbor have been withheld pending a contest between the said Florida Southern Railway Company, and John A. Henderson, as to their respective rights to the same; And whereas under an agreement entered into between the said Henderson and the Florida Southern Railway Company, recorded in this day's proceedings, the lands named and designated on the list attached to said written agreement are to be conveyed to the said Florida Southern Railway by this Board, and that the remainder of such lands in contest to be conveyed to the said John A. Henderson; Resolved, that the Salesman be instructed to prepare deeds for the Florida Southern Railway Company to the lands designated in the list aforesaid, on account of construction by said Railroad Company of that portion of its road South of Bartow.

The following bills were presented and passed:

D. W. Gwynn, postage a-c for Salesman's Office, \$48.00.

N. M. Bowen for printing for Salesman's Office, \$10.00.

The Board Then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, January 15th, 1887,

Board met in Executive Office.

Present: Edward A. Perry, Governor.

W. D. Barnes, Comptroller.

E. S. Crill, Treasurer.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner of Lands, &c.

Mr. G. B. Sparkman appeared before the Board in behalf of Andrew Harris, contesting with John C. Wills his claim to S $\frac{1}{2}$ of NW $\frac{1}{4}$ Sec. 35, T 24 S, R 20 E, entry No. 12718, April 19, 1884. From proofs submitted it ap-

peared that Andrew Harris was the actual settler upon said land, and that said entry was made upon evidence of that fact. Therefore it is ordered that entry No. 12718 made in name of John C. Wills on April 19th, 1884, be cancelled and that the purchase money to wit, the sum of Eighty & 06-100 (§80.06) dollars be refunded to him, and that a deed for said S $\frac{1}{2}$ of NW $\frac{1}{4}$ Sec. 35, T 24 S, R 20 E, be issued to Andrew Harris, upon payment of said sum of money.

J. J. Johnston, Timber Agent for LaFayette County, having resigned, Frank Luther was duly appointed timber agent for said County, who is required to give bond in the sum of Five hundred dollars payable to the Board of Trustees of the Internal Improvement Fund of the State of Florida for the faithful performance of his duties as said agent.

The Board then adjourned.

Attest:

W. D. BARNES,
Sec'y.

Pres.

Tallahassee, Fla., Feby. 9th, 1887.

Board met in Executive Office.

Present: Edward A. Perry, Governor.

E. S. Crill, State Treasurer.

C. M. Cooper, Attorney General.

C. L. Mithell, Commissioner of Lands, &c.

Upon motion E. S. Crill, Treasurer, was appointed Secretary *Pro tem*.

The following petition was presented to the Board, and upon motion the request therein contained was granted, and the Commissioner of Lands was directed to make the list accordingly.

To the Hon. The Board of Trustees:

The Florida Southern Railway Company would respectfully petition your Honorable Board to direct the Commissioner of Lands to certify to you a list of the lands with prices obtained for the same, sold by this Board from out of the alternate section reserve of the Florida Southern Railway Company.

Petitioners respectfully show and represent that they desire this certified list in order that they may apply for the funds arising from such sales or such parts of the same as they may determine.

Yours respectfully,

ROBT. W. DAVIS,

Attorney Florida Southern Railway Company.

The following letter was read:

Seville, Florida, Feb'y 7, 1887.

Hon. E. A. Perry, Governor, Tallahassee, Fla.

Sir: I have been retained as attorney by Mr. Clifford, in the case of Clifford vs. Barrs, pending before the Board of Internal Improvement Trustees, and would respectfully request your Board to take some action in the matter to ascertain Mr. Clifford's rights, if he has any.

Barr's grantee, who claims to be an innocent purchaser, is threatening Clifford with a suit in ejectment, and may commence proceedings against him soon.

Cannot the Board set the matter for hearing peremptorily for some time, say within the next three weeks, upon ample notice to all parties?

Very respectfully,

B. M. MILLER.

Upon motion, Monday the 21st day of February, was fixed as the day peremptorily upon which to hear the parties in interest and the Secretary was instructed to notify Mr. Miller and request him to notify Mr. Barrs and his attorneys.

The Board then adjourned.

Attest:

President.

Secretary *pro tem*.

Tallahassee, Feb'y 16th, 1887.

Board met in Executive Office.

Present: Hon. E. S. Crill, State Treasurer.

Hon. W. D. Barnes, Comptroller.

Hon. C. M. Cooper, Attorney General.

Upon motion E. S. Crill, Treasurer, was appointed President *pro tem*.

Mr. R. W. Davis, Att'y of Florida Southern Railway, presented a list of lands sold by the Board from out of the alternate sections reserved for Florida Southern Railway as prepared by the Salesman in pursuance of the order of the Board of Feb'y 9, comprising 4,951.77 acres and amounting to \$4,973.90—properly certified by the Salesman of this Board, It was therefore ordered by the Board that the Treasurer pay to the Florida Southern Railway Company the sum of \$4,973.90 it being the amount due to said Company for land sold out of the reservation of alternate sections made for said Company. Mr. Davis also exhibited to the Board the plat of the survey of the St. Augustine and South Beach Railway, which had been properly authenticated and filed in the office of the Secretary of State, and asked for withdrawal by the Board of the even alternate sections of swamp lands on either side of said Road according to usual terms, which request was granted.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President pro tem.

Tallahassee, Florida, March 25th. 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Attorney General.

The Governor laid before the Board the following letter from Hamilton Disston respecting Okeechobee Drainage:

Office of the Atlantic and Gulf Coast Canal and
Okeechobee Land Company,
305 Walnut St., Philadelphia.

March 10th, 1887.

Hon. E. A. Perry, Governor of the State of Florida.

Dear Sir:

When the report of the Commission appointed to ascertain and report the quantity of land reclaimed by the

Okeechobee Company under its contract with the Trustees of the Internal Improvement Fund of Florida was first brought to the notice of the officers of that Company the Impression was that no immediate action was called for on the part of the Company—They thought that the Legislature would meet in a short time, and that they would then have an opportunity to be heard.

Thinking however that entire silence might be misconstrued I have thought best to address you as the Chief Representative of the State of Florida on the subject.

The report of the Commission presents the Okeechobee Company as the holder of a large body of State land to which it is not justly entitled.

My reply is that the Okeechobee Company demands no more than justice and would be unwilling to accept or retain one acre of land which they thought had not been fairly earned.

In view of the conflict of the report of the Commission with those of the engineers appointed by the Trustees of the Internal Improvement Fund, I would suggest as a fair and just method of settling the difference the appointment of representatives on the part of the State and the Company who with an impartial referee shall examine in detail all the land in dispute and if they should report any of those lands unfit for cultivation the Okeechobee Company shall re-convey to the State such lands to be reserved from sale under the terms of the drainage contract or will hold them under a satisfactory agreement to apply the proceeds thereof to drainage purposes.

It is but just however that in carrying out such a plan of settlement full effect should be given to the whole of the drainage contract including the modifications thereof made subsequently to the original contract under which several hundred thousand dollars have already been expended in the drainage operations in addition to all the moneys derived from land sales. Our people have acted in the utmost good faith under all of their contracts with the authorities of your State. Their drainage operations have been very expensive to the Company having the work in charge as shown by the outlay of several hundred thousand dollars in excess of all proceeds of sales of lands and by expenditures far beyond the requirements of their contract. All this money has been judiciously ap-

plied, and for the company we are willing for, and invite, the closest scrutiny. Its books are open to the inspection of your Board and will show in connection with the entire action of the company that there is not nor ever was any cause for alarm on the part of the State authorities.

For the success of the enterprise and the great benefits to accrue to Florida, and I hope with some profit to myself and friends, I confidently expect that no unnecessary obstacles will be interposed to the progress of the work.

Trusting that the matter may be settled exclusively on its merits to the mutual satisfaction of the parties interested so that the company may prosecute the work with increased vigor,

I am, Very Respectfully Yours, &c.,

HAMILTON DISSTON.

After due consideration the following resolution was adopted:

Whereas, the Governor of the State of Florida has submitted to this Board a letter addressed to him by Mr. Hamilton Disston, on behalf of the Atlantic and Gulf Coast Canal and Okeechobee Land Company dated March 10th, 1887, referring to the report of the Committee appointed by the Governor under Chap. 3639, Laws of Florida, and containing certain suggestions as to settlement of differences as to lands heretofore conveyed by the Trustees of the Internal Improvement Fund to said Company and reported unearned by said committee.

Be it resolved, That this Board is desirous of doing all that it properly can under the law, and consistent with the full performance of the drainage contract between said Board of Trustees and said Company, and securing the benefits intended to be derived therefrom to the State and to the Internal Improvement Fund as well as to said Company, to settle the matters in question without litigation and amicably, but this Board is not able to act upon the said letter of Mr. Hamilton Disston because of the indefiniteness of its suggestions; because of the intimated claim of undefined modifications of said drainage contract, which this Board cannot admit, and because it seems to exclude wholly that which this Board regards

as the true test of the right of said Company to lands, to wit: the actual drainage and reclamation of the lands by said Company.

Therefore, be it further resolved, that by virtue of the powers, rights and duties vested in this Board by law, and also in accordance with said Chapter 3639 of the Laws of Florida and the report of said committee appointed thereunder as aforesaid the Atlantic and Gulf Coast Canal and Okeechobee Land Company is hereby requested to reconvey to the Trustees of the Internal Improvement Fund of the State of Florida all lands heretofore conveyed by such Trustees to said Company which lie without the district or locality reported by said Committee as drained as shown by the maps attached by said Committee to said report; without prejudice to any claim or right of said Trustees to any lands within said alleged drained district, or any land conveyed by such Trustees to any person on account of said Company, or any other right or claim of said Trustees at law or in equity in the premises.

Be it further resolved that a copy of these resolutions together with a copy of said report of said committee, and of the maps thereto attached be sent to said company.

A letter from H. S. Duval, engineer, asking to "be absolved from complying with resolution of the Board of Sept. 22, 1886" was read and filed, and the Secretary was instructed to correspond with the authorities of the Florida Southern Railway as to the payment of an engineer to ascertain the exact mileage of their road, as provided in said resolution.

The Bond of Franklin Luther, Timber Agent for La Fayette County, was presented to the Board and approved and ordered to be filed.

The report of H. S. Duval, State Engineer, of the inspection of the Florida Midland Railway, was laid before the Board; and as he recommended that said road be not accepted in its present condition, a copy of the report was directed to be forwarded to the authorities of the Road.

Also the report of Engineer Duval on the construction of the J. T. & K. W. Railway from Lake Monroe to Tavares, was submitted, disapproving of the work, and same action was had thereon.

The following bills were ordered to be paid:

H. S. Duval, for inspecting Florida Midland Railway, \$125.

H. S. Duval, for inspecting Jacksonville, Tampa & Key West Railway from Lake Monroe to Tavares, \$125.

Postal acct. Salesman's Office Jan'y & Febr'y, \$33.72.

J. H. Estille, printing, Salesman's Office, \$45.00.

Telegraph account, \$2.95.

Upon representation made to the Board of the importance of having a timber agent in the county of Hernando to prevent the destruction of the Cedar on the State lands, it was decided to appoint one in that locality, and Mr. James L. Miller having been recommended as a suitable person was selected for the position and it was ordered that he be required to enter into a bond, with two good sureties, for \$500.00 payable to the Trustees of the Internal Improvement Fund of Florida conditioned that he faithfully discharge the duties of such timber agent and pay over all sums coming into his hands for stumpage as such timber agent, to the State Treasurer.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Fla., April 1st, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

W. D. Barnes, Comptroller.

C. L. Mitchell, Commissioner of Lands, &c.

C. M. Cooper, Attorney General.

Mr. R. W. Davis, Attorney for the Florida Southern Railway Company, appeared before the Board and called attention to the application filed by him on 11th of August, 1886, for recognition of, and lands upon, the 28 49-100 miles of said Company's road north from Punta Gorda which was graded, cross tied and bridged, but not ironed, on the 4th day of March, 1886, and asked that he be allowed to file briefs on the question before it was decided; and it was the sense of the Board that he should

prepare his brief and submit copies of the same to the Attorneys or authorities of the Jacksonville, Tampa and Key West Railway, the Pensacola and Atlantic Railroad, the Palatka and Indian River Railway and the Silver Springs, Ocala and Gulf Railway, and that the Board would hear and consider the question within thirty (30) days from the time that copies of said brief were served upon Authorities or Attorneys of the Roads named.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Fla., April 22d, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, State Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner of Lands, &c.

Mr. R. W. Davis, Attorney for Palatka and North Western Railroad, presented plat of the survey of said road from Palatka to the City of Tallahassee and applied for a reservation of the odd sections of swamp and overflowed lands along the line of said road.

It was ordered that the odd sections of land granted by Act of Congress of September 28th, 1850, lying within six miles on either side of the surveyed route of said road and a sufficiency of the same alternate sections within the Twenty (20) mile limit to make up the deficiency in the six mile limit be reserved from sale for the benefit of said Road on their surveyed line from Palatka to Tallahassee, subject to the right of actual settlers to purchase their improvements at State prices and subject to the further action of the Board.

A plat of the survey of said road was this day filed in the office of Secretary of State and the following specifications were submitted to the Board and approved:

Specifications of Construction

Palatka and North Western Railroad.

1st. The line of road shall be cut of all standing timber for a distance of sixty feet and cleared of same for a distance of forty feet each side of the centre line.

2nd. The grading shall be for a single track except at depots, turnouts and similar places where it shall be wider if necessary, with a road bed fourteen feet wide in cuttings, with such ditches as shall be necessary to secure proper drainage, and ten feet wide on embankments at the grade line, with slopes of one and one half horizontal to one perpendicular for both cuts and embankments. All embankments and excavations shall be so constructed as to secure proper drainage and the avoidance of standing water near the cross ties.

3d. All cross-ties shall be delivered on the line of the road and be of heart pine or cypress, not less than Eight Feet in length, and not less than six inches heart face and six inches in thickness and shall be well and carefully bedded and laid two feet centre to centre.

4th. At all waterways, sufficient space shall be left for the unobstructed passage of water; and at all points on the line of road where it is practicable and desirable, side ditches shall be cut to carry off the surface water.

5th. In the crossing of all streams, the bridges shall be constructed according to the plans approved by the State Engineer.

6th. The gauge of the road shall be standard.

7th. The rail used shall weigh not less than fifty pounds per lineal yard and be of the best quality of steel or iron and well fastened to the cross-ties with the best quality of spikes and plates, using the fish plates and fastenings if the Company shall prefer.

8th. The entire equipment shall be first class and shall at all times be sufficient for the prompt transportation of all passengers and freight ordinarily offering.

9th. The grade on no portion of the route shall exceed fifty three feet per mile and no single curve adopted exceeding three degrees of curvature except at terminal points where it may be necessary to adopt a higher degree of curvature.

Hugh A. Corley, Attorney for the Florida Orange Canal and Transit Company, made application for with-

drawal of lands on the line of the proposed canal, and it appearing that a plat of the survey of the route of said canal connecting the Withlacoochee River with Tsalo-Apopka Lakes, in Hernando County, had been properly filed, it was ordered that the even numbered sections for six miles on either side of the surveyed route of said canal, together with indemnity in same alternate sections for twenty miles on each side, be withdrawn from sale for the benefit of said Canal Transit Company, until the further order of the Board, subject to the right of actual settlers to purchase their improvements at State prices.

The report of Engineer Duval upon the work of construction of the Blue Springs, Orange City and Atlantic Railroad approving same was submitted to the Board and is as follows:

Tallahassee, Florida, April 12th, 1887.

Hon. W. D. Barnes, Secretary Trustees I. I. Fund, Tallahassee, Fla.

Sir: In obedience to instructions dated March 18th, I inspected on the 8th inst. The Blue Springs, Orange City and Atlantic Railroad to its terminus at New Smyrna on Hillsborough River and will furnish you a certificate of the entire distance as it is practicable to obtain the same from the Chief Engineer. I find the work of construction well done agreeable to the usual specification and I approve the same.

Respectfully,

H. S. DUVAL,
State's Engineer.

Orange City, Fla., April 13th, 1887.

To the Trustees of I. I. Fund, State of Florida.

I, S. B. Carter, Chief Engineer of the Blue Spring, Orange City and Atlantic R. R., do hereby certify that the length of the road, main line, Twenty Eight and one third (28 1-3) miles, and of side track one and one quarter (1 1/4) miles: is correct.

S. B. CARTER,
Chief Engineer.

B. S. O. C. & A. R. R.

The following accounts were ordered paid:

H. S. Duval, for inspecting Blue Spring, Orange City and Atlantic Railroad, \$125.

N. M. Bowen, printing for Salesman's office, 10.50.

D. W. Gwynn, postage, &c., Salesman's Office for March, \$71.60.

The Secretary laid before the Board a letter from S. Conant, General Manager Florida Southern Railway, in reply to letter of Secretary of March 28, saying that his Company would pay expenses of Engineer to be sent by the Board to definitely ascertain the mileage of his entire road.

Mr. Hugh A. Corley appeared before the Board and filed application as Attorney for Geo. W. Ladd and James Ladd of Florida and Geo. W. Ladd of Bangor, Maine, for deeds to certain lands described therein—alleging that Daniel Ladd now deceased owned at the time of his death the certificate of entry embracing said lands upon which deeds had never issued, that said certificates were lost or destroyed, and that the said Geo. W. and James Ladd are the only surviving heirs of the said Daniel Ladd, and praying that deeds be now made to them.

The Board asked that a copy of said Ladd's will be filed with them, and the further consideration of the case was postponed.

The Secretary informed the Board that the Bond of James L. Miller as timber agent for Hernando County had been properly executed and filed, and it was ordered that he receive certificate of his appointment as such Timber Agent.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, April 29th, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

W. D. Barnes, Comptroller.

C. M. Cooper, Att'y General.

C. L. Mitchell, Commissioner, &c.

Alfred Bishop Mason, Esq., asked in behalf of the J. T. & K. W. Railway for an inspection of the River Di-

vision of said Road from Sanford to Tavares, and the Secretary was instructed to order the State Engineer to make the inspection.

The following bills were ordered to be paid:

T. J. Shine, Ck. Ct. Orange Co., \$3.50.

Jno. W. Jackson for abstracts, \$15.00.

A. A. Stewart, Ck. Ct. Brevard Co., \$6.75.

Johnson & Stewart, abstracts, \$23.00.

P. T. Knight, Ck. Ct. Monroe Co., \$13.50.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, May 4th, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

W. D. Barnes, Comptroller.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner, &c.

It appearing that John W. Bryant did on the 30th of November, 1881, purchase from the Board of Trustees the SE $\frac{1}{4}$ of NW $\frac{1}{4}$ Sec. 12, Tp. 5 S, R 17 E, included in entry No. 10550; and that said land had been previously sold to William Hagan on the 24th of November, 1860, entry No. 3512.

It is ordered by this board that the sum of \$40.15 be refunded to John W. Bryant, it being amount paid by him for the SE $\frac{1}{4}$ of NW $\frac{1}{4}$ Sec. 12, Tp. 5 S, R 17 E, which said land had been previously, on 24th November 1860, purchased by William Hagan and included in entry No. 3512.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, June 3d, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.
 E. S. Crill, Treasurer.
 W. D. Barnes, Comptroller.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner, &c.

The Secretary laid before the board the quit claim deed of Alfred Davis, of Putnam County, to the SW $\frac{1}{4}$ of SW $\frac{1}{4}$ Sec. 30, Tp. 10 S, R 24 E, and it appearing that this land had been sold to him by the trustees through mistake it being U. S. land.

It is ordered by the Board that the sum of \$40 08-100 be refunded to Alfred Davis, it being the amount paid by him for the SW $\frac{1}{4}$ of SW $\frac{1}{4}$ Sec. 30, Tp. 10 S, R. 24 E, entry No. 7823, November 8th, 1876, said entry having been made through mistake the land being U. S. land, and also the sum of 85c for recording deed.

The Board then adjourned.

Attest:

W. D. BARNES,
 Secretary.

President.

Tallahassee, Florida, June 4th, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.
 E. S. Crill, Treasurer.
 W. D. Barnes, Comptroller.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner, &c.

Hon. J. C. Pelot appeared before the Board in behalf of the Jacksonville, Manatee and Gulf Railroad, and made application for the withdrawal of lands for said company and it appearing that a properly certified survey of the route of said road from Lakeland in Polk County and Plant City in Hillsborough County to Sara Sota in Manatee County had been filed as required by law, it is ordered that the odd sections of land lying within six miles of the said line of proposed road, and sufficient of like sections within twenty miles for indemnity be reserved from sale for the benefit of said rail-

road, subject to the further order of the Board, and to the rights of actual settlers to purchase their improvements at State prices.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, June 7, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

W. D. Barnes, Comptroller.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner, &c.

R. F. Taylor, Esq., appeared before the Board in behalf of the Silver Springs, Ocala and Gulf Railroad Company, and presented an application for deeds to lands, at the rate of ten thousand acres per mile for ten miles of said railroad constructed westward from the town of Ocala in pursuance of the land grant made to said company by the provisions of Chapter 3171, Laws of Florida. It was ordered by the Board that Mr. Taylor file with this Board and furnish the authorities of the Pensacola and Atlantic Railroad and the Palatka & Indian River Railway a copy of his brief in support of his said application on or before Tuesday the 14th inst., and that a hearing be had by the Board on the question presented on Tuesday 21st inst.

Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Fla., June 15th, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.

C. M. Cooper, Att'y General.

C. L. Mitchell, Commissioner, &c.

Upon motion C. L. Mitchell, Commissioner, &c., was requested to act as Secretary *pro tem*.

The following petition of the Gainesville, Tallahassee and Western Railway Company was read and ordered spread upon the minutes. It was ordered that the reservation be made as requested upon the conditions usually required.

To the Hons. E. A. Perry, Governor,
 C. M. Cooper, Attorney General,
 E. S. Crill, Treasurer,
 W. D. Barnes, Comptroller,
 C. L. Mitchell, Com'r of Lands, &c.,
 Composing the Board of Trustees
 of the Internal Improvement
 Fund of Florida.

This the petition of the Gainesville, Tallahassee and Western Railway Company a corporation created under the laws of the State of Florida, providing generally for the creation of railroads in said State for the purpose of constructing a rail road in said State from the City of Gainesville in Alachua County through the counties of Alachua, LaFayette, Taylor, Jefferson and Leon—would very respectfully show unto your Honorable Board that it has complied with the provisions of the law in organizing itself into a body corporate. That it has accepted the provisions of the Internal Improvement Acts of the State of Florida, and that it has actually surveyed and located the route of its said railway and has filed a map of such location and survey in the office of the Secretary of State, and in the office of the Commissioner of Lands and Immigration of said State from which the exact location of its said route can be seen. Whereupon your petitioner prays that your honorable board will set apart and hold in reserve for your petitioner the odd numbered sections of land lying within six miles of and on both sides of the located route of your petitioners said road, that your petitioner will be entitled to under the Internal Improvement Acts of the State of Florida—and your petitioner will ever pray, &c.

This June 13th, 1887.

Attest:

M. FITCH MILLER,
 Sec'y. G. T. & W. Ry.

N. R. GRUELLE,
 General Manager
 G. T. and W. Railway.

The Board then adjourned.

Attest:

President.

Secretary *pro tem.*

The reservation applied for was granted. See minutes of 20th June.

Attest:

President.

Secy.

Tallahassee, Florida, June 20th, 1887.

Board met in Attorney General's Office.

Present: E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

Upon motion Hon. E. S. Crill, Treasurer, was requested to act as President *pro tem.*

The Secretary laid before the Board the reports of the State Engineer upon the construction of the Florida Midland Railway between Gotha and Longwood, a distance of 23 39-100 miles, and of the St. Johns and Halifax Railroad to its terminus at Daytona which are as follows:

River Junction, Florida, June 15th, 1887.

Hon. W. D. Barnes, Sec'y Trustees I. I. Fund, Tallahassee, Fla.

Dr. Sir: In obedience to your orders of the 1st inst., I certify that I reinspected on the 10th inst. 23 39-100 miles of the Florida Midland Railway extending between the village of Gotha and Longwood on the South Florida Railroad, and found the work of construction well executed and much improved since my last inspection, and I approve the same.

Respectfully,

H. S. DUVAL, St. Engr.
Longwood, Fla., June 10, 1887.

I hereby certify that the distance inspected today by H. S. Duval, State Engineer, between Gotha and Long-

wood of the Florida Midland Railroad is Twenty-three
39-100 miles.

B. F. HANCOX,
Chf. Eng. F. M. Ry.

Subscribed and sworn to before
me this 10th day of June, 1887,
by B. F. Hancox, Chief Engineer.

H. S. DUVAL, (Seal)

Notary Public at large for the State of Fla.

River Junction Florida, June 16th, 1887.

Hon. W. D. Barnes, Sect'y. Trustees I. I. Fund, Tallahassee.

Dear Sir: I reinspected the St. Johns and Halifax Railroad on the 8th inst., and having found a decided improvement going on throughout its entire length since my inspection of April 6th, far exceeding my anticipations, I recommend the acceptance of 48 1-8 miles of this road which does extend from the St. Johns River nearly to Daytona and comprises all that is asked to be inspected, but not quite the entire length.

Respectfully,

H. S. DUVAL,

St. Engr.

Rolleston, Florida, June 9th, 1887.

I hereby certify that the distance inspected of the St. Johns and Halifax Rail Road up to date by H. S. Duval, State Engineer, beginning on the banks of the St. Johns River and extending towards Daytona is 48 1-8 miles.

W. J. WHITE,

Pt. St. J. & H. R. R.

To H. S. Duval, State Engineer, River Junction, Florida.

The following bills were ordered paid:

H. S. Duval, for inspecting St. Johns & Halifax River Railway, \$125.

H. S. Duval, for inspecting Fla. Midland Ry., \$125.

H. S. Duval, for inspecting J. T. & K. W. Ry., \$125.

Jno. Bradford for inspecting F. R. & N. R. R., \$100.

The Secretary presented to the Board the quit claim deed of Joseph T. Russ to the $W\frac{1}{2}$ of $SW\frac{1}{4}$ of Sec. 24, Tp. 5, N, R 12, W, and it appearing that the said Russ had purchased said land from the Trustees by mistake the same being U. S. Land.

It was ordered that the sum of Eighty dollars be refunded to Joseph T. Russ, it being the amount paid by him to the Trustees of the I. I. Fund in entry No. 3340 for the $W\frac{1}{2}$ of $SW\frac{1}{4}$ section 24, T. 5 N, R 12 W, which said land was not the property of the State but of the United States.

The report of Colonel Jno. Bradford, Engineer appointed to inspect that portion of the F. R. & N. Railroad recently completed from Withlacoochee Station to Plant City a distance of 39 miles, approving same was presented and is as follows:

Tallahassee, Florida, June 1st, 1887.

To His Excellency, Gov. E. A. Perry,

Sir: In accordance with your instructions of May 28th, I have inspected that part of the line of the Railroad of the Florida Railway and Navigation Company that extends from "Withlacoochee Station to Plant City" and beg leave to report that I find the Road constructed in a *thorough* and *first class* manner and complete except a small amount of re-surfacing near Plant City, rendered necessary by reason of the newness of the work. Taken as a whole it is the best piece of new road I have ever inspected for the State. The length of said section of road is Thirty-nine (39) miles.

I am, Gov., Most Respectfully, Your Obt. Svt.,
JNO. BRADFORD,
 Civil Engineer.

Application was made to have the reservation for the Gainesville, Tallahassee and Western Railway Company which was ordered on 15th amended so as to include indemnity lands in the twenty mile limit, and the Board passed the following order in lieu of the one adopted on the 15th.

The Gainesville, Tallahassee and Western Railway Company having filed a map of the location of the route of its road from Gainesville to Tallahassee, it is ordered that the odd sections of land, not already reserved from sale, lying within six miles on each side of the proposed route, and a sufficiency of like numbered sections within twenty miles thereof to make up the deficiency within the six mile limit, be reserved from sale for the benefit of said Railroad Company, subject to the further order of this

Board and subject also to the right of actual settlers to purchase their improvements at State prices.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President *pro tem.*

Tallahassee, Florida, June 28th, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner, &c.

Mr. I. L. Harris appeared before the Board in behalf of the Florida Midland Railway Company and made application for the even sections of land within twenty miles of its constructed line of Road, and, it appearing that 23 39-100 miles of said road had been constructed and accepted, It was ordered by the board that the Salesman prepare deeds for the Florida Midland Railway Company to the even numbered sections of land granted by Act of Congress of September 28, 1850, which lie within the six mile limit of said line of road, constructed and accepted between Gotha and Longwood, and a sufficiency of like numbered sections within twenty miles of said road to make up the deficiency within the six mile limit, said lands to include lands heretofore reserved for the Jacksonville, Tampa and Key West Railway Company which do not lie within six miles of the actually constructed line of said road, but not such lands as any railroad may have previously earned by reason of construction in accordance with the Internal Improvement Act of January 6th, 1855, and the act of March 12th, 1879, Chapter 3166, laws of Florida.

Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, June 30, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.
 E. S. Crill, Treasurer.
 C. M. Cooper, Att'y General.
 W. D. Barnes, Comptroller.
 C. L. Mitchell, Commissioner, &c.

R. W. Davis, Esq., appeared before the Board in behalf of the Blue Spring, Orange City and Atlantic Railroad, and applied for deeds for the alternate sections of land along its line of road and it appearing that the road had been inspected and accepted from Blue Springs to New Smyrna on the Halifax River, a distance of Twenty-eight and one third miles (28 1-3), It was ordered by the Board that the Salesman prepare deeds for the Blue Springs, Orange City and Atlantic Rail Road Company, to the alternate sections of land reserved for it and to which they are entitled by law, within six miles on each side of the constructed line of said road as constructed from Blue Spring to New Smyrna, Volusia County, a distance of 28 1-3 miles, and enough of the alternate sections to which they are entitled by law within the twenty mile limit to make up the deficiency in the six mile limit.

The Governor laid before the Board the application of the Silver Springs, Ocala and Gulf Rail-Road—to have an Engineer sent to inspect their road constructed from the point last inspected to Dunelon, the point of its present completion, and on motion Colonel John Bradford was requested to make the inspection, as asked for.

The Secretary laid before the Board the report of Engineer Duval on the construction of the Jacksonville, Tampa and Key West Rail-road from Sanford to Tavares in which he recommended the acceptance of the road on condition that the right of way from which all falling timber must be cleared be changed by the Board from sixty (60) to (40) forty feet from centre of track; that with the exception of the clearing of the timber within that limit the road was properly constructed.

The Board directed the Secretary to inform the authorities of the road that the width of right of way and clearing could not be changed, and that the timber must be cut away for sixty feet before the road could be accepted.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, July 5th, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

Mr. Hugh A. Corley presented the following application in behalf of the St. Johns and Halifax River Railroad Company:

Tallahassee, Florida, July 5th, 1887.

To the Honorable Board of Trustees of the I. I. Fund of the State of Florida.

Gentlemen: The St. Johns and Halifax Railroad having been completed from the St. Johns River to the Halifax River at Daytona, and having been inspected by the State Engineer and the construction approved. I respectfully request that your board will grant to the company the remaining lands to which said company is entitled by reason of the construction of said road from the initial point on the St. Johns river to the point where the line of location reaches Tomoka river being the terminus according to the plat filed by the Company.

Yours Respectfully,

HUGH A. CORLEY.

Agent for the St. Johns and Halifax River Railroad Company.

The Board thereupon passed the following resolution:

Whereas, the St. Johns and Halifax Railroad Company has furnished satisfactory proof of the construction of its line of road from the St. Johns River to the Tomoko River, being its entire line according to the plat of the survey thereof, filed with the Trustees, and that said construction was made as prescribed in the specifications of construction agreed upon between this board and said

company, the length of said road 48½ miles of which 18 miles have heretofore been approved. Ordered, That the salesman of this board prepare deeds to be executed by the Trustees of the Internal Improvement Fund for the odd numbered sections of swamp land lying within six miles on each side of said road to which said company is entitled under the laws of the State granting land in aid of the construction of rail roads, and also for the odd numbered sections of swamp land lying within twenty miles of said road to which the said company is entitled as indemnity for deficiencies existing within six miles, as provided by the laws of the State.

Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, July 7th, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Attorney General.
C. L. Mitchell, Commissioner, &c.

R. W. Davis, Esq., Attorney for the Florida Southern Railway, being present asked that deeds be made to said Railway Company for the alternate sections of land within six miles of the line of its road South of Bartow, and it appearing that the road had been inspected and accepted to Punta Gorda on Charlotte Harbor, It was ordered that the odd sections of land within six miles of the constructed line of the Florida Southern Railway, on which the alternate sections have not been already deeded, be now deeded to said Railway Company, and that the Salesman be instructed to prepare deeds for the same.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, July 30th, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.
 W. D. Barnes, Comptroller.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner, &c.

The following bills were presented and ordered to be paid:

Postage, Land Office for April, May, June & July.	\$ 40.50
Printing, Salesman's Office	19.75
For the purchase of map for Salesman's Office...	7.50
J. M. Dancy for map from Surveyor General's Office	1.50
Jno. Bradford for inspecting Silver Spring, Ocala & Gulf Railroad	\$100.00

Board then adjourned.

Attest:

W. D. BARNES,
 Secretary.

President.

Tallahassee, Florida, August 18th, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.
 E. S. Crill, Treasurer.
 W. D. Barnes, Comptroller.
 C. M. Cooper, Attorney General.

The following resolutions were offered by Attorney General Cooper and adopted:

Resolution concerning application for land by the Silver Springs, Ocala and Gulf Railroad Company.

Whereas it was provided by section 6 of an act to Grant certain Lands to the Silver Springs, Ocala and Gulf Railroad Company approved March 12, 1879, that "no rights shall vest under this act unless the construction of said railroad shall commence as provided above, within two years and be continued and carried on with reasonable progress; and no benefits shall be claimed for or on account of any part of the road constructed after seven years from the passage of this act; and whereas by an act to amend section six of an act entitled, An Act to Grant Certain Lands to the Silver Springs, Ocala and

Gulf Railroad Company, approved February 16, 1885, said section six of said first mentioned act was repealed and the following substitute provided instead thereof, to wit: "that no rights shall vest under said act to which this is an amendment, and no benefits shall be claimed for or on account of any part of said road constructed after December A. D. 1888," and said Railroad Company having applied to this Board for lands under said acts on the portion of its road specified in said application, being the first ten miles west of Ocala, and whereas it does not appear to the satisfaction of this Board, that the construction of said railroad commenced within two years and was continued and carried on with reasonable progress nor that said portion of said road was constructed within seven years from the passage of said act of March 12, 1879, Resolved, that all rights of said Silver Springs, Ocala and Gulf Railroad Company to lands under said acts upon any portion of its road (other than the six miles between Silver Springs and Ocala alleged to have been constructed by it, as to which there is no decision as it is not covered by the application) date from the 16th day of February, 1885, and are subject to the prior satisfaction of all older grants which have not expired by limitation of time or been forfeited.

Resolution concerning Atlantic and Gulf Coast Canal and Okeechobee Drainage Company.

Be it resolved that in accordance with Chapter 3788 of the laws of Florida, the Atlantic and Gulf Coast Canal and Okeechobee Land Company be and is hereby requested to reconvey to the Trustees of the Internal Improvement Fund of Florida all lands heretofore conveyed to said company by such Trustees and reported unearned under the contract between said company and such Trustees by reason of not being drained and reclaimed in accordance therewith by the committee appointed by the Governor to investigate the same in accordance with Chapter 3639 of the Laws of Florida, of which said company has heretofore had specified notice; or that said Company do, at once, make such arrangement with said Trustees as will secure and protect the interests of the State and said Fund in the premises as well as the prompt and vigorous prosecution of the work of drainage and reclamation; and said company is re-

quested if it has any proposition to make to that end to submit the same to this Board without delay; and the Secretary of the Board is instructed to transmit at once a copy hereof to said company.

Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, August 24th, 1887.

Board met in Executive Office.

Present: Edward A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner, &c.

The following order was passed:

That the Salesman be instructed to sell hereafter to actual settlers on the lands reserved for the Florida Coast Line Canal and Transportation Company not more than eighty (80) acres to one settler—and that deeds for the same shall not be issued until such settler shall have resided on the land and made it a permanent home for the period of one year, to be proven according to prescribed rules.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, September 7th, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner, &c.
E. S. Crill, State Treasurer.

Upon motion E. S. Crill, Treasurer, was requested to act as Secretary *pro tem*.

Mr. T. E. Wilson appeared before the board in behalf of the Orange Belt R. R. and presented a map of the survey of their line of road from Sanford to Point Pinallis. Also presented specifications of construction which after amendment were approved.

Plan of construction of the Orange Belt Railway from the St. Johns River in Orange County, Florida, to the Gulf of Mexico at or near Point Pinellas in Hillsborough County, Florida.

First, The line of Road for sixty feet from the centre shall be cleared of all standing timber.

Second, The grading shall be for a single track, except at depots, turnouts and similar places, where it shall be wider, if required by the engineer, with a road-bed *fourteen* feet wide in cuttings, with ditches of such width and depth as to insure perfect drainage and *nine* feet wide on embankments at the grade line with slopes of one and a half to one. In all excavations and embankments a perfect drainage secured and no standing water will be allowed to come within *three* feet of the lower side of the cross-ties.

Third, The cross-ties shall be of heart yellow pine, cypress or other desirable wood to be approved by the Engineer, and shall be *six* feet long, *eight* inches on the face and *six* inches in thickness, well and carefully bedded, and laid within two feet from centre to centre.

Fourth, On all waterways sufficient space shall be left for the unobstructed passage of water.

Fifth, In the crossing of all streams, good and substantial bridges shall be constructed according to plans approved by the Engineer that may be designated by the Trustees of the Internal Improvement Fund, and over all streams that are navigated draws shall be put in to admit the passage of all boats or vessels usually navigating the same, the plan of said draws to be approved by an engineer appointed by said Trustees.

Sixth, The gauge of the road shall be *three* feet.

Seventh, The rail shall be of steel and shall not be less than *Twenty five* pounds to the lineal yard, and be of the best quality, secured to the ties with suitable spikes and plates.

Eighth, The entire equipment shall be of the first class and shall at all times be sufficient for the prompt trans-

portation of all the passengers and freight ordinarily offering.

Ninth, No grade shall exceed sixty feet to the mile, and no curve shall exceed four degrees of curvature unless approved by an examining engineer appointed by the Trustees of the Internal Improvement Fund.

Respectfully submitted for approval to the Board of Trustees of the Internal Improvement Fund of the State of Florida.

A. M. TAYLOR,

President Orange Belt Ry. Co.

•He also filed application for alternate odd sections within six and twenty miles of said road to be reserved from sale; Whereupon it is ordered that the reservation prayed for be made subject to the rights of actual settlers and subject to the further order of the Board, and provided that so far as such reservation would cover lands heretofore reserved for the Florida Southern Railway Company from Brooksville to Tampa that such land continue reserved for the Company which shall first build a railroad from Brooksville or its vicinity to Tampa Bay.

Maj. Conant, Gen. Manager Florida Southern Railroad appeared before the Board and asked that final action be not taken on the resolution for ten days, which was granted.

Board then adjourned.

Attest:

President.

Secretary pro tem.

Tallahassee, Florida, September 24th, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

C. M. Cooper, Att'y Genl.

C. L. Mitchell, Commissioner, &c.

Upon motion E. S. Crill, Treasurer, was requested to act as Secretary *pro tem*.

The following protest was presented by R. W. Davis, Attorney for the Florida Southern Railway, against the adoption of resolution submitted on September 7th ac-

companied with the request that said lands be deeded to the Florida Southern Railway; on motion the request was denied.

To the Hon. the Board of Trustees of the Internal Improvement Fund of Florida—

The Florida Southern Railway Company would most earnestly protest against any action of your Honorable Board in deeding the lands lying between Brooksville in Hernando County, and the waters of Tampa Bay (heretofore held in reserve for the Florida Southern Railway Company) to the Orange Belt Railroad Company, or any other company than the Florida Southern Railway Company.

Your objectors feel that they have already fairly earned these lands by actual construction and that they ought not now to be granted to other corporations, and thereby throw a cloud over the title which the Florida Southern Railway Company has already obtained in them under their land grants by such actual construction. The Florida Southern Railway Company would respectfully petition your Honorable Board that said lands be now deeded to them.

And your petitioner will ever pray.

ROBT. W. DAVIS,

Sept. 13th, 1887.

Att'y for Fla. So. Ry. Co.

On motion the request was denied—and the resolution submitted on September for reservation of lands was adopted by the Board.

The following application and protest of E. C. F. Sanchez, Attorney for Santa Fe Canal Company received and ordered spread upon the minutes:

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

The Santa Fe Canal Company a corporation organized under the act of 1874, would respectfully show unto your Honorable Body that said Company has cut, constructed and operated a canal from the Town of Waldo into the Santa Fee Lake and thence to the Town of Melrose, a distance of ten and one-half miles, that said canal has been in actual operation for several years, that said company has had ever since the completion of said canal and still has a steamer running on said canal for the transportation of passenger and freight, that under the

provisions of the Internal Improvement act said company is entitled to 36,000 acres of land; that there are no lands subject to selection within the six mile limit, and only about 11,300 acres within the twenty miles limit as is shown by the annexed list of lands, and certificate of the Commissioner of Lands and Immigration, and as shown by said certificate the same are reserved for the Green Cove Springs and Melrose Railway Company.

The Santa Fee Canal Company protests against the reservation and the conveyance of these lands to the Green Cove Springs Railway Company and respectfully petitions this Honorable Board to withdraw said reservation and to convey to the said Santa Fee Canal Company the lands so reserved in the old sections within the twenty miles limit.

Very Respectfully,

E. C. R. SANCHEZ,

Att'y for Santa Fee Canal Co.

	Sec.	T.	R.	acres.	acres.
			S. E.		
NE $\frac{1}{4}$ of SE $\frac{1}{4}$	32	5	19	48.02	
E $\frac{1}{2}$ of SE $\frac{1}{4}$ & W $\frac{1}{2}$ of SW $\frac{1}{4}$..	14	5	20	160	
Lots 6 & 7.....	18	"	"	160	
W $\frac{1}{2}$ of SE $\frac{1}{4}$	24	"	"	80	
NE $\frac{1}{4}$	34	"	"	160	608.02
SE $\frac{1}{4}$ of SW $\frac{1}{4}$	4	5	21	38.93	
NW $\frac{1}{4}$ of SE $\frac{1}{4}$ & NE $\frac{1}{4}$ of SW $\frac{1}{4}$	18	"	"	79.54	
NE $\frac{1}{4}$ of NE $\frac{1}{4}$, S $\frac{1}{2}$ of SE $\frac{1}{4}$ & S $\frac{1}{2}$ of SW $\frac{1}{4}$	30	"	"	199.15	
SW $\frac{1}{4}$ of SW $\frac{1}{4}$	32	"	"	53	
SE $\frac{1}{4}$ of NE $\frac{1}{4}$	34	"	"	40	
SW $\frac{1}{4}$ of SW $\frac{1}{4}$	36	"	"	42	452.62
NW $\frac{1}{4}$ of NW $\frac{1}{4}$	10	6	"	40.02	
N $\frac{1}{2}$ of NW $\frac{1}{4}$	10	5	23	80.42	
NE $\frac{1}{4}$, E $\frac{1}{2}$ of NW $\frac{1}{4}$ & NE $\frac{1}{4}$ of SE $\frac{1}{4}$	12	"	"	281.85	
NE $\frac{1}{4}$ of NW $\frac{1}{4}$ & SE $\frac{1}{4}$	14	"	"	201.22	
SW $\frac{1}{4}$	22	"	"	160.25	
SE $\frac{1}{4}$ of NE $\frac{1}{4}$ & SE $\frac{1}{4}$	26	"	"	199.38	
E $\frac{1}{2}$	28	"	"	321	

	Sec.	T.	R.	acres.	acres.
SE $\frac{1}{4}$ of NE $\frac{1}{4}$, NE $\frac{1}{4}$ of NW $\frac{1}{4}$, W $\frac{1}{2}$ of NW $\frac{1}{4}$, SE $\frac{1}{4}$ & E $\frac{1}{2}$ of NW $\frac{1}{4}$	34	"	"	397.10	
SW $\frac{1}{4}$	36	5	23	160.40	1841.64
SW $\frac{1}{4}$	11	7	23	160.34	
W $\frac{1}{2}$ of NE $\frac{1}{4}$, NW $\frac{1}{4}$, N $\frac{1}{2}$ of SW $\frac{1}{4}$ & SE $\frac{1}{4}$ of SW $\frac{1}{4}$	13	"	"	361.68	
S $\frac{1}{2}$ of SW $\frac{1}{4}$ & NW $\frac{1}{4}$ of SW $\frac{1}{4}$	27	"	"	120.34	
SE $\frac{1}{4}$ of SE $\frac{1}{4}$	29	"	"	40.02	
N $\frac{1}{2}$, N $\frac{1}{2}$ of SE $\frac{1}{4}$, SE $\frac{1}{4}$ of SE $\frac{1}{4}$ & N $\frac{1}{2}$ of SW $\frac{1}{4}$	33	"	"	522.01	1204.39
SE $\frac{1}{4}$	5	8	"	160.66	
NW $\frac{1}{4}$	17	"	"	162.10	
NE $\frac{1}{4}$, W $\frac{1}{2}$ of NW $\frac{1}{4}$, SE $\frac{1}{4}$ & SW $\frac{1}{4}$ of SW $\frac{1}{4}$	13	"	"	442.68	
SE $\frac{1}{4}$ of SE $\frac{1}{4}$ & W $\frac{1}{2}$ of SE $\frac{1}{4}$	21	"	"	120	
E $\frac{1}{2}$ of NE $\frac{1}{4}$ & E $\frac{1}{2}$ of SE $\frac{1}{4}$..	25	"	"	160.36	1045.80
SE $\frac{1}{4}$ of NE $\frac{1}{4}$, NE $\frac{1}{4}$ of SE $\frac{1}{4}$ & SW $\frac{1}{4}$ of SW $\frac{1}{4}$	1	9	23	120	
NW $\frac{1}{4}$ of SE $\frac{1}{4}$ & NE $\frac{1}{4}$ of SW $\frac{1}{4}$	3	"	"	80	
NE $\frac{1}{4}$	11	"	"	155.32	
Lot 5	1	5	24	50	405.32
N $\frac{1}{2}$ of SE $\frac{1}{4}$	5	7	24	80.48	
SE $\frac{1}{4}$ & SE $\frac{1}{4}$ of SW $\frac{1}{4}$	27	"	"	200.15	
W $\frac{1}{2}$ & W $\frac{1}{2}$ of SE $\frac{1}{4}$	29	"	"	400.75	
W $\frac{1}{2}$ of NW $\frac{1}{4}$	3	8	24	97.04	
W $\frac{1}{2}$ of NE $\frac{1}{4}$ & E $\frac{1}{2}$ of SE $\frac{1}{4}$..	7	"	"	160	
SE $\frac{1}{4}$ of NE $\frac{1}{4}$, W $\frac{1}{2}$ of NE $\frac{1}{4}$, NW $\frac{1}{4}$ & N $\frac{1}{2}$ of SW $\frac{1}{4}$	9	"	"	360	
NE $\frac{1}{4}$, E $\frac{1}{2}$ of NW $\frac{1}{4}$, E $\frac{1}{2}$ of SE $\frac{1}{4}$ & NW $\frac{1}{4}$ of SE $\frac{1}{4}$	11	"	"	360	
SE $\frac{1}{4}$ of NW $\frac{1}{4}$, W $\frac{1}{2}$ of NW $\frac{1}{4}$ & fract. SW $\frac{1}{4}$	13	"	"	227.91	
SE $\frac{1}{4}$ of NW $\frac{1}{4}$, SW $\frac{1}{4}$ of NE $\frac{1}{4}$, NW $\frac{1}{4}$ of SE $\frac{1}{4}$ & SW $\frac{1}{4}$	17	"	"	281.10	
SE $\frac{1}{4}$ of NE $\frac{1}{4}$, W $\frac{1}{2}$ of NE $\frac{1}{4}$, NW $\frac{1}{4}$, NE $\frac{1}{4}$ of SE $\frac{1}{4}$, W $\frac{1}{2}$ of SE $\frac{1}{4}$ & SW $\frac{1}{4}$	19	"	"	557.40	2724.83
E $\frac{1}{2}$ & S $\frac{1}{2}$ of NW $\frac{1}{4}$	21	8	24	397.14	

	Sec.	T.	R.	acres.	acres.
SW $\frac{1}{4}$ of SW $\frac{1}{4}$	23	"	"	39.40	
NE $\frac{1}{4}$ of NW $\frac{1}{4}$	25	"	"	41	
N $\frac{1}{2}$ of NW $\frac{1}{4}$, S $\frac{1}{2}$ of SE $\frac{1}{4}$ & S $\frac{1}{2}$ of SW $\frac{1}{4}$	27	"	"	241.70	
NE $\frac{1}{4}$ of NE $\frac{1}{4}$, NW $\frac{1}{4}$ & NW $\frac{1}{4}$ of SW $\frac{1}{4}$	31	"	"	239.58	
E $\frac{1}{2}$, E $\frac{1}{2}$ of NW $\frac{1}{4}$, E $\frac{1}{2}$ of SW $\frac{1}{2}$ & NW $\frac{1}{4}$ of SW $\frac{1}{4}$	33	8	24	527.96	
SE $\frac{1}{4}$ of NE $\frac{1}{4}$, E $\frac{1}{2}$ of NW $\frac{1}{4}$ & N $\frac{1}{2}$ of SE $\frac{1}{4}$	35	"	"	200.58	1687.36
SW $\frac{1}{4}$ of NW $\frac{1}{4}$ & SE $\frac{1}{4}$ of SE $\frac{1}{4}$	1	9	24	80.17	
NE $\frac{1}{4}$ of NE $\frac{1}{4}$	3	"	"	40	
SW $\frac{1}{4}$ of SE $\frac{1}{4}$ & SE $\frac{1}{4}$ of SW $\frac{1}{4}$	31	6	25	79.84	
SW $\frac{1}{4}$ of SE $\frac{1}{4}$ & S $\frac{1}{2}$ of SW $\frac{1}{4}$	5	7	25	119.74	
All of	7	"	"	640.08	
W $\frac{1}{2}$ of NW $\frac{1}{4}$, W $\frac{1}{2}$ of SE $\frac{1}{4}$, SE $\frac{1}{4}$ of SE $\frac{1}{4}$ & SW $\frac{1}{4}$	17	"	"	360.49	
All of.....	19	"	"	640.72	
N $\frac{1}{2}$, S $\frac{1}{2}$ of SE $\frac{1}{4}$, NW $\frac{1}{4}$ of SE $\frac{1}{4}$ & S $\frac{1}{2}$ of SW $\frac{1}{4}$	21	"	"	520.26	
NE $\frac{1}{4}$ of SW $\frac{1}{4}$ & S $\frac{1}{2}$ of SW $\frac{1}{4}$	23	"	"	120.45	
All of	27	"	"	640	
All of	29	"	"	641.68	
N $\frac{1}{2}$ of NW $\frac{1}{4}$, SW $\frac{1}{4}$ of NE $\frac{1}{4}$ & N $\frac{1}{2}$ of NW $\frac{1}{4}$	17	8	25	199.97	
NE $\frac{1}{4}$ of NW $\frac{1}{4}$, W $\frac{1}{2}$ of NW $\frac{1}{4}$ & NW $\frac{1}{4}$ of SW $\frac{1}{4}$	19	"	"	163.22	4246.62
					<u>14,216.60</u>

The above are the Lands in odd sections in 20 mile limit of Santa Fee Canal and in the reserve of Green Cove Springs and Melrose Railroad.

State of Florida,

I, C. L. Mitchell, Commissioner of Lands and Immigration of the State of Florida do hereby certify that the

foregoing is a correct list of the vacant State lands in the Townships and Ranges mentioned.

Given under my hand and seal of the State land office at the Capital in Tallahassee this the 27th day of May A. D. 1887.

C. L. MITCHELL,

Commissioner of Lands and Immigration.

Board then adjourned.

Attest:

President.

Sect'y pro tem.

Tallahassee, Florida, October 10th, 1887.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

C. M. Cooper, Attorney General.

Upon motion E. S. Crill, Treasurer, was requested to act as Secretary *pro tem*.

The following report of State Engineer was received and ordered spread upon the minutes.

Tallahassee, October 10th, 1887.

To the Hon. the Board of Trustees of the Internal Improvement Fund.

Gentlemen:

I have the honor to report that in addition to the thirty nine miles of the railroad of the Florida Railway and Navigation Company, between the Withlacoochee station and Plant City reported as inspected by me to your Honorable Board on the third day of June, 1887—I went over that portion also of said Companies line of road which is between the point on section 7 in Township 22, South of Range 22, East, which was not reported on by me under the impression that the same had been certified by Capt. H. S. Duval. The distance between said last two points is 2,5325 miles which I now beg to report as having been examined by me and found to be constructed in full compliance with the terms of the Internal Improvement act of January 6th 1856 and the acts amendatory thereof—And I now certify that the entire length of the road of the

said Florida Railway and Navigation Company lying between Waldo and Plant City as based upon the reports of the inspection of H. S. Duval, the State Engineer who made a portion of said examinations, and of my own and on certificate of J. W. Bushnell, Esq., the Chief Engineer of said company, made to me and dated with these presents and herewith submitted is as follows:

From Waldo to Ocala	45 miles, 0970 feet
“ Ocala to Wildwood.....	25 miles, 4966 feet
“ Wildwood to Sec. 7 Tp. 22 S R. 22 E,.....	20 miles
From Sec. 7 &c to Withlacoochee,	20 miles 2811 feet
“ Withlacoochee to Plant City	39 miles

Making a total miles.....132.65

Most Respectfully,
Your Obedient Servant,
JNO. BRADFORD, Act. State Engr.

Oct. 10 1887.

I find that the distance between Waldo and Ocala as actually constructed is 45 miles and 970 feet instead of 40 miles as appears by the report of my predecessor H. S. Duval and he evidently intended to report only upon two full sections of twenty miles each, south of Waldo between Waldo and Ocala.

Most Resp'y,
JNO. BRADFORD,
Acting State Engr.

Jacksonville, Florida.

Extension of F. R. & N. Co.'s road south.

Col. Jno. Bradford,

Dear Sir: In am just in receipt of a letter from the Receiver in which he states that the certificates on file in Washington show our line from Waldo to Plant City but 129.98 miles, While it is 132.65 miles.

The discrepancy being caused by the last inspection by Capt. Duval being made only 20 miles south of Wildwood to section 7 Tp. 24 S. R 22 E, which point is 2.5325 miles North of Withlacoochee, where your inspection began.

The following is a table of distances as changed after construction:

Waldo to Ocala,	45 miles 0970 feet.
Ocala to Wildwood,.....	25 miles 4966 feet.
Wildwood to Sec. 7 Tp. 24 S, R 22 E,	20 miles
Sec. 7, Tp. 24 S. R. 22, E, to Withlacoochee where your re- port began,	2 miles 2811 feet.
Withlacoochee to Plant City....	39 miles

132 miles 3467 feet.

132.65 miles.

Please make certificate to cover shortage,
& oblige,

J. W. BUSHNELL.

Chief Engineer.

Board then adjourned.

Attest:

President.

Sect'y pro tem.

Tallahassee, Florida, Jan'y 28th, 1888.

Board met in Attorney General's Office.

Present: E. S. Crill, Treasurer.

W. D. Barnes, Comptroller.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner Lands, &c.

Upon motion Hon. E. S. Crill, Treasurer, was requested to act as President *pro tem*.

The Secretary laid before the Board a communication from Hon. J. G. Speer, President of Apopka Canal Company, asking action of board on the report of the Engineer Bradford made on October 30 '87, which is as follows:

Tallahassee, Fla., Oct. 3d, 1887.

To the Hon. Board of Trustees Internal Improvement
Fund.

Gentlemen: Pursuant to your instructions I have examined the work of the Apopka Canal Company, and find that they have completed a canal from Lake Apopka to Dora (or, as the southern portion of Dora is called in that neighborhood, Lake Beauclare) a distance of about eight

(8) miles, the width being generally from twenty-seven (27) to thirty (30) feet, and depth six (6) to ten (10) feet, with several places widened to double that amount for boats to pass each other. The water is five and a half ($5\frac{1}{2}$) to six (6) feet deep except in one place for a short distance through a clay or marl cut at which place I found the least width to be twenty-two and a half ($22\frac{1}{2}$) feet at the surface of the water and three and a half ($3\frac{1}{2}$) feet deep in the centre.

The marsh lands along the canal are generally about three (3) to four (4) feet above the surface of the water of the canal and are now dry enough for cultivation some being now prepared for a fall crop of vegetables.

From Lake Dora to Lake Eustis the company has completed a canal of the required width and depth, being about one mile long. This work was done several years ago and there are two or three small bars caused by sunken logs which need removing.

It is believed that the work of drainage has been done in accordance with the contract of the company with the Board of Trustees Internal Improvement Fund, but there has yet been no test—the past year having been comparatively dry.

I would respectfully recommend that further time be taken in which to test the permanency of the reclamation, and that the company be allowed to sell such of the lands embraced in their contract, as may be improved or placed under cultivation.

The following resolution was adopted:

Resolved, that the Secretary inform the Hon. J. G. Speer, President of the Apopka Canal Co., that the report of the State Engineer on the inspection of the canal of said company is not sufficient to justify a conveyance of land to the Company by the Trustees. The Company may have a further inspection if desired, also that the Board desire to consider further whether the canal as constructed complies with the contract of said company.

The following bills were ordered paid:

Dorr & Bowen for printing for Salesman's Office, \$7.95.

Postage Salesman's Office for Aug., Sept., Oct., & Nov., \$71.00.

E. J. Chesley for township maps, \$5.00.

C. M. Cooper, Att'y Gen'l, expenses to Ocala & return in case of J. T. & K. W. Ry. vs. Trustees and copy of answer, \$24.80.

Philip Walter, Clerk U. S. Court, cost bills, \$17.40.

W. C. Hargrove, Clk. Ct. Ct. Putnam Co., \$1.00.

Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President pro tem.

Tallahassee, Florida, Feby. 17th, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

W. D. Barnes, Comptroller.

C. M. Cooper, Att'y General.

C. L. Mitchell, Commissioner, &c.

Dr. John Westcott, President of the Florida Coast Line Canal and Transportation Company, appearing before the Board and representing that the sale of lands within the reservation of said company to persons applying therefor under the previous resolutions of the Board allowing persons to enter such lands for purposes of actual settlement is being taken advantage of by persons who are not making bona fide settlements and improvements, and cultivating the lands, and is a serious obstacle to the Company's making a contract for the prosecution of its work.

Resolved, 1st, That no further entries of lands reserved for said company be allowed, and no further sales thereof be made, without the consent of said company, for the space of sixty days from the date hereof.

2d. That if on, or before the expiration of said sixty days said company shall have made a contract with responsible parties, or other arrangements satisfactory to this Board for the prosecution of the work with reasonable diligence and progress, this Board will extend the time of the reservation, as specified in the 1st resolution above for the space of six months, at the expiration of which time, if there has been a reasonable amount of work done, and the works is being prosecuted with reasonable

diligence and progress, the board will extend the time of such reservation so long as said work continues with reasonable diligence and progress.

Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, February 20th, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner.

Hugh A. Corley, Esq., appeared before the Board in behalf of Geo. W. & Jos. Ladd, as heirs of Daniel Ladd, and renewed the application made on 22d April, 1887, for deeds to certain lands in twenty-one (21) certificates of entry numbered from 302 to 305 inclusive dated September 26th, 1853, and from 419 to 427 inclusive, and from 453 to 459 inclusive, and number 462, dated October 8th, 1853, and issued by the Register of Public Lands of the State of Florida, and a certified copy of the will of the late Daniel Ladd having been furnished and filed with the Board, showing that Geo. W. and Jos. Ladd were his only heirs, and the affidavit of Hugh A. Corley and Marcellus A. Williams having been presented and filed with copies of the aforesaid certificates of entry attached, to show that Daniel Ladd at the time of his death was the proper owner of said certificates, and it appearing to the satisfaction of the Trustees that the original certificates had been lost or destroyed, and that no deed had ever issued upon them, It was ordered that the Salesman prepare deeds for the land described in said certificates numbered and dated as hereinbefore set forth to the said George W. & Jos. Ladd.

The report of John Bradford, Engineer, upon the inspection of 28.65 miles of the River Division of the J. T. & K. W. Railway extending from Sanford to Tavares, ap-
31 I. I.

proving same was laid before the Board, and ordered to be spread upon the minutes, which is as follows:

Tallahassee, Fla., Feb'y 16th, '88.

To the Hon. Board of Trustees Internal Improvement Fund.

Gentlemen: Pursuant to your instructions of the 4th inst. I have inspected the River Division of the J. T. & K. W. Ry. (Sanford and Lake Eustis Ry.) which extends from a point on the main line of the J. T. & K. W. Ry., about one mile from Sanford to the connection with the F. R. & N. Co.'s track at Tavares, a distance of 28.65 miles, and find it thoroughly constructed in accordance with the requirements of the Internal Improvement Act, and modifications thereto, and is now in excellent running order.

Respectfully,

JNO. BRADFORD,

Act'g State Engineer.

Col. Jno. Bradford advised the Board that he could not certify to the mileage of the Fla. Southern Railway because of a discrepancy in the reports of Engineers Couper and Reynolds in regard to the same and the Secretary was instructed to write to the General Manager of the Florida Southern advising him of that fact and inquiring if he is willing to incur the expense of an actual measurement of the road.

A letter of A. B. Mason, Att'y for the J. T. & K. W. Ry. protesting in behalf of said Road against the deeding of any lands to Apopka Canal Company without a hearing from said Railway Company was presented and read and ordered to be filed.

Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, March 9th, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner, &c.

Gov. Geo. F. Drew appeared before the Board in behalf of the Branford Lumber Company, and applied to purchase at \$1.50 per acre the following described lands which he was permitted to do, to wit:

	Sec.	Tp.	R.	Acres
All.....	1	6	14	
N $\frac{1}{2}$ & NE $\frac{1}{4}$ of SW $\frac{1}{4}$	3	"	"	
All.....	2	"	"	
E $\frac{1}{2}$ of NE $\frac{1}{4}$	4	"	"	
N $\frac{1}{2}$ of NE $\frac{1}{4}$, SE $\frac{1}{4}$ of NE $\frac{1}{4}$ & NW $\frac{1}{4}$ of SE $\frac{1}{4}$	11	"	"	
NW $\frac{1}{4}$ & S $\frac{1}{2}$	12	"	"	
N $\frac{1}{2}$ of SE $\frac{1}{4}$ & SW $\frac{1}{4}$	5	6	15	
N $\frac{1}{2}$, SE $\frac{1}{4}$ & N $\frac{1}{2}$ of SW $\frac{1}{4}$	7	"	"	
W $\frac{1}{2}$ of NW $\frac{1}{4}$, W $\frac{1}{2}$ of SW $\frac{1}{4}$ & N $\frac{1}{2}$ of SE $\frac{1}{4}$	8	"	"	3401.34
				at \$1.50 \$5102.01

Entry No. 13747.

The following bills presented and paid, to-wit:

Col. John Bradford, Inspecting Apopka Canal, \$100.00.

Col. John Bradford, Inspecting River Division of the J. T. & K. W. Railway, \$100.00.

Board adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, March 26th, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner, &c.

Col. W. D. Chipley, Vice President of the Pensacola and Atlantic Railroad appeared before the board and

applied for deeds to the swamp and overflowed lands not appropriated west of the Apalachicola and Suwannee Rivers which were due to said Railroad under its land grant by reason of construction. The Board directed the salesman to make deeds to the lands west of the Apalachicola, but it appearing that there were reservations of alternate sections of lands for certain railroads, between the Apalachicola and Suwannee Rivers the Secretary was instructed to notify the Florida Midland and Georgia Railroad Company, The Palatka and North Western Rail Road Company and the Gainesville, Tallahassee and Western Railroad Company that they must report the work done on the construction of their road, and show cause why their reservations should not be cancelled by 10th prox.

Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, March 27th, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

W. D. Barnes, Comptroller.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner, &c

R. T. Taylor, Esq., Counsel and Mr. Thos. C. Hoge, President Silver Springs, Ocala & Gulf R. R. Co., came before the Board and represented that the status of their Road, in respect to its Land Grant, had not been specifically defined by the Trustees, and they desire to know the views of the Board, as to whether it was recognized as a land grant railroad and as to its priority in relation to other land grant railroads—Whereupon the Board passed the following resolution:

Whereas by an Act of the Legislature of Florida entitled an Act to grant certain lands to the Silver Springs, Ocala and Gulf Railroad Company approved March 12th, 1879, a certain land grant as therein specified, was made to said company for the purposes and upon the conditions

therein specified, and whereas by an act approved February 16, 1885, entitled an act to amend Section six of an Act entitled an Act to Grant certain lands to the Silver Springs, Ocala and Gulf Railroad Company, said section six was repealed and the following substitute provided instead thereof, to-wit: "That no rights shall vest under said act to which this is an amendment, and no benefits shall be claimed for or on account of any part of said road constructed after December A. D. 1888" and said Company having applied to this Board for recognition of its status as a land grant Company of the State of Florida, *Resolved*, That this Board does hereby recognize said Company as having a land grant upon the conditions and for the purposes of said acts, and subject to the prior satisfaction of all grants having legal priority over the same.

Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, March 30th, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner, &c.

Mr. Thos. C. Hoge President, Silver Springs, Ocala & Gulf Railroad—made an application for lands under the grant by the Legislature of 10,000 acres of land per mile of constructed Railroad and filed a formal petition therefor, and it being shown that the Company had constructed 33 miles of road, which had been duly accepted, the Salesman was directed to prepare deeds for land for said company, on account of construction, not exceeding 30,000 acres.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, April 2d, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
 E. S. Crill, Treasurer.
 W. D. Barnes, Comptroller.
 C. M. Cooper, Att'y General.
 C. L. Mitchell, Commissioner, &c.

Mr. Jno. C. Candler, President and Maj. S. Conant, General Manager Fla. Southern Railway appeared before the Board and filed petition for balance of lands due it on account of construction as follows:

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

Your petitioners, the Florida Southern Railway Company, respectfully petitions & prays that you will now deed to it all lands due to it for construction (including its spur to Micanopy and Citra, and the balance of main line from Arcadia to Punta Gorda) as by its special grant of March 4th, 1879, the said Florida Southern Railway Company is entitled to receive.

Your petitioner further requests and prays that if there be not enough patented lands now on hand to satisfy the claim of petitioner that then and in that event your Honorable Board will order that quit claim deeds be made to petitioner to those lands heretofore selected but not yet patented by the United States, sufficient in quantity to make up any deficiency now due the Florida Southern Railway Company, which was duly considered and the petitioners advised that the Trustees do not feel authorized under the law to deed lands for the 28 miles of road ironed after the 4th March, 1886, nor for the branches to Micanopy & Citra, and the matter was postponed until tomorrow the 3d to hear arguments upon the same.

The Board then adjourned.

Attest:

W. D. BARNES,
 Secretary.

President.

Tallahassee, Florida, April 3d, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

W. D. Barnes, Comptroller.

C. M. Cooper, Att'y Genl.

C. L. Mitchell, Commissioner, &c.

The matter under consideration in regard to the land grant of the Florida Southern Railway Company and the application for lands for constructed road was taken up, and,

The Hon. John Candler, President and Major S. Conant, General Manager of the Florida Southern Railway, appeared before the Board and asked that the balance of land due on the grant of 10,000 acres per mile on account of road constructed by the Florida Southern Railway Company on the mileage allowed by the Board of Trustees, be deeded to the company; *Therefore*, it was resolved by this Board, that they will issue certificates for the amount of lands so due to said road out of the lands selected as swamp lands nearest their line of road; **the** estimated amount of lands still due on account of such construction and mileage as allowed being Two hundred and eighteen thousand six hundred and seventy nine 44-100 acres, that is to say on account of the mileage of said company for all of its road except that between Gainesville and Lake City and between Pemberton's Ferry and Bartow.

There being no further business before the Board it then adjourned.

Attest:

W. D. BARNES,

Secretary.

President.

Tallahassee, Florida, April 5th, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

W. D. Barnes, Comptroller.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner, &c.

Jno. C. Cooper, Esq., filed a petition of Eleanor M. & T. C. S. Crosby setting forth that the said Eleanor is the riparian owner and occupant of a certain lot of marsh land lying to the east of the highland of the Avice and Veil Grant in Township 7, S, R 29 & 30 E and adjoining the St. Sebastian River and praying that she be allowed to purchase the same from the Trustees, at schedule prices, whereupon the Board passed the following resolution:

Resolved, that upon considering the petition of Eleanor M. Crosby and T. C. S. Crosby to purchase from this Board certain marsh lands west of the St. Sebastian River in Township 7, S, R 30 E, that it is the decision of this Board that there is no unreserved swamp and overflowed land in the meaning of the act of Congress of 28th day of September A. D. 1850, which would come within Section 18, Township 7, S, R 30 E, between said St. Sebastian River and the Avice and Veil Grant, in St. Johns County, Florida, and consequently that the Trustees of the Internal Improvement Fund of Florida have no title to or claim upon the said marsh land claimed by Eleanor M. Crosby, application for a conveyance of which has been made by her to this Board.

The Salesman called the attention of the Board to the fact that patents had been received from the U. S. Land Office for a number of lands selected and approved as swamp Land and asked for instructions as to the disposition of the same, and the following resolution was adopted:

Resolved, that when patents for swamp lands are received from the U. S. Government, the salesman is instructed to enter them at once upon the maps in the State land office and to issue deeds to such Railroads as are entitled to any of said land lying within the six mile of said road, and upon which there is no settler's claim.

Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, April 13th, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner, &c.

Upon motion E. S. Crill, Treasurer, was requested to act as Secretary *pro tem*.

The report of the inspection of the Orange Belt Railway by John Bradford, Engineer, was rec'd in which the line of road was approved from Monroe Station to Tarpon Springs. On motion it was ordered that the same be accepted. The President of the road made application by letter for deeds to the lands which they would be entitled to by reason of said constructed and accepted road. Whereupon it was resolved that the President of said road be instructed to have the Engineer of said road prepare and file with this Board a certified plat of their line of road as actually constructed showing the sections through which the line has been built. It was ordered further that upon filing said plat that the alternate sections of land within the six mile limit, and the indemnity within twenty miles of said road from Monroe Station to Tarpon Springs be deeded saving the rights of actual settlers.

The bill for inspecting the Orange Belt Railway by Colonel John Bradford, amounting to One Hundred dollars was approved and ordered paid.

Board then adjourned.

Attest:

Secretary.

President.

Tallahassee, Florida, April 26th, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
W. D. Barnes, Comptroller.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner, &c.

Dr. John Westcott and P. W. White appearing before the Board in behalf of the Florida Coast Line Canal and Transportation Company, applied to have rescinded the

second of the resolutions of the Board of March 9th, 1886, which resolution refers to a proposed examination then contemplated as to the extent of the reservation for said canal, the following resolutions were adopted by the Board:

Whereas the second resolution of this Board of March 9th, 1886, was adopted with a view to making an examination as to the amount of the reservation to be continued for said Canal Company, and whereas such examination in advance of the doing of the work and application for lands was abandoned as impracticable and the reservation before made for said Canal Company was continued, and the Board not having undertaken to define the terms "construction" or mileage" used in said resolution,

Resolved, that said second resolution of March 9th, 1886, is not considered as a determination of the rights of said company as to lands it may claim under the statutes and to prevent any misunderstanding said resolution is hereby formally rescinded, and the questions which may arise as to the rights of said company to lands will be decided without prejudice from said resolution where they arise upon the doing of the work and application for lands;

2nd. The reservations heretofore made for said Canal Company are continued until the further order of the Board.

The Board also adopted the following:

Resolved, that operation of the Resolution of the Board adopted on 17th February, suspending entries by settlers in the reservation of the Florida Coast Line, Canal and Transportation Company be continued until the further order of the Board.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, May 24, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
 E. S. Crill, Treasurer.
 W. D. Barnes, Comptroller.
 C. M. Cooper, Att'y General.
 C. L. Mitchell, Commissioner.

Major. N. R. Gruell appeared before the Board in behalf of the Gainesville, Tallahassee and Western Railway Company, and in response to a notice previously given to show cause why the reservation heretofore made of the alternate sections of land for said Railroad should not be cancelled,

Upon the information given of the progress of the work, and assurances of a continued effort to have the work of construction proceeded with, the Board decided to continue the reservation for six months from the date hereof.

The Secretary read also letters from S. C. Chandler, Att'y for the Palatka and North Western Railway Company and Charles B. Meyer, Attorney for the Florida Midland and Georgia Railroad Company, in response to like notice, and asking that the reservations for their roads respectively be not cancelled.

Extension for ninety (90) days was given for the P. & N. W. Ry. Co. as requested by Mr. Chandler, and further action in regard to the Florida Midland & Georgia postponed.

The following bills were presented and ordered paid:

Postage for Salesman's Office for months Dec'r, Jan'y, Feb'y & March, \$51.50.

Printing Salesman's Office, \$6.90.

Clk. Ct. Dade Co., for recording deed, \$1.50.

Board adjourned.

Attest:

W. D. BARNES,
 Secretary.

President.

Tallahassee, Florida, June 5, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
 E. S. Crill, Treasurer.
 W. D. Barnes, Comptroller.
 C. M. Cooper, Att'y General.
 C. L. Mitchell, Commissioner.

It was ordered that the postage of the Salesman's Office for the months of April and May, amounting to \$77.36 be paid.

The Board then adjourned.

Attest:

W. D. BARNES,
 Secretary.

President.

Tallahassee, Florida, June 11, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
 E. S. Crill, Treasurer.
 W. D. Barnes, Comptroller.
 C. M. Cooper, Att'y General.
 C. L. Mitchell, Commissioner, &c.

A communication having been received from Mr. Hamilton Disston representing the importance of a railway in the development of the country adjacent to the Kissimmee and Caloosahatchie River valleys, and that, with the aid which this Board can render, a company will be incorporated at once by himself and associates, and the actual work of construction be begun at a very early day, and that the railroad commencing at Kissimmee will be built Southerly with a view to its ultimate extension to the Gulf, about 150 miles, and further representing that the Atlantic and Gulf Coast Canal and Okeechobee Land Company is willing to assist and encourage the proposed railway, and to that end propose to release to said Board all the lands deeded or reserved to said Company that may be found lying within the alternate section six mile limit of such railway when surveyed, to which the railway company would be entitled under the general act of Florida granting alternate sections of land within six miles of the line in aid of railroads, on condition that

said lands so released shall be by this Board reserved to such Railway under the said general act, and upon certain other proposed conditions:

Resolved, That this Board of Trustees will hold such lands, if so released or conveyed to them by said Okeechobee Company, in reserve for said Railway for such time as may be necessary, not exceeding five years, and will convey such of them as may be earned by the construction of such railway, within that time, under said general act, to said railway company; and that any part of said lands that shall not be deeded to said railway company within such five years, of the lands heretofore conveyed to said Okeechobee Company by the Trustees of the Internal Improvement Fund of Florida, shall be reconveyed by said Trustees to said Okeechobee Company; and any part of said lands now held in reserve for the said Okeechobee Company, and which shall not be conveyed to said Railway Company within said five years, shall be held by said Trustees under their drainage contract with said company and subject to the provisions thereof as may be in accordance with and in fulfillment of said drainage contract; and that as any of the said lands heretofore conveyed to said Okeechobee Company shall be conveyed to said Railway Company by said Trustees, they, the said Trustees, shall convey to said Okeechobee Company in lieu thereof an equal quantity of other lands in the drainage district, which lands when so conveyed to said Okeechobee Company shall be considered as having the same legal status in all respects as the lands proposed to be reconveyed by said Okeechobee Company to said Trustees now have, and this resolution and all proceedings thereunder or in accordance therewith shall be without prejudice to the claims of said Trustees to recover from said Okeechobee Company any and all lands conveyed to it under the drainage contract and not in fact earned thereunder, including such substituted lands which may be conveyed to it under this resolution, but no such claim of said Trustees shall be understood to attach to the lands which shall be conveyed to such Railway Company—And said Okeechobee Company for the lands now held in reserve for it under the drainage contract, which shall be so released by it and be by said Trustees so conveyed to the said Railway Company, and

which shall be drained and reclaimed by the Okeechobee Company under its drainage contract, shall be entitled to receive an equal amount of other lands within the drainage district.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, June 20, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Att'y-General.
C. L. Mitchell, Commissioner, &c.

Mr. John Reardon appeared before the Board and presented a petition in behalf of E. W. Agnew and others and asked that such action be taken by the Trustees for the relief of the petitioners, in the matters set forth in said petition, as in their judgment they have the power to do. The petition was ordered to be filed and the following resolution was adopted:

Whereas, the petition of Enoch W. Agnew, Francis E. Harris and Susan G. Eichelberger, the wife of Adam L. Eichelberger, all of Ocala, Florida, and the exhibits and affidavits attached show that on the 15th day of January, A. D. 1882, Benjamin E. Dupont, of Marion County, Florida, entered from the United States by private cash entry No. 1197, the E $\frac{1}{2}$ of SE $\frac{1}{4}$ or Lot 2 of Section 20, in Township 15, S. Range 22 East, in said State of Florida; that said entry was cancelled Oct. 19, 1854, by the United States upon the fact that said piece of land had been selected March 20th, 1850, by the State of Florida, under act of September 4th, 1841, that subsequently to wit: Oct. 25th, 1859, said Dupont purchased and received a conveyance of said land from the Trustees of the Internal Improvement Fund of the State of Florida, and the land has been occupied and cultivated ever since by him and his grantees, and that petitioners are now so oc-

cupying said land under title derived from said Dupont. And it appearing that the selection of said land by the State as aforesaid was rejected by the United States on the 20th day of April, A. D. 1859, on a mistake of fact, in that it was erroneously supposed and stated as the **ground** of such rejection that said land was included in the Spanish Grant to one Francis P. Sanchez, and it not appearing that said Trustees of the Internal Improvement Fund of Florida had any notice of such rejection of such selection when they made such conveyance to said Dupont, and the State of Florida having been then and being now entitled to said land under the act aforesaid; **And it appearing that one J. A. Pittman did on June 11th, 1888, make a homestead entry on said land at Gainesville, Fla., in the Land Office of the United States in derogation of the rights of the State and its grantees—**Resolved, That the United States, through the proper authorities, be and is hereby requested to cancel said homestead entry and approve said selection of the State of said land under said act and perfect the title of the State thereto, said State not having received its full complement of lands under said act.

The Report of Col. John Bradford, Engineer, on the construction of the Port Tampa extension of the South Florida Railroad from Tampa to Port Tampa, a distance of 9 miles and 28 ft., approving the same, was laid before the Board and is as follows:

Tallahassee, Fla., June 11th, 1888.

Hon. Board Trustees I. I. Fund,

Gentlemen:

Pursuant to your instruction I have inspected that portion of the South Florida Rail Road known as the Port Tampa Extension which extends from Tampa to Port Tampa, a distance of nine (9) miles and twenty eight (28) feet and find the same well constructed in a thorough manner and in accordance with the requirements of the Internal Improvement Act and modifications thereto, and would respectfully recommend that the same be accepted.

Respectfully submitted,

JNO. BRADFORD,

Act'g State Engr.

A communication from Mr. Alfred Bishop Mason, Vice President of the J. T. & K. W. Ry. Company enclosing a map of the constructed lines of the River Division of said road from Sanford to Tavares and asking for alternate sections of land along said route, was laid before the Board, and action on the application for lands postponed.

The account of Col. John Bradford for inspecting the Tampa Extension of the South Florida R. R. was approved for \$100.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, June 28th, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner, &c.

F. T. Myers, Esq., appeared before the Board in behalf of the South Florida Railroad Company and asked for deeds to lands to alternate sections along its recently constructed line from Tampa to Port Tampa, a distance of 9 miles and 28 feet.

It was ordered that deed be made to such lands as are not covered by applications of settlers duly made.

On request of Mr. F. T. Myers it was ordered that the salesman be instructed to make out a list of the lands lying within the six miles limit of the South Florida R. R. between Sanford and Kissimmee which was sold by the Trustees after the reservation was made for said Railroad, with the amount of such sales, and that the Treasurer upon the approval of such list be authorized to pay the amount over to said Railroad Company.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, July 11", 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner, &c.

Mr. Hamilton Disston, President of the A. & G. C. C. & Okeechobee Land Company met the Trustees to consider matters pertaining to the Drainage Contract made with the Board of Trustees Feby. 26", 1881, and after due consultation and consideration, the Trustees under the power conferred upon them by Chap. 3639 Laws of Florida, came to an agreement with said Company as to proper adjustment of past dealings with the Trustees in regard to drainage under the contract referred to, and as to the mode and conditions upon which further drainage operations are to be conducted.

It was ordered that the agreement be prepared for the action of the Board at its next meeting.

The Board then adjourned.

Attest:

President.

Secretary pro tem.

Tallahassee, Florida, July 12, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner, &c.

The Attorney General submitted a draft of agreement between the Trustees and the A. & G. C. C. & Okeechobee Land Company referred to in the minutes of the last meeting, which was read and approved; and a copy directed to be made to be furnished the company for their approval and execution.

The Peninsular and Atlantic Railroad Company having made application for the balance of lands due them on account of construction, under their Legislative Land

Grant of 20,000 acres per mile, and requesting that the same be given to them in certificates for unpatented swamp and overflowed lands granted to the State by Act of Congress September 28, 1885. The Salesman was requested to prepare certificates for said company for the balance of lands due them as requested.

Messrs. S. C. Chandler, Fred T. Myers and Hon. P. W. White appeared before the Board and submitted proof in the matter of the contest of Messrs. Zacharias and W. P. Neal to lands in the Florida Southern reserve, which was claimed by them on an application to enter as settlers. But action was postponed.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, July 31, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

C. M. Cooper, Att'y General.

C. L. Mitchell, Commissioner, &c.

Col. J. M. Kreamer and Col. John A. Henderson appeared before the Board in behalf of the Gulf Coast Canal and Okeechobee Land Company, and asked that certain changes be made in the draft of the new contract which had been prepared.

After discussion the Attorney General was directed to prepare the formal contract as agreed upon.

It was resolved by the Board of Trustees that upon the Gulf Coast Canal and Okeechobee Land Company filing their selection of alternate sections of surveyed and unsurveyed lands to the extent of one million two hundred thousand acres after the execution of and in accordance with the proposed contract between the Trustees and said Company, the same will be held in reserve for the purposes as expressed in the said contract.

The Board then adjourned.

Attest:

Secretary pro tem.

President.

Tallahassee, Florida, August 9th, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

C. M. Cooper, Att'y General.

C. L. Mitchell, Commissioner, &c.

Mr. P. A. Demens, President of the Orange Belt Railway Company and Thos. E. Wilson, Attorney for said Company, appeared before the Board and asked that land be deeded them in the 6 mile limit of their road and indemnity within the 20 mile limit.

Judge Speer, President of the Apopka Canal Company, protested against the conveying of any land in the Apopka Canal limit, and the Board informed Messrs. Demens and Speer that until the report of the Engineer approving the canal and drainage no action would be taken regarding these lands.

Col. R. F. Taylor, Attorney for the Silver Springs, Ocala and Gulf Railroad Company, and Col. R. W. Davis, Attorney for the Florida Southern Railway Company, appeared before the Board and filed protests in the matter.

Col. Hugh A. Corley also appeared and asked for deeds to land for the F. R. & N. Co.

The Board then adjourned.

Attest:

President.

Secretary pro tem.

Tallahassee, Florida, August 10th, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

C. M. Cooper, Att'y General.

C. L. Mitchell, Commissioner, &c.

It was ordered that the reservation heretofore made for the Wekiva Blackwater and Central Canal Company be and the same is hereby cancelled.

The Report of Col. John Bradford, Engineer, approving the construction of the Orange Belt Railway was received and accepted—as follows:

Tallahassee, Fla., Aug. 5", 1888.

To the Hon. Board Trustees I. I. Fund.

Gentlemen: Pursuant to your instructions I have inspected that portion of the Orange Belt Railway extending from Tarpon Springs to St. Petersburg, and beg to report that I find the Road well constructed and in excellent running order and that portion reported on in April has been surfaced up and improved by widening the banks and where needed standard ties put in with a view to an ultimate change of gauge. The clearing of the 'Right of way' on this section is as reported on Apl. 10" for the balance of the line, but is being rapidly completed. The length of this section of Road is about 31 50-100 miles, being from Tarpon Springs to depot at St. Petersburg and will be added to on the completion of the Company's wharf at St. Petersburg.

This length and that reported on Apl. 10" is made up from the survey notes of location and construction, and not from the measured track after construction but is sufficiently accurate for the present purposes of your Hon. Board. I would respectfully recommend that the Road be accepted for the State.

Respectfully submitted,

JNO. BRADFORD, State Engr.

It was ordered that deeds be made to the Orange Belt Railway Company for the alternate sections of land along the line of road as constructed and that deeds be made to said Company for the indemnity within the 20 mile limit, said indemnity not to come within the 6 mile limit of any other Rail Road.

The Board then adjourned.

Attest:

President.

Secretary pro tem.

Tallahassee, Florida, August 17, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

W. D. Barnes, Comptroller.

C. M. Cooper, Att'y General.

C. L. Mitchell, Commissioner, &c.

The Attorney General submitted the draft of contract between the Trustees and The Atlantic and Gulf Coast Canal and Okeechobee Land Company, as amended and agreed upon between the parties, and the same was duly executed by the Trustees and is as follows:

Whereas, the Trustees of the Internal Improvement Fund of Florida were directed by the Act of June 2nd, 1887, Chapter 3788, to make an amicable adjustment, if it could be had, of the differences between the State and Trustees and the Atlantic & Gulf Coast Canal & Okeechobee Land Company, concerning the drainage and reclamation of certain lands heretofore conveyed by such Trustees to said Company, and reported by a commission appointed by the Governor, in pursuance of the act of February 16th, 1885, Chapter 3639, as not having been drained and reclaimed, and said Trustees having been specially authorized and empowered by said first mentioned Act to make any such settlement, arrangement, contract or compromise in the premises as they may deem best to secure and protect the interest of the State and the Fund, as well as the prompt and vigorous prosecution of the work of drainage and reclamation, and said Trustees and said Company being desirous of making such a settlement as will secure those ends, adjust past differences and prevent the same from arising in the future, and said Atlantic & Gulf Coast Canal & Okeechobee Land Company, and E. A. Perry, Governor of the State of Florida, W. D. Barnes, Comptroller, E. S. Crill, Treasurer, C. L. Mitchell, Commissioner of Lands and Immigration, and C. M. Cooper, Attorney-General of said State, as Trustees of the Internal Improvement Fund of Florida, for themselves and their successors, in consideration of the premises, and the agreements hereinafter specified, as well as the large expenditures in drainage and reclamation, heretofore made by said Company, have made and entered into the following compromise and contract, which is to take the place of any and all contracts and agreements heretofore made between said Trustees and said Company:

I. The drainage reserve of said Company shall be reduced so as to secure to said Company a total acreage of two million acres including lands heretofore conveyed to said Company, to be selected by said Company in a body,

as near as may be, of alternate sections, within the reserve heretofore held for said Company under its contract with such Trustees, such selection to be filed by said Company with said Trustees within ninety days after the formal execution of this contract; and said Trustees shall hold the lands so selected in reserve for said Company for the purposes and according to the terms of this contract. Said Company releases to said Trustees all other lands heretofore held in reserve for it, which other lands are estimated at four million acres, this release to take effect as soon as the selection of lands for the reduced reserve has been filed with the said Trustees by said Company as aforesaid.

II. As a compromise and adjustment of the differences between the said Company and the State and Trustees as to lands heretofore conveyed by the Trustees of the Internal Improvement Fund to said Company, or to any person on its account, said Company agrees, in consideration of the release of any and all claims of said Trustees on said heretofore conveyed lands, to be executed as hereinafter specified, that said Company will expand in drainage and reclamation, with the approval of such Trustees, as hereinafter provided, the sum of one hundred and twenty-five thousand dollars, less the sum of moneys expended by said Company in the work of drainage and reclamation since the report of said Commission, which expenditure is estimated up to July 1st, 1888, at fifty-five thousand dollars, and said Trustees agree that in consideration of such expenditure, the Trustees of the Internal Improvement Fund will, when such total expenditure is so made, execute such release to said Company; not less than forty thousand dollars of such expenditure on this account to be made by said Company in the first year of twelve calendar months after the formal execution of this contract, and the total of said sum to be expended within two years after said formal execution hereof. Provided, however, that if the said Company shall at any time give bond with sureties to said Trustees satisfactory to the said Trustees, conditioned for the expenditure of the remainder of the said sum of one hundred and twenty-five thousand dollars, which shall then remain unexpended in accordance with the terms of this contract providing for such expenditure, the said Trus-

tees will thereupon execute and deliver the said release to said Company. Nothing herein contained is to be construed as an acknowledgment by said Company that said lands have not been drained and earned by it, nor, if said Company fails to perform this article of this contract, shall said Trustees be deemed to have waived any right or claim they have had heretofore to said lands.

III. Said Company further agrees to expend in drainage and reclamation of the lands which shall be selected and reserved for it as aforesaid, with the approval of said Trustees as hereinafter provided, the sum of two hundred and six thousand two hundred and sixty-four dollars, which is to be so expended that, with the expenditure provided for in the second article hereof, there shall be an expenditure in the prosecution of the work of not less than forty thousand dollars in each year after the formal execution of this contract; in consideration of which expenditure said Trustees agree to convey to said Company so much of said lands, to be selected and reserved as aforesaid, as shall be earned by said Company at the rate of an acre of land for each twenty-five cents of expenditure, but no land to be considered as earned by expenditure except upon the full expenditure of each forty thousand dollars of said two hundred and six thousand two hundred and sixty-four dollars by said Company as aforesaid; and upon the expenditure by said Company of each such forty thousand dollars, said Trustees will, at the request of said Company, convey to said Company three fifths of the lands which would be earned thereby at the rate of twenty-five cents per acre as aforesaid, reserving two fifths thereof, which shall, at the option of said Trustees, be forfeited by said Company to said Trustees, if said Company shall fail to make the total expenditure agreed upon, as agreed, or shall otherwise fail to observe and perform this contract—And upon said Company observing and performing this contract in full, without breach or forfeiture, and making the full expenditure of two hundred and six thousand two hundred and sixty four dollars, in addition to the said expenditure agreed upon in the second article hereof on account of lands heretofore conveyed by the Trustees to said Company, which expenditure on account of lands heretofore so conveyed is to be made before any lands are to be considered as earned on

account of the further expenditures provided for by this third article, as herein agreed and specified, said Trustees shall and will convey to said Company the full amount of land earned by the expenditure of said two hundred and six thousand two hundred and sixty-four dollars at the rate of twenty-five cents per acre as aforesaid, to be selected by said Company in a body as near as may be, of alternate sections, from the lands there held in reserve for it, which, it is estimated, will, with the lands previously conveyed to said Company make a total of two million acres.

IV. All the expenditures herein provided for shall be made subject to the verification by and approval, as to the economy and bona fides of the expenditures, of an engineer to be appointed by the Trustees of said Fund, and who may at any time, and from time to time, be removed, and another substituted by them—The compensation of such engineer in the premises shall be fixed by the Trustees of said Fund and be paid, as they designate, by said Company, from the moneys agreed to be expended by said Company in said work of drainage as aforesaid.

V. The said Company is to have the right to throw up embankments, make and construct sluice ways, dykes and cuts, and canals in, on and through all or any of the lands of said Internal Improvement Fund, and to use any timber, earth, stone or other material on said lands, belonging to said Fund, for said purposes of drainage and reclamation.

Executed this first day of August A. D. Eighteen hundred and eighty eight.

Signed, sealed and delivered in presence of
John A. Henderson,
L. B. Wombwell.

}	E. A. PERRY, (Seal)
	W. D. BARNES, (Seal) Comptroller.
	E. S. CRILL, (Seal) Treasurer.
	C. L. MITCHELL, (Seal) Commissioner of Lands and Immigration.
	C. M. COOPER, (Seal) Attorney General.

(Seal) Atlantic & Gulf Coast Canal and Okeechobee Land
Company by CHARLES H. GROSS, President.

Attest:

RICHARD SALINGER, Secretary.

The Board then adjourned.

Attest:

W. D. BARNES,
Secretary.

President.

Tallahassee, Florida, August 21, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Att'y General.

The Secretary laid before the Board the report of Engineer Bradford on the mileage of the Florida Southern Railway and it was referred for more definite information as to some of the branches.

The report of Engineer Bradford on the construction of the Jacksonville, Mayport and Pablo Railway and Navigation Company's road was submitted, approving the same and the road was accepted and deeds ordered to issue for lands reserved upon filing a plat of actually constructed line, and payment of inspection fee of \$100.

The report is as follows:

Tallahassee, Fla., July 20th, 1888.

Hon. Board Trustees I. I. Fund, State of Florida.

Gentlemen: Pursuant to your instructions I have inspected the Jacksonville, Mayport, Pablo Railway & Navigation Company's Road extending from the East bank of the St. Johns River three miles below Jacksonville to Mayport with a branch to Burnside Beach and beg leave to report as follows:

The *length* of road including a connecting branch of Y to Burnside is 16.645 miles. The *grading* and *bridging* are well executed. The *clearing* conforms to the requirements of the law except for a few hundred feet on one branch of the Burnside Y where the Company propose making a park and for this purpose have left live oaks and palmettos within the eighty feet limit, but with care

in keeping out the decaying trees the track will not be endangered, particularly as it is on one branch of the Y where high speed of trains is not expected. The *grades* are all short and generally light, the maximum being 52 80-100 feet per mile. The *curves* are light none exceeding 3 degrees except in the Y and at the terminals.

The *Rail* is steel weighing forty pounds per yard.

The *Cross-Ties* are about as all new roads except near two miles which were originally laid for a narrow gauge track. These ties are seven feet long, but the track seems to be as good as where standard ties are used. They will be amply sufficient for the traffic until their decay necessitates their removal when the Company propose replacing them, as they are already doing, with standard ties.

I respectfully recommend that the Road be accepted.

Resepctfully submitte^r

JNO. BRADFORD,

State Engr.

The account of Col. John Bradford for \$100 for the above inspection was approved.

The Board then adjourned.

Attest:

W. D. BARNES,

Secretary.

President.

Tallahassee, Fla., Sept. 5. 1888.

At a meeting of the Trustees of the Internal Improvement Fund of Florida, Sept. 5, '88, a telegram having been received by the Governor from the Sub-Committee of the Senate Committee on Public Lands "concerning fraudulent conveyances of the public lands in the State of Florida," inquiring whether he desired to be heard in the matter, and he not being able to leave the State at present on account of the yellow fever in Jacksonville, said telegram was submitted to the Board, and it was resolved that the following communication be sent to said Committee.

This Board is not aware of any fraudulent conveyances of the public lands in Florida, and if there are any charges made which concern the State of Florida or this

Board as to any such conveyances, no notice of such charges has been given to this Board or to the officers of the State. In December, A. D. 1885, the Governor received a communication from the Secretary of the Interior inclosing a copy of a communication from Hon. W. Call, one of the Senators from Florida to the Commissioner of Public Lands of the United States stating that he had reason to believe that a system of fraud was being practiced within the U. S. Land office at Gainesville in the appropriation of the public lands of the United States to the benefit of speculators and to the detriment of actual settlers, and requesting that there should be no further approvals by the department "of selections from the State," until he could obtain an investigation of the subject by Congress. Thereupon the Governor addressed to the Secretary of the Interior and to Senator Call the letters, copies of which are hereto attached offering his zealous co-operation in any investigation if the suspicions of Senator Call extended to any agent of the State, but he has never been furnished with any specifications in the premises, nor any statement of the connection which might be supposed to exist between frauds in the U. S. Land Office at Gainesville and the approval of Swamp Lands to the State, or what the one was supposed to have to do with the other. The only knowledge which the Board has of the ground of the present investigation, or of the proceedings had therein, is derived from the printed record of a portion of the proceedings of the Committee, containing the testimony of S. R. Edwards and Albert Akers, and a copy of a question addressed by the Committee to S. I. Wailes and by him forwarded to the Governor, which question is as follows: "Are you able to state, and if so, do so in general terms—what disposition has been made by the State of Florida of Swamp Lands which have been selected since the act of 1857 confirming previous selections and patented to the State, and what the laws and practice at the present time are in regard to the purchase or sale of such State lands, and what Swamp lands which have been patented to the State are now owned by the State, and the terms on which they can be purchased."

Availing themselves of the courtesy of the Committee in offering to hear a statement on behalf of the State in

the matter, the Board of Trustees forward a general statement covering such matters as they suppose the Committee desire information upon, as well as they can judge in the absence of any definite statement of what is charged, or what is sought to be accomplished by the investigation.

The Swamp Lands granted to the State by the Act of Congress of Sept. 28, 1850, were by the Statute of Florida of January 6, 1855, vested in the Trustees of the Internal Improvement Fund, the Governor, Comptroller, Treasurer, Attorney General, and Commissioner of Lands and Immigration being ex-officio such Trustees. The trusts to which the lands are devoted by the original act and all amendatory acts are all in the direction of drainage and reclamation of the lands, but may be divided as to the means by which that end is to be accomplished into three, viz: (1) Internal improvements by railroads and canals, (2) drainage by works devoted immediately to that purpose, (3) encouragement of actual settlement of and cultivation of said lands by allowing pre-emptions not exceeding one section to any one settler. See Secs. 1, 2, 19, 40. McClellan's Digest Laws of Fla. Secs. 16, 29, of original act. A number of the railroad companies in the State have special land grants from this fund, varying in quantity, but subject to the general trusts of the act creating said Fund and its amendments; and every railroad or canal company incorporating under the general incorporation acts of the State becomes entitled to receive the alternate sections of land within six miles of its line, and indemnity within twenty miles, as the road or canal is completed in sections of six miles, as approved by Chapter 3166 Acts of 1879. Prior to the late war, a line of railroad was built from Fernandina on the Atlantic, to Cedar Keys on the Gulf Coast, and a line was built from Jacksonville in the direction of Pensacola as far as Quincy, and a road from Tallahassee to St. Marks, in all about 400 miles of road. The interest on the bonds of these roads was, under the Statutes, guaranteed by said fund including said swamp lands.—during and after the war default in payment of such interest was made by the railroads and the said Internal Improvement Fund; in 1871 suit was begun on behalf of bondholders in the United States Circuit Court, in pro-

cess of which a receiver of these lands was appointed, and they remained subject to the control of that court, although managed by the Trustees with the approval of the Court, until relieved by the Disston sale as hereinafter stated—Vose vs. Reed et al Trustees, 1 Woods U. S. Cir. Ct. R. 647; Vose vs. Trustees I. I. Fund of Fla. 2 Id. 647. These coupons with interest amounted to considerably more than a million of dollars, and the ordinary sales of the lands did not suffice to keep the debt from increasing, but the fund was being eaten up by compound interest, costs, receivers allowances, and other expenses of litigation, and it was obvious that only by making a sale of a considerable quantity of the lands at one time could the fund be saved. After endeavoring for several years both in the United States and in Europe, without success, to make such a sale, the Trustees finally succeeded in 1881, in selling four million acres of these lands, with the approval of the United States Circuit Court, to Hamilton Disston, of Philadelphia, for one million dollars. By this sale nearly all the debts of the fund were paid, the remaining lands were released, liberal provisions were made for settlers as hereinafter stated, contracts were made for extensive works for drainage and reclamation of such lands, and about fifteen hundred miles of railroads have been since built in the State, all aided from said fund and the most of them chiefly on the credit of lands received from said fund, in addition to the roads previously built by the aid of the fund. By these means transportation has been opened through all sections of the State, immigration has been brought in, the settlement of the country greatly facilitated, the value of the remaining State lands and of the United States lands increased, and much drainage and reclamation of these swamp lands accomplished. By these means in large part, the assessed property for taxation in the State has increased in value from about thirty million dollars in 1881, to about eighty six million dollars in 1887, and the taxes of the people have been greatly reduced. In addition to facilitating drainage by opening up the country, furnishing transportation and increasing settlement, the specifications for construction of all railroads receiving lands from the fund contain requirements as to ditches, and these hundreds of miles of ditches do accomplish

some drainage of such lands. It has been held by the Supreme Court of the United States that the grant of swamp lands was in presenti, that no trust attached to the lands, and that title to them derived from the State is not affected by the manner in which the State has performed her obligation as to drainage and reclamation of them—Mills County vs. R. R. Cos. 107 U. S. 557; Wright vs. Roseberry, 121 U. S. 488. But the Supreme Court of Florida has decided that the construction of railroads is a legitimate means of drainage and reclamation of these lands—St. Johns Railway Co. vs. Trustees I. I. Fund, 16 Fla. 531. A large quantity of the swamp lands have been expended specifically in the drainage of such lands, and the Trustees of said fund have from time to time, through the whole course of the management of such fund, made contracts and expended portions of such swamp lands in drainage of such lands, the largest of such contracts being with the Atlantic and Gulf Coast Canal and Okeechobee Land Company, wherein over a million acres of such lands have been expended in drainage, and with which company said Trustees now have a contract for the prosecution of the work of drainage by the expenditure of over three hundred and thirty thousand dollars.

The policy of the laws of Florida as to actual settlers on these lands has been liberal, and the administration of the Trustees has been and is governed by an earnest and diligent solicitude for the interests of such settlers and to secure to them all the rights, privileges and opportunities possible, and any intimations to the contrary, or that action is required of Congress or otherwise to secure the rights of actual settlers in lands of which these trustees have control, they repel as gratuitous and without any foundation of fact.

Of course this Board is not able to authorize persons now to enter upon, or to convey to them lands which have been previously conveyed to some one else; but in all contracts, reservations and conveyances the Board has been careful and diligent in protecting the interests of all actual settlers whether occupying under color of any right or merely as squatters. Previous to the Disston sale above mentioned, the most of these lands were unoccupied; but here and there persons had squatted on

them, who lived on them without paying anything for them, and without making any effort to acquire title. This may have been in some cases, on account of poverty, and in some cases because of ignorance of the method of proceeding to get title, but in some cases it was because of a desire to enjoy the use of the land without paying anything for it in purchase or in taxes. When the sale was made to Disston in 1881, the Trustees entered into an agreement with him that all persons settled on any of the lands bargained or conveyed to him should have the lands on which they were settled at the State prices, the maximum of which was one dollar per acre, and that they should have until January 1st, 1883, to pay for such lands. Notice of this was published by the Trustees in the newspapers of the various counties where the lands were situated, and blanks or forms of applications sent to all persons so situated who made applications to purchase such lands and deeds were executed to them free of any cost, other than the schedule price as aforesaid. In fact, the limitation to January 1st, 1883, has never been enforced, but upon a showing of bona fide settlement prior to the sale to Mr. Disston, he has always been willing if the land remained subject to his control to convey it to the settler and receive other lands from the Trustees instead thereof, and the Trustees have always been willing and anxious to make such arrangements. If any cases of individual hardship have occurred to settlers, they have not arisen from any lack of care or provision by the Board for their protection. There have been contests alleging attempts fraudulently to take advantage of these provisions for the protection of actual settlers by land speculators and persons having no bona fide settlements on the lands, also contests as to who of several was the actual settler on a certain piece of land; and the Board has from time to time sent out agents to investigate and report upon these matters, free of cost to the alleged settlers, and in determining whether or not a person was an actual settler their decisions have been liberal to the settlers. The general rule as to all reservations for railroads made since 1881, since which time nearly all the reservations under which railroads have acquired lands have been made, has been and is that the reservation is made "subject to the rights of actual settlers and sub-

ject to the further order of the Board." And the Board has exercised their reserved power liberally and freely in favor of actual settlers in all meritorious cases brought to their attention, and these opportunities of relief are generally known in the localities where the lands are situated, and settlers frequently and freely avail themselves of them. There are no fees, costs or technical requirements in these proceedings, nor is there anything strict or difficult in the proof of settlement required, as will appear by the form of affidavit and proof in use in such cases, hereto attached and marked "A." Where reservations have been made for railroads or canals and by reason of delay in the work it has appeared to the Board that the settlement of the lands was being impeded, the Board has in several such reservations allowed actual settlers to go into such reservations and purchase homesteads at the schedule price of one dollar per acre, as is shown by the form of application and proof in case of canal lands hereto attached and marked "B."

Under the statutes of the State and the rules of the Board any person can acquire swamp lands, not reserved, by paying one dollar per acre therefor. Any citizen of Florida, who is the head of a family, or is twenty-one years of age, can acquire eighty acres of such land at twenty-five cents per acre, by making affidavit that he desires it for his own actual settlement and cultivation, as shown by the usual form of application in such cases hereto attached and marked "C."

Any person who is an actual settler on such lands can preempt and acquire the title to such lands, not exceeding one hundred and sixty acres, in a compact form, in legal subdivisions, by applying for the same and paying one dollar per acre therefor in three installments, one third on entry, one third in two years thereafter, and one third in three years thereafter, as shown by the forms in use in such cases hereto attached and marked "D."

As to the selections of swamp and overflowed lands, we have only to say that they are selected by agents under the employment of this Board, but the proof of their character is made not to us but to the Secretary of the Interior of the United States, who considers the proofs, causes the lands to be examined by his own agents, and determines whether or not the lands selected are swamp

and overflowed. Of the lands so found by him to be swamp and overflowed and patented to the State, far the greater portion have been disposed of by the State to individuals, or to corporations for construction of railroads or canals, or for drainage. The lands so conveyed to corporations have been largely pledged for the moneys which have been expended in their works, or sold to individuals, including not only speculators but large numbers of settlers and immigrants. That your committee will lightly recommend any proceedings tending to cast a cloud on the titles to a very large portion of the lands in Florida, we do not believe, especially where they rest upon the faith of the patents of the United States after a determination of the facts by the Head of the Department who by the Act of Congress is vested with the final determination of the character of the lands, so far as the United States is concerned. The patented lands so remaining in this Board have been so examined, passed upon and confirmed, and we have no reason to doubt the correctness of the decisions in the premises of the officers by whom they were so examined and approved, and we affirm their conclusiveness. A large portion of these lands are involved in contracts with drainage and canal companies, and any attack upon the title of the State to them would not only be a serious injury to the State but to those people who have invested and are investing their money in these works upon the faith of the title of this Board to the lands under the patents of the United States.

Other large remaining portions of said lands are held by these Trustees to pay liabilities of said fund by sale of such lands, pre-emption and homestead as aforesaid, upon the terms aforesaid, which it will have been perceived are more favorable to settlers than the terms by which titles to United States lands can be acquired.

We cannot believe that the idea of an attack upon these titles by Congress will be seriously entertained, but realizing the great injury that would be done to the State and her citizens, as well as to the citizens of many other States who are pecuniarily interested, we have thought it proper to call your attention to these considerations.

As to the facts concerning the character of these lands, as has been said, the proof and reports are filed in the

Land Office in Washington and not with us, and we do not desire to make any assertions upon the subject; but it is a fact of common knowledge in this State at large bodies of lands are swamp and overflowed at certain seasons of the year, generally in the Summer and Fall, and during wet years, which in dry seasons or in dry years are very dry, so as to be periodically too wet for cultivation or habitation and yet sometimes very dry. This Board has had its attention particularly called to these facts in attempting to ascertain whether swamp lands have been drained and reclaimed under contract, and has met with great difficulty therein, men familiar with the country, whose honesty is unquestionable, surveyors and engineers, differing as to whether hundreds of thousands of acres have been drained and reclaimed so as to be fit for cultivation.

In the light of these facts, the opinions of a person, rendered with great confidence, upon an acquaintance with Florida, its lands and waters, derived from a sojourn in the State of a few months of one Winter and Spring, (the usual dry season), attacking and controverting every thing that has been done as to millions of acres of land, in the selections by the State's agents, examination by the United States agents, and approval by the Interior department, would hardly seem to be a basis for action by your committee.

A statement is appended showing approximately and generally the disposition of the swamp lands by the State, or such Trustees, and the amount remaining the title to which is still in this Board of Trustees. No account has been kept of the Swamp lands selected prior to the Act of 1857, distinct from those selected since and a separate statement of each would involve considerable time and labor, hence we have not been able to furnish it in the limited time. In conclusion this Board submits that the selections of the State of Swamp and Overflowed lands have been held without action in the Land Office in Washington for an unreasonable length of time, no patents of any consequence having been issued since the latter part of 1885, on account of this proposed investigation; and your committee having, we presume, become satisfied of the lack of any ground of action by Congress adverse to the State, we trust that your committee will make such

a report at an early day as may enable the State to have patented to her within a reasonable time the lands to which she is entitled. If your Committee desires any further information in the premises which it is in the power of this Board to furnish, such information will be cheerfully given.

Approximate Statement concerning Swamp and Overflowed lands patented to the State of Florida by the United States:

Patents received, acres.....	15992251
Disposed of by sales, preemptions, homesteads, &c.	6158610
Conveyed to Railroad Companies.....	5940010
Conveyed to Florida Coast Line Canal and Transportation Co.	92156
Conveyed to Atlantic & Gulf Coast Canal and Okeechobee Land Co. on drainage contract...	1174942
Patented lands title to which remains in the Trustees of the Internal Improvement Fund of Florida	2626532

Signed: E. A. PERRY, Governor.
 W. D. BARNES, Comptroller.
 E. S. CRILL, Treasurer.
 C. M. COOPER, Attorney General.
 C. L. MITCHELL, Comr. Lands & Immigration,
 Trustees of the Internal Improvement Fund of Florida.
 The Board then adjourned.

W. D. BARNES,
 Secy.

Tallahassee, Fla., Sept. 28th 1888.

The Board met in the Executive Office.

Present: E. A. Perry, Governor.
 W. D. Barnes, Comptroller.
 E. S. Crill, Treasurer.
 C. M. Cooper, Attorney General.
 C. L. Mitchell, Commissioner of L. & I.

The Secretary laid before the Board the application of Hon. Robt. W. Davis, Attorney for the Florida Southern Railway Company in behalf of said Company for alternate sections of land formerly reserved for the Tropical

Florida Rail Road Co. which it was claimed said road was not entitled to, because of change of route and which lie within six miles of the Florida Southern Railway between Leesburg and Pemberton's Ferry, and between Pemberton's Ferry and Lakeland. It was ordered to be filed for future consideration.

The Secretary also laid before the Board the application of Alfred Bishop Mason, Esq., in behalf of the River Division of the J. T. & K. W. Ry. for alternate sections of land along the line of its completed road—which was ordered to be filed for further consideration.

The report of Col. John Bradford, Engineer, upon the construction of 10 miles of the Thomasville, Tallahassee and Gulf Railroad approving the same was laid before the Board it is as follows:

Tallahassee, Fla., Sept. 10, '88.

Hon. Board Trustees I. I. Fund, Tallahassee, Fla.
Gentlemen:

Pursuant to your instructions I have inspected the Thomasville, Tallahassee and Gulf Railroad as far as completed, that is from Carrabelle eleven and one fifth (11 1-5) miles in a northeasterly direction and find an excellent road bed with full embankments and cuts properly constructed, and a good track laid of 56 pound steel rails. Cross ties (about 2500 per mile) are of excellent material with however a few under size as to thickness.

Curves and Grades are light, no curve being stiffer than three degrees except near the Carrabelle terminus. Grades all short and none greater than 52 80-100 feet per mile. Besides the portion completed I am informed that the company have completed the grading and crosstieing to Ocklocknee River, a distance of two miles. I respectfully recommend that this first section of ten miles be accepted by the State.

Respectfully submitted,
JNO. BRADFORD, State Engr.

The following bills were ordered to be paid:
N. M. Bowen, for printing for Salesman's Office, \$5.35.
Postage Salesman's Office for June, 7.00.
Postages Salesman's Office for July, 10.00.
Col. Bradford for inspecting T. T. & G. Ry, 100.00.

The Board then adjourned.

Attest:

W. D. BARNES,

Secretary.

Pres.

Tallahassee, Fla., Oct. 2, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

C. M. Cooper, Attorney General.

C. L. Mitchell, Comr. Lands & Im.

A letter from President Hoge of the Silver Springs, Ocala & Gulf Railroad was read requesting and urging that a deed for ten thousand acres of land be given them on account of road constructed and assuring the Board that they would push their road to completion at as early a day as possible. It was ordered by the Board that in view of the assurances that the road would be pushed to completion as fast as possible that a deed be issued to the road on account of road constructed for ten thousand acres.

The Board then adjourned.

President.

Secretary pro tem.

Tallahassee, Fla., Oct. 15, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

C. M. Cooper, Attorney General.

C. L. Mitchell, Comr. of Lands & Im.

A letter from Hamilton Disston was read asking for an extension of time to make the selection of lands under his contract to Dec. 1st, also to change the dates in which annual expenditures are to be made. The Board granted the request extending the time for filing selections to Dec. 1st, 1888. The Board declined to change the contract as to time of expenditures.

A letter was also presented from J. M. Mays, a representative of the Gainesville and Tallahassee Rail Road asking for further time in which to begin work, which was granted.

The Board then adjourned.

President.

Secy. pro tem.

Tallahassee, Fla., Oct. 20, 1888.

The Board met in the Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

C. M. Cooper, Attorney General.

C. L. Mitchell, Comr. Lands & Im.

A letter from Mr. J. D. Taylor of Lake City was laid before the Board for consideration asking that a reduction in the price of land he wished to buy be made.

The Secretary was instructed to inform Mr. Taylor that the schedule price of the particular piece of land he wanted was \$3.12½ cents per acre. That this Board would make a reduction of fifty cents per acre provided he would take all the I. I. land in said township which are the same terms and reduction heretofore granted by the Board to other parties.

The Board then adjourned.

President.

Sec'y pro tem.

Tallahassee, Fla., Nov. 17, '88.

Board met in Executive Office.

Present: E. A. Perry, Governor.

E. S. Crill, Treasurer.

W. D. Barnes, Comptroller.

C. M. Cooper, Att'y General.

C. L. Mitchell, Commissioner, &c.

The Secretary laid before the Board the application of Hon. J. G. Speer, President Apopka Canal Co. for deeds to the lands claimed to be due to it on account of their drainage contract, and for proceeds of 80 acres of the land sold by the Board to William Merritt.

The Board instructed the Secretary to advise Judge Speer that they do not feel authorized under the report made by Engineer to deed lands to the Apopka Canal Company until further tests of the effect of the drainage and further proof of the construction of the canal in compliance with the contract for navigable purposes, are made. And also to request Colonel Bradford, the Engineer, to make further report on these points as early as practicable.

Board then adjourned.

W. D. BARNES,
Secretary.

President.

Tallahassee, Fla., Dec. 8th, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
W. D. Barnes, Comptroller.
E. S. Crill, Treasurer.
C. M. Cooper, Att'y General.
C. L. Mitchell, Comr. &c.

Two communications were laid before the Board from the Atlantic and Gulf Coast Canal Co. in reference to land selected by them under their modified contract with the Board of Trustees dated Aug. 1st, '88. Asking that a larger amount of land be withdrawn than was stipulated in contract, after discussion, It was Resolved by the Board that the Board would not enlarge the area to be reserved by the Board beyond the amount named in the contract.

That in the matter of a reservation referred to in their communication for a Rail Road, the Secretary was instructed to write that in order to have a reservation made, a survey of the route would have to be made and filed with this Board.

The Board then adjourned.

W. D. BARNES,
Secretary.

President.

Tallahassee, Fla., Dec. 14th, '88.

Board met in Executive Office.

Present: E. A. Perry, Governor.
W. D. Barnes, Comptroller.
C. L. Mitchell, Comr. &c.

The Secretary called attention of the Board to renewed application of A. B. Mason, Vice President J. T. & K. W. Ry., for the alternate sections of land within six mile limit on the River Division of said road, from Sanford to Tavares which had been accepted and for which even numbered sections had been reserved on 11th August 1886. It was ordered that the salesman prepare deeds for same according to the map of the actually constructed line.

The Governor laid before the Board amended list of reserved lands furnished by the A. & G. C. C. & O. L. Co. reducing same to 1,200,000 acres which was filed with the Commissioner of Lands.

Application of Walter S. Graham to cancel entry No. 13,578 for E $\frac{1}{2}$ of SW $\frac{1}{4}$ Sec. 10 T. 35, R 40 S & E was considered and Granted, and purchase money, (\$80.00) ordered to be refunded to him.

The Board then adjourned.

W. D. BARNES,
Secretary.

President.

Tallahassee, Fla., Dec. 22d, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer. $\frac{1}{4}$
W. D. Barnes, Comptroller.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commissioner, &c.

Col. W. D. Chipley, in behalf of the P. & A. R. R. appeared before the Board and applied for additional lands to be conveyed to the P. & A. R. R. under its Legislative land Grant and action was deferred until amount of lands available for that purpose could be ascertained.

Gov. W. H. Gleason filed a petition to have returned to him certain coupons, or the money therefor, which he claims to have deposited with the Treasurer of the Fund

in for the purpose of purchasing lands, but which were not all applied to that purpose. The Board postponed action thereon for further investigation. The Bill of Chas Munroe for clerical work for Treasurer of the Board for the years 1887 & 1888 at \$50 per month was allowed for \$1200.

The Bill of W. M. McIntosh for clerical work for Secretary of the Board for the years 1887 & 1888 at \$33.33 1-3 per month was allowed for \$800.00.

Application of the S. S. O. & G. R. R. to have inspected that portion of its completed road from Ocala to Homosassa which was not previously inspected was read and the Secretary was instructed to request Col. John Bradford to make the inspection.

Mr. A. B. Mason appeared before the Board in behalf of the P. & I. Ry. and applied for deeds to lands on account of its Legislative Land Grant from Palatka to Enterprise, whereupon the following resolution was adopted:

Resolved: That the Palatka and Indian River Railway Company should receive land for its mileage between Palatka and Enterprise, patented and unpatented in the same ratio as the Pensacola and Atlantic R. R. Co. has received and that the Company of Lands prepare lists of patented land which can in his opinion be properly deeded, and unpatented land to be certified under this resolution and report the same to this Board.

The Board then adjourned.

W. D. BARNES,
Secretary.

President.

Tallahassee, Fla., Dec. 31st, 1888.

Board met in Executive Office.

Present: E. A. Perry, Governor.
E. S. Crill, Treasurer.
W. D. Barnes, Comptroller.
C. M. Cooper, Att'y General.
C. L. Mitchell, Commr. of Lands, &c.

Hon. W. H. Gleason appeared with his counsel, the Hon. D. S. Walker, Jr., and renewed the application

made on 22d, to have certain coupons, or the money therefor, refunded, which he claims to have deposited with the Treasurer of the Fund in . The Board decided that on account of the lengthy investigation the subject required, the amount of work already before the present Board, and the short time before their Term as Trustees would close, the matter could not be taken up and acted upon by them.

Col. W. D. Chipley renewed his application made on 22d for lands to be granted to the P. & A. R. R. under its Legislative land Grant, and the report of the Commissioner of Lands, showing that the Trustees could safely do so, it was resolved that deeds be made to said Railroad Company for 132,920 1-100 acres of patented lands and certificates for 361,630 99-100 acres of unpatented lands.

The Board then adjourned.

W. D. BARNES,
Secretary.

President.

Tallahassee, Fla., Jan'y 4th, 1889.

Board met in Executive Office.

E. S. Crill, Treasurer.

W. D. Barnes, Comptroller.

C. M. Cooper, Attorney General.

C. L. Mitchell, Commissioner, &c.

James A. Harris, of Citra, applied to have refunded to him the sum of \$50 0-100 he had paid for the SW $\frac{1}{4}$ of SE $\frac{1}{4}$ Sec. 6, T 24 S, R 25 E., embraced in entry No. 10854, which said land had been previously conveyed to S. J. Pearce. The order was given to have said sum of money refunded upon his making a quit claim deed to the Trustees.

The Secretary advised the Board that Col. John Bradford had filed a report on the construction of the S. S. O.

& G. R. R. from the North Bank of the Withlacoochee River to Homosassa approving same, and stating that with the 25 39-100 miles heretofore inspected and accepted there was a total mileage of 48 33-100 miles constructed. The report is as follows:

Tallahassee, Fla., Dec. 31, 1888.

To the Board of Trustees I. I. Fund.

Gentlemen: Pursuant to your instructions I have inspected the Silver Springs, Ocala and Gulf Rail Road from the North Bank of the Withlacoochee River to Homosassa and beg leave to report as follows, viz: The road is well constructed in accordance with the specifications of the Internal Improvement Act, and the modifications thereto allowed by your honorable Board, except perhaps a small amount of surfacing of the track at the lower end and a few ties needed at the same place which ties are now delivered along the line of road ready to be placed and will doubtless be in before the end of this week.

The Company begins today to run regular trains over the whole line from Ocala to Homosassa. They have constructed a substantial bridge over the Withlacoochee River, but as yet have not put in a draw; they are preparing to do so. The length of line inspected is as follows, viz: 1 62-100 miles of main line and 21 82-100 of Homosassa Branch, which, with the 25 39-100 formerly inspected and reported on, make a total of 48 83-100 miles. The measurements are taken from the location notes and not from rechainning after construction. I would respectfully recommend that the Road be accepted by the State.

Respectfully submitted,
JNO. BRADFORD,
State Engineer.

Col. T. C. Hoge, President of the S. S. O. & G. R. R. Co. appeared before the Board and asked that said Company be deeded one hundred thousand (100,000) acres of land on account of constructed road, as reported by the State Engineer, and stated to the Board that if they could receive that amount of land it was the purpose of the Company to extend its line of road at once from

Ocala to Palatka, and at an early day to build south west to Charlie Apopka Lake, and that the conveyance of the land asked for will greatly aid said company in so extending its road. After consideration by the Board it was decided upon the statements made and assurances given as to the extension of said road the Board resolved to deed to said Company the (100,000) one hundred thousand acres of land asked for.

The Board adjourned.

W. D. BARNES,
Secretary.

President.

I, William M. McIntosh, Jr., Secretary of the Board of Trustees of the Internal Improvement Fund of the State of Florida, do hereby certify that the foregoing pages contain true and correct copies of the original minutes of the proceedings of the Board of Trustees of the Internal Improvement Fund of the State of Florida, as appears of record in Volume 3, of the official minutes of the Board; containing the minutes of each meeting held, as recorded, beginning with the meeting held on July 5th, A. D. 1881, and ending with the meeting held on January 4th, A. D. 1889, which said Volume 3, is now in my official custody.

In testimony whereof I have hereunto set my hand and the Seal of the Trustees of the Internal Improvement Fund of the State of Florida, this the seventeenth day of September A. D. Nineteen hundred and four.

W. M. MCINTOSH, JR.
Secretary Board of Trustees of the Internal Improvement Fund of the State of Florida.



