

**Miami Beach**

-

**Development**

**- summaries**

MB dev

Miami, Florida.  
January 8th, 1918.

Mr. H. E. Talbot,  
c/o Royal Palm Hotel,  
Miami, Florida.

Dear Mr. Talbot :

I enclose you herewith an outline map showing the location of various islands and a large amount of protected waterway which is available immediately for any private experiments which you and your associates wish to make, with the following explanation :

Star Isl.

The first island mentioned is directly opposite the City of Miami, 2 1/2-miles east of the city, in Bay Biscayne. The eastern shore of this island is 2000-feet west of the western shore line of the peninsula. This island has recently been filled and is now being planted to grass : it contains 62-acres of land, is perfectly flat and level, and has a heavy sheet piling bulkhead extending entirely around the island. Immediately east of the island, on the peninsula, is a hangar 60 x 80-feet, built of wood, in good condition, and is available for your experiments. In connection with the hangar there is also a 20 x 35-foot office building, which could be used as a machine shop.

The first key south of the Government Cut is Virginia Key, with approximately 150-acres. This is entirely uninhabited and could be used as an experimental station or as a starting and landing point, if that more desirable.

The next key south is Key Biscayne : the southern part of this large key contains about 1000-acres and is the property of Mr. James Deering. It has a house on the southern end of about six or eight rooms, and a caretaker. This property is available and quite isolated : is 9-miles from the city, easily reached by motor boat.

About ten miles further south than Key Biscayne is Sands Key of 25-acres, which belongs to Mr. F. A. Seiberling. Sands Key is entirely uninhabited, as are the keys on both the north and south of Sands Key. I am sure that Mr. Seiberling's key can be had for any experiments you wish to make, for the asking.

Adams Key contains 71-acres and belongs to James H. Snowden, Charles W. Ketcher and the writer, and has the advantage of having a first class, ten-room Club-House, helps' quarters and a barracks room that would house fifteen or twenty men in a pinch. The property has in operation its own electric light plant and ice plant and a large supply of good water. Forty thousand dollars has been expended in the development of this island. The northern part of the Island is practically

flat and could quickly and easily be converted into an ideal landing spot, either for flying boats or other types of machines. The northern half of this Island could be fenced off and entirely isolated, and yet leaving the Club-House and equipment there for the use of your assistants. This Island is 28-miles due south of the 62-acre Island opposite the city of Miami.

Our Club also controls the lease of a house on Gun Key, which is 50-miles across the channel, due east of the 62-acre Island in the Bay. This house has six or eight rooms and a good landing pier, and can be entirely isolated from the only other family on the island of approximately 75-acres.

Immediately south of Gun Key, and 52-miles east by south of the 62-acre Island, is Cat Key, containing approximately 180-acres, entirely uninhabited, which can be easily secured for experimental purposes.

South of Adams Key, approximately 6-miles, is Pumpkin Key - belonging to Mr. James Deering, which is available. Pumpkin Key has no improvements - no inhabitants.

Summing up the situation : You have in Star Island sixty-two acres isolated and yet within 3-miles of the city, with boat shop, machine shop and all necessary equipment within a mile and a half of the Island. At Adams Key, 28-miles south, you have a Club-House, a 4-room servants' cottage and a barracks about 18 x 40 - with water, electric lights, ice machine furnished - suitable for base and very easy to keep any operations entirely secret. Pumpkin Key, noted on the map, is available for any further experiments or an observation point. We have available here, to assist in these experiments, two 35-mile, high powered and reliable boats.

We have, within 75-miles south of Miami, at least 150 islands ranging in size from 2-acres to 300-acres - a very large part of which are entirely uninhabited and can be easily secured for experimental purposes. We have, in addition to these grounds, a Polo Field on the peninsula, which is in good shape now for a limited number of starts and landings. This Polo Field, however, could not be easily isolated like the islands referred to.

We have an average wind velocity here of 8.8 miles per hour. The entire Bay from Miami south, as far as Key West (a distance of 160 miles) - the Bay being various widths from 1-mile to 10-miles wide - has an average depth of about 7 to 8-feet, with very clear water, so that any machine lost could be quickly and easily recovered. The various islands and stations which are now available offer opportunities for the following experiments :

From Island #1 to Island #2, fifty miles due east, average wind from the southeast.

From Island #1 to Island #3 - east by south 52 miles.

From Island #3 to Station #6 - course south  $3/4$  west - 58-miles.

From Station #6 to Island #8 - course south  $1/4$  west - distance 20-miles.

From Island #8 to Island #9 - distance 8-miles - course approximately south.

Island #1 to Island #8 - distance 28-miles - course approximately south  $1/4$  east.

Island #8 to Island #1 - 28-miles - course approximately north  $1/4$  west.

Any or all of these landings are immediately available and operations on them can be kept entirely confidential - with living accommodations on #2 - #6 and #8, with the most conveniences within 2000 feet of #1, and as explained, a Club-House and other conveniences on Island #8.

Yours very truly,

CGF:R

P. S. Please note that Captain Harmon at Dayton is well acquainted with this territory and with the waters.



MB dev

Miami, Florida.  
January 10, 1916.

Dearest son :

Referring to the enclosed pencil sketch : Island #1 is owned by Carl Fisher, with whom I have been discussing a testing ground for Kot's bird. Carl is enthusiastic in his support and, as you know, is experienced in doing big things in a thorough manner. The results of a trip of about 100 miles down and around the Bay, together with his intimate knowledge of this whole country, I will set forth briefly for you and Kot to analyze and let us know your views :

The big extensive prairies, sand dunes and swamps south from here about 100 miles are without roads or any feasible way for travel over them, without habitation or drinking water : the recovery of the birds would be difficult to the point of being impossible. In any event this big broad Bay seems to offer interesting possibilities, especially when one keeps in mind the fact that when the bird takes a header for the ground, it will certainly kill itself completely and effectively when it lands : on the other hand, when it takes a header into this shallow Bay, while it will be wet, it can be recovered in a very short time and can then be dried out and overhauled. If it shuts off engine before taking header, the engine will be somewhat cooled, and as the water of Bay has a temperature of about 75° - F, perhaps the bath will not seriously injure the engine - in any event, the recovery from the water seems probably, while falling on land is sure death.

Now as to Island #1 : this is about 60-acres in area - can be absolutely patrolled and can be used as a base for starting mechanism. Carl has a hangar and machine shop on the large island near the Polo Field, which can be made available for starting and landing the observation plane.

Concerning the observation plane : You might discuss the securing of a few, say, (3) hydroplanes for this purpose. The water of Biscayne Bay is ~~very~~ rough - is ideal for hydroplane work. The Navy have some here now - a school - also Curtis is here, has a private school with a few students.

Targets can be staked any distance required for experimental purposes, and observation towers may be placed on some of the numerous uninhabited islands or on the mainland shore, for observing direct or angle flights.

Triangulation for determining courses and distances, from base to target, will be simple - several high-powered launches, 36-miles per hour, are available for observation and speedy recovery.

Island #2 is 26-miles south and east of Miami. On this is a good Club-House, electric light, ice machine, plenty of drinking water, and barracks for all the workmen required. This, if need for base, requires -

hangars and workshop, landing field which can be made quickly, or if hydros are used for follow up work, suitable inclined docks for them.

The advantage of inland #2 for base and starting mechanism is privacy and entire control of the people, workmen, etc. It will take a couple of months, perhaps, to get all these things ready for business - build hangars, shop, flying boat docks, etc, together with the observation towers, triangulation, base lines for quick work in placing targets; actually having starting mechanism built and ready to operate, with various targets located, so when you are ready to try out, everything at this end of the line is waiting and ready for you.

After you and Ket go over this, let us have your views. Ket should run down here and look over the situation - then Carl and I can have everything attended to on the lines Ket decides are best.

Consider No. 1 as being somewhat more convenient and a little less expenditure - but the privacy of #2, where everything would be concentrated on the work to be done, has many advantages. The Club-House there has all conveniences and is most attractive - remember, too, that every day down here is a perfect flying day - or night.

It will be well to consider placing some silk bags in the body of the bird so that it will float after striking the water.

Come on now and get busy. Ket should come down here right away and give his approval to this lay-out. Perhaps it will work out best to make the birds here for experimental purposes.

Col. Deeds can probably get, say, 5 hydros turned over to us, but we must keep it all in our hands entirely until finished - and if an officer be necessary, Captain Harmon is familiar with those waters. Perhaps Ket will want Major Hall to come with him - if so, that would be excellent, and final settlement and approval can be had promptly.

Fisher is associated with an excellent boat shop here - skilled workmen, wood working tools, metal working tools, oxy-acetylene outfit, etc - so any repair work can be attended to here - two excellent machinists and eight skilled woodworkers. Of course, in the main, everything would be made in Dayton, but these facilities for auxiliary work are here and will be available.

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MB low

FULL PAGE ADVERTISEMENT

to be run twice (2)

METROPOLIS

1918-19

This is an unusual advertisement about unusual property.

We have been selling ALTON BEACH real estate for three years and have sold several hundred thousand dollars worth of property to people located in all parts of the United States, and we wish to make this announcement :

That if we have any customers in Miami or elsewhere who have purchased lots from us, who are not entirely satisfied with their purchase and who are not well pleased with their investment, any one or all of these purchasers may come into our office at ALTON BEACH and we will refund the purchase price of the lot plus 6% interest to date.

Did you ever hear of any other real estate company in the United States making an offer of this kind ?

Our plans for the coming season call for the erection of a theatre, six store sevens buildings, a very beautiful Polo Club-House, a Mechanics' Hotel, and ten Italian Villa residences. In addition to these buildings, which will probably amount to two hundred thousand dollars or more, we expect to continue the planting of shrubbery, trees, etc.

We advance the prices of ALTON BEACH real estate 10% each year. If you wish to purchase property from us this season you may do so knowing that the price will be advanced next year at least 10% or more over this season. We try to give our customers an investment in a home site or a business site that substantially and steadily grows in value.

THE ALTON BEACH REALTY COMPANY

ADVERTISEMENT

MB Pa

1918-19

The completion of the Brooklyn Bridge increased the value of city lots in Brooklyn from ten to two hundred and three hundred percent. The completion of the giant Causeway in Washington made subdivision property across the River worth fifteen times what it was before the Causeway was built.

The completion of the Causeway in Miami will have the same effect on the property across the Bay.

ADVERTISEMENT

We have 200,000 healthy, beautiful trees on Alton Beach - four years old - and we are now adding 100,000 ornamental shrubs. Can you imagine what this peninsula will look like in two years from now ?

More actual work and effort has been expended in four years on the creation of the peninsula across the Bay from Miami than on any other subdivision property in the United States.

We have sold several pieces of property in Alton Beach in the past four years. We will cash any lot we have ever sold, if the owner imagines he can make a better investment, and we will pay 6% interest on the investment from date of sale. No other real estate company in existence ever made this offer. For instance - we sold a lady in Miami, three years ago - Mrs. A. F. Forsell - an Ocean front lot. We will cash this lot today for Mrs. Forsell and be glad to pay double the price the lot was sold for three years ago.

THE ALTON BEACH REALTY COMPANY

MS Dav

1918-19

ADVERTISEMENT

We have twenty-four miles of smooth, dustless roads on the peninsula. No other city of this population in the United States can claim as many miles of good roads.

The building permits in Miami proper last month were \$14,500 ; building permits in Miami Beach last month were \$110,000.00.

The improvements laid out for this year at Miami Beach include a Church, a theatre, twenty-five houses ranging in price from \$5,000 to \$50,000 each, six store-rooms, a mechanics' hotel, and an additional nine hole Golf Course.

The Dixie Highway to Miami is going to be a boulevard from Louisville to Jacksonville in four years, and when this time comes, Miami's population will double and treble any other city in Florida. Miami today is the home of more wealthy men than any other city in the United States of the same population. These men bring millions of dollars of northern money and spend it in this county.

Within two years from the opening of the Government Channel, it will take two miles of docks to hold the yachts and boats that will anchor at Miami in the Winter months.



MB Dev. 1919

42 page  
4 col  
NRM

NEARLY TWO MILLION DOLLARS IN  
IMPROVEMENTS AT MIAMI BEACH  
DURING THE YEAR 1919.

Few people, even in Miami, directly across the Bay, realize the tremendous stride that Miami Beach is making in improvements and new buildings. Following is a partial list of the contracts that are now under way at Miami Beach. This list, which runs over a million dollars, does not include some twenty-two small residences costing from two thousand to four thousand dollars each, that have been completed during the past season of 1919.

Nor does this list include the three mile fill contract of the Bowers Southern Dredging Company - or the building of the two additional Golf Links that are now being started at the Beach.

On December 22nd the Alton Beach Realty Company will let contract for the new FLAMINGO Hotel at a cost of about seven hundred thousand dollars, which we hope to be able to add to our improvements for this season.

There is probably no other city in the world of less than five hundred inhabitants that can point to an improvement program that would equal one-tenth the amount that is being expended annually at Miami Beach.

The opening of the new Causeway between Miami and Miami Beach will do for the Beach property the same thing that a large and substantial Causeway has done in every other city in the United States where two important properties have been connected by a substantial causeway or viaduct.

The proper time to invest in Miami Beach properties is NOW - not after the demand has forced these prices two, three, four, five and probably ten times their present values.

Miami Beach Developments in 1919.

Electric power plant, cold storage & Street Car Line .....	\$450,000.
New Congregational Church .....	50,000.
New Public School .....	40,000.
Eunice Martin Private School .....	15,000.
Lincoln Hotel Addition .....	120,000.
New 300-room Ladies' Bath-House Addition .....	55,000.

New Golf Club Building .....	\$15,000.
New Bay Shore Golf and Country Club Building .....	50,000.
AQUARIUM .....	150,000.
Western Union Cable Office on 5th Street .....	25,000.
(Ocean View Company property)	
Robert Moreland's Riding Academy Building .....	10,000.
Yacht Club and Docks on Star Island .....	30,000.
Entrance Tower Gates - Star Island .....	6,000.
<del>Ocean View Company Buildings</del> .....	<del>2,000.</del>
Concrete Seawall - Star Island .....	52,000.
Concrete Water Tower - Star Island .....	22,000.
Caretaker's House - Star Island .....	4,000.
Residence for Paul A. Brooks of Minneapolis .....	15,000.
Four residences let by A. C. Van Hagen .....	40,000.
Residence by J. Arthur Pancoast .....	30,000.
" " J. H. Burton .....	25,000.
" " Col. A. T. Ballantyne .....	16,000.
" " H. H. Pancoast .....	30,000.
E. L. Haumann Residence - Star Island .....	65,000.
Two Ocean View Company houses at \$30,000 each .....	60,000.
Residence by George Fink on the Ocean Front .....	40,000.
Two completed residences by Marvin Allen ... <del>Bay Front</del> ...	50,000.
Store Buildings - Lincoln Road .....	15,000.
Five Store Rooms for the Alton Beach Realty Company ....	9,200.

Total ..... \$ 1,469,400.00

2200  
 -----  
 \$ 1,467,200<sup>00</sup>

June 2nd, 1919.

Mr. Thomas J. Pancoast,  
Miami Beach Improvement Company,  
Miami Beach, Florida.

MB dev

Dear Mr. Pancoast :

Yours of the 30th : Check went forward several days ago for the Osborn Tract.

If you and Irving prefer, I will keep the northern part of the peninsula until I can get someone with considerable capital to go ahead and develop it. However, there is no particular hurry about this development. We won't be to it for a year and by the time we get there we will know more about how things are going and how all of us will be fixed for cash. I think the jobs we are doing now and what people will see when they come to Miami next Winter, are going to make all of our property move rapidly.

I had thought that it was best not to say anything about our plans for the peninsula until the islands were settled. I don't want to stir up a desire for a contest over the possession of these islands. If we had the island question settled definitely I would be very glad to go ahead with considerable publicity regarding our plans for the northern part of the peninsula.

No publicity has been given to the Flagler Monument as Brown has not yet received deed from the State for the three-acres.

Regarding the connecting links across the Bay and the sale of the Bridge : The sale of this Bridge to speculators who would not be able to complete their plans would do all of us on the peninsula hundreds of thousands of dollars worth of harm. We now have a million dollars worth of Bay front property north of the Bridge - or we will have as soon as we get it filled and on the market. This property will be more desirable if the Bridge is out of the road entirely than if it remains as it is now. Nothing would please me more than to see a string of well built islands across the Bay, connected by a first class substantial bridge. The present Bridge would only do for hauling materials until the other could be built. A company with anything less than a million dollars for this job would make a failure of it, in my estimation, and a company building islands without proper bulkheading and planting facilities would only create eye-sores in the Bay that we would have to look at for a good many years. If you could sell the Bridge under a contract stating just what it was to be used for, and know before the transfer of the Bridge that the Company buying the Bridge could and would carry thru their plans, then it could be sold and it would probably

Mr. Ches. J. Ponceast. #2. June 2nd, 1919.

probably do us no harm at our end of the property, and might do us considerable good. If the drawbridges for the Causeway should not be received on time to be used this year, and if the Bridge should fall in the hands of people who desired to charge a dollar apiece for people to come across the bridge, we would be in a nice kettle of fish. We have entirely too much at stake on the northern part of our property to take any chances on the sale of the Bridge to speculators or to people who could not carry out their plans.

There is no reason, in my estimation, why you shouldn't go ahead and figure with these people, and if they really mean to make a first class improvement, there is no reason why they shouldn't enter into an agreement to do it at the time the Bridge is sold. The use of the Bridge, in my estimation, as a free passageway is not practical. It would cost entirely too much money for any company to maintain it unless it is originally built of concrete in a very substantial manner, and if this is done, it will cost at least half a million dollars to build the connecting bridges. Anything else will do us at least half a million dollars worth of harm.

I will be glad to talk this over further with you when I get down to Miami - leaving here Wednesday night.

Yours very truly,

CGF:R



MB dev.  
June 20th, 1919.

Mr. F. A. Seiberling,  
c/o Goodyear Tire & Rubber Company,  
Akron, Ohio.

My dear Mr. Seiberling :

I have just returned this morning from Miami, where I have been for the past ten days, trying out a new palmetto plow. Since I saw you last I have managed to dig up enough money to purchase all of the ground from the canal on our property north on the peninsula for a distance of three-and-a-half miles. We have dredges on the ground and are making a three and a half million yard fill. This will add more than a thousand acres to our present holdings and will finally eliminate all of the mosquito breeding holes on our side of the Bay for a distance of five and a half miles north and south. I am expecting a rare time there this winter, building boulevards, planting trees, etc.

I went down to inspect your Island with Brown, last Monday. Considerable work has been done and the place is looking very well. I imagine it has cost you two or three thousand dollars on the work done to protect the mangrove trees - but the ditching scheme and harbor scheme, as Brown has laid it out, is finally going to look very good. Labor is getting scarcer every day in the South; a negro now at \$3 and \$3.50 a day is no better, and not as good, as some of the negroes we got three years ago at \$1.50 a day. Dredging crews are higher paid and the price of fill has gone up, so that it will be necessary to pay about 25¢ a yard for the fill on your property instead of the 20 or 22¢ which was estimated. Brown is ready to go ahead with the bulkhead and the fill whenever you are ready to have him do so.

I have advanced Brown four or five thousand dollars and have been very glad to do so for you. I am having my bookkeeper make up a memorandum of the advance that was made, and you can send me a check when you have time.

Brown talked to me some about your hesitation on going ahead with the Island on account of tidal waves. I have gone into this matter very carefully and realize that we run some risks on the Beach of at some time having water on our Beach at probably one or two feet - but not from tidal waves. Any tidal wave in our part of the country that could be powerful enough to displace the Gulf Stream would be powerful enough to even displace the entire rotation of the earth. The Gulf Stream has always been our great protection at Miami; the ordinary cyclone has very little effect on it. The building which you saw on Soldiers Key was erected by the Florida East Coast Hotel Company more than 22 years ago; it is an ordinary wooden building, constructed



Mr. F. A. Seiberling. #2. June 20th, 1919.

on an ordinary foundation, and is on a practically three-acre island subject to the wind from every direction. This building wouldn't begin to stand a Kansas cyclone or an Indiana cyclone - and while Soldiers Key, which is only about 28" above high tide, may have had two or three feet of water over it twice in 22 years, no damage was done to the trees or to the building in either case.

By building your house on an elevation - a concrete foundation above tide about six or eight feet - I would personally consider it just as safe during a cyclone in the South to be in this house as I would to be in any other building in any other part of the United States during a cyclone - which is sometimes called Tidal Waves.

There can be no comparison whatever between the situation at Galveston and any possibility of a like situation at Miami. Galveston is located in the small neck of a funnel. If the wind blows steady enough and long enough from the South, it will blow the water up the Bay and pile it up over Galveston again.

During forty-four years residence in Miami of a man to whom I talked, he has only seen the water twice over the bulkhead at the Royal Palm Hotel - and this bulkhead is 3-feet 5-inches above the tide. He has seen the water almost a foot and a half deep over the bulkhead from continuous southerly winds of high velocity.

I am in hopes you won't give up Miami on account of the possibilities of a Tidal Wave. The place is growing very rapidly and is more beautiful every year.

Sincerely yours,

CGF:R

# Beach Development

June 27th, 1919.

Mr. George Stevens, Pres.,  
Mansfield Tire & Rubber Co.,  
Mansfield, O.

Dear Sir:-

It gives us great pleasure to comply with the request of Mr. Edward Mason to send you some literature describing and illustrating the wonderful development that is taking place at Alton Beach and contiguous properties composing Miami Beach, Fla., - a development that is making this the most ideal spot in which to spend a winter on either ocean, with every man-made attraction that is conducive to pleasurable living, sport and healthful recreation complementing the matchless gifts of nature as provided in an ideal climate and a tropical setting of vivid beauty.

The literature we are sending you is in no sense overdrawn. For the most part it is simply reprinted from the personal experiences of men, who, having visited this delightful realm of tropic enjoyment, could not refrain from rendering tribute to it through written testimonials. The natural attractions of Miami Beach, its balmy, fragrant atmosphere, its pure, undefiled breezes from the heart of the ocean, its gorgeous panorama of sunlit waters, its brilliant, colorful vegetation, its facilities for sport of every description, and the class and character of its beautiful residences are such as to arouse enthusiasm in any man and to awaken a deep affection for it in his heart.

It will interest you to learn that only last winter a number of prominent Ohioans fell under the spell of Alton Beach and will make their winter homes there in the future. Among them are two gentlemen of your immediate acquaintance, Messrs. G. W. and J. C. Kenne, of Mansfield and Columbus, O., respectively. These two brothers bought adjoining pieces of property on one of the most prominent boulevards of Miami Beach, and one of them, Mr. G. W. Kenne, has plans under preparation for the erection of a splendid residence of Moorish design. Mr. Homer J. Taylor, a queensware manufacturer of E. Liverpool, O., whom you may also number among your acquaintances, bought one of the homes that we had already built, opposite the golf links, a beautiful New England Colonial design, and is building another home to the rear of this one for his mother. Another Ohioan, Mr. William Boies, of Toledo, bought a privately owned home of the bungalow type immediately adjoining our property.

December 14th, 1919.

The Miami Herald,  
Miami, Florida.

Gentlemen :

Referring to our page advertisement of December 14th :

A great many mistakes were made in this advertisement which to a certain extent makes the advertisement worthless and also makes it ridiculous. You were given a copy of this adv. and it was only a question of setting it up from the exact copy.

There is no reason why a one should be mistaken for a five - especially when it is spelled out as you will find it in the paragraph referring to population of one hundred thousand. The adv. refers to five hundred thousand as against copy given you which read 'one hundred thousand'.

The figures in your main column you will find do not add up properly. You list the new Golf Club at \$50,000 when the copy gave it to you as \$15,000 - and the Ladies' Dressing Rooms at the Bath-house you have listed as \$13,000 when the copy read \$35,000.

We don't like to see a statement of this kind over our name - all garbled and balled up as this has been - particularly when you were given a printed copy to follow. We don't like to cause you the annoyance of submitting proof of our advertisements, when it can be avoided - but in order to insure the correcting printing of our advertisements, we will have to ask you to submit proof of everything.

Yours very truly,

CGF:R

1/2 page Met

At the Beach

Improvements, just nearing  
Completion —

Shunt Cor line —	}	450,000
Ice Plant		
Electric Plant		
Church		50,
Lincoln Hotel Addition		120,
Ladies Bath House		85
5 Store Rooms		29,000
23 Homes		230,000
Nine Hacc Golf Course		40,000
2 New School Blds		55,000

Improvements on Star Island

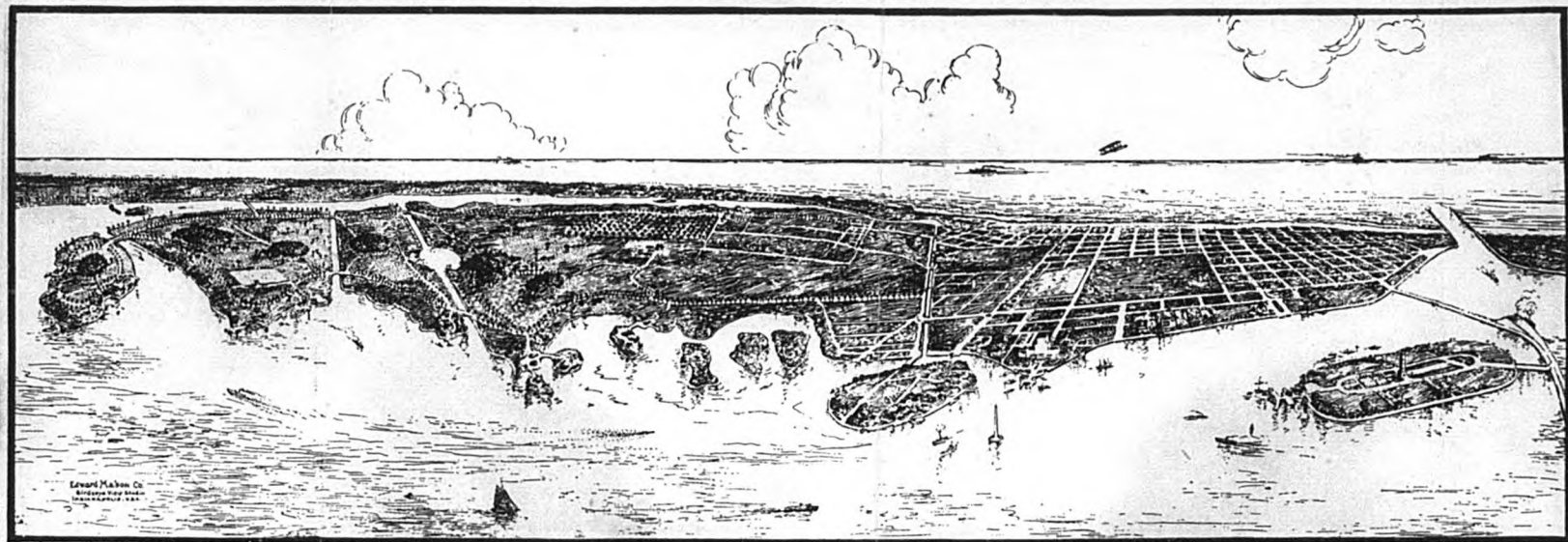
Residences — Towers ~~Golf~~  
Cajacks Club etc — 220,000

And we are just  
getting a good start

Miami Beach



1920





Copy for Mr.  
Fisher.

MB dev.

July , 1920.

Mr. Lyman B. Kendall,  
Deal, New Jersey.

Dear Ken:

I was riding in the outskirts of Washington yesterday evening and came across a signpost that made me stop, look and listen, for it read "Kendall's Rest." Upon inquiry I found that it was a very nice sanitarium, and it occurred to me that you two homeless robins would be glad to know that somewhere there was a quiet spot far from the madding crowd where politics cease to trouble and the wicked are at rest.

During the last several days I have been getting my notes together about Florida for the preparation of some Magazine material to be used later in the year, and a recapitulation of the wonder work which is going on at Miami Beach, together with the seemingly gigantic task of developing that whole area above the Casino — which has been under way for a year or more and is making simply marvelous strides — is quite worthy of an article by itself, were it not so entirely commercial.

As you probably know, young Fisher acquired control of an area adjoining and stretching for several miles north of the Casino, between Biscayne Bay and the ocean. It was practically a Mangrove-jungle-tidal-swamp a year ago, so dense that only a Seminole could penetrate it at all, and to the uninitiated utterly hopeless as a development project. I made three different trips to Miami between last November and May of this year, and in going over that area I could hardly believe my eyes as to what has been accomplished. Several immense dredges have pumped in a mountain of sand, filling every wet spot; Denny tractor plows, especially invented to cut out the tenacious palmetto roots, rip them out of the ground and tear them apart like a stemming machine handles tobacco leaves; other tractors having a pull of twenty tons tear out by the roots trees forty feet high and three feet in diameter as though they were matches, and the appearance of the property now demonstrates in a conclusive way that even the layman can understand, that in another year or two it will rival Alton Beach itself, and is even more desirable topographically because it is bisected by the stream which the Board of Geographic Names of the Government has now changed to Flamingo Bay, and which was formerly Indian Creek.

A year ago while down there I noted that the total amount on deposit in the city of Miami was nine million dollars, and just a month ago it was announced as twenty million dollars; whereas, the census develops

that it has grown something like 400% in population in ten years. The new Causeway has been completed and will be as much of a scenic wonder as the Columbia River Highway is to Oregon, for the bridge stretches three miles across Biscayne Bay, is from 60 to 100 feet wide and is a real masterpiece of engineering skill, which is to be beautified by growing palms, tropical plants and electric lights.

Carl has nearly completed an electrical plant to furnish electric light for the whole beach, as well as to operate a car line across the bridge, and up to the Casino; and a bank building, theater, and even a church has been practically completed, to say nothing of scores of beautiful homes, another eighteen hole golf course, and new polo fields. There were 110 polo ponies down there last winter and splendid games were played three times a week. The new hotel on the Bay front, named the Flamingo, is being pushed forward rapidly and will probably be completed by January next.

It is an unusual opportunity for investment and I am only sorry that I haven't a small fortune to put into it myself, and I say this aside from any friendly interest in what Fisher is doing or other sentimental strings.

I am not sure of the figure, but my recollection is that the Company sold two and one-half million dollar's worth of property during the last winter season down there, and the interesting thing is that a lot of the Miami city residents are realizing now what they have been overlooking and are buying homes over there. By George, if my own ship ever comes in I am going to have one myself, for I think it has developed into the most beautiful spot in the world. Positively, you would never recognize the place as it has improved in the last year and a half.

No, old fellow, I am not trying to sell you stock in anything, for, while I have a lot of editorial assurance and some nerve, I draw the line at anything like that myself, but it is certainly worthy of your earnest consideration.

Tell Bettiken I had a line from old Jane from Pekin, and she will shortly be on her homeward trip via the Philippines, Hawaii and our own West Coast.

It looks as though there would be a lot of fireworks between Messrs. Harding and Cox and their respective followings, but I am banking my hopes on the G.O.P. coming back into the saddle, as the lesser of two evils.

Harking back to several months ago, you remember I said something about the prospect of an increase in taxes here in Washington -- well, it came through and they were advanced from \$1.50 to \$1.90 per hundred, the Government rescinding the 50-50 plan which they incepted when they took over the District of Columbia as the Nation's Capital, and now supply 40 to the citizens' 60%. It wouldn't be so bad if we could spend that 60% in the District, but it all goes into the maw of the Treasury Department and then they appropriate for the maintenance and development of the District -- about 30% of what they collect. So, you were wise to keep your residence in the Sovereign Commonwealth of Florida.

Have you given up the idea of opening a branch here in Washington.

Give my very best to Betty and remember to keep in the shade and away from your Hebraic neighbors.

L/B

MB dev

September 20th, 1920.

Mr. Charles C. Coffin,  
c/o Culver Military Academy,  
Culver, Indiana.

Dear Mr. Coffin :

I am sending you under separate cover a bunch of booklets that we have gotten out during the past two years, describing Miami Beach. The place is growing very fast and it is a wonderful place in the Winter time for young men - and it is particularly a wonderful place for your School. We have had at least two hundred different school outfits talk to us about a school at Miami Beach, but none of them seemed to have enough money to do anything with and they just didn't strike us as being the right people. I have always hoped that we could have some school like the Culver Military Academy at Miami Beach.

Our three companies over there own and control about 2000 acres of land, and I am sending you a late map of the property showing it as a completed whole. All the dredging and canal work on the northern part of the property will be completed within the next seven to ten months - seventy-five percent of the entire job is completed now. We are just putting the finishing touches on a \$1,500,000.00 hotel - The Flamingo - and we have just completed for the Beach a complete electric light, street railway system, ice and cold storage plant of our own, at \$650,000.00. I mention these matters so you can see the type of improvements we are putting up at Miami Beach.

Personally I want a branch of the Culver School there at Miami Beach more than anything you can imagine - and I want it bad enough to dig in and donate to such a school. I am sure I will donate up to \$50,000.00 for this School if your company will put up \$150,000.00 or \$200,000.00. My donation, however, will have to be made to cover a period of years, as I have outlined and have under the course of construction there several million dollars worth of improvements which will really keep my nose to the grindstone for at least the next three years to dig up funds to carry on this work.

I wouldn't be interested in a small branch ; I want to see a big enough school there to have a bunch of your boys on horseback, to have a campus, a couple of rowing teams, a bunch of swimmers, and above all things - a Band. I would rather hear a Culver Band and see your boys drill than anything I know of, and I am willing to do my share.

I have all the maps, photographs and everything regarding the property here and will meet your representative at any time you say. I am going to Miami the first of November. I would like to see this thing carried thru



Mr. Charles C. Coffin. #2. September 20th, 1920.

full speed - in fact, I would like to see you folks come down to Miami in November, select a site and start work on it, and I will make some very reasonable arrangements for a site and agree to donate some cash to help start it, the cash payable in January.

Most of our best photographs are down at Miami, but I am sending you a small bunch under separate cover, which I would like to have you present to the Directors - and then let me hear from you.

Yours very truly,

CGF:R



ALFRED F. POTTS  
LAWYER  

---

INDIANAPOLIS  
911 FLETCHER TRUST BUILDING

November  
13  
1920.

Messrs Fisher & Allison,  
Alton Beach Realty Co.,  
Miami Beach,  
Florida.

Gentlemen:-

As you are doubtless aware the greatly increased cost of passenger and freight transportation is playing havoc with the theatrical road companies and making more obvious the future of the local stock company such as Stuart-Walker conducts here every summer at the Murat.

As you may know my daughter - Marjorie Vonnegut and her husband Walter are both interested in theatrical matters and have made an excellent record in New York on the stage. But they both see the future for stock business and are considering the organization of a strong stock company.

I have suggested that if the field is not entirely filled at Miami that it would be a splendid place to locate.

Would you be kind enough to advise me as to how many theatres you have and their character. Also, whether a theatre old or new could be leased and generally whether you would regard the venture as one that would promise success. I suppose, of course it would be a winter season proposition. But during the winter would it command a liberal patronage if the show deserved it?

Any general information you can give me will be greatly appreciated.

Very truly yours,

AFP/WMG

*Alfred F. Potts*

MB dev

November 18th, 1920.

Mr. Alfred F. Potts,  
911 Fletcher Trust Building,  
Indianapolis, Indiana.

Dear Mr. Potts :

I have your letter of the 13th : Miami is the fastest growing city in the United States - 440% gain by the last census - and there is probably more new money being put into this section by three or four to one than any other part of the United States. We have fifteen or twenty theatres, such as they are, and one stock company, which has been doing very well, playing to crowded houses. This would be the best place I know of for a real first class stock company equal to the Stuart Walker players. It is almost impossible to consider visiting show companies here for the reason that we are 365 miles south of Jacksonville and 350 miles from Havana - and a stock company is the only thing I can see here to be a success - but it must be good, and then it would be highly successful.

We are having the plans drawn now for a new theatre which will be the finest theatre in the South. We have already started construction work on this theatre with the idea of having it ready for next season. We will make a lease of this theatre to the right company who are willing to invest their own money in the theatre business - and on no other conditions would we consider a lease.

If you wish to run down and look the situation over, we would be very glad to go into the matter further with you.

Yours very truly,

CGF:R

MB daw  
November 17th, 1920.

Mr. Stoughten A. Fletcher,  
Fletcher American National Bank,  
Indianapolis, Indiana.

Dear Stought :

I am enclosing herewith a little resume of operations here, which will give you some idea of how things are going. We have sold fifty thousand dollars worth of property since I arrived, but our selling season is not on until January. We may sell another \$150,000.00 or \$200,000.00 worth in December, but these sales will give us an average of only 25%.

The Street Car Company is running about \$200,000.00 more than originally anticipated on account of extra bridges, extra street lamps, etc - and of course the Hotel is also stepping over the original estimate about \$200,000.00. Our streets, bridges, polo barns, completion of a large number of houses, have also stepped up another \$100,000.00.

We have borrowed considerable money from the local banks here on notes but we have considerable notes left and a large number of other valuable companies that have no obligations. We have just completed the Lincoln Hotel which stands us on our books a little over \$300,000.00. Do you think if we could send you some bonds on this Hotel to the amount of \$150,000.00 that you could sell them for me ?

Our Auditor estimates that between \$650,000.00 and \$700,000.00 will take care of all of our obligations in completing this building program, and of this amount we will probably receive \$50,000.00 or \$75,000.00 from advance payments in real estate during December and early January, and possibly the sale of some of our real estate notes to the extent of \$50,000 or \$75,000.00. If we could sell the bonds on the Flamingo Hotel, which is practically completed, and \$150,000.00 worth of bonds on the Lincoln Hotel, we would be in good shape and go thru the season in fine style - and our sales should easily be more than a million dollars for this company along by the first of May.

We have a \$750,000.00 Electric Light & Power Plant, new, which is unencumbered; also the Lincoln Hotel, worth \$350,000.00, which is unencumbered; also the Miami Beach Baths & Casino, worth \$300,000.00 and without liabilities of any kind; and about \$500,000.00 worth of new houses, without liabilities of any kind. In addition, the statement will show that we have several million dollars worth of land and miscellaneous assets.

I don't want to have Jim make any sacrifices if I can help it. If you have any suggestions, shoot them thru. And incidentally, let me know how you are coming with your troubles.

Yours very truly,

CGF:R

Advertisement 1920

MB. dew

The completed program for Miami Beach development calls for : miles of bulkheaded water front, and for approximately fifteen miles of street car service. Practically every lot at Miami Beach will be within two or three blocks of the street car line - and while we are mentioning street car lines, don't forget that at the present time the City of Miami Beach is served by the finest electric railway system of any city in the United States, regardless of size or age. The bulkheaded water front of Miami Beach is destined to be the most beautiful water frontage of any city in the world. Our restrictions make it impossible for fish houses, unsightly boat-houses, lumber yards and other unsightly obstructions on our water fronts. We have one location of 1200 feet of water frontage for a boat-house and supply yards. We have several special unloading stations for various materials for the construction of buildings on the peninsula.

The entire Miami Beach peninsula is subdivided into areas - and the best street numbering system of any city in the world is now being installed at Miami Beach.

At the present time there are approximately 50 miles of oiled, smooth surfaced roads at Miami Beach. The entire development will have approximately 100 miles of roadways. At the present time the City of Miami Beach has more oiled and paved streets than any city of its size in the world. It has the largest investment in residential property of any city in America of its population. With the exception of only two cities in the United States, Miami Beach has the largest amount of taxable property of any city of its population.

Miami Beach now has the finest hotel in Florida - and construction on the finest theatre in Florida has been started. Miami Beach has the finest Polo Fields and Polo equipment of any spot in America.

Miami Beach has two golf courses as good as any others in Florida - and is now building an 18-hole golf course that will surpass any golf course in the entire South.

Miami Beach will have nine miles of the finest bridle paths to be found in any section of the United States, by December first of next season : about 4 miles of these bridle paths have already been constructed.

We have only two smoke stacks on Miami Beach - both oil burners. We claim Miami Beach is the cleanest city in the world - regardless of size or location.

The average price of building lots at Miami Beach is \$5000 : Within ten or twelve years Miami Beach, if it maintains its present standard of progress, will have taxable property of between \$25,000,000.00 and \$50,000,000.00 - and hundreds of lots today sell at \$5000 and will be worth from \$25,000 to \$50,000. Any man who can afford to own a \$2500 automobile can afford to own a building lot at Miami Beach - and the building lot is a very much better investment. Hundreds of men who cannot afford to own an automobile should put their savings in a Miami Beach lot, as we do not know of any spot in America where there will be in the near future such a large demand for residence and business sites . There are only 3000 acres in all at Miami Beach - many homes will be built here on as much as 5 and 10-acres of ground - so that a safe estimate would figure that less than 3000 people will own all of Miami Beach within the next



two or three years. There must be two or three hundred thousand people in the United States who will want a piece of this property. Just what they will pay for this property in the future remains to be seen. We have already seen more than 700 lots at Miami Beach sold for two, three and four times the price that they sold for three or four years ago. No other property in Florida begins to compare with the advance in value that will follow the development of Miami Beach.



BIRDS-EYE PICTURE OF MIAMI BEACH - COMPRISING  
THE PROPERTY OF THE ALTON BEACH REALTY COMPANY,  
THE MIAMI BEACH IMPROVEMENT COMPANY, THE MIAMI  
OCEAN VIEW COMPANY, THE NORTH BAY SHORE COMPANY,  
AND THE PENINSULA TERMINAL COMPANY.

1921

MB dev

In the entire peninsula there is approximately 3000-acres of ground connected with the Mother City of Miami by the new Causeway. At the present time about one-half of the property has been filled, platted with roads, and is in a highly developed condition. The north half of the property has been let to contract for fill and further development, and at the present time the Furst-Clark Construction Company have a large number of dredges working on this property, and the entire fill is expected to be finished some time during the season of 1921. This property, when completed, will contain about 60 miles of boulevards - oiled, dustless roads - and all streets will be between 60 and 100 feet wide. There will be no one-way traffic laws at Miami Beach for the next fifty years as the majority of our main arteries are 100 feet in width, which will permit eight rows of vehicles abreast. The large dredges at the present time are making miles of beautiful shore front, lakes, islands, and about three miles of canals which will be about 150 feet in width, spanned with large arched bridges. All of the property on Indian Creek and the Ocean front will be bulkheaded and filled as fast as the dredges can get to this work.

The northern part of the property, or that property immediately north of Collins Canal, will contain the new 18-hole Golf Course which we are going to try and make the finest Golf Course in the entire South; also two new complete Polo Fields.

When this entire project of 3000-acres is complete, we will have reclaimed more than 1000-acres of swamp land, making this fill between 18 and 20 million cubic yards of sand taken from the Bay. The several companies connected with this

enterprise will have spent in development between three and five million dollars in actual land development, to say nothing of the bathing pools, hotels, residences and other additions to the property, store rooms, theatre, etc. etc.

The completed property will have about 16 miles of water front, and all of this valuable property within a few years will belong to some 2000 owners scattered in all parts of the United States. There are more than 100,000 people in the United States who can afford to own very handsome residences on this peninsula, and it is safe to say that at least 50,000 people in the United States are going to bid on or attempt to buy a residence on this property. Just what prices will rule the market on Miami Beach is at the present time problematical. If it were possible for the present holders to keep this property for the next five years, undoubtedly at that time the property would sell for two, three and four times the sales prices in the meantime, but the holders of a large part of this property will need several million dollars to proceed with the development - and these separate companies will continue to offer property at Miami Beach at very reasonable figures for the early investors.

If residence property in Detroit and Cleveland, not nearly so well located as this property that we have to offer, is worth from \$400 to \$2000 a front foot, undoubtedly the same residence owners can afford to and will own Winter residence property at Miami Beach. Just what prices will rule when 50,000 people want to own this water front is, as we have stated, problematical - but there is no reason why water front property at Miami Beach should not be worth just as much as restricted water front property in Detroit or Cleveland. Residence property in Detroit or Miami Beach is all the same : you can't sell a piece of residence property in Detroit for a factory site or a lumber yard, and its the same thing at Miami Beach. Residence property at Miami Beach means residence property from now on, as long as the Island stands, or as long as our deeds are worth the paper they are written on. The same people who own residence property at Detroit, worth \$2000 per front foot, can afford

to live at Miami Beach and own a residence here, where they can live six months, while in Detroit hundreds of people only occupy their residences three or four months during the season.

In most large cities like Chicago, Philadelphia, Baltimore, Detroit, Buffalo, etc, a very large proportion of the profit in real estate has been made by investors from other towns who have seen the opportunity. We would like to have a large number of the people in Miami invest in Miami Beach property for future profit. We are going to make a particular attempt to interest the citizens of Miami in Miami Beach property, as we want them to share with us in the future profits. Anything that is of benefit to Miami Beach, is of benefit to the City of Miami.

We have sold hundreds of building sites at Miami Beach to the shrewdest investors in America. These men will help in building up this community and also help in building up the Everglades. They will make investments in the City of Miami : they will help build Churches, theatres, hotels, street car lines, help build roads - in fact, they help build everything that is built, not only with their taxes, but with their enterprise and desire to help build up the community in which they live reside.

Within the past thirty days the associated companies at Miami Beach have sold to the most prominent citizens of Miami almost \$400,000 worth of Beach property. The class of improvements and development that we are going ahead with assures a steady advance on these investments - but we want the citizens of Miami Beach to invest further in our Ocean and Bay front property, as well as our inside lots - and we particularly want to call the attention of builders to the fact that at the present time we need at least 100 houses ranging from five to twelve rooms each, and we need a dozen hotels from 100 to 300 rooms each, to house the people who want to live at Miami Beach and who are going to live at Miami Beach. We have at least a half dozen

beautiful hotel sites with water frontage, park effects, etc, that we will offer on very reasonable terms to investors who wish to build a hotel.

The FLAMINGO Hotel we expect to have finished by January 1st of next year. The entire capacity of the FLAMINGO is practically spoken for now, even before the foundation is completed. We are not selfish about the hotel rights at Miami Beach. We know that one good hotel will help fill others - and Miami Beach is growing very fast, as well as the City of Miami. We must have more facilities at both places to accommodate those people in the North who want to come here and live in comfort with modern conveniences during the Winter months.

THE ALTON BEACH REALTY COMPANY.



MB Rev.

SUMMARY

Some Of The Improvements We Expect To Complete At Miami Beach Before January 1, 1921.

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✓ We expect to have the street car, electric light, powerhouse and Cold-storage plant completed and in full operation within three months from today.

✓ We expect to open the FLAMINGO HOTEL by December 1.

✓ We expect to complete some 15 houses that are now under the course of construction, ranging in price from \$10,000.00 to \$100,000.00 - and have them ready for sale by the 1st of January.

✓ We expect to complete the large apartment house now being built on Dade Boulevard.

✓ We expect to complete at least 2½ miles of bulkhead on the new Bay Shore Subdivision. We expect to have pumped into this Subdivision not less than 3,000,000 yards of fill by January 1.

✓ We intend to complete the new 18-hole golf course on the Bay Shore Company grounds, just north of the Collins Canal.

X We expect to have completed by January 1 a first-class theatre - in fact, this will be the best theatre in Florida or the entire south.

X We expect to have completed and in operation a first-class bank and trust company at Miami Beach inside of five months from this date.

X We expect also to have built and completed, in connection with the FLAMINGO HOTEL, one of the finest garages to be found any place in the entire South - completely equipped with not less than 25 Packard and Cadillac touring cars for the use of Flamingo guests.

✓ We hope to see the completion and opening of the JAMES A. ALLISON AQUARIUM, the latter part of this month or early in May of this year. The ALLISON AQUARIUM will be one of the finest aquariums in the world and will be one of the big visiting points on the south Atlantic coast.

3 ✓ We expect to have completed ON STAR ISLAND by May or June of this year five of the handsomest residences in southern Florida, all with water front. A complete boulevard system on Star Island, and a third of Star Island will be a park for the benefit of the residents of Star Island.

X We have received the permit from the war department for the filling of the Flagler Memorial Island. The contract for building the shaft of the Flagler Memorial has been let for over six months. We expect to see this island and shaft completed before January 1 of next year.

✓ We expect to build and complete over six miles of boulevard on the Bay Shore property, and over nine miles of bridle paths.



✓ Within three months from this date we expect to have our dairy - which we believe will be the finest dairy in southern Florida - completed and ready for full operation next January.

✓ We have let the contract for the building of a complete little city for the exclusive use of the colored employees at Miami Beach. The initial contract calls for 25 separate houses - two rooms, kitchen and bath - with septic sewer-tank system; paved street in front of these cottages, and a centrally located church, meeting hall and moving picture auditorium will be a part of the initial program for this colored city. We want our best laborers, cooks and assistants to live centrally on this peninsula - and we have laid aside 50 acres of property for this little city. We are going to try and make it the most ideal city of its kind to be found in America. This city will always be under the control of the Bay Shore Company. The houses will be leased under rigid rules and regulations. The houses will all be built of concrete block, stucco and first-class construction throughout, and will this class of house and equipment, we expect to be able to hold and keep here the very best class of colored servants and laborers.

✓ Two miles of Ocean front property north of the Snowden residence will be bulkheaded and filled some time during this year and early spring of 1921.

We believe we have more improvements underway for the year 1920 at Miami Beach than will be underway in any other city in the United States of less than 100,000 population.

This is our program for 1920.

For the past three years these companies have been in the habit of announcing their yearly program. We are pleased to refer to our past record for completing the jobs we have undertaken.

THE ALTON BEACH REALTY COMPANY

Miami Beach Improvement Co.,  
Miami Beach Bay Shore Co.

Miami Ocean View Co.  
Peninsula Terminal Co.

April 10th, 1921.

Mr. Charles A. Bookalter,  
Bookalter-Ball Printing Company,  
Indianapolis, Indiana.

Dear Book :

I have yours of the 16th and I will agree with most everything you say. You have probably been told a good many times that whiskey isn't good for the system and you probably know that whiskey isn't good for the system - but I take it for granted that this doesn't keep you from taking a drink now and then. The fact that I may be killed some of these days playing polo doesn't stop me from playing - and I am going to continue to play polo just as long as I can stay on a horse. I don't know that there is a great deal of difference in being killed at the age of 48, 58 or 68, if you enjoy yourself while you are living. Besides, to offset the element of danger there is in playing polo (and it isn't as great as some people think) there is a wonderful enthusiasm about polo that keeps you up and I think makes you keener for your other jobs. It takes your mind off worries and keeps you from thinking how old you really are.

Now regarding the Pier: I have heard a lot of talk about the Pier but it isn't the kind of talk that excites us. When a promoter comes around and talks of enlisting the aid of the Woman's Club for writing the By-Laws of the Pier, we don't get greatly excited. I am making you a bet right now, Old Timer, of a hat against a cigaret, that this man from Louisville never builds a Pier here, in Louisville, or in West Point, or any place - for it isn't on the books that a man can build a Pier and depend upon all the Women's Clubs, Civic Clubs, Elks Clubs, etc, for its policy. Certainly we would be very glad to have him build a Pier over here and have him pay for it himself, but we don't want to build the Pier ourselves, pay for it ourselves and then lease it to him.

We are after a population over here of people who can build their own homes - and we are making considerable progress. When we sell one home site like we sold, for instance, to Talbott, this one sale equals the sale of seventy such lots as they sell in 'Brooklands New Subdivision' - 'Craplands New Subdivision' - 'Joylands New Subdivision' - etc. We have a subdivision where lots are worth \$3000 and we have sold a few of these to home owners. They are a very desirable class of citizens. We could easily sell all of our property if we would reduce the price to \$900 and sell it one dollar down and a dollar a month, and we could have 60% of the people who would buy our lots construct homes on which mortgages are foreclosed, and 30% who buy these lots never make more than the third payment.

There is a lot about the selling of real estate that you do know and a half-of-a-lot that you don't know, or at least if you do know, you don't seem to tie it up with our property here. We are figuring now with several people on very big schemes, any one of which if they do go thru (and certainly

Mr. Charles A. Bookwalter. #2. - April 20th, 1921.

one of the several will go thru) will mean a great deal to the future of Miami Beach. In the meantime, we sold about a half as much property this season as we sold last.

I will be up North about the first of May and I hope I will see you at that time.

Yours -

CCF:fl

October 31st, 1923.

Mr. "Pete" Beihling,  
228 E. 13th St.  
Indianapolis, Ind.

Dear Pete:

I have yours of the 23rd. We will be practically finished with our development work here in four months. I am disposing of my street car and power plant, and ice plant to a large utilities company, also selling my apartment houses and devoting my time to my three hotels and the golf courses.

I haven't a thing where you would fit in this organization, except in the selling of real estate. Real estate here is different from what you understand about real estate in a place like Indianapolis or Cleveland, and I thought that possibly this might be a good thing for you; but you have spent so many years in the automobile business and have such a large acquaintance that it seems to me your acquaintance is worth a great deal to you and that you ought to be able to cash in on it with some of the automobile companies.

Yours,

CF-mc



Los Angeles, Cal.  
545 Cypress Ave.

Dec. 10, '23.

Carl Fisher,  
Miami, Fla.

Dear Carl:

I've been spending most of my time for the past four or five years here in Los Angeles, and am thinking of taking a look at some other part of the country just for variety. I remember when Commodore Blacktan and I were racing his boats at Miami in 1915 you were interested in building up that burg and inviting pleasant people to come there, and you had a big island that looked as if it might be covered with houses in time. I suppose it is covered now, and probably Miami is growing like Los Angeles. Is there still room for swimming/<sup>along</sup>~~sunbath~~ fine sand beaches, and can a fellow keep a cruising boat and go out and find good fishing in the sea, and take trips up the river? Or is the place all cluttered up with people to such an extent that there isn't room to move?

I am writing and distributing (sport stuff) through the Pell Syndicate in N.Y., to over 90 papers. I have been thinking it might not be a bad scheme to spend the winters in Miami and go up along the Maine coast for the summers, with occasional trips to New York to see the big fights, football games, world series, etc. Either Miami or some other place along the southern coast where there is swimming, fishing and golf. Wish you could take a couple of minutes off and drop me a line of advice. Haven't seen you for a long time, but suppose you are still in Miami, and as brown as ever with that southern sun, tennis, etc.

I have my wife, one boy and myself. Boy is 15, third year in high school, six feet tall and a corker. Have been planning to send him to Stanford, but may choose an Eastern college if I go east. What can a

fellow buy a pleasantly located and interesting home for in Florida? I have a good place here but would sell it if I went East.

*How about hotels to live in? Or cottage rent? With best regards - as ever  
Is there a state income tax in Florida? Robert Edgren*



MB dau  
Summaries

Mr.

December 27th, 1925.

Mr. Robert Edgren,  
545 Cypress Avenue,  
Los Angeles, Calif.

My dear Bob:

I have yours of the 10th, and I am glad to hear from you again. I am sure if you would spend one winter season here, we would have you forever. Some twenty-five million dollars has been spent on the peninsula since you have been here. It is a regular town now and everything is going big. This is a very much better place to be in the winter time than California.

1915

We have some very good schools here now for your children; a fine city government; a fire department; a bunch of fine police...and a very orderly place. We have some of the best polo to be found any place in the world; and accommodations for two hundred horses, which are always completely taken.

We have hundreds of cottages, apartments houses and good hotels. You can get anything you want; from a neat little cottage up, and I think at about the same price you would have to pay for the very best residential district in Los Angeles.

On the Beach, here, we have seventy-five miles of fine roads; four polo fields.....but it is a very long story, and I am sending you a bunch of advertising matter to take the place of this letter.

You will find here now a big majority of the prominent people of America, from the President down.

I have three golf courses on my property and I am building the fourth one; and there are three more in the city. We have about twenty-five tennis courts; and a big bunch of the best boats in the world.

The population of the city of Miami is now about sixty thousand and growing very fast.

I surely would be glad to see you and if you want to sell out there and come on here, I think I can help you in an investment that will at least not loose you any money. I am making a good deal of money myself, but have made several millions for other people on this property.

Yours,

CGE-mo

LOS A

January 10th, 1924 .

Dear Bob:

I wrote you on the 27th, but I overlooked telling you about the income tax. This is the best place in the world to be, on taxes. The valuation of property here is very low, and a great many people are making this their official residence, coming from Wisconsin, Indiana, New York and other places.

I wish you would decide to come here for at least a week, and look the place over. You can get started here quickly and in the right way.

Yours,

Mr. Robert E. Egan,  
545 Cypress Av.  
Los Angeles, Cal

CGE-mc

Moorestown, N. J., June 20, 1925.

Mr. Carl G. Fisher,  
Port Washington, L. I.

Dear Carl;

Have you arrived home yet, and did you find anything interesting, or is there any way I can help from the observations you made while in Miami Beach?

Arrangements are being made whereby I leave on July 6th for a six weeks trip to the West coast, and I was hoping to see you before I go; whether it will be possible or not I cannot say at this moment.

I will be glad to hear from you anything you may have up your sleeve.

With kind regards, I am

Yours very truly,

*Irving A. Collins*  
I. A. C.

IAC/MIA

June 24, 1925.

Mr. Irving A. Collins,  
Moorestown, N.J.

MB  
See  
Sum

My dear Irving,

I have yours of the 20th.

There isn't a thing at the present time that I know of that you can do to help the general movement. Miami Beach seems to be on fire in speculation and advance of prices. We are advancing everything steadily and now have our prices up as high as it seems to me the property is worth. Yet people continue to buy at these advanced prices, but a great deal of it is only speculation. I have changed our sales contracts so that buyers pay quarterly instead of yearly in order to head off speculation.

The plans for the new church are beautiful and this building at the entrance to your property will be of great value to you. It is worth while for you to make some concession to the church crowd and add the price on the balance of your property.

I made a hot trip to Florida last week and it was certainly hot - 110 in our car thru the Carolinas.

Everything seems to be going all right except there is so much building activity that we cannot get rock and sand at the beach. I learned that our rock from the Terminal Company was going into Miami and, of course, I changed this situation immediately. I am very glad that we haven't a big building program on this summer, as it would be impossible to complete it.

My new office is very lovely and I wish you would drop over and see me. We have dozens of Miami Beach people in here every week. We give them all a boat ride, a good dinner, a drink of Scotch and some cigars and send them on their way happy.

Hope to see you soon.

Yours,

GCP\*JJG.



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SENATOR JOHN W. WATSON has given out a statement in reference to the submerged land bill and its veto by Governor Martin.

The senator says: "I have been reading with interest the interviews and communications of different people and from different angles, published in the Miami press, concerning the veto by Governor Martin of the Bay Bottom Bill. Having followed closely Miami's deep water project for many years, and having passed through the legislature the bill vetoed by the governor, I beg to submit a few observations of mine in reference thereto.

"No people have worked harder or more faithfully for any cause than those of Miami for deep water from the ocean, through the cut, and across Biscayne Bay to the city docks and warehouses. For twenty years or more we have put up our money, sending committees to Washington, attending the various deep water congresses, having surveys made, giving jetty extension, bringing the government engineers to Miami, and having made many other honorable and legitimate efforts to get deep water for Miami, and it is unfortunate, that now, when a 25-foot channel is in sight, the U. S. government putting up \$1,648,000 and Miami about \$5,000,000 for a harbor and dock facilities, which easily make Miami's harbor the largest and most convenient south of New Orleans, that the project is stopped by people who pay none of the cost but would share every benefit and every advantage that Miami would.

"Within the last few days a committee composed of four members of the Atlantic Deeper Waterways Association have visited Miami to make arrangements for their annual meeting to be held at Miami next fall. This committee inspected deeper water conditions at Miami. In part, this is what they said: 'They urged that provision be started now to take care of a city of half a million, which they predicted will be the population of Miami within ten years, that efforts should be made now for a future maintenance of the harbor. They declared that unless the city and government keep at the job of deepening the harbor and caring for it, the future of Miami and the East Coast would suffer.' They highly complimented the chamber of commerce and the city officials on the plans for the new docks, now slumbering for two years.

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"That is not all. A year or two later, as a starter, someone wanted Miami to build a city dock on the east side. The city council of Miami passed an ordinance to that effect and I, as mayor, vetoed the ordinance.

"That is not all. A few years ago the Miami Beach people had the U. S. government engineer call a meeting at the beach to discuss islands, channels and fills on the east side of the bay, and to bridge Miami channel for another purpose, in my opinion, than to get the U. S. government to approve and recognize their location as the docks entitled to government aid, all of which failed.

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There is a story that a year or two ago a man started a company wanted to build a 25-foot channel from the dock to the beach. The city of Miami had an intention that they would buy the dock from the F. E. C. R. R. company. A few weeks ago the Miami Beach people had the U. S. Government Board of Engineers meeting in Miami, and the dock was studied. The dock was on the east side of the bay, and the Miami channel for a long time ago was deeper than the present one. The government to appear at the dock on the west shore, as it is intended to be built and the dock on the east side of the bay.

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I want to say that here however that I admire Governor Martin, I have faith and confidence in him, and am sure that as he heard only the beach side of the matter that he considered it unfair and voted to allow Miami's constitutional rights to be taken away. I hope that some time he will see the error of his ways and sign the bill absolutely essential to the future of Miami. If he does not sign the bill, Miami will get its submerged land in order to meet the United States government requirements and the requirements of the farmer, fish and vegetable growers, the cattlemen, the sugar industry, the produce from the Everglades and all make other people and men who are building up Florida and paying millions into the state treasury in taxes. And I want you to see the success of the United States in sending out population and new things into Southeast Florida, depending largely upon the success of Miami and her facilities to attract and safely handle the produce and the docks that is now here and will be largely increased in this section of the state of Florida.

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In this they were temporarily successful. The objection given was that the bill took on lands in the city of Miami Beach. I ask them to show how we can possibly get to the ocean with a wider and deeper channel without going through some part of Miami Beach. We will certainly have to fly over it or tunnel under it. Some of the promoters over there, so anxious to make a few more dollars, regardless of how it affects any other person or community, are spreading out over that whole side. They want to see Miami Beach become a city like the little boy wanted to see his hen when he set 36 eggs under her. His mother asked him why he did it. He said he wanted to see his darned old thing spread out.

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I presented and read this bill to the Internal Improvement Board at Tallahassee, Governor Martin presiding. They are the custodians of the state lands. The board unanimously recognized Miami's rights to this submerged land and approved the bill. The senate unanimously passed the bill. The house of representatives did the same. No objection up to that time by anyone. Governor Martin promised me four times that he would sign the bill. I asked if it were necessary to get a committee from Miami to more thoroughly explain the bill and conditions to him; he said, 'Absolutely not, as he would sign it.'

"I want to say right here however, that I admire Governor Martin. I have faith and confidence in him, and am sure that as he heard only the beach side of the matter that he considered it unfair and vetoed it, which was his constitutional right. I only hope that sometime he will come down and see for himself how absolutely essential it is that the city of Miami get this submerged land in order to meet the United States government requirements and the requirements of the farmer, fruit and vegetable grower, the cattle man, the sugar industry, the products from the Everglades and of many other people and concerns that are building up Florida and paying millions into the state treasury for taxes. And I want him to see that the success of the hundreds of thousands of people living and now coming into Southeast Florida depends largely upon the success of Miami and her facilities to quickly and safely handle the produce over her docks, that is now here and will be largely increased in this section of the state of Florida."

doc  
MB summaries

Copy to -  
Mr. Kohlhepp,  
Mr. Romph.  
Mr. Page.

July 6, 1925.

Mr. John W. Watson,  
Miami, Fla.

My dear Mr. Watson,

I have just read your article in the Miami Herald of Wednesday, July 1st. I have been advised to reply in the papers showing the number of MISSTATEMENTS which you have brought forth in your article and, generally, supporting these ~~statements~~ with dates and data which would, at least, have the effect of proving to a large number of sensible people that you do not know what you are talking about. However, I have decided not to get into an argument with you on this matter, but I am going to call your attention to a few of your statements which are entirely untrue and which you, yourself, will admit are untrue.

In the first place, nobody in Miami has worked as hard as I have for deep water or has spent one-tenth - - yes, I will say one-fiftieth - as much as I have in efforts and real cash to promote deep water. I was on the first committee that ever called on the Florida East Coast Railway to buy the bay bottom and the harbor front at Miami. I purchased the property south of the Government Cut for the particular purpose of building a harbor there and to get Miami people to see the wisdom of a harbor which would be off to itself; would save millions of dollars in the construction and would give the City of Miami millions of dollars worth of property which, in a few years, would more than pay for all the labor and dredging on the harbor.

In a public meeting in the Chamber of Commerce, I offered this land to Mr. Sewell and the City of Miami at my exact cost, which was something like \$60,000. Mr. Sewell got up in the meeting and ignored the offer, stating that he would not give \$15 for the land. Mr. Sewell, by his narrow-minded action that day, cost the City of Miami a great many millions of dollars. Your attitude on the subject is just as foolish as Mr. Sewell's, and if you persist in building on Miami's waterfront you will, to a great extent, be responsible for the wasting of millions of dollars by the City of Miami and the people. My effort at harbor promotion on the east side is not for the dollar, as you so glibly state; neither were my efforts in building Miami Beach entirely from the dollar standpoint; in fact, there was no thought in my mind when I entered this development to make money out of it. When I landed in Miami Beach thirteen years ago, I had approximately \$5,000,000 in cash and other securities worth several millions more. I put every cent of this money into Miami Beach and all that I could borrow, and 95 percent of all this money went to the people in the City of Miami - there was nobody at Miami Beach to consume the money I was spending. When you talk about forgetting things, just remember this one item that I have referred to. In addition to the funds that I put into Miami Beach, I sold



Miami Beach and Miami to thousands of people in the North. My own company has spent more money in advertising Miami and Miami Beach than ten Chambers of Commerce in the State of Florida, and, personally, I have put in thirteen years of hard work in trying to develop the Beach and southern Florida. I have donated more money to your charities located in Miami than any man in Florida. The first fill ever made in Miami was made on ~~Mitton~~ Point and my own residence was the first fill ever made in Southern Florida. This was on Brickell Avenue and I assisted Mr. ~~Hil~~ ~~Raymond~~ in financing his fill. The fill at the southern end of Miami Beach was started some six months after the property I owned had been purchased, and I personally loaned Mr. J. N. Lummus \$125,000 to do the job. Mr. Lummus deserves great credit for the effort he made in building the causeway, but in your article you seem to forget the fact that Miami Beach offers your people one hundred miles of the best roads in all Florida to drive over. You seem to forget the fact that we allow you to invade Miami Beach by the thousands and enjoy surf bathing and pleasant surrounds, which were not there before. You seem to forget the fact that we attached our channel, which is now 3,000 feet long, 25 feet deep and 500 feet wide, to the main Government channel; that we have widened the mouth of your channel and have already spent several thousands of dollars for your benefit as much as our own. You also seem to forget the continuous opposition we have had from your Chamber of Commerce regarding anything we tried to do, and our harbor terminal, regardless of the fact that this job running into millions which was all spent in Miami labor, Miami machinery, Miami oil and Miami equipment. In your statement regarding our power plant built on Miami lands, you easily overlook the fact that your engineers were not competent to make proper surveys and that the state engineers had made several serious mistakes in their lines and engineering which caused this confusion. You also overlook the fact that we built and operated a plant and a railway system at Miami Beach and over your lines in the City of Miami at a continuous loss for several years. The damage suits alone, when we sold our plant, on the railway lines amounted to more money than we had made off the railway lines during the entire time we had operated the system. The damage claims we paid to citizens of Miami was more money than we had made off the system since it's birth. You also seem to ignore the fact that, until quite recently, the entire population of Miami Beach depended upon Miami for clothes, shoes, groceries, furniture, and everything necessary to build a city. When your commissioners decided to buy the land located in the City of Miami Beach you did not ask our cooperation, you did not ask for a meeting of cooperation; in fact, the entire attitude of the commissioners was one of complete self-support and ignoring Miami Beach. You also ignore the fact that the people who killed the bill which Governor Martin vetoed live in Miami more so than the Beach. Fortunately, there are a great many people in Miami who have enough common sense to know something about harbors and the expense of construction, and hundreds of these people, comprising the brightest business men and minds in Miami, signed telegrams to Governor Martin asking him to veto this bill which was certainly unfair, unbusinesslike, an expensive and foolish thing for Miami to attempt to do, and, besides these reasons, it was not good, clean sports. There is an old saying that "When right's right, it will finally come true," and I think, in this case, you and I both will live to see the day when the harbor in Miami will be on the eastern coast where

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As a parting thought, Mr. Watson, do you happen to know that a large percentage of all the rock available for Miami's building program, at this time, when rock is so scarce, is coming from the Peninsula Terminal property at Miami Beach? In other words, as fast as the rock is dug barges are waiting to haul it to Miami to help keep up your building program.

Very truly yours,

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-3-

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Very truly yours,

MS dau  
summaries

February 9, 1927.

Mr. Harvey Gibson,  
Nautilus Hotel,  
Miami Beach.

To add to your information on Montauk:  
We have already established a value there in home sites of ten thousand dollars an acre. We have established a value in business sites of sixty-seven thousand dollars an acre. Our general policy here at Miami Beach has been to advance prices from ten to twenty per cent as fast as the market would stand, which until the present time was about every twelve months.

Business sites here at Miami Beach which we sold on a basis of thirty and forty thousand dollars an acre reached a value during the boom of five hundred thousand dollars an acre. A safe and sane price, however, on business property here at this time and before the terrific boom would be eighty to one hundred thousand dollars an acre.

We sold nine thousand feet of ocean front property for residential purposes at an average price of twenty thousand dollars an acre, which afterwards resold at an average price of seventy-five thousand dollars an acre. Property which our associated companies sold here for approximately forty-three million dollars has been resold for approximately one hundred fifty to two hundred million dollars. We have no way of checking up on the resale after our final notes are paid.

Montauk, geographically, is so located that we cannot have competitors. This was not true at Miami Beach. After we had demonstrated the ease with which islands could be made and property reclaimed from the swamps, and after the general information commenced to leak out of the amount of profit we were making, we had hundreds of competitors through the state and about fifty competitors in this county within twenty miles of our location, and these competitors took from us an enormous amount of business which would not be possible in the development of Montauk.

February 9, 1927.

Page 2.

It has been necessary to spend ten million dollars here in digging, filling, bulkheading and preparing thirty-five hundred acres of land for sale, which would be reduced to one million dollars at Montauk on ten thousand acres.

I have had prepared reports covering climatic conditions at Atlantic City, Herrganset Pier and Montauk over a period of years, and Montauk has a considerable advantage over either of these other two resorts. There is no reason why Montauk should not be three times as large as Atlantic City in the next fifteen years, and property values twice as great as they are at Atlantic City.

The manner in which Montauk is handled within the next three years will greatly decide the future property values, and to handle Montauk properly it should not be necessary to be forced to peddle the property or to cheapen it.

Montauk can depend upon a summer colony during July, August, and September, of forty to fifty thousand visitors from Florida and from fifty to one hundred thousand visitors from the middle West. Miami, Palm Beach, and this county have annually the largest number of wealthy people of any resort property in the world, and Montauk can have an even greater number of the wealthy people of the entire middle West and the South, as well as a small percentage from the New England States. I have given the subject three years of thought and study and I cannot find a single flaw in the location, the development or the future of Montauk, excepting financing, which was entirely provided for before our recent troubles here.

I have in mind a lot of very important points and subjects connected with Montauk that I cannot take up with you by correspondence but these various subjects are very interesting and I would like to have more time to go over the matter with you and to explain to you some future possibilities in connection with Montauk that have not been covered in any reports made to you.

Very truly yours,

CGP:T

MB Summary 5

December 17, 1931.

Mr. H. N. Rodenbaugh,  
Florida East Coast Railway,  
St. Augustine, Fla.

Dear Mr. Rodenbaugh:

I have your letter of the 14th, and wish you to realize that I appreciate very thoroughly your position with the Florida East Coast Railway, and the many hardships they have been subjected to. However, I feel that you cannot blame lack of receipts during the past year on competition, as in hundreds of thousands of places in the United States, where there have been no added facilities at Government or municipal expense, lack of business has been the same.

I firmly believe that the operation of direct ships between this port and European ports would be of wonderful benefit to the entire State of Florida, and I believe that cruise ships operating out of this territory during six months of the year would pull a great many thousand people from the Middle West into this country, who have never seen this part of the country, and who have for years considered the delights and romance of cruises in the South Seas and Old Spanish main.

Miami Beach has now a firmly established colony, with the first twenty-five million dollars coming here entirely from the Middle West, the solid investment in homes, and purchase of land came from the middle Westerners almost entirely until 1921. A million people in the Middle West want to come to this country, and take southern cruises, particularly at the price they are now offering. I had a great many talks with the late Dave Warfield, regarding his ideas of southern cruises, in connection with his own railroad, and am satisfied if he had lived, we would have this thirty-five feet of water on Biscayne Bay, and some of the best boats that belong to the Government at this time would be operating during this winter into southern seas.

The support and reservations for our hotels at this time is from the Middle West more than any other part of the country, and I believe during the coming winter the largest portion of the support will come from the Middle West. I am fifty-seven years of age, and have been associated directly



in businesses where transportation of all kinds was a big part of my business since I was fourteen years old, when I commenced my association with transportation as a "news Butcher" on the C.L. & N. Railroad, afterwards a news butcher, fireman and brakeman on about half the railroads in the United States, and I know you won't resent my opinion when I say that I think a big part of the job of the Railroad Companies generally is to make it more attractive for people to ride on railroad trains.

I understand that some move has been made for special excursions this year; that will help, but lower rates on excursion trains are not the entire answer. The result of the initial operation on southern cruises of the S.S. EVANGELINE should give us some favorable data as to where they secure the greatest number of passengers for these cruises.

Of course, general conditions this year make almost any plan subject to be knocked "haywire", but the operation of a large number of cruise ships out of this port during the winter months, should leave in this country several million dollars of new money and new resident owners, and the general benefit must be distributed to a large extent over the railroads operating into this country.

The last conversation I had with the late Mr. Flagler was regarding the deeper water port at Miami; he told me that he had some ideas on the subject, and that for many reasons he had decided to make a port at Key West. I told Mr. Flagler at that time, which was in the early days of Miami Beach, that I expected to be in considerable competition with him at Palm Beach. Mr. Flagler congratulated me on my efforts, and told me that he would cooperate in every way that he could, and while Mr. Flagler didn't exactly say that he was not thoroughly satisfied, with his movement at Key West with his railroad, he did say enough to me to lead me to thoroughly believe at that time that he regarded changing the base of operations from here to Key West, and I believe if Mr. Flagler had lived he would have made every effort possible to change from Key West to this point, even though he had a great many million dollars invested in the railroad between here and Key West.

I have a large investment here in hotels and property, which I know without any possible doubt would be greatly increased in value, for the good of this country as well

H. H. Rodenbaugh - #3

as well as for the railroads entering this country, if we had thirty five feet of water. Naturally I understand your position, and I wish to take this occasion to thank you for your cooperation in the past, and I hope we will both live long enough to see the day when one of us can tell the other he was right or wrong.

Best regards,

Very truly yours,

C. G. FISHER

CGF-HM

AMB  
Summary

May 26th 1933.

1920-21

Mr. Henry L. Doherty,  
Doherty Men's Club,  
1319 K. Street, N.W.,  
Washington, D.C.

My dear Mr. Doherty:

Yours of the 7th.

I can realize the amount of work you had to do, and that you were kept busy all season. I had a good deal of this same work to do for ten years before Miami Beach began to roll properly towards its destination, - whatever that may be.

I think the greatest thing you can do now for Miami Beach is to find, someplace around the country, two or three other Dohertys to help carry on.

I was fortunate in 1920 and 1921 in locating several wealthy men who jumped in here at the Beach with a lot of ready cash, and incidentally, they all made a very handsome profit from their efforts.

I believe at this time we have a great many men left in this country, who would like to leave the business they have been interested in for a great many years, and branch out into something new and interesting, such as this development work.

It seems to me that this "homestead" exemption law, exempting from taxes homes of \$5,000 or less is the biggest thing could happen to Florida at this time.

We need a big population of semi-retired people who want the sunshine and open air activity with a certain amount of work to do.

I promoted a fishing club once, where we had 44 paid memberships, we had 126 interlocking officials, and an honorary membership of officers of about 80, and for a long time this was one of the most successful clubs I ever had anything to do with,

Mr. H. L. Doherty - #3

but in the last few years most of the members died, or went broke.

The past three years of course have upset many plans of promotion and active business men. I have been trying to figure just what could happen to us in addition to our past upsets. I am really surprised at the enormous number of things that are happening all over the world that did not happen to us, so all things considered, we are very, very lucky, to be in as good a position as we are now.

I hope to see you some time this summer down at Montauk. I am sending you a booklet of Montauk under separate cover. It is the greatest piece of property outdoors in America today, with the greatest possibilities of any property I have ever seen heard of, and I would like to personally show you over it. Expect to be at Montauk after June 5th.

Yours very truly,

GARL G. FISHER

CGF-HM



AMB  
Simmons

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1920-21

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Mr. H. L. Doherty - #2

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CGF-HM