

Memorandum; of observations made on trip over Ingraham Highway  
or "Cape Sable Road" May 7th, 1919, by Messrs.  
W. W. Dewhurst, F. S. Morse and F. J. Pepper.

S.W. 538

We drove by automobile to a point measured by speedometer, eighteen miles below Royal Palm Hammock, which is a short distance below Township Line between Townships 59 and 60 between Sections 2 and 3 of 60-35. From here we went by launch accompanied by Mr. Freeman in charge of the road work, to the dredge which is digging as best we could determine at a point somewhere near the Northeast corner of Section 17-60-35.

The road for the whole 18 miles over which we rode has been machine worked with scarifier, plow and rollers and has been finished to a smooth but uneven surface to an estimated width of from 10 to 14 feet. While the surface is smooth, as just stated it is uneven with a great many rises and small hollows, making it almost impossible to travel faster than ten miles per hour by automobile, and very uncomfortable at any speed. To correct this it would seem necessary to haul in and spread over the surface to a depth necessary to make it uniform, fine pit rock which should be thoroughly rolled and oiled if possible. It would not seem that the present finish could be very much improved by further plowing or scarifying, for the reason that the embankment or roadbed is filled with hard boulders of all sizes which would be pulled out by the machinery causing more holes and uneven places.

For the most part the roadbed is practically a solid rock fill, with the exception of the last three or four miles now under construction where low muck land and marshes have been encountered; in these low places there is to be found more or less muck, roots and tree trunks mixed with rock in building up the roadbed, but after it is well settled it is thought a proper top dressing with fine rock will make a good road.

There is a good deal of surplus rock material piled along the roadbed at different places, and from where the road turns south in Mr. Dewhurst's land the dredge has piled up along the embankment at regular intervals of one mile sufficient surplus material to make turn-outs or approaches for new roads to get up on the main road from the lower lands.

From observations made from the top of the dredge through glasses it would appear that the dredge for the past two or three miles and for possibly a half mile further is passing through the lowest land encountered, being mangrove swamp and hammock. The water in the canal through this low stretch is brackish, but Supt. Freeman advises has shown up as brackish only in the past few days and is of the opinion that it is caused from drainage to the canal from some of the near-by sloughs.

Pepper.

May 8th, 1919.