PROSPECTUS

EVERGLADE CYPRESS COMPANY

On the southwest coast of Florida, in the counties of Lee and Monroe, are large strands of cypress, hundreds of acres of pine lands suitable for a turpentine and tie proposition, many acres of rich hammock lands which can be cultivated for orange and grape fruit groves, and there are possibilities of rice and cane fields. When this section is properly drained and penetrated by railroad it will prove one of the richest sections of the United States. Owing to the growing scarcity of timber throughout the country lumbermen have been investigating these cypress swamps, but have generally left the country believing it impossible to work the timber at present, owing to the remoteness from railroad of water transportation. Recent investigations made of the coast by licensed officers of the United States Merchant Marine Service have resulted in the discovery of a well protected harbor 17 to 20 feet in depth, affording good anchorage and a 12 foot channel to deep water in the Gulf. These soundings were taken at half tide--the difference between mean low and high water is three and one-half feet on this coast.

This harbor is situated among the keys and does not run directly to main land, there being about 1-1/2 miles of shallow bays and low keys intervening. Situated at the end of this harbor and distant from the main land one and one-half (1-/12) miles is an island 100 acres in extent, of coral and shell formation, rising 2½ feet above tide water. On this land it is proposed erecting a saw-mill, there being ample room for saw-mill, planing-mill, dry kilns, dry sheds, shingle sheds, yards, loading docks and quarters, and the nature of the ground affording a natural foundation for these buildings.

It will be necessary to trestle to main land over a shallow bay. Soundings taken of this bay have shown 10 to 12 feet of sand and mud underlaid by solid coral rock, which will reduce cost of construction to the minimum. Along this coast are thousands of islands which are covered by a heavy growth of black mangrove. As this wood is proof against attacks of the Teredo bug, it will be used for trestling and docks. Wells sunk to a depth of 300 and 400 feet some distance North of this island give an ample flow of water. The water is somewhat hard but as it is already being used in boilers after being neutralized by use of chemicals, no undue trouble is anticipated from this source. The timber is distant from proposed sight of saw-mill some six to eight miles. In order to reach it a broad gauge railroad will be built on the prairie, similar to all roads built in Florida. In order to minimize the cost of erection of the mill it has been deemed advisable to erect a small portable circular saw mill close to the timber in order to cut lumber for the mill buildings, docks, quarters etc., which will take about one million feet.

Following will be found copies of letters received from Mr. J.L. Skeith of Norfolk, Va., representative of Messrs Allis-Chalmers Co., Milwaukee, Wis., also petition of Captain Phillips and Neuman, who were employed to locate channel and harbor.

"From a saw-mill man's point of view, I beg to submit herewith a report on your proposition in South Florida. After being on the ground and looking the matter over carefully, with a view of locating a saw-mill, I beg to advise that the site selected is one of the most favorable the writer has seen in years. The principal points to be considered in selecting a mill site, are, a proper place for the storage of logs in the boom at the mill, which will be safe from allstorms or currents and other elements which would destroy the property; the formation of the soil upon which the mill is to be built, and the shipment of lumber with the least possible amount of handling, together with good shipping facilities.

All these good points you have on the site selected for your mill. Inside of the Island you have ample room to hold several million feet of logs, which can be dumped right off the logging cars into the mill pond and where they will be safe from all storms.

The soil of the island, as I undersant it, is composed of

coral and shell, which will make a very good foundation for a saw-mill of the capacity which you propose to build. In this connection I want to say that I was a little solicitous, upon my first view of the islands, as I thought they were all of a soft formation, but the one selected is amply large for your saw-mill, dry kilns, dry sheds, shingle sheds and loading docks, and on account of the formation of the soil, the cost of putting in foundations and of erection will be reduced to the minimum.

After taking these things into consdieration, I deem it a very favorable proposition."

(Signed)

J.L. Skeith.

New Orleans, May 17/04

To the Hydrographic Office:-

Sirs: We the undersigned licensed officers of the United States Merchant Marine Service, have been employed by a large firm that intend putting up a saw-mill and railroad on the west coast of Florida and to employ a large fleet of vessels. We started at the South (S.W.) west point of Indian Key and sounded out about four miles to sea on South (S.W.) west course and found twelve (12) to thirteen (13) feet of water at half (1/2) tide and at the end of the course we found fifteen feet of water where we placed a large barrel, returning on a North (N.E.) east course we found the same water and about two (2) miles from the Key, on a line with the barrel, we placed a small tree also on the South (S.W.) west point of Key. Close in we placed another tree and further to Southard of tree on the point we found fourteen (14) feet of water and sounding in and across the Harbor we found from seventeen (17) to twenty (20) feet of water, and we are satisfied that vessels drawing from 10 to 12 feet of water can carry in and out cargoes with safety. The Harbor is large with good anchorage. Now, as the firm intend to ship the machinery for the mill and road and will expend a large amount of money on the road, which will be from 10 to 12 miles long with three miles of trestle work from the Key, we earnestly petition that you will have buoys or beacons placed in the best positions for guidance or navigators going there. Said Key is called by the natives "Indian Key" and is about two (2) miles N.W. of Sand Fly Pass.

We are respectfully, Sirs, your obedient servants.--- Signed, F.C. Phillips, A. Neuman, Captains of Steam and Sailing Ships and Gross tons, Ocean Seas and Gulfs; also Pilot Miss. River Harbors to sea, also Coast Pilot Poth Pass to Grand Cailliou."

As the Harbor is about sixty-five (65) miles from Fort Myers, the Terminal of the Atlantic Coast Line Railroad, it will be necessary, in order to carr supplies, etc., to buy a tug boat and several barges as well as a fast launch. Fifteen miles north of the Harbor is a small shipbuilding plant where barges will be built. At this point there is also large general store, also on the main land where proposed railroad is to run, is a settlement of some forty white families with Post Office and large general store. The question of labor has been thoroughly looked into and owing to an equable climate and healthful surrounding country, proposed substantial quarters, fresh vegetables, fish and shell fishin abundance, it would seem to make an ideal location for a large plant and lessen the chance for dissatisfaction among the large force of employees necessary to carry on the business.

It is proposed to charter a company to be called EVERGLADE CYPRESS COMPANY under the laws of the State of New Jersey, with a capital stock of $1,000, par value of shares $100,00; the company to erect a plant and provide manufacturing and transportation facilities for marketing cypress lumber as outlined in the foregoing prospectus, also to own a large amount of cypress timber secured at prices that will enable the manufacturing plant to realise a very satisfactory profit.

All the money for this operation will not be required for 18 months and no call on account of subscriptions will be made until $500,000 or more has been subscribed, subscriptions to be

paid into a Trust Company yet to be named as Trustee.

Calls will be made as follows:

5% August 1, 1904
15% October 1, 1904
30% January 1, 1905
10% March 1, 1905
10% June 1, 1905
10% August 1, 1905
10% October 1, 1905
10% December1, 1905

We the undersigned hereby surscribe for the amount of stock set opposite our respective names subject to the conditions of the foregoing papers.

ESTIMATED COST OF CONSTRUCTION OF RAILROAD AND DOCKS

Trestling two miles from island to main land.

Piling--bents 8' apart--4 pilings each bent.

100' to pile	600,000'		
Stringers 12 x 12	250,000'		
Caps 12 x 12 for lumber	200,000'	1,050,000	
@ $10,00 per M.		$10,500	
Coast driving piling		6,000	
Allowing $5.00 per M ft. for construction		5,250	$21,750

10 Miles Railroad on Prairie.

Rails, ties, spikes, belts, connecting plates & construction @ $6500 per miles			$65,000

Docks, Trestle to Docks, Mill pond, etc.

Piling	250,000'		
Caps	130,000'		
Stringers	60,000'		
Planking & Joists	230,000'		
Sheds	150,000'	820,000'	
@ $10.00 per M.		$8,200	
Cost driving piling		2,500	
Allowing $5.00 per M. ft for construction		4,100	14,800

Tramways in Yard

6" x 8" bents.	28,000'		
Planking 2"	107,000'	135,000'	
@ $10.00 per M		$1,350	
$5.00 construction		675	2.025
Amount carried forward			$103,575

	Brt. For'd		$103.575

MILL

Timber used in construction of mill	$80,000'		
Sheathing for sides and roof	42,000'		
Floors 3"	84,000'	206,000	
Construction $20,00 per M		$4,120	
Cost of lumber $10.00 per M		2,060	6,180
Material and construction of boiler house		$4,000	
Foundation for boilers, egines, pumps		3,000	
Machinery for saw-mill, including boilers, engines, lathe & shingle mills		35,000	
Belting		3,000	
Tools for machine shop and blacksmith shop		3,000	
Saws		2,000	
Tools supplies and extras for saw-mill		2,000	
Cost of installing machinery		10,000	
Whitewashing and painting		1,000	63,000
Electric Light Plant			4,000
Fire pump house, material & construction		$1,000	
Fire pump boilers		3,000	
Water main, branch lines, hose etc.		2,500	7,000
Dry Kilns 4 kilns			20,000
Portable saw-mill installed			5,000
Wells & tanks			3,000
Pile drivers		$1,000	
Winches & derricks		4,000	5,000
Office building, store building & quarters			40,000
Stock for store			10,000
Insurance on plant ; 1-1/2 @ 3% $250,000			7,500
			$274.255

Locomotives, cars, skidders & equipment

3 Locomotives	@	$3,000	$9,000	
60 cars	@	200	12,000	
5 skidders		8,000	40,000	
Incidentals		2,000	2,000	63,000

Tug, Launch & barges

1 tug	@	$ 4,000	$ 4,000	
1 launch		4,000	4,000	
3 barges		250	750	8,750

50 tons wrought iron #20, per ton	1,000
Freight	20,000
Mules & Lumber buggies	3,000
Temporary quarters	1,500
Administration	25,000
~~Working Capital~~	~~103,495~~
Total	103,495 500,000

Lumber at Mill

Mill run $ 22.00

The cost of operating after summing up the statistics of various lumber companies is as follows:

Stumpage per M ft.	2.00	
Felling	.50	
Logging	3.50	
Manufacturing	2.00	
Stacking	.50	
Loading	.50	
Administration	.50	9.50
Estimated profit		$ 12.50

This does not include profit on shingles or lathes which will amount to $250 per day. Allowing 300 working days

Mill 100,000 ft. @ $12.50 per M...	$1,250
Shingles, etc.	250
Total	1,500

300..... 450.000 per yr.

SUMMARY

Mill	
Saw-mill, dry kilns, electric light plant, portable saw-mill, machine shop, fire pump house	$105,180
Railroad	
12 miles railroad and tramways	88,775
Rolling stock	
Locomotives, cars, skidder	63,000
Docks	
Docks, trestle to docks, mill pond	14,800
Boats	
Tugs, launches and barges	8,750
Buildings	
Offices, quarters, temporary quarters, store with stock	51,500
Miscellaneous	
Pile drivers, derricks, mules, freight, wells, tanks&iron	39,500
Administration	25,000
Working Capital	103,495
Total	$ 500,000