

## ↪ ENDNOTES ↪

1. William J. Hull and Robert W. Hull, *The Origin and Development of the Waterways Policy of the United States* (Washington: National Waterways Conference, Inc., 1967), p. 9.
2. Todd Shallat, *Structures in the Stream: Water, Science and the Rise of the U.S. Army Corps of Engineers* (Austin: University of Texas Press, 1994), p. 118.
3. *Ibid.*, 119.
4. *Ibid.*
5. *The Intracoastal Waterway: Part I - Atlantic Section*, Army Corps of Engineers (January 1948), p. 2.
6. *Preliminary Report of the Inland Waterways Commission*, 1908, (GPO, Washington, D.C.) [Gallatin Report at pp. 535-581], p. 538-44; see, also, Ronald E. Shaw, *Canals for a Nation: The Canal Era in the United States, 1790-1860* (Lexington: University Press of Kentucky, 1990), p. 23.
7. Shallat, *op. cit.*, p. 123.
8. James Madison, Veto Message, March 3, 1817, *Messages and Papers of the Presidents*, II, 569-70.
9. Shallat, *op. cit.*, p. 26. See, also, Shaw, *op. cit.*, for an excellent comprehensive study of early canal history.
10. Shallat, *op. cit.*, p. 80.
11. *Ibid.*
12. *Ibid.*, p. 123.
13. *Ibid.*, p. 125.
14. Forest G. Hill, *Roads, Rails & Waterways; The Army Engineers and Early Transportation* (Westport: Greenwood Press, 1957), pp. 48-49.
15. Shallat, *op. cit.*, p. 127.
16. S. A. Thompson, "The Ups and Downs of Waterways," *National Waterways*, VIII (September, 1929), p. 9; see, also, "An Economic Survey of Inland Waterway Transportation in the United States," (Washington: Association of American Railroads, Bureau of Railway Economics, 1930), p. 33.
17. George E. Buker, *Sun, Sand and Water: A History of the Jacksonville District U.S. Army Corps of Engineers 1821-1975* (Fort Belvoir, VA.: U.S. Army Corps of Engineers, GPO, 1981), p. 113.
18. Shallat, *op. cit.*, p. 128-29.
19. Buker, *op. cit.*, p. 113.
20. "An Act to open a Steam boat passage near to the Atlantic coast," Acts of the Legislative Council of the Territory of Florida, 7th session, 1828, (Tallahassee: William Wilson, 1829).
21. "An Act to incorporate the Planters and Citizens' canal company, in the Eastern district of Florida," Acts of the Legislative Council of the Territory of Florida, 8th session, 1831, (Tallahassee: William Wilson, 1832), p. 76.
22. Nelson M. Blake, *Land into Water—Water into Land: A History of Water Management in Florida* (Gainesville: University Presses of Florida, 1980), p. 31, citing Acts of 1837, pp. 26-31, 12 Feb. 1837.
23. Sidney Walter Martin, *Florida During the Territorial Days* (Athens: University of Georgia Press, 1944), pp. 132-33; 136-37.
24. "Intracoastal Waterway," Army Corps of Engineers, 1940, *op. cit.*, p. 2.
25. Hull, *op. cit.*, p. 15.
26. *Ibid.*, p. 18.
27. *Ibid.*
28. Buker, *op. cit.*, pp. 114-15.
29. *Ibid.*
30. *Ibid.*, pp. 116-17. See, also, Joe Knetsch, "Steps Toward the Intracoastal Waterway: The Blake Surveys of 1843 and 1845," *Tequesta*, LIV, 1994, p. 27. Worth to Aber, November 10, 1843 recommending Haulover Cut, Territorial Papers (TP), XXVI, Florida. 1839-1845, p. 780; and, Blake to Worth, December 11, 1843, survey and proposal for cut, TP, p. 803, with quoted bracketed material supplied.
31. Hull, *op. cit.*, p. 17.
32. Joe Knetsch, "John Darling, Indian Removal, and Internal Improvements in South Florida, 1848-1856," *Tampa Bay History*, Fall/Winter 1995, p. 13, citing Darling to Brown, May 6, 1851, corresp., Florida Department of State, Division of Archives and Records Service, Series 755, Carton 2 [emphasis added].
33. Buker, *op. cit.*, p. 116. For biographical background on Wright, see, *Appleton's Cyclopaedia of American Biography*, ed. James Grant Wilson and John Fiske (New York: Appleton, 1888); Ezra J. Warner, *Generals in Blue: Lives of the Union Commanders* (Louisiana State Press, 1964), pp. 575-6; and, *Army Register for January, 1884*, Corps of Engineers, p. 36.
34. Hull, *op. cit.*, p. 23.
35. Buker, *op. cit.*, p. 116-17.
36. Jerrell H. Shofner, *Nor Is It Over Yet: Florida in the Era of Reconstruction, 1863-1877* (Gainesville: University Presses of Florida, 1974), p. 118, citing TIIIF Minutes of April 9, 1867, meeting.
37. Blake, *op. cit.*, p. 45.
38. *Ibid.*, p. 47.
39. Intracoastal Waterway, Part I, ACE, *op. cit.*, p. 2.
40. Act of Legislature of Florida, February 19, 1874, providing a law for the incorporation of railroad and canal companies.
41. Act of Legislature of Florida, March 12, 1879.
42. Buker, *op. cit.*, 116-17.
43. J. E. Dovell, *Florida Historic, Dramatic, Contemporary* (New York: Lewis Historical Publishing Company, Inc.), II, p. 612.
44. Shallat, *op. cit.*, p. 102.
45. *Ibid.*, Appendix A. For biographical background on Gillmore, see, *Appleton's Cyclopaedia of American Biography*, ed. James Grant Wilson and John Fiske (New York: Appleton, 1888), noting Gillmore's participation as one of the judges at the Centennial Exhibition of 1876; Ezra J. Warner, *Generals in Blue: Lives of the Union Commanders* (Louisiana State Press, 1964), pp. 176-7; and, *Army Register for January, 1884*, Corps of Engineers, p. 36. *The Years of the Olmsted, Vaux & Company* [Olmsted Papers], ed. David Schuyler and Jane Turner Censer, (Baltimore: Johns Hopkins University Press) VI, p. 499, describes Gillmore as president in 1872 of the New York and Long Island Beton Coignet Company, a firm which provided a patented artificial stone for the construction of an archway at Prospect Park designed by Olmsted. See Gillmore's report of November 3, 1884, in Annual Report of Chief of Engineers, 1884, p. 1291, for report of preliminary examination in 1884 of route from St. Johns River to Jupiter Inlet and Lake Worth, waterway, via Mosquito Lagoon and Indian River.
46. Prospectus, *The Atlantic and Gulf Coast Canal and Okeechobee Land Company (1881)*, St. Augustine Historical Society collection, pp. 3-4.
47. *Ibid.*
48. Laws of Florida (1881), c. 3327; Certificate of Filing Articles of Association (Incorporation) for Florida Coast Line Canal and Transportation Company, Corporation Record No. 1, page 29, Public Records of Broward County, Florida, filed on May 7, 1917; Sholtz Green & West letter to FIND dated October 22, 1927, describing the history of the Florida Coastline Canal & Transportation Company. Articles of Incorporation of Florida Coastline Canal & Transportation Company, Office of the Secretary of State, Articles of Incorporation Book B, Page 562. These articles were authorized by Laws of Florida (1885), c. 1987, § 12.
49. Juneanne Wescoat Glick, *Waistcote, Westcoatt, Wastcote, Westcot, Wescoat, Westcott, Wescott, Wescote, Westcoat, Wasgatt, Wesket, Yescut, Wisgitt, Etc.*, (Clayton, NJ: Juneanne Wescoat Glick, 1991), pp. 133-43. This is a genealogy published by a family member in New Jersey, a copy of which is in the St. Augustine archives. The book draws on numerous primary sources. *Appleton's Cyclopaedia of American Biography*, VI, p. 442, states that James D. Westcott "occasionally" performed the duties of governor while serving as Secretary of the Florida Territory.
50. Westcott to Coryell, January 14, 1882. Transcribed by Dr. Joe Knetsch, Florida Division of State Lands, July 28, 1992. Photocopy of the original letter is located in the Florida Collection, Florida Department of State, Tallahassee, Florida.
51. *Ibid.* On June 27, 1882, pursuant to statute (Laws of Florida (1882), c. 1987, § 12), the canal company filed in the office of the Florida Secretary of State a resolution declaring that the true intent of the articles of association was to remove all shoals and obstacles "from the St. Johns river on the north and Biscayne Bay on the south" such

- that "steamers boats or vessels navigating the same drawing three (3) feet of water or less" shall pass. *State v. Florida Coast Line Canal & Transp. Co.*, 75 So. 582, 587 (Fla. 1917).
52. State Deed executed by Trustees of the Internal Improvement Fund (hereinafter "TIIF") in favor of Florida Coast Line Canal and Transportation Company on May 13, 1885, and recorded May 22, 1885, in Deed Book "EE," Page 76, of the Public Records of St. Johns County, Florida.
53. *National Cyclopaedia of American Biography* (Ann Arbor: University Microfilms, 1967) 14:440-41.
54. George F. Miles, "History of the Florida Coast Line Canal and Transportation Company," undated typed manuscript, transmitted to Gilbert A. Youngberg by letter dated September 30, 1928 which Miles states was written for the Manufacturer's Record or for the Atlantic Deeper Waterways Association. Gilbert Youngberg Papers, Box 4, Folder 1, Special Collections, Rollins College, Winter Park, Florida (hereinafter Youngberg Papers), p. 2.
55. *Ibid.*, p. 3.
56. *Ibid.*, pp. 3-4. Miles associates in the "Cape Cod Ship Canal" venture included Sir Landford Fleming, former Chief Engineer of the Canadian government, and Sir John Abbott, then Premier of Canada. In the Florida venture, Miles employed Chicago engineer Elmer L. Corthell to examine the Florida canal route and estimate the construction cost. According to Robert H. Farson, *The Cape Cod Canal* (Middletown, NY: Wesleyan University Press, 1977), pp. 26-27, Corthell organized the Massachusetts Maritime Canal Company to dig a Cape Cod canal in 1896. Three years later, Corthell, in association with consulting engineer Col. Alfred L. Rives, drew up plans for another Cape Cod canal.
57. *Ibid.*, p. 5.
58. TIIF Deed executed in favor of the Florida Coast Line Canal and Transportation Company (hereinafter "Canal Company") on September 24, 1890, and recorded on December 2, 1890, in Deed Book D, Page 362, of the Public Records of Dade County, Florida.
59. Warranty Deed executed by Canal Company in favor of Duncan U. Fletcher, Jacksonville, Florida, on November 22, 1890, and recorded in Deed Book "D," at page 402, of the Public Records of Dade County, Florida.
60. Warranty Deed executed by Duncan U. Fletcher and Anna Louise Fletcher, his wife, in favor of The Florida Fiber Company on January 13, 1891, and recorded in Deed Book "D," at page 402, of the Public Records of Dade County, Florida.
61. Letters of E. C. Patterson to State Land Office, May 23, 1890, and to E. B. Wombwell, July 2, 9, and 21, July 31, 1890. Florida State Archives, Series 914, Carton 47. Copies of these copies were made available to the author by Dr. Joe Knetsch, Tallahassee, Florida.
62. Juno *Tropical Sun*, April 21, 1892.
63. "Results of the East Coast Canal," *The Tropical Sun* (Juno), March 25, 1891. March 3rd, New Smyrna, Florida. P. in *Times-Union*.
64. *Ibid.*
65. Juno *Tropical Sun*, May 6, 1891 [no title], p. 4.
66. Warranty Deed executed by Canal Company in favor of James L. Colee on June 20, 1891, and recorded in Deed Book "E," at page 150, of the Public Records of Dade County, Florida (Dade Transfer Book 1, Pages 103-105).
67. See, Cooper Kirk, "Foundations of Broward County Waterways," *Broward Legacy*, vol. 8, nos. 1 & 2 (Winter/Spring 1985) for Kirk's observations about the confusion surrounding the naming of Colee Hammock. Perhaps early settlers mistakenly spelled "Colee" as "Cooley"; in St. Johns County, the name Colee is pronounced like "CooLy." Biographical information on Colee may be found in "J. L. Colee, Sr., Is Taken By Death," *St. Augustine Evening Record*, January 8, 1912.
68. Warranty Deed executed by Canal Company in favor of Henry Gaillard on July 8, 1892, and recorded in Deed Book "G," at page 68, of the Public Records of Dade County, Florida (Dade Transfer Book 1, Page 131).
69. Warranty Deed executed by Canal Company in favor of Boston and Florida Atlantic Coast Land Company on January 4, 1892, and recorded in Deed Book "E," at page 343, of the Public Records of Dade County, Florida (Dade Transfer Book 1, Pages 114-117).
70. Warranty Deed executed by Canal Company in favor of Albert Sawyer, Trustee, on May 26, 1892, and recorded in Deed Book "E," at page 343, of the Public Records of Dade County, Florida (Dade Transfer Book 1, Pages 114-117). Swan to Winters, January 8, 1950, Youngberg Papers, Box 5, File 17.
71. Gilbert A. Youngberg, "The East Coast Canal," *Florida Banker*, VII, 9 (September 1931), p. 24, Youngberg Papers, Box 4, Folder 1.
72. Miles, *op. cit.*, p. 7.
73. "Stagecoach Visits Fort Lauderdale in 1893," Titusville *Advocate*, reprinted in *Tropical Sun* (Juno), March 9, 1893, page 2.
74. Edward N. Akin, "The Sly Foxes: Henry Flagler, George Miles, and Florida's Public Domain," *Florida Historical Quarterly*, vol. LVIII, no. 1 (July 1979), p. 29. See, also, Edward N. Akin, *Flagler: Rockefeller Partner and Florida Baron*, (Gainesville: University Press of Florida, 1991, ppr.), pp. 177-80, for a discussion of Flagler's investment and subsequent disinvestment in the canal company.
75. Miles, *op. cit.*, pp. 6, 11-12.
76. *Business Directory Guide and History of Dade County, Fla. for 1896-97*, C. M. Gardner and C. F. Kennedy, Publishers, West Palm Beach, Florida (Tropical Sun Print) (hereinafter, "Business Directory"), p. 54.
77. *Ibid.*, p. 14.
78. *Ibid.*, p. 20.
79. *Ibid.*, p. 22.
80. *Ibid.*, p. 72.
81. Youngberg, *op. cit.*, pp. 24, 28.
82. *Business Directory, op. cit.*, p. 28.
83. *Ibid.*, p. 31. The Indian River Steam-Boat Company was organized in 1886 to transport freight, passengers and the mail on the Indian River. In 1891, the company was in litigation with a competing business, the East Coast Transportation Company, which had been organized by R. P. Paddison, George M. Robbins, and Walter S. Graham. The Indian River company unsuccessfully contended that the East Coast company had no right to use certain Titusville dock and pier facilities on the river, which the Indian River company had leased from Flagler's railway. *Indian River Steam-Boat Co. v. East Coast Transp. Co.*, 10 So. 480 (Fla. 1891).
84. *Business Directory, op. cit.*, p. 30.
85. *Ibid.*, p. 46.
86. *Ibid.*
87. "The East Coast Canal: Extension of Time for Construction—The Investigation Report," *Tropical Sun* (West Palm Beach), May 20, 1897 quotation of article appearing in May 16, 1897 issue of the *Florida Citizen*.
88. *Business Directory, op. cit.*, p. 32.
89. *Ibid.*
90. *Ibid.*, pp. 33, 36.
91. *Ibid.*, p. 33.
92. *Ibid.*, p. 47.
93. "The East Coast Canal: Extension of Time for Construction—The Investigation Report," *Tropical Sun* (West Palm Beach), May 20, 1897, quotation of article appearing in May 16, 1897 issue of the *Florida Citizen*.
94. Akin, *Sly Foxes, op. cit.*, p. 31.
95. Warranty Deed executed by the Florida Coast Line Canal and Transportation Company in favor of the Model Land Company on February 28, 1896, and recorded on June 16, 1896, in Deed Book "O," page 166 of the Public Records of Dade County, Florida. The deed is signed by J. R. Parrott, as Vice President of the Florida Coast Line Canal and Transportation Company. James Parrott was for many years head of Flagler's railroad and his right-hand man. See, e.g., David Leon Chandler, *Henry Flagler*, (New York: MacMillan Publishing Company, 1986), pp. 145, 236. Flagler named Parrott in his will as successor president of the Flagler interests, but Parrott assumed those duties prior to Flagler's passing; Parrott, however, died just five months after Flagler's passing. *Ibid.*, p. 267.
96. Youngberg, *op. cit.*, p. 28.
97. Akin, *Sly Foxes, op. cit.*, p. 33.
98. *Business Directory, op. cit.*, p. 93.
99. *Ibid.*
100. "The East Coast Canal: Extension of Time for Construction—The Investigation Report," *Tropical Sun* (West Palm Beach), May 20, 1897, quotation of article appearing in May 16, 1897 issue of the *Florida Citizen*.
101. Mather, *op. cit.*, pp. 13-14.
102. The following were the state legislative

acts reserving and confirming, and continuing and extending, grants and reservations of lands for canal company: Act of Feb. 6, 1885, Ch. 3641; Act of May 29, 1889, ch. 3995; Act of May 27, 1893, ch. 4284; Act of May 31, 1897, ch. 4623; Act of May 22, 1899, ch. 4846; and, Act of May 30, 1903, ch. 5279.

<sup>103</sup> Miles, *op. cit.*, pp. 8-9.

<sup>104</sup> Harold G. Moulton, *Waterways Versus Railways* (Boston: Houghton Mifflin Company, 1912), pp. 1-4. Moulton's treatment, although somewhat polemical, is a rare study of inland waterway association activities in the early 1900s.

<sup>105</sup> "All Canal Plans To Have Fair Show," *New York Times*, December 5, 1907, 2:5.

<sup>106</sup> "Plans for Deep Waterways," *New York Times*, November 19, 1908, 8:5.

<sup>107</sup> Emory R. Johnson, et al., *Transportation by Water* (New York: D. Appleton-Century Co., 1935), p. 546.

<sup>108</sup> Youngberg, *op. cit.*, p. 28.

<sup>109</sup> Hull, *op. cit.*, p. 31.

<sup>110</sup> Mather, *op. cit.*, p. 9.

<sup>111</sup> *Ibid.*, pp. 10-11.

<sup>112</sup> *Ibid.*, p. 12.

<sup>113</sup> Bill of Complaint, filed June 31, 1904, *Florida Coast Line Canal & Transp. Company v. Trustees of Internal Improvement Fund*, in Second Judicial Circuit, Leon County, Tallahassee, cited in sworn answer

of the canal company in subsequent litigation, *Florida East Coast Railway Co. v. Albert W. Gilchrist, et al, Trustees of the Internal Improvement Fund of Florida, et al.*, Chancery Case No. 59, in the Circuit Court of the Seventh Judicial Circuit in and for Palm Beach County, (hereinafter "FEC v. TIIF (Palm Beach)") pp. 30-37. A copy of the 1906 Agreement is attached to the Answer.

<sup>114</sup> Miles, *op. cit.*, p. 10.

<sup>115</sup> TIIF minutes, July 31, 1909, pp. 166-67; January 10, 1910, pp. 285-87. Sworn answer of Canal Company, *FEC v. TIIF (Palm Beach)*, *op. cit.*, pp. 35-36.

See, Samuel Proctor, *Napoleon Bonaparte Broward: Florida's Fighting Democrat* (Gainesville: University Press of Florida, 1993, paperback), pp. 128, 133, and 306, for excellent background information on the close relationship between Barrs and Broward. Proctor notes that Barrs was an active pallbearer at Broward's funeral in 1910.

TIIF minutes for October 7, 1909, meeting also show Barrs appearing as an attorney for the trustees of the Hamilton Disston estate during this same period of time. Barrs was pressing the trustees for conveyance of a land grant to which Barrs believed the St. Cloud Sugar Belt Railway Company was entitled.

<sup>116</sup> Answer of Canal Company, *FEC v. TIIF (Palm Beach)*, *op. cit.*, p. 37.

<sup>117</sup> Bill of Complaint, *FEC v. TIIF (Palm Beach)*, *op. cit.*

<sup>118</sup> Bill of Complaint, *Florida East Coast Rail-*

*way v. Fla. Coast Line Canal & Transp. Co., et al*, Chancery Case No. 1162, Circuit Court in and for St. Johns County (hereinafter "FEC v. Canal Co. (St. Johns/Putnam)")

<sup>119</sup> Order Changing Venue, *FEC v. Canal Company (St. Johns/Putnam)*, on May 19, 1913, filed May 26, 1913, and recorded in Minute Book E, on page 286, St. Johns County Circuit Court.

<sup>120</sup> Progress Docket, page 2, *FEC v. TIIF (Palm Beach)*, *op. cit.*

<sup>121</sup> Order of Dismissal, August 2, 1913, *FEC v. Canal Company (St. Johns/Putnam)*, *op. cit.*

<sup>122</sup> Youngberg, *op. cit.*, pp. 24, 28.

<sup>123</sup> *H. Doc. 229*, 63d Cong., 1st Sess., July 1, 1911. See, also, Youngberg, *op. cit.*, p. 28.

<sup>124</sup> Charles F. Burgman, "The Florida East Coast Canal: A Federal Waterway," (Daytona Beach: Burgman, 1930), p. 4. Burgman's monograph is a compilation of three articles written by the author and published in the *Daytona Beach Times* on December 13, 20, and 27, 1929, and "Addenda." University of Miami, Richter Library, Special Collections.

<sup>125</sup> "Intracoastal Waterway from Jacksonville, Fla. to Miami, Fla.," House Document No. 586, 69th Cong., 2d Sess. (Letter from the Secretary of War transmitting Report from the Chief of Engineers on preliminary Examination and Survey of Intracoastal Waterway from Jacksonville, Fla., to Miami, Fla. (hereinafter "H. Doc. 586"), p. 10; Youngberg, *op. cit.*, p. 5.

<sup>126</sup> TIIF minutes, December 12, 1913.

<sup>127</sup> TIIF minutes, January 26, 1914.

<sup>128</sup> TIIF minutes, January 29 and February 2, 1915. Since 1868, canal companies possessed the authority with the approval of the state improvement fund trustees to fix tolls not only on each vessel passing through each artificial channel cut but also upon any merchandise carried on such vessel through the canal. *Laws of Florida* (1868), c. 1639, § 12. The Florida legislature soon responded to the trustees' suggestion by authorizing the Railroad Commission to regulate tolls on public canals such as the Florida East Coast Canal. *Laws of Florida* (1915), c. 6888, § 1.

<sup>129</sup> *Inside Route Pilot: New York to Key West, Third Edition, 1916*, U.S. Dept. of Commerce, U.S. Coast and Geodetic Survey (Washington DC: GPO, 1916), pp. 79-80.

<sup>130</sup> *H. Doc. 1147*, 65th Cong., 2d Sess., Oct. 16, 1916.

<sup>131</sup> *State v. Florida Coast Line Canal & Transp. Co.*, 75 So. 582, 587 (Fla. 1917).

<sup>132</sup> Burgman, *op. cit.*, p. 15.

<sup>133</sup> The river and harbor act was approved June 5, 1920. *H. Doc. 586*, 69th Cong., 2d Sess., p. 1.

<sup>134</sup> Henry H. Read, *The Waterways of Florida, Illustrated* (New York: Read Press, 1925), p. 236.

<sup>135</sup> *Ibid.*, cf. TIIF Minutes, December 12, 1913.

<sup>136</sup> *Ibid.*

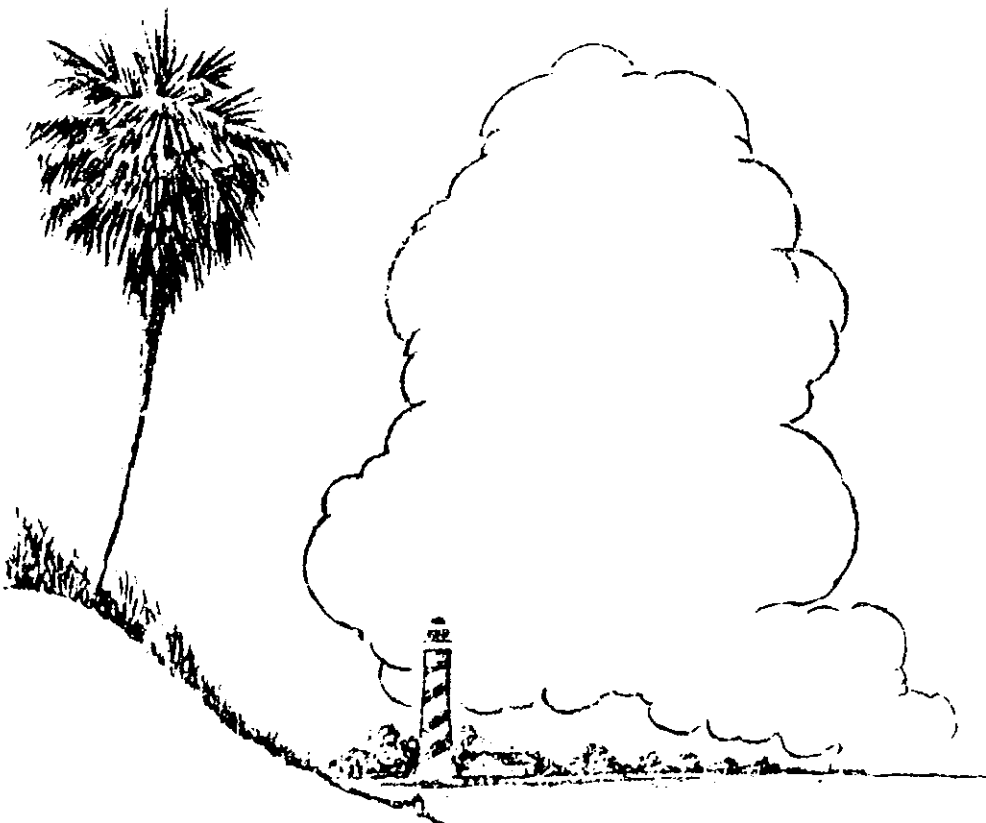
<sup>137</sup> *Ibid.*, pp. 235-36.

<sup>138</sup> "Barge Load of Palms & Trees at Hollywood," *Fort Lauderdale Sentinel*, June 16, 1922.

<sup>139</sup> Read, *op. cit.*, p. 239.

<sup>140</sup> *H. Doc. 586*, p. 16.

<sup>141</sup> "Lower East Coast Unites in Urging Gov-



ernment to Take Over Canal at Hearing before Major Lemen," *Palm Beach Post*, May 18, 1922.

142. August Burghard, *Half a Century in Florida: Land of Matters Unforgotten* (Fort Lauderdale: Manatee Books, 1982), pp. 211-214; "A. H. Brook, Civic Leader, Dies Sunday," *Fort Lauderdale Daily News*, April 15, 1946. "Commodore A. H. Brook," *New York Times*, April 16, 1946, p. 25:4; "Brook Head of E.C. Canal Body," *Fort Lauderdale Daily News*, June 27, 1932.

The Fort Lauderdale City Commission passed a resolution calling upon the County Commission to request that the Board of County Commissioners of Broward County, Florida, request that the State Road Department of Florida name the new proposed 17th Street causeway "The Brook Memorial Causeway in honor of the late Commodore A. H. Brook" on May 18, 1953. Resolution No. 5356.

The Broward County Board of County Commissioners passed a resolution calling upon the State Road Department of Florida to name the new proposed 17th Street causeway "The Brook Memorial Causeway in honor of the late Commodore A. H. Brook" on September 1, 1953. Sheet No. 28538 filed as part of the minutes of the meeting held on September 1, 1953. County resolution transmitted to Thomas Manuel, State Road Department by undated letter of deputy clerk of the Board (unsigned). Broward County Minute Sheet No. 28540.

143. "East Coast Citizens Show Engineers the Need for the Canal," *Fort Lauderdale Herald*, May 19, 1922.
144. "Canal Wrangle Often in Court," *Palm Beach Post*, May 18, 1922; "East Coast Citizens Show Engineers the Need for the Canal," *Fort Lauderdale Herald*, May 19, 1922.
145. H. Doc. 586, *op. cit.*, pp. 14-15.
146. "Colonel Youngberg Retires," *The Florida Engineer and Contractor*, March, 1926, p. 253, *et seq.*; *National Cyclopaedia of American Biography*, A:272-73.
147. Youngberg, *op. cit.*, p. 28.
148. Report of Special Master, Rhode Island

*Trust Company, etc. v. Florida Coast Line Canal and Transportation Company, et. al.*, Chancery Case No. 1408, Circuit Court in and for St. Johns County, filed June 28, 1923 (hereinafter case referred to as "Rhode Island Trust foreclosure").

149. Transcript of Hearing before Special Master, June 13, 1923, Rhode Island Trust foreclosure, *op. cit.*; *Florida Coast Line Canal & Transportation Co. v. Ellsworth Trust Co. et al.*, 144 F. 972 (5th Cir. 1906); *State ex. rel. Townsend v. Florida Coast Line Canal & Transportation Co.*, 74 So. 816 (Fla. 1917); *State ex. rel. West v. Florida Coast Line Canal & Transportation Co.*, 75 So. 582 (Fla. 1917).

150. In fact, a default was entered against each and every defendant in the case, including John W. Denny, Frederic Amory, Albert H. Sawyer, and the estate of Samuel Maddox. Decree of Foreclosure and Sale, Rhode Island Trust foreclosure, *op. cit.*, p. 2.

151. "Presidential Party Pays Visit to Fort Lauderdale and President Plays Golf," *Fort Lauderdale Herald*, March 16, 1923.

152. Decree of Confirmation of Special Master's Report of Sale, March 25, 1924, Rhode Island Trust foreclosure, *op. cit.*, p. 4.

153. Burgman, *op. cit.*, pp. 5-6.

154. *Constitution and By-Laws of the Florida East Coast Chamber of Commerce, 1915-1916*. University of Miami, Richter Library, Special Collections.

155. Burgman, *op. cit.*, p. 6.

156. Youngberg, *op. cit.*, p. 24.

157. Burgman, *op. cit.*, p. 9.

158. "Daytona Beach Man Re-Elected by Civic

Group," *Fort Lauderdale Daily News*, November 30, 1926.

159. *Ibid.*

160. *Ibid.*

161. H. Doc. 586, *op. cit.*, p. 68.

162. *Ibid.*, p. 83.

163. *Ibid.*

164. *Ibid.*, pp. 1-4; Burgman, *op. cit.*, p. 12.

165. Burgman, *op. cit.*, p. 20.

166. *Ibid.*, p. 15.

167. *Ibid.*

168. Youngberg, *op. cit.*, p. 29.

169. Burgman, *op. cit.*, pp. 18-19.

170. "Campaign Pushed Through County for Bond Issue," *Fort Lauderdale Daily News*, June 21, 1928.

171. "Bond Issue for Canal Discussed by Dr. T. E. Will," *Fort Lauderdale Daily News*, June 25, 1928.

172. "Canal Bond Issue Passes Election on East Coast," *Fort Lauderdale Daily News*, June 27, 1928.

173. Burgman, *op. cit.*, p. 4; Report of Chief of Engineers, U. S. Army, 1930, p. 768.

174. Youngberg, *op. cit.*, p. 30.

