

Britten, Fred
A.

Britten

M E M O

July 28, 1924.

Mr. Fisher:

Frank Lang has written inquiring as to the exact date we want him to report together with the roller polo teams. He states that he wants to arrange a number of games in the North before coming down here as a matter of training for the men, and that it is necessary for him to know as soon as possible so he can arrange his dates with the auditoriums up North so as not to conflict with the dates which they are now arranging for basket ball and other games.

I do not know your exact plans in this matter and await your advice before writing Mr. Lang.

I have your letter of July 21st enclosing certificate of stock for 100 shares of the Inter-Ocean Holding Company and note that you are trading Mr. Fred Britten of Washington 200 feet of water front north of the Nautilus in our new subdivision for this stock, and will make entries accordingly. I am having Brown prepare maps on this new territory as rapidly as possible, but it will be a matter of a month or so before they are complete or before they are in shape to use as sales maps. It would be a difficult matter to deed this property even by metes and bounds until Brown's men have been able to verify a great many of their distances, and I would suggest that you assure Mr. Britten that the deed will be forthcoming as soon as possible, and I would suggest that we give Mr. Britten no definite conveyance on the property until we are positive that Brown's measurements are correct. Errors made by Brown's department have put us in an embarrassing position several times before and I have pushed him on the layout of the new subdivision principally to prevent too much haste and errors during the coming selling season.

I have your memorandum of the 26th acknowledging my memo of the 21st regarding Smart and his audit and I can assure you I appreciate your "vote of confidence" more than you can realize and shall do everything in my power to deserve it.

I have made the proper entry to take care of the checks drawn by you on the Miami Beach First National Bank covering Reed's invoices in the sum of \$9,000.00 and the advance to Capt. Hewes in the sum of \$6,000.00. I have also received the option or contract of sale included with your memo of the 26th and am forwarding today a \$5.00 check to the Montauk Co. and also a \$10,000 check to the Brooklyn Trust Co. as Trustees of the Estate of Mary Benson. I will also follow these matters closely so we will not lose any of the benefits under these contracts thru the lapse of time as provided therein.

W. A. KOHLER

*The checks held up until I receive
answer to my telegram*

FRED A. BRITTEN, ILL., CHAIRMAN
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House of Representatives U. S. *Britten*
 Committee on Naval Affairs
 OFFICE OF
 THE CHAIRMAN
 Washington, D. C.

December 19, 1929

Mr. Carl G. Fisher,
 Miami Beach, Fla.

My dear Carl:

Just a line to let you know that Chairman Frank R. Reid of the House Flood Control Committee, has introduced a bill which favors the adoption of the project recommended by the Corps of Engineers of the Army in January of 1929.

This project consists of providing a channel six feet deep and at least eighty feet wide in the Caloosahatchee River at an estimated cost of \$1,557,000; a channel six feet deep and sixty feet wide in Taylors Creek at an estimated cost of \$58,000; and levees thirty-one feet high around Lake Okeechobee at an estimated cost of \$9,100,000; or a total estimated cost for the entire project of \$10,715,000.

Reid told me that he expected to hold hearings some place in Florida and preferred to go to Miami Beach. Just how many members of his important Flood Control Committee will go with him will of course depend upon appropriations to be made by Congress in the near future.

I am wondering if it would be worth while to exert yourself to get this Committee to come to Miami Beach or even to the City of Miami and if so, just what your suggestions along this line would be.

Please let me hear from you at your convenience, my dear Carl, and in the meantime remember that we are thinking of you and talking of you often and Alma joins in a lot of love and good wishes to you and Margaret.

Yours very sincerely,

Fred A. Britten
 M. C.

*Dear
 Confid!*
 CC to Montank.
 FAB/LL

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House of Representatives U. S.
Committee on Naval Affairs
OFFICE OF
THE CHAIRMAN
Washington, D. C.

Britten

May 23, 1930

Mr. Carl G. Fisher,
Montauk, Long Island.

My dear Carl:

Thanks for your nice letter of May 21st and I am glad to see that you are once more at Montauk where the fishing is good and the horses are ready to do the work, to say nothing about "Skotch".

Concerning that cottage, it looks as though I will have to spend most of my time during the early summer in Washington and it is barely possible that I will have to take my Committee to the Pacific Coast for the selection of a lighter-than-air base somewhere in California, during the summer months, all of which makes my intended trip to Montauk very indefinite.

I do want to come to Montauk but I do not want the care and responsibility of a house on my hands when I come so, my dear Carl, please forget the Britten as far as the cottage is concerned and let us hope that you can find room for us at the hotel when we finally determine to come up there for a little while.

I agree with you that I should spend more time at Montauk this year than I did last year and this will be my constant aim and while I won't promise to put on a pair overalls, you may assign me to any working man's job that will allow me a little time for horseback riding and surf bathing.

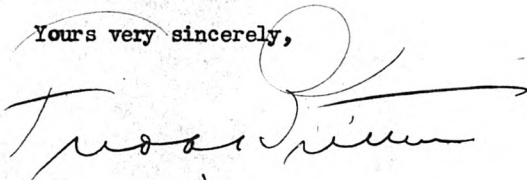
It is impossible just now to indicate when the London Treaty will be ratified but I won't be surprised if it isn't concluded until next winter.

Mr. Carl G. Fisher-page 2.

I will keep in touch with you and let you know what our prospects are but forget the cottage and if need be give consideration to the rigging up of a tent out near the lighthouse where I can get a lot of this Navy stuff out of my head.

With good wishes as always, my dear Carl, to you and Margaret, in which Alma joins, I am

Yours very sincerely,

A handwritten signature in cursive script, appearing to read "M. C.", with a large, decorative flourish extending to the right.

M. C.

MEMORANDUM

Britten

FROM MR. FISHER

DATE September 25, 1930

TO Mr. Irving A. Collins.

SUBJECT

Dear Irv:

I had a long talk with Humpage the other evening. It seems now the Sterling Engine Company are interested as they have spent \$500,000 or \$700,000 for three years trying to make a diesel and have nothing that will run satisfactorily. However, they want to make some deal to make our engines on a commission basis. This is very good business for them to suggest but very poor business for us to consider and of course we will not consider same, but there is a possibility we might sell this company the Treiber plant.

Also we have a very good lead from the Baldwin Company and we have a man over there now with the Baldwin Company.

If the 300 H.P. motors continue to run as well as one we now have on the block, which has a governor and seems to be working very well, we will have no trouble to dispose of the other engines quickly if we can finish them up. We ought to have a report from Humpage in a few days.

It seems that our ideas are running together, regarding buying a cheap float. Of course, if we cannot get a cheap one, we will have to get the \$32,000 one. Ned and Gill Purdy have a brother who is skilled in making floats of this kind and I would suggest a blue print be sent him and get him to make a bid, if Duffy has not already done so. I will advise Duffy today to send the blue prints to Purdy and ask his bid on the float.

Fred Britten has been here all this week. I am enclosing copy of article which was placed on the front page of the Brooklyn Daily Eagle and recopied by The Times and will no doubt be widely circulated in New England and through the West. Britten is quite active in his efforts and has not anything much to do for the coming season so he is going to give considerable time to Montauk just to keep fit. He rides a horse every day, plays golf every day, and meets different commodores, admirals and other navy men here, also many news paper reporters and very influential diplomatic friends. He is already working on a plan to take over the Roosevelt House for a "Sea Scouts" Home and he himself can furnish the Sea Scouts with all their equipment, which would be sail boats, yacht tenders, and all other equipment from the navy department. This would be a great thing for our property. We expect to pull off the Navy review here next season and certainly with three or four hundred navy officers drifting around the hotel and at the Beach the place for at least a week or so should be in a blaze of glory.

GGF:T

FRED [REDACTED] ILL., CHAIRMAN	CARL VINSON, GA.
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Britton

House of Representatives U. S.
Committee on Naval Affairs
OFFICE OF
THE CHAIRMAN
Washington, D. C.

November 29, 1930

Mr. Carl G. Fisher,
Miami Beach, Fla.

My dear Carl:

Your letter of November 25th and your fine book "Bring'em Back Alive" are at hand this morning and you may be sure that I will have real pleasure in reading the book.

Your letter is interesting because you ask me to do something over which I have been pondering for months "the future of Montauk".

When I see you in Miami next month, I will be prepared to give you my opinion (whatever its value may be) on a progressive program for Montauk and if the thing appeals to you at all, we will "organize" to put it across, the beginning having already been made by me.

The few men I have talked with who are substantially interested at Montauk appear to be of the opinion that big things should be doing in 1932. I think I know why they do not say 1931 and I shall be prepared to give you my best advice along this line also.

It is true that real estate is slow pretty generally all over the country but that is no reason why we should lay down at Montauk and wait for it to come back. My thought is that we can do a lot toward bringing it back if we can agree upon the right kind of a program of publicity, activity, salesmanship and a colorful presentation of the finest summer recreation grounds in the United States.

If hundreds of thousands of people can be brought to Montauk for enjoyment and recreation during the months of June to October, there ought to be ample opportunity to sell even a small percentage of them a lot or two and I am quite convinced that this can be done at a very, very slight expense and if you agree with me, I am willing to undertake the job.

J. A. BRITTON
GEORGE P. DARR
W. BURDICK
T. ANDRE
HILLER, W
CRUICK

It would be necessary for me to put in all of my time with you after March 4th when Congress adjourns and a great portion of my time prior to March 4th upon the many, many details of the various projects.

mean
When I say "with you" I do not necessarily/with you personally, but with your projects either at Miami or at Montauk.

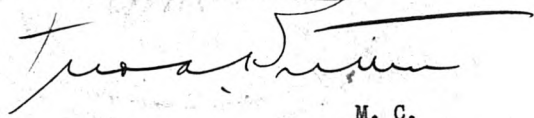
I think it is very important to you personally that certain definite steps be made at Montauk and I am ready to take off my coat for you my dear Carl, and to protect your every interest with the same care and diligence as if I were doing the entire job for myself.

Those who suggest that 1932 will be time enough to "start something" at Montauk are thinking first of themselves. Let's beat them to it by doing business in 1931.

When we leave here on December 19th do you advise that we bring our riding togs with us?

With sincere good wishes as always, in which Alma joins and hoping that Margaret is enjoying good health, I am

Yours very cordially,



M. C.

November 29, 1930

Britten

Mr. H. S. Wheeler,
Curtiss Aerocar Company
Opa Locka, Florida

Dear Mr. Wheeler:

The Chairman of the Board, U. S. Navy, is an old friend of mine, and he is going to pay us a visit in December.

He is interested considerably in the Aerocar, as I gave him a ride at Montauk last summer, and I told him at that time he would know more about it by driving from Washington to Miami Beach where he will be my guest for at least ten days.

I want to get my Aerocar to him in Washington not later than December 17th, and I want it to go in good shape. I particularly do not want any speed, or any possible accident to happen in either direction. At the same time, I would like to have a driver and see if I can get Carl Adams to act as a relief and be our representative to see that the car comes through in good shape. My driver, Dave, is not with me anymore and the young man I have had I was compelled to discharge the other day for keeping one of my cars out all night, burning a bearing out of the engine, so it is a good thing he is not on the job.

I want to borrow one of your most conservative drivers, that has a uniform and if we can get Carl Adams to go along to see that the car gets there in good shape and the party gets back in good shape, it will be a good thing for us to happen in the Aerocar line.

Mr. Britten is undoubtedly one of the most influential men in Washington, as Chairman of the Board, Naval Affairs. I am telephoning you now to see if I can talk to you this evening to make further arrangements. The car should not leave here later than the morning of the 15th. We will have the car in good shape.

Yours very truly,

GGF:A

November 29, 1930

Mr. H. S. Wheeler,
Curtiss Aerocar Company
Opa Locka, Florida

Dear Mr. Wheeler:

The Chairman of the Board, of the U.S. Navy, is an old friend of mine, and he is going to pay us a visit in December.

He is interested considerably in the Aerocar, as I gave him a ride at Montauk last summer, and he told

Fred Britten - #2

For your information, Keys has had some unusually bad luck and the N.A.A. have a very large block of our bonds that have been put up as collateral. Hal Talbott will be here today, returning from Cuba, and I expect to see him this afternoon, and in another two or three days will know more about what is possible for cooperation with the N.A.A. in extensions.

I am sending you a deed for a lot on Alton Road. I know you have had a good many expenses in looking after some of my various calls on your time. At the present time this lot is not in great demand, but it will some day be valuable. Two lots have been sold this year on Alton Road for \$6,000, but the demand generally, all over the property has been slow, and when and as you can, I will exchange this lot with you for anything on the Island that looks more desirable, and of the same general value.

A great deal depends on some action in Congress for deep water situation here, and I will appreciate any specific advice you can give me to help get some immediate action. We need deep water here, if there is any place in the United States that needs it. We have the entire city, and county officials with us now in this plan, and all we need is the rest of the representatives of the United States Government, including yourself.

Best regards,

Yours,

CGF-HM

FRED A. BRITTEN, CHAIRMAN
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House of Representatives U. S.

Committee on Naval Affairs

OFFICE OF
THE CHAIRMAN

Washington, D. C.

Britten

*H.C.
R.C.
Le B.
P. Chow.
P. Kemp
J. English*

MICHAEL J. BURKE, ILL.

December 3, 1930

Mr. Carl G. Fisher,
Miami Beach, Fla.

My dear Carl:

Thanks for your good letter of November 29th and while your letter does not say so, I hope that the Aerocar car is being forwarded from Montauk and not from Florida.

Alma and I are looking ahead with real pleasure to a delightful motor trip to Florida and it is our intention to not drive too fast. We will undoubtedly leave Washington on the morning of December 19th.

P.H.

I had a conference with Admiral Pratt, Chief of Operations of the Navy, this morning concerning the Atlantic Fleet maneuvers at Fort Pond Bay this summer and we have agreed upon the week of August 10th to August 16th inclusive. (Which means that the fleet will be on the job in Fort Pond Bay on Monday morning and will not leave there until the following Sunday night or Monday morning.)

The entire Atlantic Fleet will base in and outside of the Bay and will require an anchorage area of several miles.

The fleet will be under the command of Vice Admiral Arthur L. Willard who will be in Washington in a few days when the many details concerning the fleet's operations and activities, will be agreed upon.

I will want the names and addresses of our important stockholders and property owners in order that I may personally request them to serve with me on the various committees for the entertainment of officers and men.

When I was young and strong like you are, my dear Carl, I won the American Amateur Lightweight Boxing Championship in Boston and the trophy was a silver statue of Jim Corbett, the then professional champion, mounted on a base of black ebony.

Mr. Carl G. Fisher—page 2.

LL.
PA.
I.
MASS.
ASH.
MICH.
E. EVANS, CALIF.
F. HANCOCK, MASS.
E. A. HARRIS, N. H.

I am going to present this trophy to the Navy to be fought for year after year by the heavyweights and retained for the following year, aboard the ship of the heavyweight champion of the Navy. Admiral Pratt thinks that they will fight like wild cats to get possession of a trophy which has been on my mind for a long time because I wanted to do something like this with it, but could never find the opportunity until you and Montauk settled the problem for me.

In order to work up interest in our games and contests for the week, I will want boxing committees, baseball committees, water sports committees, et cetera, composed of our best friends and boosters. We may even invite a few outsiders in to assist in making the week a success, if you think that this should be done.

Undoubtedly thousands of the enlisted personnel as well as officers will want to run to New York on leave of one or more days and the railroad company should make special rates for men in uniform and this special rate feature will also go for our hotels and other facilities at Montauk for the officers.

To what extent Southampton should participate is a matter which you and I will have to talk about and later determine upon. They will want to show some real receptions and dinners and dances for our many officers.

I can give you a better idea of the number of officers and men and ships that will be out there for the week after I have talked with Admiral Willard.

I will have several officers detailed as aides for our various committees several weeks in advance of August 10th.

All of the sports and games will be free to thousands of spectators, unless we determine to have a few ringside seats to be sold by or through our various committees, to pay for the actual expense of carrying on the game. This will be a small item although many of our friends would want to feel that they could get a front seat even if they did come late after one of your lobster lunches.

If one of our two big airplane carriers is on the Atlantic coast at that time, we will have it out there with the fleet. Can you visualize this monster housing ninety planes and then think of all of those planes being in the air at one time, flying over several dozen warships including all of our first-line cruisers? I want a front row seat on that bluff where you, Jack Thomas and Bob Tyndall and I met with our horses that morning when Hugh Davis ran away from us because Jack poked a little fun at him.

This will be the first time that the fleet maneuvers can be observed from the land and we at least will have observation points for a million people that week.

A couple of additional ferry boats could do a world business from New London and other mainland ports.

I think I should invite every owner of a big steam yacht to be present for the week to assist me in various ways, including the entertainment of the officers and their wives. (Many wives follow the officers from one port to another and they form quite a social circle.)

I will have a news bureau that will keep every (large or small) newspaper on both sides of the Sound informed of what is going on in advance and we will have no trouble getting all of the movie fellows out there for the entire week.

The question of committees is an important one. A lot of important people should understand that they are playing a real part in the entertainment of the Atlantic fleet.

I have more or less selected July 16th, 17th and 18th for the reception to the Secretary of the Navy and will have this date confirmed within the next few days. These should be three big days for yacht owners, many of whom will come back for Navy Week.

Until my next letter, with usual good wishes, I am

Yours very sincerely,

A large, flowing handwritten signature in cursive script, which appears to read "Carl G. Fisher". The signature is written in dark ink and is positioned below the typed name "M. C.". There is a horizontal line drawn across the signature, starting from the left and ending under the "er" of "Fisher".

M. C.

Mr.

December 11, 1930

Mr. Fred A. Britten,
House of Representatives,
Washington, D. C.

My dear Fred:

The Aerocar is ready to leave on the 12th, taking it easy on the way up.

We have just finished installing a small heater for you, in the event it is cold, or wet, or chilly, and you will be able to take the chill off easily.

I am glad you arrived at the dates for the Navy visit. I think your idea of presenting the trophy is great.

The idea of having these different committees frightens me stiff. I could never get anywhere by having a lot of committees, and it is best to appoint a Chairman, with one Secretary, who does all the work. We will have considerable work to do, and Mr. C.W. Chase, Jr. has served on committees for several years. We can have him there as Chairman, and then probably if you have one good man to help Chase, the rest of the Committees can smoke cigarettes and talk to the ladies.

I don't think I would consider charging anything at this time, although it might be desirable to take this matter up later. We can easily have observation points for the million of people you refer to. That is perfect. The place is a perfect grandstand as you know. I am in hopes that we can, by that time, have somebody take over the two large buildings we have on the water front, and get them straightened up in such shape so as to seat a lot of people on that date.

An invitation coming from you to owners of large speed yachts would carry a lot of weight. Will talk this thing over with you when you come down.

Yours,

CCF:A

A

Britten

December 24, 1930

Mr. Roy D. Chapin,
Hudson Motor Car Company
Detroit, Michigan

My dear Roy:

While we have five Hudsons and Essex in the garage, we have'nt had a chance yet to put an Aerocar on an Essex, as I am still running the first Hudson six, which has now past 32,000 miles, and all of this time been pulling the Aerocar.

I just sent this Aerocar to Washington last week, and brought Congressman Britten and his wife from Washington to Miami Beach, giving them a very wonderful trip, with the exception of one quite rainy day.

I have been under the impression that the new Hudson is a very sweet running car, and has a very smooth motor, but at the same time, I have been under the impression that the old six for Aerocar work is stronger. I don't see how any car could stand up better than the six that I have. I will be glad to have you try it out when you come.

I know that you can't help being interested in this bus matter. The outfit can be built and sold against any competitor in the field, and easily out-perform anything I have seen.

Hope to see you soon.

Yours,

CGF:A

Britten

January 30th 1932

Hon. Fred A. Britten,
House of Representatives,
Washington, D.C.

I have yours of the 27th.

I don't want Alma and you to show
up here for a least ten days.

I will be able to get off to you
the latter part of next week a splendid bunch
of very fine Briefs, and you can use these as
you judgement tells you, where they will be to
the best advantage.

Ex-Governor Cox of Dayton plans
to come on for us at the proper time, and do
what he can for us in Washington. Don't you
this would be a good idea to have him come on?

This brief will recite to you some
real facts that will astound you, - the fact that
Miami is first and second among all the cities
in America, as an airport and as a Steamship
connection with foreign countries, I know will
surprise you; the number of passengers we handle
will surprise you.

We are going to have one hundred
very influential men here from all parts of the
United States to personally take this matter up
with their Congressmen and Senators, and when I
say we are going to have this done, I am going to
assure you that I am going to see the letters
written and the stamps put on them. In fact I
believe we are going to put the strongest push for
general assistance back of this bill that has ever
been put forward by any community.

Best wishes,

Yours,

CGF-HM

C. G. FISHER

Britten

February 19th 1932.

Hon. Fred A. Britten,
House of Representatives,
Washington, D.C.

My dear Fred:

I have yours of the 9th.

I hope you have more success in patching your political fences than I have in holding up my financial fences.

By this time you have had copies of our Brief on the harbor, and sooner or later of course this job must be done for the general benefit of this part of the country, and at such time as it is done, the affairs of the Penn Terminal will work out O.K.

We have a magnificent location for Mr. Sheldon Clark, of the Sinclair Oil Company. I am enclosing herewith a letter I have written to Mr. Clark to you for forwarding as I do not know his definite address.

I was in hopes you and Alma could run down, as there are some points I wanted to talk to you about regarding Montauk. Its a certainty that we cannot meet the bonds in May, and our season is so bad here that we are a million dollars shy in receipts that we had every reason in the world to expect.

It may be a good plan for you to seriously consider being appointed Receiver for the Company in May, if it can be so arranged, at least I would like to talk to you about it, and I hope you will have a chance to fly down for a few days.

It looks like I was booked to be in New York on March 4th, on a law suit with old Hoffman. Perhaps I could arrange to meet you at that time.

Britten

May 22nd 1933.

Hon. Fred A. Britten,
House of Representatives,
Washington, D.C.

Dear Fred:

The new "homestead" law, exempting houses costing \$5,000 or less from taxes, has passed the Senate, and will be voted on by the people.

I am sure, if ratified, this will be one of the best laws ever passed in the State of Florida.

There are probably ^{150,000} ~~six or seven~~ thousand people north of the Ohio River, and east of Denver, who are retired, or semi-retired, and have an income sufficient to support themselves in their declining years, where taxes are eliminated.

Several States are going to arrive at this plan, in my estimation, within the next two or three years, Texas has been considering the plan for the past three years, and have been doing some serious work on the subject, also California, and I don't just at this minute remember the other States, but almost all the western States and a great many Northern States have a great deal of land that would be much more valuable to the State, if exempted from taxes, and settled on by residents building small homes, than the land would be under the present conditions.

We have been working for practically two years on a design of a small house that is fireproof, tornado proof, and the last word in complete sanitary construction, that we could sell to retired business men or ex-Army officers, school teachers, ministers, and others who want a small home, where they could live outdoors a big part of the year, and help support themselves with small gardens, with a very reasonable price of a few hundred dollars an acre of ground, and in some locations only \$25.00 or \$30.00 for an acre of ground.

These steel and asbestos houses can be built from \$1,000 up to as much as \$10,000. We expect in the near future to have a complete line of samples of these houses constructed here at Miami Beach.

Hon. Fred A. Britten - #3

The process of building is not at all new, as there are at this time more than fifty million dollars worth of buildings constructed of this same material in the United States. The Administration Building in Chicago is the last large and important building to be built from these materials.

The steel used is copper bearing and rust proof; the floors are cement on steel girders with polished surfaces, if wanted, making a complete and powerful imitation of Cuban tile in colors.

The construction throughout is of the very highest type, using the same windows and doors that are used in the finest office buildings in the United States, also the same hardware.

These buildings necessarily cost a small advance over wooden construction, but these buildings will be complete and practically without deterioration for many years after wooden buildings have entirely disappeared.

It is part of the plan of our Company to insure these buildings against tornados, fire, or any other destruction, not wilful, for \$10.00 a year.

There must be more than one thousand prominent architects at this time, working on this problem.

My company has already constructed a sample house at Montauk, within a few hundred feet of the ocean front, We have a small sample building here at Miami Beach that has been built for five years, and left open, subject to the elements.

Naturally improvements are coming very fast in the minor details of fastenings and partition work. One very splendid feature of this type of construction is that there will be no piping or wiring underneath the house. It is unnecessary to have plastering on the walls, unless of a more highly decorative type, as used on the walls for decorative purposes only.

It is a Governmental law now in some places for all plumbing and wiring to be exposed. This in itself is a great protection in insurance, in even wooden buildings or semi-wooden construction.

Mr. Fred A. Britten - #3

The most expensive and beautiful buildings now being constructed in all parts of the country, have a very large part of exposed plumbing in the construction.

Please notice
~~We suggest there is less than fifteen~~^{30"} feet of piping underneath the house, and this is heavy cast iron piping, which under ordinary conditions should last for one hundred years, without deterioration, or maintenance costs.

The fabrication of small houses, and even larger sized houses is not new. The Sears Roebuck Company for years have sold thousands of small houses in all parts of the United States and South America, and the writer purchased ten of these houses more than ten years ago from the Sears Roebuck Company, and while they are only semi-fire proof, they are substantial houses and passed through the recent hurricane with much less damage than many houses that we have constructed, costing as much as seven, eight and ten times as much as these small fabricated houses.

We are designing a small house of four rooms that can be taken apart and hauled on a ten ton truck from one location to another, without damage to the sections.

I enclose you a preliminary pamphlet on this subject. I expect to have a more completed catalogue within the coming ~~two~~ weeks.

Yours,

CARL G. FISHER

CGF-HM
Enclosure.