

Miami Beach - Dredging

1913-511

November 12th, 1917.

From : Carl G. Fisher.
To : Capt. F. G. Gallagher, A.S. S.C. U.S.R.
Subject : Miami Aviation and Cantonment Grounds.

Dear Sir :

I have had considerable experience in filling ground here at Miami : Our two Companies made a fill here four years ago of a little over seven million yards and built two and a half miles of bulkhead, including a mile and a half of concrete bulkhead.

If I can be of any assistance to you in the work that you are doing here, kindly advise me.

Very truly yours,

CGF:R

Landscape work and
yearly or summer
superintendence
of estates or
winter homes

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

Member Florida
Engineering Society
Registered Engineer
State of Florida

SUGGESTED LETTER TO MR FRANK OSBORN
AND MESSRS THOMPSON AND JACKSON

April 4, 1919.

Dear Sir
or
Gentlemen:

Enclosed you will find copies of a request
for a permit to dredge and fill certain swamp areas
at Miami Beach. As/^{you are}an adjoining owner we shall much
appreciate the receipt of a letter from you saying
that you approve the proposed work, as it is intended
to begin operations at once.

Thanking you in advance, we remain,

Yours very truly,

MIAMI BEACH BAY SHORE COMPANY

.....

(Copies of these letters to accompany application
for permit to go forward April 5th)

THOS. J. PANCOAST,
Mayor
J. F. CANOVA
Clerk and Treasurer
C. E. BROGDON
Marshal and Assessor

City of Miami Beach

MIAMI BEACH, FLORIDA

ALDERMEN
W. E. NORTON
President
T. E. JAMES
CHAS. R. MELOY
J. N. LUMMUS
R. A. COACHMAN, JR.
JOHN H. LEVI
JOHN F. OLIVE

COPY

April 4, 1919.

District Engineer Officer
Jacksonville, Fla.

Dear Sir:

Acting for the City of Miami Beach and with the stated approval of the City Council, the application of the Miami Beach Bay Shore Company for permission to make improvements by dredging and filling certain areas, within this municipality, is hereby endorsed and approved. This improvement will remove the only large area of swamp and mosquito-breeding land in the city, and will be of distinct value to the people of this district as a health measure and an addition to the present amount of deep water.

Yours very truly,

Mayor

Attest:

Clerk

THE ALTON BEACH REALTY COMPANY
OCEAN AND FRONT PROPERTY

OFFICE:
MIAMI AVENUE and
LINCOLN ROAD
Address all communications
to the Company

MIAMI BEACH, FLA.

COPY

April 4, 1919.

District Engineer Officer,
Jacksonville, Fla.

Dear Sir:

Application is hereby made for permission
to bulkhead and improve the east end of the Miami
Causeway spoil bank in accordance with the attached
plans.

Yours very truly,

ALTON BEACH REALTY COMPANY

President.

THOS. J. PANCOAST,
Mayor
J. F. CANOVA
Clerk and Collector
C. E. BROGDON
Marshal and Assessor

City of Miami Beach

MIAMI BEACH, FLORIDA

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COPY

April 4, 1919.

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Jacksonville, Fla.

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Clerk

THE ALTON BEACH REALTY COMPANY

OCEAN AND FRONT PROPERTY

MIAMI BEACH, FLA.

OFFICE:
MIAMI AVENUE and
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Address all communications
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April 4, 1919.

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Jacksonville, Fla.

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Yours very truly,

ALTON BEACH REALTY COMPANY

President.

THE ALTON BEACH REALTY COMPANY

OFFICE OF THE DISTRICT ENGINEER

OFFICE:
MIAMI AVENUE and
LINCOLN ROAD

Address all communications
to the Company

MIAMI BEACH, FLA.

COPY

April 4, 1919.

District Engineer Officer
Jacksonville, Fla.

Dear Sir:

Application is hereby made for permission to carry on proposed dredging and filling operations along the shore of Biscayne Bay between the property of the Alton Beach Realty Company and the north line of the south half of Section 22 Twp 53 S., Rg 42 E., this latter line being also the north city limits of the City of Miami Beach. Plans of the proposed improvement are attached herewith.

Yours very truly,

MIAMI BEACH BAY SHORE COMPANY

THOS. J. PANCOAST,
Mayor
J. F. GANOVA
Clerk and Collector
C. E. BROGDON
Marshal and Assessor

City of Miami Beach

INCORPORATED
MIAMI BEACH, FLORIDA

COBY

ALDERMEN
W. E. NORTON
President
T. E. JAMES
CHAS. R. MELOY
J. N. LUMMUS
R. A. COACHMAN, JR.
JOHN H. LEVI
JOHN F. OLIVE

April 4, 1919

District Engineer Officer,
Jacksonville, Fla.

Dear Sir:

The improvement of the harbor as proposed by the Alton Beach Realty Company in their application to make certain improvements at the east end of the Miami Causeway spoil bank, is hereby approved by me, acting for the City of Miami Beach, and with the stated approval of the City Council.

Yours very truly,

Mayor

Attest:-

Clerk.

Landscape work and
yearly or summer
superintendence
of estates or
winter homes

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

Member Florida
Engineering Society
Registered Engineer
State of Florida

SUGGESTED LETTER

April 4, 1919.

District Engineer Officer,
Jacksonville, Fla.

Dear Sir:

The Miami Beach Improvement Company owns a large amount of valuable property adjoining the proposed improvement of the Miami Beach Bay Shore Company and hereby approves and urges the granting of a permit to carry on the proposed work.

Yours very truly,

MIAMI BEACH IMPROVEMENT COMPANY

WEB:B

Landscape and
yearly or summer
superintendence
of estates or
winter homes.

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

Member Florida
Engineering Society
Registered Engineer
State of Florida

COPY

April 4, 1919.

District Engineer Officer,
Jacksonville, Fla.

Dear Sir:

AS an owner of property adjoining the
proposed improvement of the Miami Beach Bay Shore
Company, we wish to not only approve the request
for a permit to proceed with the work but to urge
that the permit be granted for the improvement will
benefit the entire locality from the standpoint of
public health as well as improved waterways.

Yours very truly,

ALTON BEACH REALTY COMPANY

President.

WEB:B

April 4th, 1919.

Messrs. Thompson and Jackson :

Gentlemen :

Enclosed you will find copies of a request for a permit to dredge and fill certain swamp areas at Miami Beach. As you are adjoining owners we shall much appreciate a letter from you saying that you approve the proposed work, as it is intended to begin operations at once.

Thanking you in advance, we remain,

Yours very truly,

MIAMI BEACH BAY SHORE COMPANY

CCS:R

Landscape work and
yearly or summer
superintendence
of estates or
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W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

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SUGGESTED LETTER TO MR FRANK OSBORN
AND MESSRS THOMPSON AND JACKSON

April 4, 1919.

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Gentlemen:

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for a permit to dredge and fill certain swamp areas
at Miami Beach. As/^{you are}an adjoining owner we shall much
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that you approve the proposed work, as it is intended
to begin operations at once.

Thanking you in advance, we remain,

Yours very truly,

MIAMI BEACH BAY SHORE COMPANY

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(Copies of these letters to accompany application
for permit to go forward April 5th)

April 4th, 1919.

Mr. Frank Osborn :

Dear Sir :

Enclosed you will find copies of a request for a permit to dredge and fill certain swamp areas at Miami Beach. As you are an adjoining owner we shall much appreciate the receipt of a letter from you saying that you approve the proposed work, as it is intended to begin operations at once.

Thanking you in advance, we remain,

Yours very truly,

MIAMI BEACH BAY SHORE COMPANY

CGF:R

THE ALTON BEACH REALTY COMPANY
OCEAN AND BAY FRONT PROPERTY

OFFICE:
MIAMI AVENUE and
LINCOLN ROAD
Address all communications
to the Company

MIAMI BEACH, FLA.

April 4, 1919.

Honorable Board of County Commissioners
Dade County, Fla.

Gentlemen:

Application has been made to the United States District Engineer Officer for permission to dredge, bulkhead and fill the land at the east end of the Miami Causeway spoil bank in accordance with plans submitted, a copy of which is attached. As the County owns land adjoining the improvement in question, we ask that you approve our request for permission to proceed with the work.

Yours very truly,

ALTON BEACH REALTY COMPANY

President

MIAMI BEACH BAY SHORE COMPANY

Miami Beach, Florida.

April 11, 1919.

Trustees Internal Improvement Fund
Tallahassee, Fla.

Gentlemen:

Application is made herewith for permission to fill certain areas of swamp land in Sections 22, 27, and 34 Township 53 South, Range 42 East in accordance with plans and maps hereto attached.

Yours very truly,

MIAMI BEACH BAY SHORE COMPANY

President.

MIAMI BEACH, FLORIDA

Miami Beach, Florida.
April 11th, 1919.

certain tract of land in Township 53 South, Range 42 East, contains 35 acres in Government Lots 3 and 4, Section 22, including an island of 9-acres; 75 acres in the southeast quarter of said Section 22; 35-acres in Government Lot 1, including 6.5 acres in two adjacent islands, Section 27; 40-acres in southeast quarter of northwest quarter of Section 27; 31-acres in the east half of southwest quarter of Section 27; 67-acres in the east half of Section 27; 89-acres in Government Lot 4, southwest quarter of northwest quarter and northwest quarter of southwest quarter, Section 27; and 54-acres in Government Lot 1, Section 33 and northwest quarter of Section 34, or a total of 526-acres, is to be improved by filling with approximately 3-feet of material pumped from Biscayne Bay. The Deeds of the owners of the above properties describe the land conveyed, in the terms or form given in the above table of acreage.

The lines of the tract are irregular as regards land lines owing to the nature of the ground to be developed or improved. In the attached map the elevations given are referred to the United States determination of Mean Low Water and it is shown that most of the land is one and eight-tenths feet or more above the zero or Mean Lower Water Level. The land at this level is almost entirely covered with a mangrove tree growth, while of the area to be filled a strip along the east side varying in width from 200-feet to 500-feet, is covered with a palmetto growth, interspersed with long low places or sloughs covered with grass and water during almost the entire Summer or rainy season. Part of the sloughs are below the level of the

mangrove covered land which results in considerable areas of stagnant water followed by ideal conditions for increasing the mosquitoes. It has long been the wish of the adjacent property owners and the citizens of the City of Miami Beach to have this menace to the health of the people removed by such operations as are now proposed by the Miami Beach Bay Shore Company. The filling of the swamp land to the proposed elevation 5.0 will remove the last large area of swamp land in the City of Miami Beach, and work is under way to fill the last area of mangrove of any size. More and more people are living near this swamp area the entire period of each year.

Much of the swamp land in the tract in question is not flooded by ordinary high tides but is flooded by storm high tides, and the islands lying near the shore of the peninsula and covered with the same mangrove growth are included in this description. Soundings were taken on three lines running out from the shore of the Bay. On the north line of the tract or the north line of the south half of Section 22, one foot of water at Mean Low Water, or, assuming the rise of the tide to be two feet, three feet at high water was found at a distance of 180-feet from shore. On the line running northwest between the islands and from the northerly end of the west line of the east half of the west half of Section 27, one foot of water at M. L. W. was found 425-feet from shore. On the south line of Section 28 produced west, at a point 50-feet from shore, one foot of water was found at low tide.

As shown in the attached detail plat it is proposed to throw up a retaining bank or dikes with a dipper dredge along the shore of the tract to be improved, and then to pump the necessary amount of material from the Bay to bring the surface of the filled or improved land to the desired elevation to secure the well drained land it is proposed to secure. This excavation

will give a depth of water in the Bay over the dredged area of from 8 to 10 feet at low water and will result in having a channel from 1000 to 1500 feet wide along the front of the greater part of the proposed development. The width of the channel is governed by the amount of material needed and it is now estimated at 1500-feet. The Miami Beach Bay Shore Company is now in process of incorporation and all property to be improved will be deeded to the new Corporation by the Alton Beach Realty Company and the Miami Beach Improvement Company, the present owners.

As already pointed out, the proposed improvement will benefit the people of this locality by removing one of the largest mosquito districts and greatly increase the amount of deep water in Biscayne Bay.

MIAMI BEACH BAY SHORE COMPANY

President.

Dodge

MIAMI BEACH-BAY SHORE COMPANY

Miami Beach, Florida.
April 11th, 1917.

A certain tract of swamp land in Township 53 South, Range 42 East, containing 85 acres in Government Lots 3 and 4, Section 22, including an island of 9-acres; 75 acres in the southeast quarter of said Section 22; 35-acres in Government Lot 1, including 6.5 acres in two adjacent islands, Section 27; 40-acres in southeast quarter of northwest quarter of Section 27; 81-acres in the east half of southwest quarter of Section 27; 67-acres in the east half of Section 27; 89-acres in Government Lot 4, southwest quarter of northwest quarter and northwest quarter of southwest quarter, Section 27; and 54-acres in Government Lot 1, Section 33 and northwest quarter of Section 34, or a total of 526-acres, is to be improved by filling with approximately 3-feet of material pumped from Biscayne Bay. The Deeds of the owners of the above properties describe the land conveyed, in the terms or form given in the above table of acreage.

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swamp covered land which results in considerable areas of stagnant water followed by ideal conditions for increasing the mosquitoes. It has long been the wish of the adjacent property owners and the citizens of the City of Miami Beach to have this menace to the health of the people removed by such operations as are now proposed by the Miami Beach Bay Shore Company. The filling of the swamp land to the proposed elevation 5.0 will remove the last large area of swamp land in the City of Miami Beach, and work is under way to fill the last area of mangrove of any size. More and more people are living near this swamp area the entire period of each year.

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As already pointed out, the proposed improvement will benefit the people of this locality by removing one of the largest mosquito districts and greatly increase the amount of deep water in Biscayne Bay.

MIAMI BEACH BAY SHORE COMPANY

President

IN REPLYING QUOTE
FILE NO.

JMB-C

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
FIFTH FLOOR, MASONIC TEMPLE, CORNER MAIN AND MONROE STREETS
JACKSONVILLE, FLA. Apr. 14, 1919.

Dredge

Mr. Carl G. Fisher, President,
Miami Beach Bay Shore Co.,
Miami Beach, Fla.

Dear Sir:

There has been received at this office your application of April 4th for permission to bulkhead and improve the east end of the Miami ^{channel} _{spoils} bank in accordance with plans submitted with your application.

An examination of the drawings would indicate that you desire to inclose within a bulkhead the area near the east end of the causeway that has been partially filled with spoil from the construction of the Cities channel from New Cut to Miami. The Government at this time is advertising for bids for the removal of sand overlying rock at the west end of "New Cut" lying between the jetties if extended westward to the Bay. The object of this work is to reduce if possible the swift current flowing through New Cut. It appears that if permit is granted for the work you propose, that the width of waterway leading to the cut from the Bay will be reduced by about 500 feet in width over the channel width that existed previous to the construction of the causeway. When the permit for causeway was issued, there was a condition placed in the permit which required 2,000 feet of open viaduct at the east end of the causeway. This condition was inserted in the permit in order that the waterway leading from the Bay to New Cut should not be unduly contracted. This office does not feel inclined to recommend that a permit be granted you for the construction of a bulkhead along the lines indicated on your drawings or that you be allowed to fill in behind same to an elevation of 6 feet above mean low water. If you desire to change your bulkhead lines to those indicated in pencil on the blueprint returned you herewith, this office would not raise any serious criticism of your proposed work, provided that the fill to be placed behind the bulkhead was secured from the present spoil lying to the north of the ^{new} line suggested for your bulkhead. It is thought that the removal of the spoil would improve the conditions that at present cause the heavy currents through New Cut.

If you desire to submit your application for permit for bulkhead to be located as indicated on the inclosed blueprint, it is suggested that you submit new drawings showing the location of the bulkhead. The drawings submitted with your letter of April 4th, will be sufficient to indicate the proposed type of construction.

Should you not desire to prosecute the work with the suggested change for the location of bulkhead, you can so advise us, and if you wish the papers forwarded to the Department with statement of our views of the matter, your request to that effect will be complied with.

1-Enc.

Yours very truly

Glen E. Edgerton
GLEN E. EDGERTON.
COLONEL OF ENGINEERS U.S.A.

May 5, 1919

U. S. Engineer Office,
Colonel Edgerton,
Jacksonville, Florida.

Dear Sir:-

I have before me a letter of May 1st from W. E. Brown who called on you Tuesday morning regarding the spoil bank and the fill near Miami Harbor entrance.

It has occurred to me to call your attention to the following facts and ask you for your advice.

Under the present situation, there is less than 1500 feet of open water between the spoil bank on the west and the bulkhead on the east. In the event that our company should create a bulkhead from the western end of the concrete viaduct to the northern side of the city channel as per enclosed blue print and should dredge a channel entrance as per red line on blue print "A", then, in this event, what in your estimation can be done with the spoil bank now blocking the channel to the eastward. Who is liable for this spoil bank?

Kindly let me hear from you and please return blue print as it is the only copy I have showing the revised line of bulkhead, and oblige

Yours truly,

CGF/Z

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

April 21, 1919.

Mr Carl G. Fisher,
Indianapolis, Ind.

Dear Sir:

A good-sized force of men is being worked by Cail on the Collins Canal Sea-wall job and by the time this letter reaches you about seventy five feet of wall will be completed. Cail would like to have payments or estimates every fortnight so if you wish to send me some money for the purpose, I will check up the work and pay him for about 90% of the work completed each two weeks. He will have been working over two weeks when I receive a reply to this letter.

I have started the work on your large map but have been delayed by having to borrow the tracing from Bliss and Watson and am trying to get the Ragged Key job moving more rapidly. Will send you the map as soon as I can turn it out.

Yours very truly,

W. E. Brown

WEB

April 21st, 1919.

Mr. H. E. Brown,
Miami Beach,
Florida.

Dear Brown :

I enclose you a letter from the United States Engineer Office, Jacksonville, Florida. I wish you would take the first train to Jacksonville and make an engagement with Colonel Edgerton, and get this permit in the best shape you possibly can, under the conditions. I don't know who is going to move the spoil bank according to his new plan submitted. I understand a good deal of rock was dumped underneath this spoil bank by the Furst-Clark Company. I am not sure of this statement but think you had better verify same by talking with the Furst-Clark Company. Certainly we cannot afford to carry this large amount of material to sea - and the only thing I can think of is to use it in the fill. Unless we fill it, I don't know of anybody else who will ever do it.

It might be that Colonel Edgerton would compromise in some such manner as suggested by lead pencil corrections on the blueprint enclosed, marked "C. G. F." The lead pencil drawing marked "E" was made by Colonel Edgerton. The pencil correction marked "C.G.F." is a suggestion which will allow us to get rid of the spoil bank without hauling it to sea and at the same time give a large flow of uninterrupted water to the channel. I can't think of any other plan and if you put this matter before Colonel Edgerton, no doubt he will be willing to co-operate with us in cleaning up this eyesore and giving us a bulkhead we can use.

We would like to locate the proposed electric light plant in a very short time - and just now we are handicapped by not knowing what we can do with the property recently acquired from the State.

Please handle this matter as quickly as possible - and I think the best way for you to do this is to go immediately to Jacksonville with your plans.

Yours very truly,

OSF:R

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

April 21, 1919.

Mr Carl G. Fisher,
Indianapolis, Ind.

Dear Sir:

Enclosed you will find a copy of the proposed dredging contract between the Bay Shore Company and the Bowers Southern Dredging Company in the form discussed in your office the last day you were here and two copies of the contract as re-written and signed by Mr R. P. Clark.

You will note these changes: Paragraph 1, same subject matter except word substantial changed to available to cover the proposed digging in the present mangrove land. The form is changed as regards arrangement of the subject matter. Paragraph 2 changed as agreed. Areas mentioned in Paragraph 5 are defined to be 5 acres in extent. The time of completion given in Paragraph 8 was determined by the rate of progress in the same paragraph for the job of 2,500,000 cubic yards. A clause was added to Paragraph 10(a) to cover the material deposited on one side of the 60 foot canals and not in the fill. In the final paragraph or rather No. 15, the contract is to be void if Government and State permits are not secured in 60 days. Paragraph 16 was added to protect both parties from labor troubles, etc.

The final discussion of the proposed contract was held today between Mr Clark and Mr Wilson and Mr Pancoast and myself but owing to the many small changes it is submitted to you for signature.

Yours very truly,

W. E. Brown

WEB

P. S. Please ask Miss Rossiter to send a copy of the papers sent with the application for the State permit.

WEB



April 30th, 1919.

Mr. W. E. Brown,
Alton Beach Realty Company,
Miami Beach, Florida.

Dear Brown :

I have just learned that Mr. English of Chicago has purchased the Wetzol property, and that he anticipates coming in with us on our fill, platting, etc.

On this subject, wish to say that we want the men on our job of clearing to proceed on their contract just as outlined, and we want Furst-Clark to do the same thing. We don't want Furst-Clark to deviate one iota from the map and job as outlined and laid out.

If Mr. English can make satisfactory arrangements with us for the filling and platting of his property, we will be very glad to co-operate - but in the meantime we want our work to proceed absolutely without change or delay of any kind until you get written orders from this office.

Yours very truly,

London
yearly
superiority
of working
winter season

Member Florida
Engineering Society
Registered Engineer
State of Florida

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

May 1, 1919.

Mr Carl G. Fisher,

Indianapolis, Ind.

Dear Sir:

In accordance with the plan outlined in my letter of April 27th, I arrived in Jacksonville Tuesday morning, and had an interview of considerable length with the U. S. District Engineer Officer, Colonel Edgerton.

The War Department is now endeavoring to reduce the strong current through the "New Cut" by enlarging the opening and requiring all permanent improvements to be kept to a certain definite line. Permission was given the City of Miami to place the waste or spoil from the City Channel to a line within about 1500 feet of the eastern shore of Biscayne Bay. This was called the "authorized limit of spoil" in a letter written in January, 1919 and was the line used in our application. The District Engineer's Office did not and will not approve this line as one for permanent improvements and will recommend no line that does not give the 2,000 feet of open waterway required of Dade County in its causeway permit. The letter from Colonel Edgerton which you forwarded to me is returned herewith together with the blueprint that accompanied the letter. The line shown on the map or blueprint designated with an "E" is perpendicular to the concrete viaduct and gives more than 2000 feet of clear waterway at the south end while your line on the print gives less than the desired 2,000 feet. Colonel Edgerton and his assistant, Mr Braxton, verbally agreed to recommend a line parallel and 2,000 feet distant from the eastern shore of the Bay, as shown by the line marked WEB on the blueprint and it appears that the bulkhead will have to be built upon this line.

It was explained to the District Engineer Officer that the large problem was how to dispose of the material now in front of the proposed bulkhead. We are given two ways of carrying out our project;

- (1). All the material may be removed and pumped upon any area south of a line one hundred feet south of the old F. E. C. Ry channel from New Cut to Miami, an approximate pumping distance of 3,000 feet and the material need not be confined in the spoil area.
- (2). Build the line of bulkhead parallel and 2,000 feet from the eastern shore of the bay, level the present material and dredge enough material from directly in front of the new bulkhead to give a waterfront channel, leaving any surplus in its present location.

The Office of the District Engineer will act promptly upon any modified application we send to it. A blueprint showing the relation of the new bulkhead line to the property purchased is enclosed.

From the best information I can obtain the rock dumped in the Bay is outside of the area in which we will work on this improvement.

Yours very truly,

WEB

W E Brown

May 5, 1919

Mr. W. E. Brown, Engineer
Alton Beach Company,
Miami, Florida.

Dear Sir:-

I have your letter of the 1st. I don't know of anything more we can do right now.

It would be an expensive matter to pump this spoil bank across the channel. Pipe line would have to be disconnected every few hours. I don't see how the State is going to get 2,000 feet of clear water with the spoil bank remaining as it is. Somebody will have to move this spoil bank. There might be a good opportunity to pump the extra material into the sluice next to the Fairy Dock.

It will at least do no harm to send in to the office of the District Engineer modified application as per the blue print you sent me. We will at least get permission of the District Engineer and then go after the State.

I am writing Colonel Edgerton as per enclosed copy.

Yours,

CGF/Z

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

May 9, 1919.

Mr Carl G. Fisher,
Indianapolis, Ind.

Dear Sir:

Your letter of April 30th relative to purchase of the Wetzel property by Judge English was duly received and the contents noted. All work has been done as per contract with the clearing contractors and work by the dredging contractor is awaiting the receipt of the permits from both the United States and the State of Florida.

Personally I have heard nothing from the English interests since Mr McDuffee was here except that Mr T. W. Palmer and Mr English called at the office as they claimed by appointment with Mr McDuffee at 11 A. M. May 3rd and insisted that Mr Witcher advise me that they had been there.

The Hardees have about 100 men working on the mangrove clearing work and I have just advised Mr Pancoast that they are likely to have 100 acres to their credit at the time of the first estimate about a week from today.

Yours very truly,

W E Brown

WEB:B

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

May 9, 1919.

Mr Carl G. Fisher,
Indianapolis, Ind.

Dear Sir:

Your inquiry of April 30th about a paragraph in my letter of April 27th is at hand. You received the letter from Colonel Edgerton about the "Causeway Land" permit and I heard the contents of a letter from him about the ownership of the Bay Shore property. I supposed when writing you that you would receive that one also, but a day or two later learned that Mr Pancoast had received the letter in question and we sent the desired information to the District Engineer.

Yours very truly,

W E Brown

WEB:B

May 16th, 1919.

Mr. John H. Levi,
Miami Ocean View Company,
Miami Beach, Florida.

dredge

Dear John :

I am enclosing you copy of a letter which I received from Colonel Edgerton of Jacksonville, Florida. Am also sending you copy of a blueprint which shows that the Government Engineering Department is willing to extend the bulkhead line (as I always thought they would be willing to extend it) making 5.16 acres more than we have already purchased. This will give us an opportunity to dredge across the east front of this property, fill it up, put in a bulkhead, and give us a water entrance. It would leave considerable of a shoal which in time might be washed away, or pumped some other place. Possibly we could use some of this shoal to fill our level up to the Causeway, which should be done.

We already have received deed to this property from Lummas but have received none from the State - and before we go ahead with it, I think the proper thing is to send Brown or McDuffee to Tallahassee and purchase this additional property from the State so that we can go ahead immediately. If we go ahead and fill this property without a contract from the State, the State might sell it to somebody else and then we would have a hell-of-a long dog fight on our hands.

With the addition of 5.16-acres, we would have 1000 feet of channel front to the east and 1600-feet of frontage to the south. In order to get the matter closed up, I am willing to pay the State \$1000 an acre for this ground, and go ahead with the fill.

Think the matter over and don't say anything about it to anybody - and write me. I will send McDuffee down to Tallahassee in the next few days.

Yours very truly,

CGF:R

CLASS OF SERVICE	SYMBOL
Day Message	7
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM



CLASS OF SERVICE	SYMBOL
Day Message	7
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE PRESIDENT

RECEIVED AT 21-23 N. MERIDIAN ST., INDIANAPOLIS, IND. ALWAYS OPEN.

A515C 36 NL

MIAMI FLO 19

CARL G FISHER

1550

434 CAPITOL BLVD INDIANAPOLIS IND

1919 MAY 19 8 49 PM '19

ENGINEER ELLIOT ADVISES STATE I I BOARD TAVE BAY SHORE PERMIT
 UNDER ADVISEMENT AND NOT LIKELY TO TAKE ANY ACTION UNTIL
 LEGISLATURE ADJOURNS DO YOU IONSIDER IT NECESSARY TO AWAIT RECEIPT
 THIS PERMIT BEFORE STARTING DREDGES

W E BROWN.

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM



CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

RECEIVED AT 21-23 N. MERIDIAN ST., INDIANAPOLIS, IND. ALWAYS OPEN.

A520C 43 NLM IAMI FLO 19

CARL G FISHER 1551 ..

434 CAPITLO BLVD INDIANAPOLIS IND

CONTRACTOR HARDEES PRICE FOX CLEARING FIFTEEN ACE TRACT FOR
 SUGTION DREDGA BAY SHORE WORK IS SIX HUNDRED DOLLARS PER ACRE OR
 FORTY THREE PERCENT ABOVE HIS CANAL RIGHTOFWAY CONTRACT WORK MUST BE
 STAGED SOON SHALL I ADVERTISE FOR BIDS OR CONTRACT WITH HARDEE

W E BROWN.

~~15600~~
~~9000~~

1919 MAY 19 PM 8 40

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

May 19, 1919.

Mr Carl G. Fisher,
Indianapolis, Ind.

Dear Sir:

The permit for the proposed work of the Bay Shore Company has been received from the War Department and soon after this was received I sent the following telegram to Mr. F. C. Elliott, Chief Drainage Engineer, Tallahassee:

"Government permit received, dredges waiting Bay Shore Company improvement. Please wire most definite information possible about granting of State permit."

On Saturday, I received the following reply:

"Matter under advisement by trustees but on account of continuous important business think trustees will not make decision before adjournment of legislature."

F. C. Elliott.

The dredge Davis has been undergoing repairs but I expect will be ready within a week. I think the clearing contractor is far enough ahead of the dredges so that he will not be held up or inconvenienced by the dredging operations.

I suppose that you have been informed that the "Wetzel" tract of land was sold by T. W. Palmer to Mr Matthews of Belle Isle. From a source of unknown reliability, I learn that probably the Judge English previously mentioned in the affair put up the money for the option and that Matthews paid him \$5,000 for his option. Palmer gave a warranty deed to Matthews and the description is for Lots 1, 2, 3 and 4 of Section 28-53-42 which was the Wetzel holdings. I was also told that my informant thought Palmer still had some interest with Matthews and that the "Government would never grant a permit to Fisher to cut the new owner off from the mainland". We had the permit at the time but I doubt if my informant knows it even yet.

Mr Pancoast has advised me that Shutts, Smith & Bowen are the attorneys of the Bay Shore Company and asked that I explain to Mr Shutts the present situation of the State permit application. As soon as the dredge is really ready, I have planned to write or wire you any possible additional information and get your opinion regarding proceeding with the work without the State permit.

Yours very truly,

W E Brown

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

May 19, 1919.

Mr Carl G. Fisher,
Indianapolis, Ind.

Dear Sir:

Enclosed you will find a small blue print of a sketch showing the layout to scale of the Matthews-Bay Shore Company property line; the two 60' canals; the area to be cleared for the suction dredges; and the areas not to be cleared. You will notice the peculiar shape of the area cross hatched in yellow and marked "Shall this area be dredged or cleared?". To dredge or clear this area in question will leave about 100 feet of shoal water east of the line between the Bay Shore and Matthews properties. As you instructed me to keep all our improvement work 250 feet from the line, I wish you would advise what you wish done in this particular location now that you have the correct proportion and relation of the various parts of the improvements.

There are 15 acres in the tract to be cleared of all brush and stumps for the suction dredge work and the Hardees have given me a price of twice the price per acre on the canal right-of-way clearing. This latter clearing was at 78¢ per lineal foot or at the rate of \$340 per acre, so that their bid for the new work is \$680 per acre or \$10,200 for the entire tract. They consider the work of burning the brush and removing the stumps will cost the difference between this work and the right-of-way work but I think the price too high and if they will not make a better price will advertise for contractors to do this work which should be started very soon.

Yours very truly,

W E Brown

WEB:B

LATER: Since writing the above I have seen the Hardees and have a price of \$600. per acre. Jim H. swears it is the cheapest price he can make and will not touch it for less. Will hold up on the advertising until I hear from you but if possible wire me for it is necessary to get the matter under way as soon as we can.

W. E. B.

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

May 19, 1919.

Mr Carl G. Fisher,
Indianapolis, Ind.

Dear Sir:

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W E Brown

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W. E. B.

CLASS OF SERVICE DESIRED	
TELEGRAM	<input type="checkbox"/>
DAY LETTER	<input type="checkbox"/>
NIGHT MESSAGE	<input type="checkbox"/>
NIGHT LETTER	<input type="checkbox"/>

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

RECEIVER'S NO.
CHECK
CASH OR CHARGE
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 20th, 1919.

W. E. Brown,
Alton Beach Realty Company,
Miami, Florida.

Make best deal you can for clearing of fifteen acre tract for suction dredge.

Carl G. Fisher.

CCSpaid.

CLASS OF SERVICE DESIRED	
TELEGRAM	<input type="checkbox"/>
DAY LETTER	<input type="checkbox"/>
NIGHT MESSAGE	<input type="checkbox"/>
NIGHT LETTER	<input type="checkbox"/>
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

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GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

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CHECK
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Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 20th, 1919.

W. E. Brown,
Alton Beach Realty Company,
Miami - Florida.

If you and Pancoast and our attorneys decide that it is not necessary to await permit on dredges you can go ahead.

Carl G. Fisher.

Prepaid.

May 20th, 1919.

Mr. W. H. Brown,
Miami Beach, Florida.

Dear Brown :

I have your telegram of the 19th and have wired you as follows :

"If you and Pandeast and our attorneys decide that it is not necessary to await permit on dredges, you can go ahead."

I don't know just what situation we are in now at Miami regarding these fills from the Bay - and don't suppose anybody else knows any more about it than we do. I don't see any reason, however, why we shouldn't go ahead unless our attorney advises otherwise. We have the permit from the War Department and as I understand the situation, the Government claims priority rights to these lands, and if they have given us permits, why shouldn't we be able to go ahead.

Write me fully what you think of the matter.

Yours very truly,

GGP:R

CLASS OF SERVICE DESIRED	
TELEGRAM	<input type="checkbox"/>
DAY LETTER	<input type="checkbox"/>
NIGHT MESSAGE	<input type="checkbox"/>
NIGHT LETTER	<input type="checkbox"/>
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

RECEIVER'S NO.
CHECK
CASH OR CHARGE
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 21st, 1919.

W. E. Brown,
Alton Beach Realty Company,
Miami, Florida.

Prepare description and necessary sketch of property in Bay adjacent to recent purchase and containing approximately five and sixteen one hundredths acres as per your blueprint showing revised line of bulkhead. Forward in my name care Gus Johnson Willis Overlund Incorporated Jacksonville Florida with instructions to hold for my arrival.

J. H. McDuffee.

Prepaid.
Chg. Carl G. Fisher.

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

May 26, 1919.

Mr. C. G. Fisher,
Indianapolis, Ind.

Dear Sir:-

Referring to your letter of May 20th regarding the dredging situation on the Bay Shore Property. Mr. Pancoast and myself held a two hour conference with both Mr. Shutte and Mr. Bowen of Shutts, Smith & Bowen and Mr. R. P. Clark, when we discussed the matter of proceeding with the Bay Shore work before receiving permit from the state.

As briefly as we can state it, the situation is that we have asked permission of the Trustees of the I. I. Fund to take the material, which makes up their submerged land and pump it upon our overflow land in one case and to pump the same class of material from their submerged land upon overflow land now appearing as islands.

The attorneys agreed that the state could not in any way prevent our going ahead with the work in the first case mentioned, and as it would be six months or more before we need to approach the land about the island, that we could go ahead and begin the work.

We also discussed very fully the possibility of the Mathews interests securing an injunction after the dredge started digging the canal east of their property, and to remove the possibility of such an injunction, giving the dredging company grounds for damages, Mr. Clark agreed to release us of all claims for such damages. A supplementary contract was drawn by the attorneys and signed by Mr. Clark and Mr. Pancoast, so that having cleared the matter up in this way, the dredging company was given permission to begin the work under their contract.

I received several telegrams from Mr. McDuffee relative to his trip to Tallahassee, and have advised him that Mr. Clark of the Bowers Southern Dredging Co. has placed Ex-Governor Jennings at work upon the proposition of securing the desired permit from the trustees, so that it seems that with the two of them working, we should receive something definite before long.

The dipper dredge is now throwing up a levee just north of the old bulkhead north of the Purdy Boat Company and the suction dredge, Davis has passed through both the Causeway and Collins Bridge draws, and is now on the flat north of Collins Bridge. Mr. Clark decided to bring the dredge in by dredging a short channel north of the Collins Bridge rather than to cut the bridge near Belle Isle.

Landscape work and
yearly or summer
superintendence
of estates or
winter homes

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

Member Florida
Engineering Society
Registered Engineer
State of Florida

U. G. F. #2.

Mr. Pancoast and myself have decided to refuse
to accept the contractors' bid upon the 15 acres to be cleared
for the suction dredge, and the force under his foreman will
begin this clearing tomorrow morning.

Yours very truly,

W E Brown

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

May 29, 1919.

Mr. C. G. Fisher,
Indianapolis, Ind.

Dear Sir:-

Enclosed, you will find a few Bay Shore pictures,
which are numbered on the back of the prints.

Number 1 shows a view on the canal right-of-way
looking north and taken at about the center of the curve,
which connects the north and south and the east and west lines
of the proposed canal.

Number 2 is taken from the eastly edge of the
right-of-way in picture Number 1, looking east, and shows
standing timber, which has since been felled.

Mr. Clark decided that he would bring the Dredge
Davis to the Bay Shore job over the flats north of the Collins
Bridge rather than cut through the bridge. It now appears
that he will have to cut nearly a mile of channel and the
Dredge Florida has begun at the end of the shoal nearest Belle
Isle and is cutting towards the Davis, which is in the same
spot as shown in picture Number 3. The Florida was moving
into position and while waiting ^{for} at high tide lay near the Davis,
as shown in the picture.

Picture Number 4 shows the Dipper Dredge that will
throw up the levees, and it also shows the levee in its present
condition at low tide. This levee is along-side the old suction
dredge channel, so that the cut was made on the inside to make
the work more satisfactory and enable the dredge men to make
repairs to the dipper stick, which they are now doing upon high
ground just in front of the dredge in this picture. The badly
crooked dipper stick appears very plainly in the view. The
point where the dredge began to dig is practically the mouth of
the proposed canal running east.

Yours very truly,

W E Brown

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM



CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

RECEIVED AT 21-23 N. MERIDIAN ST., INDIANAPOLIS, IND. ALWAYS OPEN.

A640CH 12

MIAMI FLO 541P 7

CARL G FISHER

1772

424 NORTH CAPITOL BLVD; INDIANAPOLIS; IND

DREDGING FOR JULY NINETEEN THOUSAND FIVE HUNDRED FIFTY DOLLARS THIRTY EIGHT CENTS

THOS J. PANCOAST.

MB daw

1919 AUG 7 PM 5 18

closed

20,000

914004

WC 5740
TH

WC 915P FBP

WC 1045PFCK

WC 817P FAG

W. E. BROWN

CIVIL AND LANDSCAPE ENGINEER

MIAMI BEACH, FLA.

Member Florida
Engineering Society
Registered Engineer
State of Florida

September 1, 1919.

Mr Carl G. Fisher

Indianapolis, Ind.

Dear Sir:

Enclosed you will find a blue print showing at the south end of the drawing the condition of the suction dredge fill on August 28th.

Frank Hardee now has about one third of the clearing done in the area between the south line of Sec 22 and the center line of that section. As Jim Hardee and Joe Hardee his associates have gone North for a vacation, the clearing work will not be done by the middle of September. But as I see no particular reason for hurrying him, unless you wish him to push the work more strenuously, I will let him go along at his present gait.

I received your sketch that is enclosed, and am not sure, but think this refers to the locality about Island #4 on the map herewith. You will recall that you marked a canal, No. 4, through the long narrow point and told me to follow the "ragged" shore line from there north as closely as possible. This has resulted in the levee being placed as shown by the full white line and the cross hatching in red, and the original shore line is indicated by the dotted lines. This has realized your idea of the irregular shore line and I think that there are no places where a large amount of drift material will lodge.

It was quite difficult for the dredge to get around the curves that I laid out but we got them built although I had insist on the dredge going over the work north of No 4 Island a second time in order to get the desired amount of material in the banks.

Have just had your wire about the Palmer-Mathews trade telephoned to me. No attention was paid to the rumor and the work is going along as though no such report had originated.

Yours very truly,

W E Brown

WEB:B

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

September 16, 1919.

Mr Carl G. Fisher,
Indianapolis, Ind.

Dear Sir:

Yesterday I was at Ragged Key and today found a letter at my office from Colonel W. J. Barden, U. S. District Engineer/Officer, at Jacksonville which reads as follows:

"Referring to War Department permit granted you under date of May 8, 1919, to construct earth dike, and timber bulkhead and fill behind same, in Biscayne Bay, Fla., I have to state that I am directed by the Division Engineer to advise you that the said permit does not cover the construction of the 60 foot canal as indicated on the map accompanying the permit. He states, "Neither the former application nor the permit issued thereunder contains any mention of any canal, and the mere fact that the words "60" canal" appear on the drawing accompanying that application, without any indication of where such canal is located or whether it was already in existence or not, cannot be construed as authorizing the construction of such canal, and if such canal has been constructed, it is without any color of authority from this office."

If work is in progress on this canal it must be stopped at once."

The Dredge Davis is digging in the lake on the east half and as it is pumping land we have purchased and own I have stopped no work. Also, we are ordered to stop work on the 60 foot canal where no work is now going forward.

This forenoon I sent you the following telegram:

"War Department has stopped all work on Bay Shore canals ruling special permit necessary. Must have immediate action for permit or stop dredges in two weeks. Necessary opposition approvals by settling per present proposition to McDuffee or easements."

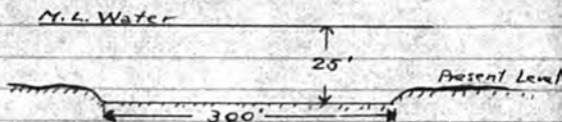
Explaining to Palmer that we wished to make the north canal 140 feet as planned, I learned that the thing they are after, (as they undoubtedly inspired this new ruling of the Division Engineer) was an easement over each end of the canals, that is Nos 2 and 3. As I told Mr McDuffee, I believe the deal explained by Palmer when the former was here is an excellent one for the Bay Shore Company.

Yours very truly,

W E Brown

Channel Between

Bar Buoy and Sea Buoy



MATERIAL TO BE REMOVED
For 25' Water

Sand	25,500	cu. yds
Rock	6,700	"

MAIN CHANNEL

GOV. CUT TO BAR BUOY

Rock	262,000
Sand	25,000

* Soundings at Low Water
Channel to be 300' wide

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

October 21, 1919.

Mr Carl G. Fisher,
Indianapolis, Ind.

Dear Sir:

For several weeks work on the Bay Shore property has not been going to my satisfaction owing to the condition of the equipment of the Bowers Southern Dredging Company. I wrote a couple of letters to Mr Clark and received many assurances of improvement in the near future. There was no signs of this change of pace until today when the dredge Davis digging outward into the Bay began to reach and pump some marl instead of all sand.

The pump on the Davis has been unable to handle the material when composed of sand only and the pictures Nos "F" and "G" enclosed taken when the dredge was pumping through a 1800 foot line of pipe show how the machine was overloaded. Also, they had only 2700 feet of shore pipe on the job but I was told today that two carloads had been received and now the line is being laid towards the extreme back corner of the fill with indications favorable that the material will reach there.

Of the pictures enclosed Nos. "A" and "B" show the position of the Davis on the 9th, View "A" being taken from the pipe line levee and looking directly into the sunlight. Picture "C" was taken to show the poor quality of pipe in use and the many leaks but I was ^{not} near enough to get the desired information. View "E" shows the position of the Davis when she was doing the poor work shown in pictures "F" and "G" already mentioned. The so-called "pipe line levee" can be seen behind the regular pontoon line that the dredge is using in Picture "E". The dredge is now so far out that the pipe on this levee is being used.

Pictures "H" and "I" are Ragged Key views and show Waldeck's 12" suction dredge Oyama and its discharge pipe just after it started pumping on the 16th. The fill appearing in the Picture "I" is now completed and the clamshell dredge in the background has left the job.

Picture "J" is of the tanker "Mexoil" aground in the City Channel a short distance inside of the Government Cut. She made two or three trips without grounding but this trip went ashore both going in and coming out light. It is the largest boat yet in the harbor.

Yours very truly,

W E Brown

WEB:B

COPY

December 4th, 1919

DECEMBER 1, 1919 ESTIMATE

To

BOWERS SOUTHERN DREDGING COMPANY.

For work performed and materials furnished under their contract with Miami Beach Bay Shore Company for proposed fill and earth levee construction:

Excavation-

Amount previously reported, 811256 Cu. yds. @ 12¢ \$97350.72
November work of the Davis, 77568 Cu. yds. @ 12¢ 9308.16

\$106658.88

Less 10% retained \$10665.89

Less previous payments 87615.65

98281.54

Due this estimate \$ 8377.34

I hereby certify to the correctness of the above approximate monthly estimate.

W. E. Brown
Engineer

BROWN & TAYLOR

Order No. _____

Miami, Fla., _____ 19____

To _____

You are hereby authorized to supply _____ with the following:

Quantity	Description	Size	Price

Terms _____

Date of Shipment _____

Consigned to _____

(Give exact address)

via _____

(mail, express, local or carload freight)

Routing _____

Send Bill to _____

and Invoices to _____

Special Conditions _____

(Signed) _____

MIAMI BEACH TODAY

Editorial from The Miami Daily Metropolis,
March 23, 1921.

The constant procession of vehicles across the wonderful causeway which connects Miami, of the mainland, and Miami Beach, of the sea shore, and the many thousands of men, women and children on sight-seeing trips to the beach daily, added to the other thousands who are domiciled permanently or transiently there, furnish proof of the drawing power of this magnetic section—a part of Miami geographically, but developing under an incorporation of its own.

And the wonder of it all is that what these spectators see in Miami Beach is the work of practically only five years of the most persistent and extensive planning and performing.

In 1917 the assessed valuation of all of Miami Beach was \$647,500. In 1920 it was \$3,933,700, and in 1921 will be about \$6,000,000.

Think of this increase in valuation in five years, and a fair idea is obtained of the tangible value of Miami Beach to Miami and Dade County. And if this has been accomplished during the pioneer years, the mind is staggered in contemplation of the possibilities during the five years to come.

Taking actual figures from the records of Miami Beach, we find that the building permits for the year 1920 amounted to \$2,750,000, and for the year 1921 to March 1 they were \$743,750.

The 1920 permits include the Flamingo hotel, (an eleven-story fireproof building), the Aquarium, the Electric Light & Power plant, cold storage plant, yacht club, addition to Lincoln Hotel, church, dairy, about thirty-five residences and other smaller buildings, all of which are of substantial construction and design.

The 1921 permits include the Altonia Theatre, museum and zoological gardens and a number of large residences, post-office building and several apartment houses.

There is a great deal of work planned for this year: several apartment houses are to be built and probably at least one large hotel, and plans are appearing for quite a number of large residences.

The large development companies are coming out with extensive plans.

Last year a new 9-hole golf course for the guests of the Flamingo Hotel was put into use and work has started on a new 18-hole course on the Miami Beach Bay Shore Company's property, which is to be the best golf course in Florida. A new commodious club house is to be built in connection with this course.

A national bank has been organized and will soon start building a nice building with offices on upper floors.

Several store buildings are also being planned to be started soon.

New polo playing and practice fields with stables and club house are under construction.

The assessed valuation for Miami Beach is as follows:

1917.....	\$ 647,500.00
1918.....	832,745.00
1919.....	2,579,600.00
1920.....	3,933,700.00
1921 will be about.....	6,000,000.00

The population of Miami Beach is about 525, and it is one of the wealthiest cities per capita in the United States.

Considering as Miami Beach the territory from the Government Cut to the subdivision called "Atlantic Heights," there was originally 3,050 acres of land, which may be divided into two classes, namely: 2,055 acres of mangrove swamp and overflow land and 995 acres of coastal or sand dune land.

At the present time the amount of surface area of navigable water has been increased from ten (10) acres to six hundred and fifty (650) acres.

Collins Bridge construction was begun in 1911 and finished in June, 1913. The first operation of filling with dredges was begun in the early spring of 1913 and the Belle Isle work was begun at the same time. To date, 8,000,000 cubic yards of material has been placed in the filled areas and present plans call for an additional 3,000,000 yards, or a total of 11,000,000 cubic yards.

Miami Beach has an ocean frontage of 33,000 feet, Biscayne Bay frontage of 37,000 feet and a frontage of 85,000 feet along interior waterways, which can be divided into two classes: 40,000 feet of improved natural waterways and 45,000 feet of artificial interior waterways.

Referring to the matter of bulkheads or seawall, there has been built 81,900 feet of wall divided into three classes: 2,800 feet of concrete seawall, 59,500 feet of wooden wall and 4,500 feet of rock wall. Besides the seawall already built, present plans include the construction of an additional 55,000 feet of wooden wall.

Forty miles of streets and roads have been built and 10 miles of sidewalks constructed along these roads.

The area of the City Parks is 36 acres and there are 325 acres of land used for golf courses and 50 acres for polo fields.

With such operations continuing unceasingly in Summer as well as during the Winter, and a permanent payroll of employees numbering into the thousands, there is every assurance that Miami Beach, under the guidance of Carl G. Fisher and his staff of co-laborers, is to reach the crest of its aspirations—the playground of the world—where culture and art combine with popular games and recreations to supply the greatest possible diversity of entertainment and benefit to the multitudes seeking for just such advantages.

With the so-called tourist season approaching its close it is gratifying to note that the Flamingo Hotel at Miami Beach has not been large enough to accommodate all who knocked for admittance, and the aquarium and other attractions have taken rank with the greatest of their kind in the world in the estimate of competent judges.

Miami can afford to congratulate Miami Beach on its notable progress and to wish it even greater prosperity in the future.

October 26th, 1921.

Mr. Charles Bookwalter,
Bookwalter-Ball Printing Co.,
Indianapolis, Ind.

My dear Book:

Thanks for your letter of the 22nd.

Everything is going along lovely
and I am in hopes that we will produce a real
polo player.

Yours -

CGF:C

MB dev.

April 7, 1922.

Mr. L. A. Young,
L. A. Young Industries Company,
Detroit, Mich.

My dear L. A.:

I know you will be interested to hear that the Miami Beach Improvement Company, who are the owners of the lot you bought, have a big gang on and the bulkhead is nearly all built in front of your lots, they are going to fill in and then taper down with a terrace to the bulkhead.

Two beautiful spanish houses have been started just south of your lots. We sold Alfred Du Pont two ocean front lots for a \$75,000.00 residence just north of Snowden's, and we have a contract, papers and notes in the office of a sale to a New York man, amounting to \$300,000.00, for about one-half mile of ocean front property located one mile north of Snowden's, on which there is a contract to build a hotel which will probably cost one and one-half million dollars. The contract calls for the starting of the hotel by September as it couldn't be finished this year, so that I believe you will find this neighborhood wonderfully improved by the time you return next season.

It occurred to me also, that you might want to get out plans and start your house up there with your barn. We are going to plant the new polo fields in June, and while I am not sure they will be ready to play on next year, they will certainly look very well and will surely be in tip-top shape in two years from now.

Drop me a note and tell me how you find things in Detroit.

Yours,

CGF:MEC

Beach
Dav.
June 29th, 1922.

Mr. William P. Adams,
Odebolt, Iowa.

My dear Mr. Adams:

Replying to yours of the 22nd. It would be very hard for me to tell you all that has been done at Miami Beach in the past four years. Our own Company, in that time, has spent over five million dollars in hotels, street car lines, bathing pools, houses, roads, shrubbery, etc. The other two operating companies have spent over three million dollars and miscellaneous individuals have spent several more millions of dollars. At the present time there is over a million dollars worth of development work going on at the Beach.

Four years ago the trees at Miami Beach were about three or four inches in diameter and about fifteen feet tall, as I remember. Today, we have a forest of over 100,000 pine trees, some of which are sixty feet tall. We have about 40,000 cocconut trees, some of which are forty and fifty feet tall. We have hundreds of oleander bushes that are fifteen feet tall and ten to twenty feet in diameter.

We have three completed golf links, and will start on the fourth link in about six months. We have completed two miles of canal, one-hundred and fifty feet wide. We have a first-class bank, good stores and shops, a first-class electric railway, cold storage plant, ice plant, electric light plant, a good city government and a large number of investors in property.

Our own Company has sold \$4,000,000 worth of this property in the last three years, but we have a great deal of it left and wish to dispose of it as fast as we can for home builders.

I am sending you an illustrated map, which shows all the property. The extreme northern tip of the property has not yet been developed. We have about 350 acres yet to fill, bulkhead and plant, then our job will be completed.

Page Two

We have some very beautiful lots on Belle Isle, which I have marked. These lots are from 500 ft. to 600 ft. deep. I will make you a price now, subject to acceptance within thirty days, of \$150.00 per foot on the location which I have marked. The lots have narrow entrance, as per the map I am enclosing. This particular piece of property is beautifully wooded. In fact, you will be surprised to know that we have cut down 20,000 Australian Pines at an expense to us of over \$40,000. We planted entirely too many at the beginning of our operations.

The Belle Isle lots I have marked have a magnificent view of the Flamingo hotel. They are just the right distance away, in my estimation, to make a very beautiful residence site. In fact, this piece of land, which is 1,000 ft. on the water front and about 500 ft. at the rear, I reserved for my own home site for five years, but on account of wanting my horses and some flower gardens I have decided to build elsewhere, so that I can have about fifteen acres of land.

We have plenty of good lots just north of the bank building, ranging in price from \$4,000 to \$6,000, owing to the size. We have no alleys at the Beach and all our lots carry with them street improvements, side walks and electric light connections. The sewer is septic tank entirely, under city ordinance.

Water front property near the Flamingo is from \$250.00 up to \$500.00 a front foot.

Belle Isle has several beautiful houses built since you saw the place and marvelous foliage. If you are particularly interested in Belle Isle, I will send you some photographs on receipt of your reply.

Our terms would be one-fourth cash, the balance in one, two and three years, at seven per cent interest.

If you will select some spot on the map that will suit you and give me an idea of the price and lots you want, I will be very glad to assist you in picking out something suitable. Also tell me about what priced houses you expect to build in the future on these lots.

All of our lots are from 50 ft. up to 200 ft. and even 500 ft. square in size, and all lots are at least 150 ft.

Page Three

deep. We don't want a crowded condition at the Beach.

We have our own nursery, with more than one million plants coming on to help beautify new residences.

Will be very glad to hear from you.

Very truly yours,

CARL G. FISHER

CGF-MBC

August 27, 1922.

Mr. E. M. Graves,
The Central Dredging Co.,
600 Bangor Building,
Cleveland, Ohio.

My dear Graves:

I have a very unusual piece of work to be done at Miami Beach that I would like to talk to you about the first time you are in New York. There is quite an opportunity for a big profit of four or five million dollars, and I would like to tie up with somebody who can help finance this job. It will take about \$700,000 to finance this job. We, ourselves, can handle about \$300,000 of this amount.

Drop in and see me the first opportunity you have.

My office is in the Heckscher Building, Room 2002, 57th Street and Fifth Avenue, N.Y.C.

Yours very truly,

(Signed by ISB, in
Mr. Fisher's absence.)

CGF:ISB

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION



TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 21-23 N. MERIDIAN ST., INDIANAPOLIS, IND. ALWAYS OPEN

1922 SEP 20 PM 11 41

KA277 55 NL

MIAMI FLO 20

CARL G FISHER

1653
INDIANAPOLIS, IND

AM WORKING ON FINANCING OF DREDGING PROPOSITION WITH CHANCES OF
SUCCESS VERY GOOD THROUGH MR FURST SOON AS RECEIVE LETTER FROM MR
HUMPAGE SHOWING BOND SECURITY WILL RETURN TO BALTIMORE AND ALSO
SEE YOU YOUR NEWYORK OFFICE STOP PLEASE ADVISE IF YOU WOULD CONSIDER
ISSUING MILLION DOLLAR BONDS AND COMPLETE DREDGING WITH PROCEEDS
FROM SAME

R-P CLARK.

*Rec 9/21-22
Tamm
ABD*

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
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FROM SAME

R. P. CLARK.

*Rec 9/21-22
Tamm
ABD*

CLASS OF SERVICE DESIRED	
Telegram	X
Day Letter	
Night Message	
Night Letter	
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

September 21, 1922.

R. P. Clark,
Miami, Florida.

I WILL BE GLAD TO HAVE THE LARGER BOND ISSUE TO COMPLETE THE
DREDGING JOB.

Carl G. Fisher.

Charge to C. G. Fisher.

R. P. CLARK, PRESIDENT.
CLARK DREDGING COMPANY
(MEMB. AM. SOC. C. E.)

H. J. GANTS, TREASURER.
T. O. PHILIBERT, SECRETARY.

MB

CLARK DREDGING COMPANY

ENGINEERS & CONTRACTORS



OWNERS AND OPERATORS
OF HYDRAULIC AND CLAM SHELL
DREDGES
CABLE ADDRESS
CLARKDCO

SPECIFICATIONS
PREPARED AND ESTIMATES
SUBMITTED

HOME OFFICE:
GALVESTON, TEXAS.

BRANCH OFFICE:
MIAMI, FLA.

BOX 918 MIAMI, FLA. August 9th, 1925-

Mr. Carl G. Fisher,
Port Washington, Long Island,
New York.

Dear Mr. Fisher:

Your letter of the 6th. inst. calling my attention to the progress of the dredging, received.

As far as I know, the dredging is going on very smoothly and with satisfaction. There has been one complaint about the levees, but that part of the work is now going ahead satisfactorily and will cause no delay on the final completion of the work. The present status of the work is as follows:

All of the clearing up, odd jobs, are completed in the vicinity of the Nautilus Hotel. This work required many delays of shifting Dredge, and was naturally tedious and slow on account of these delays.

All of Surprise Waterway and Biscayne Waterway are completed. Both of these jobs were considered the slowest part of the work. The dredge "Davis" should complete Lake Surprise this month and Flamingo Waterway during September.

The work for the Tessa x Company should be completed in ten days.

The peninsular Terminal Slip extension work will start as soon as levees are ready.

Considering the 816,000 cubic yards, including the most tedious of the work, was completed August 1st, and that Dredge "Biscayne" is now added to the fleet, it looks as though my estimate of February 1st. for completion is conservative.

*Channel between
Bar bouy*

<u>Total Yardage</u>	<u>Rock</u>	<u>Sand.</u>
Bar bouy to Sea bouy	6,700	25,500
Main Channel, west end Government cut to Bar bouy	262,000	25,000
Peninsular Terminal to west end Government cut to turning basin, including turning basin (from 19' to 25')		
	<u>320,000</u>	
Total	588,700 cu.yds	50,500 cu.yds

Main channel

Note:

At this date about 70,000 cu.yds.
yet to be dredged on Peninsular
Terminal Co. to complete to 19',
not included in above figures.

June 23, 1924.

R.P.C.

Among the pieces of literature we are sending you there is a booklet entitled, "Winter Homes for Southern Florida," that shows a number of residences we have already built or have under construction. We have marked the home bought by Mr. Taylor, as well as others that we have recently completed. In addition to these homes, we plan to build in the near future a number of others that will be more elaborate, having been designed by such widely known architects as Mr. Paul Chalfin, of New York City, who designed "Villa Vizcaya," Mr. James Dearing's celebrated Miami residence, the most beautifully beautiful in the world, Price & McLennahan, of Philadelphia, Mr. W. C. De Garmo, and others of national reputation. The cost of these residences will run between \$50,000 and \$75,000, giving you an idea of the wide range of demand that we shall be able to satisfy, and an insight into the character of the development that is taking place.

During the next eighteen months, more than \$8,500,000 will be spent in improvements at Miami Beach. In addition to the recently completed polo club, and a beautiful school building now nearly finished, there will be built a church, a theatre, a new \$1,500,000 hotel, six store buildings, a street railway system, two new golf courses, a yacht club, and large additions to the Miami Beach Golf Club and Miami Beach Casino, existing institutions whose accommodations have proved themselves too small for the constantly increasing number of Miami Beach residents and winter visitors.

There is no spot in the world that is showing such phenomenal growth nor holds forth greater promise than Miami Beach, Fla. The idea upon which it was founded was the creation of an ideal community where life would be worth living in every sense, and where every moment would be occupied with some worth while enjoyment; and this plan is well on its way toward realization. "America's Winter Playground," as it has been named, is a present day actuality, and is constantly attracting to itself more and more people who are able to vision and discern its marvelous future.

Mr. Davis informs us that you are at present making your winter home in Biloxi, Miss. With due regard for Biloxi, we can unhesitatingly assert that there is no comparison between Biloxi and Miami Beach, and leave it to you to make the decision, once you have visited the latter. It may be even that after looking through our literature and consulting such of your friends who know Miami Beach you will make up your mind to transfer your winter residence before going South again, in which event we would call your attention to the number of homes shown in our "Winter Homes" booklet, which are ready for occupancy, with walks and driveways in, landscape gardening started, and other details taken care of. These are really beautiful homes, calculated to appeal to people of distinction, good taste and refinement, and you could not go wrong in selecting any one of them. The price, moreover, is quite reasonable.

We shall be pleased to hear from you, and to answer any further questions you may care to ask. With appreciation of our courteous consideration, we are,

Very truly yours,

ALTON BEACH COMPANY

P. S. Have you seen this month's National Geographic Magazine? It contains an unusually interesting account of the capture of a 21-foot devil fish by a party of Miami Beach residents and guests. It is typical of the sport and enjoyment to be had at Miami Beach and at no other spot in the United States.

434 N. Capitol Ave.,
Indianapolis, Ind.

FW/W

June 17th, 1924.

Mr. P. C. Clark,
Messers Clark Dredging Co.,
Miami Beach, Florida.

My dear Mr. Clark:-

First - this letter is entirely confidential.

Kindly consider and give me estimate in fifteen or twenty days, if we should be able to order you to complete twenty-five foot of water entrance channel, 300 ft. wide, along our Peninsula Terminal proper, from outer ocean to dock. What dredges are available? When can you complete job? What is approximate amount for the 25 ft. cut from outer ocean to inside of government channel.

These figures need not be entirely definite. The principal thing I want to know is this: if I should advise you that we are prepared to go ahead on this job, have you sufficient equipment on hand or in mind that could be assembled quickly to complete this job for January or February.

Again, I wish to advise you that under no circumstances are you to refer to War Department, Government, State authorities, or anybody else for any information, but just give me roughly your ideas of what you could do. It might be several months before we could wire you go ahead. On the other hand, we might be able to make you a quick proposition for immediate action.

Please write me fully.

Yours,

GCP:bm

R. P. CLARK, PRESIDENT
STANLEY W. WELLS, VICE PRESIDENT
NEWMAN, SOC. C. F.
J. A. MASCULINE
V. F. BISHOP

H. J. GANTS, TREASURER
T. O. PHILIBERT, SECRETARY

CLARK DREDGING COMPANY

ENGINEERS & CONTRACTORS

OWNERS AND OPERATORS
OF HYDRAULIC AND CLAM SHELL
DREDGES
CABLE ADDRESS
CLARKDCCO



SPECIFICATIONS
PREPARED AND ESTIMATES
SUBMITTED

HOME OFFICE:
GALVESTON, TEXAS

BRANCH OFFICE:
MIAMI, FLA.

BOX 918 MIAMI, FLA. June 24, 1924 192

Mr. Carl G. Fisher,
Port Washington, Long Island,
New York.

My dear Mr. Fisher:

Answering your letter of the 17th inst,
I am enclosing herewith such information as I have been able
to obtain and believe same to be approximately correct.

I spent yesterday on the bar, sea being
very smooth, and made all soundings with iron pipe, anchoring
launch for each sounding. The soundings on chart is the
result of what I found over the route which I believe to be
the proper one for the channel.

Answering the questions of first paragraph
of your letter in detail:

1. Dredges available, "Gov. Herrick", No. 10, six months,
Davis, three months (to February 1st), Grampus, six
months.
2. Can complete job in six months if work ordered
early enough to give us advantage of summer weather
for outside work.
3. Approximately 270,000 cu.yds. rock, without overcut.
Approximately 60,000 cu.yds. sand without overcut.

Second paragraph:

Have mentioned dredge "Herrick" as Mr. Furst has
advised me to try to obtain work for this dredge,
however there is always a possibility that he may
close some job in the meantime. Believe however,
that I could make some other arrangements for
equipment should this happen.

Mr. Carl G. Fisher, June 24, 1924.....#2.

It seems almost unnecessary to do any work outside of bar bouy as there is 25' 6" over the shallowest part of channel every day at high tide and a safe depth of 23' at dead low tide. This for your consideration. Also the large area to be covered to obtain such a small amount of yardage would be very expensive and a decided delay account of weather for outside work.

My idea would be to do all of the outside (rough area) work immediately upon receiving your orders, as the inside work, up to within 500 feet of the end of the jetties could be carried on almost continuously, however if this work should be ordered later than August it would be subject to delays on account of weather and might run into another season.

Understand you are coming this way with the yacht Eagle next month and will be glad to go into further details with you at that time unless we get orders before that.

Yours very truly,

A.P. Clark

RPC/vso
Incl.

July 2, 1934.

Capt. R. P. Clark,
Clark Dredging Co.,
Box 910, Miami, Fla.

Dear Mr. Clark:

I have yours of the 24th. We are going ahead
and trying to do all we can to make it possible
to talk business to you within the next thirty
or forty days.

We are willing to do our share, and more than
our share, and if the others will co-operate
we can be ready to talk to you by the 1st of
August.

Yours very truly,

CGF-ms

THE ALTON BEACH REALTY COMPANY

MIAMI BEACH, FLORIDA

CARL G. FISHER
PRESIDENT
W. A. KOHLHEPP
VICE PRESIDENT
C. W. CHASE, JR.
SECRETARY

dredge

June 24, 1924

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

Dear Mr. Fisher:

Reached the office yesterday morning and found everything in comparatively good shape.

Am glad to state that the ocean front road situation looks much more favorable than I expected. We are oiling the road this week and according to Attorney Will H. Price we will only be compelled to give the County ten days notice of the closing of the road. At the end of that time we will be able to take steps to close the old road and we could naturally get quick action on any legal opposition that may be brought up. I intend to rush this as much as possible.

Am glad to say that I received this morning a refund check from the Treasury Tax Department of \$7,016.57 representing over payment of taxes by the Miami Beach Bay Shore Company for the year 1920. Little by little we are receiving dividends on the hard work we did last summer.

In riding over the property I find that they have made tremendous progress during my absence and can see to a certain extent why the dredge estimates were so extremely high. They have been making good progress also on the Penn. Terminal and Hoerger is top-soiling the strip of ground and planting grass at the dock prepared for the Eagle. He is also planning to build a road into this property for convenience in loading coal and in people driving back and forth.

The only point that I was disappointed in was the progress made in grass planting. Hoerger has planted considerable grass since I left but unfortunately we have had very dry weather and there is too much salt in the fill to have a very large percent of success.

Mr. Carl G. Fisher #2

Quite a bit of the grounds that has been planted will have to be replanted as soon as the weather conditions will permit. They have had the same experience on the polo fields as the marl was evidently too salty, but this ground has been replanted and Hoerger is confident that he will have a good sod by December and you can rest assured that he will do his best in this respect; especially so on account of your telegram advising of the special arrangements which will probably be made with the English players.

One unfortunate thing has been the fact that recently there has been a number of shrubs stolen and they have also stolen some of the hedge about the polo fields. The monetary loss is not so great, but it is hard to patch in plants that will match up with the balance of the hedge. The only thing I see we can do is to take one of our better men and have him patrol the property during the night if this stealing continues. I am also notifying Chief Brogden, but as the stealing is probably being done by automobile parties and not by trucks it will be very difficult to guard so large a property as the Beach.

I am having Brown prepare tentative lay outs for the property north of Surprise Waterway and will forward same for your approval within the next few days. I am having this done as it will help the appearance of matters greatly to have the excavation for the roads made at the earliest possible date so Hoerger can start planting trees and complete the grass planting and have the picture much more complete than to merely plant this with grass. As we will undoubtedly put some of this property on the latter part of the next season it will also tend to enhance the property and also your profits from this source.

The greatest blow which we have probably sustained so far is the fact that the Chief of Engineers in Washington has ordered us, through the District Engineers, to suspend all dredging operations in the north. I have instructed Brown not to stop work until we have received an answer to the appeal which I have addressed by wire direct to the Chief of Engineers, also sent Davis complete data.

I wired the Chief that we only had approximately sixty days dredging left and that as our work was away from the shore it could not possibly effect the harbor line as finally determined by him and his staff. I also

Mr. Carl G. Fisher #3

pointed out that this was the completion of a development which has been under constant construction for over seven years and that the completed property represented values running far up in the millions of dollars; that our monetary loss, regardless of having the property idle, would run over a thousand dollars a day and that we could not secure the early return of the dredges if they were pulled off of this work. I also stated that this would kill our plans for the constructions of a new large hotel on this property and would also stop work on a \$400,000.00 hospital, for which contracts had been let, and that as a whole it would be a great loss to the community to have our projects held up.

I requested his permission by wire to continue operations while he investigated conditions on our property and rendered a final decision in our case.

I will keep you advised of developments.

I am naturally badly snowed under at the present writing and will give you further information as to conditions in the next day or two.

Yours very truly,


W. A. KOHLBERG

WAK:h



Distance 6200 ft.
 AMR20 (Sand 25,500 cu.
 Rock 6,700

mud flat covered with grass
 partly bare at L.W.

July 1st 1924.
 By Black & Co.
 For Capt.

Soundings to
 Red Bank
 reduced to M.L.W.

MEMO

July 28, 1924.

Mr. Fisher:

I just returned from a conference with Judge Will H. Price relative to the Brown & Co. Island matter and also the Ocean Front Road.

Judge Price made a report to the directors of the Chamber of Commerce Friday at a special meeting on the subject of the Brown Island and recommended following any one of several courses.

1. That they settle the matter amicably by finding Brown Co. another location.
2. That they enjoin the I. I. Bd from selling this land inasmuch as the Department bringing this submerged land under the control of the I. I. Board was brought about thru private dredging of the F. S. C. Railroad and was not the natural Bay bottom nor was it brought about thru Government dredging.
3. That the Chamber and persons protest against the sale peacefully permit the sale to be made and bring weight to bear in the War Dept. to prevent improving the Island.
4. That the Island be dredged out to a depth below the minimum depth which would come under the jurisdiction of the Internal Improvement Board.
5. The majority of the Board was in favor of making some amicable settlement with Brown & Co. by finding ^{another location} them but Crate Bowen objected to any action towards amicable settlement taking the stand that the Chamber of Commerce had previously passed resolution opposing the sale of any land in the Bay south of the Causeway and also on the ground that they had offered to co-operate with Brown & Co. but had received no encouragement from Brown & Co. in the form of a guarantee of any activity such as shipping, improving the land or anything definite and so the Board will take no action in the matter but requested Judge Will H. Price to write Brown & Co. to see if he could get some definite information as to their plans in this locality.

The suggestion of starting litigation was also opposed by Crate Bowen as he claimed that it would be treading on very dangerous ground to question the authority of the I. I. Board and thought that it would perhaps affect the validity of the deeds on some of the Islands built in the Bay. Judge Price argued that as he saw it there was ~~no chance of any question coming up in regard to the validity of the deeds of the submerged lands upon which the other Islands have been built, as the same question no doubt will possibly be raised on those Islands and there is no chance of them interposing any point other than the one upon which we base our injunction suit.~~

The Chamber is inclined to kind of rest on its oars and refuses to take any definite action as they feel that there is considerable protection afforded them by the War Dept, especially so as the Internal Improvement Board is now advertising an Island, the nearest point of which is 700 feet from the north edge of the Municipal Channel.

As I have advised you before the Chamber did not entertain the thought of being a

party to dredging out the island and it seems to me that as the I.I. Board has warned us that it is their intention to ~~xxxxxx~~ sell to the highest bidder on August 14th and that if we feel that this island is going to be detrimental to the terminal south of the Municipal Channel we should take some action at once. There remains a very short period in which to prepare and file application for an injunction.

There is only one of two things left for us to do as I see it and that is to either file an injunction suit as recommended by Will Price or buy the island by overbidding Brown & Co. and I believe this is exactly what the I.I.Bd is trying to force as Gov. Hardee told Will Price that the only thing to do was to tell Fisher to get his pocketbook out as the I.I.Bd represented the State as a whole and were compelled to realize all they could on the submerged lands under their control.

It would cost considerably less money to bring an injunction suit than it would to buy the island and it appears to me that that is the proper procedure to take.

With reference to the Ocean Front Road I recently submitted a plat of the Second Ocean Front Sub. to the City Council of Miami Beach for acceptance. At first it appeared that they would pass and approve the map on the recommendations of the City Attorney and City Council but Newton Lummas, Jr. protested, stating that a road thru this section which was not shown on the plat under litigation at present and that they had no business taking any action in the matter and that he was in favor of letting the matter rest until after the injunction suit had been tried. City Atty and City Manager explained that the map would have no effect on the suit, that it was merely the acceptance by the City of such roads as were indicated, but Lummas backed by Harry Hice of the City Builders Finance Corp. objected stating that in view of the numerous petitions being circulated that they ~~wanted~~ did not feel that they should lend their moral support to our cause, altho each one individually stated to me that they felt that we were absolutely right in the matter - a pretty weak-kneed proposition as I see it.

The present status of the case is that Price & Price will file the demurrer to the new injunction suit the latter part of this week or Monday of next week. There are so many defendants in the new suit brought by the Co. that it will probably be late in August before the temporary injunction comes up for hearing and it will probably be 3 or 4 months before actual hearing comes up on the permanent injunction. While it appears that we will win out on the demurrer there is a possibility that this will be drawn out for a long time. In order to speed things up I asked Will Price to investigate and advise as to the possibility of destroying the old road in spite of the armed guards insofar as it affected our property and he has just stated that we are perfectly within our rights and that we should not take this action until the demurrer has been filed, or in other words until early next week. I believe that this would help bring matters to a head and speed things up if we were to take our 10-ton Holtz with plows and tear up the road for a good distance at each end. I don't doubt but that the Sheriff will arrest one or two of our men while this is being done, but there is no chance of them making a case out of it.

Unless I hear from you I intend to start trouble on the road under Price's advice and as it is necessary to have some word with reference to the Brown Island as soon as possible if we want to bring an injunction suit to prevent the sale of the property I would suggest that you wire me whether or not you are interested to the extent of either buying the Island or starting this suit.

W. KOHLBERG



MEMO

dredge
August 15, 1924.

Mr. Fisher:

I just returned to the office from Tallahassee, and as per my recent wire beg to report that after much discussion we finally succeeded in getting the I. I. Board to agree to issue a permit to the Peninsula Terminal Company to dredge out the Island and shoal land which they had advertised for sale within the period of five years; this period to be extended for another five years if necessary and I believe can be extended indefinitely; the permit to be sold for \$5,000.00, which was the original price at which the I. I. Board agreed to sell this land to Brown & Company.

I am very glad that I made the trip personally as I had an opportunity to discuss the matter at considerable length with each member of the Board individually before the meeting. Judge Price was of great influence in the matter, but naturally used arguments of a technical nature and could not elaborate on the development and effect as I could, and to each member of the Board I painted out the great improvements we were making and also the fact that these improvements would mean many thousands in the tax income to the State and that it would also enhance every foot of water front property around the entire Harbor and that within a period of five years that the State would receive thru this enhancement many times the amount which the State would realize thru the sale of the land, and would receive it annually. They were very stubborn in pointing out that the land belonged to the State and that they should sell it for the benefit of the people of the State at large, and that they could not show partiality to any community and finally admitted that it was detrimental to the further development of our Harbor.

Brown & Co. had their representative, Attorney Sanderson, who presented a sealed bid, but fortunately it was not opened by the Board as the Board finally made us the offer of purchasing a permit to dredge rather than selling the land and as they were securing for this permit the same amount they had originally agreed to sell the land for, they felt they were protecting the rights of the citizens of the State of Florida. Mr. Sanderson threw quite a scare into me and I was afraid that it would cost us considerable money if it came to open bids, as he stated in a speech, and used every possible effort to have his bid opened and made a matter of record, that his bid was at a price of \$5,000.00 per acre. However, the I. I. Board saw the danger of permitting this bid to become a matter of record and refused to open it and declined to sell the land.

One weak spot which we had overlooked and which only dawned on me during our conference in Tallahassee, was the fact that Brown & Co. if they purchased the land - could construct a bulkhead and erect buildings and docks on the property which is above low water. As this upland is not within the control of the War Department, after they had constructed a building of this type it would have been a very difficult matter to have had it removed, and it was a great relief to me when we got off so well.

One of the conditions which the I. I. Board made us agree to was that we would endeavor to find Brown & Co. another location which would be agreeable to the Chamber of Commerce of Miami and ourselves. A meeting of the Directors of the Chamber of Commerce will be held Monday night when this subject will be brought up and as the I. I. Board is determined to secure them a site we are trying to locate them to the best possible advantage, naturally bearing in mind our future development.

W. A. KOHLHEPP

June 25, 1925.

Mr. E. F. Flannery,
Care The Miami Herald,
Miami Beach Office,
Miami Beach, Fla.

My dear Mr. Flannery,

Replying to yours of the 8th.

Governor Martin was wise and sensible in vetoing the bill which transferred land in the City of Miami Beach to the City of Miami. The City of Miami Beach is entitled to its own harbor and the fruits of its own efforts if they care to put same forward and, up to the present time, the City of Miami Beach has spent more money in deepening the harbor than has Miami in 25 years. It certainly is not fair for the City of Miami to try and obstruct progress at Miami Beach. We have always shown a willingness to cooperate with Miami and this willingness has not been talk. We have already constructed a harbor over 3,000 feet long which now has 25 feet of water, and we are perfectly willing for Miami to hook on to this harbor in any way they please. We cannot understand why the City of Miami - or rather a few people in Miami - should continually try to obstruct our plans for harbor when it is obvious that 80 percent of all the receipts of this harbor will be consumed in the City of Miami, proper.

Your proposal number two concerning the Miami Shoreland Company to build nine islands: We recently had a meeting with these gentlemen and we are heartily in favor of seven islands, but we do object to the islands which face East and West, for the reason, first, there is no necessity to build these islands and the general view of Biscayne Bay would be somewhat cramped.

The building of the seven islands running North and South will be of great benefit to Biscayne Bay, first, it will deepen the channels which are now almost unnavigable; second, it will greatly add to sanitary conditions, to navigation and to the general beauty of Biscayne Bay.

Ten years ago, Biscayne Bay was practically a swamp. At the present time 15 percent of Biscayne Bay - perhaps 20 percent would be nearer correct, is navigable. These islands would add greatly in beauty and in making it possible for yachts and motor boats to operate up and down the bay.

Incidentally, I would be very glad to see some company organize to build 15, 20 or 30 islands South of the channel in water, which, at the present time, you can hardly row a boat. These islands would add greatly to the popularity and beauty of Miami and to the prosperity of

the entire state. *

I have no interest whatever in developing more islands or property in Miami Beach or Miami, but I will gladly welcome any new development companies of younger men, enthusiastic for work, who will take on these responsibilities and help to make Biscayne Bay, Miami and Miami Beach the most beautiful spot in the world.

Very truly yours,

CCF*JJG.

THE MIAMI HERALD

MIAMI, FLORIDA

June 8, 1925.

CHAS. S. BATES,
ADVERTISING MANAGER

Mr. Fisher

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

Dear Mr. Fisher:

While I may be entirely in error to presume as much, I am wondering if you would care to send me a statement, for use in The Herald, regarding:

1. The senate bill, passed by the legislature, giving the city of Miami bay bottom lands inside the city of Miami Beach, extending eastward to a point near the western end of the government cut.
2. The proposal of The Miami Shoreland company, (Miami Shores) to build a series of nine islands in Biscayne Bay, from the Venetian Causeway northward to Miami Shores.

In view of the fact that both subjects are of exceptional interest here at this time, and most of the publicity seems to be emitting from Miami sources, I am sure that hundreds interested in Miami Beach would be glad to know what you think about the two propositions.

Incidentally, should you have anything else in mind relative your program at Miami Beach next winter, we would be most pleased to have an outline of it, if it is convenient for you to furnish it at this time.

Miami Beach is, as you are perhaps aware, having its greatest summer business. Hundreds of visitors are here from the north, and we are anxious to use whatever constructive news we can obtain during the coming weeks.

Any information you may care to impart at this time will be appreciated, I assure you.

Respectfully yours,

E. J. Flannery

Miami Beach office,
The Miami Herald.

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Miami Beach office,
The Miami Herald.

W. E. BROWN
CIVIL AND LANDSCAPE ENGINEER
MIAMI BEACH, FLA.

MIAMI BEACH BAY SHORE COMPANY

SUMMARY OF ESTIMATES

of

Bowers Southern Dredging Company

Month	Yardage	Amount	10% retained	Paid
May	3,545	\$ 425.40	---	425.40
June	176,820	\$21218.40	2164.38	19054.02
July	181,022	21722.64	4336.64	19550.38
August	173,493	20819.16	6418.56	18737.24
September	126,968	15236.16	7942.18	13712.54
October	149,408	17928.96	9735.07	16136.07
November	<u>77,568</u>	<u>9308.16</u>	10665.89	<u>8377.34</u>
	888,824	\$106658.88		\$95992.99

Note: Approx. 300,000 cu. yds behind a schedule
of 200,000 cu. yds per month.