

**Milton,
Thomas W. II**

THOMAS W. MILTON
731 COVINGTON DRIVE
DETROIT, MICHIGAN

March 17th., 1935.

My dear "Skip";

Your recent letters have all been most interesting. Evidently I did not make myself clear in respect to my job. I know you did not want me to quit my job and what I was trying to say was that were I to follow my inclination and take a trip to Florida at this time it would amount to quitting since I have a lot of work on the new job that must be handled and I know better than to ask for my vacation under present circumstances. In view of this I have had definitely to give up the idea of visiting you down there. I am now hoping that I can get down to Montauk early in the summer when things should be running more smoothly at the plant.

Mr. Chapin's office called me in regard to driving your new Hudson down and I asked them to hold-up shipment for a few days as I thought at that time I might make it. When Colonel returned I talked with him and I could see he would not have approved the idea so I called Hudson and told them not to hold the car any longer on my account.

Strangely enough I called Mr. Chapin's office yesterday on another matter and he told me he was leaving last night for Florida and planned on using the car himself during his stay and then turning it over to you. I think he plans on staying about two weeks.

Several years ago - before we had made a deal with Packard - I called on Mr/ Macaneeny at Hudson with the idea of making a deal with them to design a new car for them. At that time he was hell bent on the price competition angle and I could not sell him the idea that they would have a better chance were they to build a car somewhat unlike all other cars. I have always argued that on price alone Ford has them whipped and I still believe this to be true. There is little reason to pay more for a car than a Ford costs because there is so little difference in the cars. I didn't get any place with him at all and recently I have been thinking that since his program has gotten them nowhere they might be in a receptive mood and it was to discuss the matter that I called Chapin yesterday. I think he is a much smarter man than Mecaneeny anyway. It occurs to me that you may have an opportunity to give Van and me a boost while Chapin is down there. If you think we have good common horse sense and tell him so I think it would help. I, of course, don't want Packard to know that I am angling around for another connection.

As previously stated I have had to abandon the idea of going to Florida but I do hope I can get down to Montauk early in the summer. I was in hope that Colonel would learn from you enough about the sign business to give me a good idea of what you have in mind but apparently he was too busy with golf and flying to take any interest in it. I was tremendously pleased to have him report that you are apparently in fine health. Keep it up.

Kindest regards,

Tommy Milton

March 27, 1935.

Mr. Thos. W. Milton,
731 Covington Drive,
Detroit, Michigan.

Dear Tom:-

Will you dig up 12 plugs for Packard motor, Model LM-268. This is a little marine motor and seems to have a special plug - just why, I don't know.

Perhaps you can get some information and advise me if it is necessary for me to have these special plugs. At any rate, these plugs are commencing to go bad on me.

Send a bill and I will send you a check.

If Van isn't doing anything and just lying around, why can't he run down here and look into this sign business? The opportunities are greater every day, and the sign business is growing five times as fast as the automobile business.

Yours,

CGF:AVM

CARL G. FISHER.

May 21, 1935.

Mr. Thos. W. Milton,
731 Covington Drive,
Detroit, Michigan.

Dear Tommy:-

I don't know just when I am going to leave here as we are doing considerable business and we have a couple of rather large deals that are more or less on the pan.

The sign business looks better daily but I don't want to break loose into anything until I see where we are going to get with the patent application.

I will see you some time, as soon as I get North.

I have the little Terraplane which, of course, was delivered here at a very special price. I am very much pleased with it as it is much the best car I have ever owned, excepting, probably, the old White Packard.

Best regards.

Yours,

CGF:AVM

CARL G. FISHER.

THOMAS W. MILTON
731 COVINGTON DRIVE
DETROIT, MICHIGAN

August 12th., 1935.

My dear Skip;

You certainly must think me a lolapalooza. I have had your last wonderful letter nearly two months and that is certainly a disgraceful business and I hope you will accept my apology. My procrastination is not without the tinge of an excuse or at least extenuating circumstance but I am well aware that I should have answered long ago regardless of any other considerations.

Please permit me to tell the truth this one time and be assured that I have no inclination to be dramatic. When your wonderful letter arrived it brought tears to my eyes. To think that with all the trouble you have had, financially, you would find a way to go along for \$100.00 a month was just too much. As well as I know you there was little reason to be surprised but the downright bigness of it all certainly got under my hide. I know you don't like compliments but I insist on telling you that you have been a tremendous influence in my life and I couldn't possibly tell you how beneficial it has been. I honestly feel that whatever little business ability I have I owe entirely to you. The most profitable year I ever spent was the year I spent with you and I have regretted a thousand times that business conditions have not been such as would have permitted you to have me work for you.

Well, to get on, one of the reasons I have not answered your letter before is because I have not known what to say and the sad fact is I don't know now what to say or how to say it.

Your willingness to dig out \$100 a month to go along with us is one of the grandest things that has ever happened to me but I cannot help but feel that you should not undertake this additional burden and as a consequence I have not cashed your check. I know you well enough to know that under that tough exterior that you like to affect you are a very tender individual and I wouldn't do anything to hurt your pride or feelings for all the tea in China. I have been afraid that in returning your check you might get some peculiar notion or other. To be more definite I have been afraid that it might very well hurt your pride to have me bring to your attention the fact that I doubt the wisdom of your gambling so small an amount. I have tossed the thing around in my mind a million times and I finally concluded that with all the responsibilities *you have* I mean financial of course, ~~you have~~ you should not undertake to see us through with our problem and so with more gratitude than I could possibly convey I am returning your check. Among other things I want to feel sure in my own mind that you did not consider my letter as an appeal to you for funds. I simply wanted your counsel and advice and I have since tried to contact Bendix but so far without success. I have talked with Vic and he is interested in seeing what we have.

THOMAS W. MILTON
731 COVINGTON DRIVE
DETROIT, MICHIGAN

September 9th., 1935.

*my bomb before
18th*

My dear Skip;

The length of time taken for your reply to my last letter had filled me with misgivings and so I am more than ordinarily happy to have your letter which reached me today. I really am awfully glad to know that I have not offended you.

Each year I do some "brilliant" thing that puts the kibosh on my vacation. This year I have been working on a little device that makes the cars more pleasant to drive and a day or two before my vacation was to have started I demonstrated the gadget to Mr. Macauley and Colonel. They both thought it an interesting result and suggested the advisability of concluding the job before taking my vacation. I have not quite finished the work yet but I expect to in the near future - a couple of days perhaps - and I may find it possible to drive down and spend a day or two with you.

I am quite certain that I shall not be able to afford a ~~4~~ trip to Florida and so I am hoping that I can make the grade to Montauk before you leave for the South. When do you expect to leave Montauk? If I could leave here Friday the 13th I could spend most of Saturday with you I think and at least part of Sunday and get back on the job by Tuesday the 17th. I wish you would wire me on receipt of this letter

whether it would be convenient to have me this week end. Also I wish you would state when you expect to leave for the South as something may interfere with my getting away this week.

I wont take time to write much more as I want to get this in the mail.

I have not talked with Bendix but have talked with Kliesrath and Van went to South Bend today to discuss the brake matter with him. They are mildly interested at least. We have another gadget progressing at Autolite in Toledo and while they are not making the headway they should the preliminary tests are encourageing.

With kindest regards to yourself and Margaret, I am,

Sincerely,

Tom

THOMAS W. MILTON
731 COVINGTON DRIVE
DETROIT, MICHIGAN

October 9th, 1935.

My dear Skip;

As might be expected I have been very busy since my return. I think I told you that our Fall Announcement Meeting was the reason for my return. We had about two thousand dealers here and the meeting dragged along for almost a whole week. Such goings on are hard work and I was glad when the last of them had left.

There is little point in my attempting to say anything about how deeply I enjoyed my brief visit with you. I am sure my enjoyment was evident just as I felt certain that you were glad to have me there. Life is a funny proposition. I would find infinite pleasure and advantage in being associated with you and I suspect that if it were not for the damn depression you might be able to indulge me in such a luxury but no - I must drudge along on a job that will forever be irksome regardless of remuneration. Well, in any case I have the good sense to be appreciative of the fact that I have a job to work at.

You probably realize that it is almost impossible for me to give any considerable amount of time to anything outside my regular job. I have wanted since my return to investigate the sign flasher market to learn what is available but to date I have not been able to do anything about it. Van who is faced with the necessity of doing those jobs which put bread in the old larder has been unable to give the matter any of his time as yet. We are both interested and have discussed the problem several times and mean to give it some active attention at the earliest opportunity.

Your statement that the celluloid letters fade more rapidly than paint on glass is surprising. It does not seem to me that this is necessarily true. It would seem to me that good dyes should be more permanent as a homogeneous part of the celluloid than when applied to glass in the form of paint.

One idea that has occurred to me is that if the cost of the dies is not prohibitive the letters might be pressed concave instead of convex (as viewed from the front) which would permit fastening them with transparent glue to a glass panel and thus be completely and permanently protected from the elements. The flat portion of the celluloid around the letter proper could be lacquered an appropriate harmonizing or contrasting color and the whole illuminated with an electric flasher. These panels could be made so as to fit into and be removable from a metal frame work that could be so designed as to permit the coupling of any number of sections or units. Such a plan of course involves the cost of celluloid letters and glass and is therefore not very economical and further I don't know what a concave letter would look like under glass. I think it would be okay but I am not certain.

In your letter of September 27th you report Margaret as having found our waffle idea already on the market. I wonder whether it is exactly what we had in mind or whether it is another variation of the idea. Are these irons expensive? If they are not I would greatly appreciate your securing one or better still the name and address of the manufacturer so that I may send for one. I doubt whether it is just what we have in mind and I think our idea would make money provided it is actually new. If you have time will you be good enough to get more information for me?

Last spring I sent some spark plugs to Miami Beach for your boat engine. Did you ever receive them and are they what you needed. If not please advise me what you do need and I will see that it is forwarded at once.

I have been laid up the last week with a cold and bronchitis but am feeling much better today. When I told you that if you would spend a week with me here in Detroit you would feel much richer I was not kidding. This is the g-- B----- climate in the world and I certainly hope I can find some means of escape before it gets me. No matter how philosophical we are we all get surfeited with luxury. Very probably you have come to take Montauk and Miami Beach as a matter of fact but Lord what a treat it was to me to enjoy that glorious climate and magnificent scenery for a couple of days.

Nothing that I have said is of any importance and what I might add would be of less and so I will sort of run down and retire.

Please continue to take good care of yourself and when you have the time to spare drop me a line.

With kindest regards, I am,

Sincerely,

Tom

January 29, 1936.

Mr. Thomas W. Milton,
731 Covington Drive,
Detroit, Michigan.

My dear Tom:-

I am glad to have yours of the 18th.

I think your Company should be thoroughly familiar with the establishment of automobile row on Lincoln Road. It is something for your Company to think over.

There is a lot more buying of such cars as the Packard nowadays in this country than there has been for years, but the principal point is that up and down Lincoln Road, every day, travel the wealthiest people in America, back and forth from all over the United States.

I don't think Mr. Macauley has been down here for several years, and I don't believe Mr. Vincent has been here for at least a year.

Your display room for Packard cars is not the poorest one on Lincoln Road, but it is a long ways from being one of the best.

I am glad to see a lot more Packards than usual on the streets, but there is considerable room for improvement in your general display room.

I haven't anything to sell you, as our Company has only one lot left on Lincoln Road, and that we expect to dispose of shortly for a very fine bank building.

Let's hope we can see you down here.

Margaret has been laid up quite awhile, off and on, but she is out again today and will probably be hitting on all four if this beautiful weather continues.

Best regards.

Yours,

OGF:AVM

CARL G. FISHER.

THOMAS W. MILTON
731 COVINGTON DRIVE
DETROIT, MICHIGAN

February 2nd., 1936.

Dear "Skip":

Thanks for your nice letter of the 29th., with reference to Miami Beach's Automobile Row. I have from time to time heard discussion at the factory as to what should be done and I know there are some in sales promotion who are in complete agreement with your views. It has been so long since I have been in Florida that I don't have any idea what the place looks like now. I do think we should be well represented there both as regards sales and also service. I am going to give your letter to one of the men in sales promotion. It might start something.

Nothing new has happened since I last wrote you. If there is no hitch in the plan I will drive down to some place in Florida to spend a few days with Mr Macauley and Colonel and if I do this I shall certainly visit you for a day or two. The car I am to drive down is scheduled to be ready sometime between now and the 15th. I do hope nothing miscarries as I am very anxious to see Florida again and to have another visit with you. I certainly did enjoy the brief reunion at Montauk.

Hoping to see you soon, I am,

Sincerely,



PACKARD MOTOR CAR COMPANY

DETROIT, MICHIGAN

September 23, 1936

Mr. Carl G. Fisher
Miami Beach, Florida

Dear "Skip":

You must think me a dandy. It is wholly out of the question for me to move with the speed suggested by you in our very pleasant telephone conversation of last week. I could have told you at that time that it will require a great deal more time for me to make the changes suggested but I didn't think it appropriate to enter that phase of the matter at that time.

Since talking with you I have wanted to write you a personal letter and would have done so had time been available. Really I have been very busy but I am going to try my best to get a letter off to you some time between now and the first of next week. I tried to get you on the telephone at Montauk on Sunday without success. On Monday I wired Tom Ringwood who advised you had left Montauk on Friday.

I enjoyed talking with you a lot and I sincerely hope that I can arrange my affairs so as to have a visit with you at Miami Beach during the coming Winter. I will arrange to get away as early as possible but I doubt that I will be able to make the trip until after the first of the year. It is my present intention to ask for my vacation period early in January and perhaps also request a leave of absence for another two weeks.

With your high regard for Humpage, you must have enjoyed your trip South together. I hope you are feeling well and that you will give your health the attention and consider-

September 25, 1936.

Mr. Thos. W. Milton,
731 Covington Drive,
Detroit, Mich.

Dear Tommy:-

I am back in Miami Beach but Humpage is up north in bed with a bad cold and I am very much afraid that it may be pneumonia. When he gets back I am going to make an effort to round up the different interests that I told you about and see if I can get them incorporated in some sort of a workable company so that we can take care of some of stock I told you about, which may never be worth anything, but which, on the other hand, may be worth something some day.

Yours,

CGF-C

CARL G. FISHER

September 28, 1936.

Mr. Thomas W. Milton,
c/o Packard Motor Car Company
Detroit, Mich.

Dear Tommy:-

I am glad to hear from you again. I jumped out of Montauk on account of the weather and since I got down here I have been feeling a great deal better - I really do not have an ache or a pain. It has been as hot as the very devil and I have lost three or four pounds, at least, in honest perspiration. I certainly do not need a hot box down here at this time.

I hope you can get a leave of absence for at least a couple of weeks and come down here and look the whole thing over. It will take a couple of weeks, or at least it will take ten days for you to size everything up properly. Everything down here is going like a ball of fire - all records are being smashed in every kind of business. Let me know when you get down.

Yours,

CGF-C

CARL G. FISHER

September 28, 1936.

Mr. Thomas W. Milton,
c/o Packard Motor Car Company
Detroit, Mich.

Dear Tommy:-

I am glad to hear from you again. I jumped out of Montauk on account of the weather and since I got down here I have been feeling a great deal better - I really do not have an ache or a pain. It has been as hot as the very devil and I have lost three or four pounds, at least, in honest perspiration. I certainly do not need a hot box down here at this time.

I hope you can get a leave of absence for at least a couple of weeks and come down here and look the whole thing over. It will take a couple of weeks, or at least it will take ten days for you to size everything up properly. Everything down here is going like a ball of fire - all records are being smashed in every kind of business. Let me know when you get down.

Yours,

CGF-C

CARL G. FISHER

December 23, 1936.

Mr. Thomas W. Milton,
731 Covington Drive,
Detroit, Michigan.

Dear Tommy:-

I have been wanting to write you for a week or so, but have been laid up with the flu for the last ten days and just now out again.

Everything is going like a ball of fire and our hotels are anywhere from 25% to 100% over last year at this time.

I was in hopes you would get down here before the great rush is on, but perhaps you can manage it in March. I hope to have my own home by that time, with a room on the side for you.

Best greetings. Write and tell me how you are getting along.

Yours,

CGF:AVM

CARL G. FISHER.

PACKARD MOTOR CAR COMPANY

DETROIT MICHIGAN

February 9, 1937

Mr. Carl G. Fisher
Miami Beach, Florida

Dear "Skip":

If I am not in the dog house, with you, I should be. I have really and truly been very, very busy. I know this is not a 100% excuse but I hope you will regard it as an extenuating circumstance, at least.

My chances to go South this Winter are rather dim but I haven't altogether given up hope which, I guess, proves that hope does spring eternal.

Quite a few things have happened that may or may not alter the course of my life substantially and which I want to tell you about as soon as I can find a few spare moments to write you a personal letter. In the meantime, I do hope that you are taking care of yourself and that you are enjoying reasonably good health.

With very best regards, I am

Sincerely,

Lou Wilton

TM:bmb

February 15, 1937.

Mr. Thomas W. Milton,
731 Covington Drive,
Detroit, Michigan.

Dear Tommy:-

I am glad to get yours of the 9th but I don't understand the last paragraph in your letter.

I was in hopes you would get down here some time during the season. My little house is coming along and it ought to be finished in thirty or forty days, and I will have a guest room.

There are several things I would like to talk over with you.

I have been laid up now for a month, with about everything you can think of, but I am out again today and I think I am on the road to recovery.

I am sending you a book on Miami and Miami Beach that may be interesting to you, as it is rather a good history of the place.

Let's hope you can get away some time later.

Yours,

CCF:AVM

CARL G. FISHER.

PACKARD MOTOR CAR COMPANY

DETROIT MICHIGAN

March 2, 1937

Mr. Carl G. Fisher
Miami Beach, Florida

Dear "Skip":

Your letter of the 15th is before me and I certainly enjoyed hearing from you as usual. It is not pleasant to be laid up I know and it certainly is good news that you are up and at 'em again.

The last paragraph in my letter of February 9 was in reference to my personal situation here at Packard but there is nothing of sufficient importance to cause anybody any worry. Things are looking a bit better for me although it is a little early to tell what the ultimate result will be.

I was very glad to have the book on Miami Beach and I am looking forward to the time when I can read it. I have inherited some additional work here that is keeping me terribly busy but I expect to get from under in the next few weeks at most.

Please drop me a line whenever you have the time and energy and tell me about the state of your health and how things are going with you generally.

Best regards as always.

Sincerely,

Tom Milton

TM:lmb

March 23, 1937.

Mr. Thos. W. Milton,
731 Covington Drive,
Detroit, Michigan.

Dear Tom:-

I have yours of the 2nd.

I am sorry you are not going to get down here to spend at least a week with me. I am just getting ready within the next week to move into the new house. It is a little thing but it is quite comfortable and I will have a nice room for you, with bath, and I have fat Emma to do the cooking.

There are a lot of things we could talk about and especially that organization of my interests, which I talked to Fred about at one time, but we have been just so pushed and rushed that we don't ever seem able to get to it.

Now, I want to talk to you a little bit about a car. My Terraplane, while it looks like new and is complete with everything you can hang on it, still remains more or less of a jumping-jack, or a "leaping Lena," and I have to take my shoes off to get in it. As a result, I am going bare-footed most of the time.

If I take up the purchase of a car here, I know that I will get speared, and it might be better to sell this car at a sacrifice price, and then purchase a good used car from the factory. I want a wide door and good springs, shock absorbers, etc. Give me some dope, and also see if you can arrange to get down here. If you are down here, then we can talk about putting together my various interests and, as I told you, I want to give you a little chunk of it which may or may not be worth considerable to you some day in your old age. At any rate, this Corporation's assets are increasing in value - but this is another long story which cannot be handled in correspondence.

Write me.

Yours,

CGF:AVM

CARL G. FISHER.

THOMAS W. MILTON
731 COVINGTON DRIVE
DETROIT, MICHIGAN

May 26, 1937

My dear "Skip":

Again, I am a louse and I know it. I could have answered your grand letter of March 23rd at the office but I don't like sending you "canned" letters all the time. We both know that I am not so busy that I can't write you a letter but it is true that I have been expending so much energy on the job that when I get home I have no ambition whatever. I am ready to lay down and coast.

You might say there is no sense in my struggle and probably there isn't but I have been more or less static for a couple of years past so far as advancement in salary or position is concerned and that did not suit me so I started throwing a few "curve" balls at the boys and already I have had a 50% increase in salary and I now report only to Macauley and Gilmann. I have no other bosses at all. When I kicked over the traces and threatened to quit I said I wanted to be made assistant to the President or General Manager if I were to remain. They gave me the salary and in effect everything else I wanted except the title and that I don't care about. I have a Department all my own and my functions now are Service Engineering, Sales Promotion Material and Customer Relations. The

latter has been very badly handled - if at all - and I believe I am doing a good job of improving our relations with our customers and certainly that is an important element in business today. It is hard work because of the volume but very fascinating.

My comments about my work with Peckard are intended to convey why it was impossible for me to get down to Florida. I wanted eversomuch to see you and have a visit and see your new little house but it just wasn't to be. The apartment I have is fine except in summer and then it is like Hades. I have been here five years but I have about decided to move over near the River and I have a small Pent House spotted that I may take. If I do not have to take all my vacation period to get moved I will spend at least a week with you at Montauk. I am going to manage that if it is at all possible.

Now about a car for you. Even though I haven't written you I have given this some thought and I will outline the ideas I have. You probably remember the car I had at Montauk last summer. So far as registration certificate is concerned it is a 1935 car but in all other respects it is up to date or ahead of our present production models. I had hoped that I could get my affairs in shape so I could send this car to you and buy myself another but I have not been able to swing the arrangement.

Mechanically it is right up to date and while the speedometer shows 20,000 miles the engine, transmission, clutch, rear axle, radiator, bonnet and fenders and paint job were brand new one year ago and have a total of 8000 miles. The car is in pretty fair shape but if you were going to get it I would go through everything thoroughly and replace any units that are not absolutely A-1. I am sure I could put this car in condition so it would prove very satisfactory and very reliable.

When I got the job I threw out the standard upholstery and put in Marshall Springs and curled hair in front and rear cushions and seat-backs. The seats are very comfortable I think and I believe you like the way the doors in the front compartment are hinged at the center pillar. I believe you think it is easier to get in and out. It has radio and heater and I think is a good car.

If I had the money to make a down payment on a new car I would be glad to send you this one because I could manage the monthly payments on a new small six cylinder car but that is about all I can handle. I called our used car manager and he tells me that my car 'as is' will wholesale for \$600 or \$650 and that it will bring \$700 or \$750 if I find the right retail buyer.

If you think you would be satisfied with this job I would like you to give me \$500 for it and allow me to spend up to \$100 of your money for labor only and I will furnish all material necessary to put it in as near new car condition as possible. I can get labor at less than standard rates and I will spend only the amount necessary to get the results we want. I can get any material from the factory no charge. I don't know whether you will think this a good arrangement or not but it is one way for you to get a car in good mechanical condition at low cost.

The company is very fussy about selling cars at a discount to anyone outside the company but I could buy a new 120 (small eight cylinder) or a new Six at 25% discount and keep it in a garage around here in Detroit for a while - drive it to Montauk and keep the title in my name until such time as the company gives employees permission to sell their cars and then transfer the title to you. I believe that would be about 60 days from the date of purchase. On this basis an eight would cost you about \$900 and a Six about \$750 or \$800 with standard equipment. These figures are just approximate. I could drive either car to Montauk and I believe would provide you with very satisfactory transportation.

Doubtless you understand but I should like to add that my reason for fixing the price of my car at \$500 is because with that amount paid down on a new six I could just about manage the monthly payments on a 12 payment plan. Should you wonder why I am so poor with a 50% salary increase it is because I have to pay alimony and in addition Mother has been running an orange ranch in California on a shoe string and this past winter the heavy frost washed their crop out almost 100%. I have been sending her \$100 a month and I am going to borrow \$2000 and send it to her because she has to buy fertilizer and what not. I have to help my Brother maintain his Family also since he is out on the ranch with Mother. I don't mind doing any of these things but it does keep me from getting ahead so far as building up any cash reserve is concerned.

I know this letter is long - it looks longer than it is because I have double spaced it to make it easier to read - and I don't want to bore you any more. Think over this car business and just let me know what you want to do and I will be only too glad to carry out your wishes as best I can.

With very best regards and with sincere wishes that you will enjoy good health through the coming years, I am,

As always

Tom Milton

Copy to Montauk

June 3, 1937.

Mr. Thomas W. Milton,
731 Covington Drive,
Detroit, Michigan.

Dear Tom:-

I have yours of May 26th, and want to congratulate you on another round in the ladder - up.

Now about that car for me! I have got to sell my Terraplane, and I don't know that it is going to be so easy. It is in beautiful shape and should sell, and there is a possibility that I may sell it before I leave for the North.

When I wrote you last about a car, I thought I had a spot cash sale for it, but, like a lot of other things, it "blew up".

I am going to stay here until at least July the 1st.

I will write you further the first chance I get.

Yours,

CGF:AVM

CARL G. FISHER.

PACKARD MOTOR CAR COMPANY

DETROIT, MICHIGAN

June 15, 1937

Mr. C. G. Fisher
Miami Beach, Florida

Dear "Skip":

Just a note to give you my new address. It is:

Hibbard Apartments
Apartment 1001
8905 East Jefferson Avenue

Sincerely,



Thomas W. Milton

TWM:bmb

July 19, 1937.

Mr. Thomas W. Milton,
Hibbard Apartments, Apt. 1001,
8905 East Jefferson Avenue,
Detroit, Michigan.

Dear Tom:-

I will be ready for that wagon in September some time, or about the 1st of October.

I know what your troubles are, and you probably know what mine are. I have been keeping a lot of relatives myself for the last ten years. Thank God they are all dead now, but one or two.

I may not get to Montauk at all this summer. The weather is fine here and there is a lot doing, but I will be ready for that wagon, and if I do get to Montauk in September, you perhaps could drive down and stay a few days at Montauk with me.

Best regards.

Yours,

CGF:AVM

CARL G. FISHER.

August 24, 1937.

Mr. T. W. Milton,
Hibbard Apartments, Apt. 1001,
8905 East Jefferson Avenue,
Detroit, Michigan.

Dear Tom:-

Referring further to that wagon:

I have been tied up here on some harbor development work for the past month and it is very doubtful whether I will get out of here in September, or even in October. There is practically nothing doing at Montauk and there is a great deal doing down here.

I don't seem to be able to get rid of this Terraplane, regardless of its very fine condition. The enamel looks like new; it has six wheels and the tires are all good, and it runs very nicely; but it isn't easy to get into and jumps around on the road too much at any sort of speed. Still, I cannot afford to give it away. On the other hand, they are selling cars that are not in half the shape this car is in, for \$400 and \$425.

When the tourists come down here they buy new automobiles like drunken sailors, and then sell them off at any price before they leave. Others drive down here and lose all their money gambling, and then sell their cars to get back home; so, this market is loaded up.

Five or six hundred dollars one way or the other makes a lot of difference in my bank account. Sometimes I wonder if it wouldn't be better for me to stick this wagon on a train and ship it back to Detroit. My only objection to the rabbit is that it is hard to get my feet in through the front door, and I don't think it rides as easy as a Packard. I know it does not ride as easy as a Chevrolet or a Nash. I will write you in another few days as I am going to make some move. I want a longer wheel base - I am sure of that - and I don't want so much bounce. I have a chance, perhaps, to trade my car for a lot, with about \$800 additional.

Yours,

CGF:AVM

C
CARL G. FISHER.

August 30, 1937.

Mr. T. W. Milton,
Hibbard Apartments, Apt. 1001,
8905 East Jefferson Avenue,
Detroit, Michigan.

Dear Tommy:-

I have just finished a couple of days among the dealers here in new and second-hand cars.

There are probably more second-hand automobiles for sale, according to the population of the country, down here than in any other place. New Packards, Buicks, Chevrolets - in fact, every other kind of automobiles are stuck up on the market here, at several hundred dollars less than their cost price, although some of them have had only a thousand miles, and some of them haven't had anything except delivery from the freight car.

The point, however, I am getting at is this: I want to get myself an automobile that is usable for 50 and 100-mile stretches around here, as my activities have broadened out and I am now interested in two properties - one of which is 150 miles North of Miami Beach, and the other is 55 miles South of Miami Beach.

I know that I want a 123-inch wheelbase, at least. I also know that I want leather or "Pantecote" upholstery throughout; and I want a better ventilation system than there is on any cars that I have seen. The cowl which they push up in front on the hood is a joke. It does not give you enough air. The Hudson had the best ventilation system of any car made, but they have dropped it.

A big proportion of all of the automobiles used in America have this same ventilation system to contend with. If I should get a Packard, or any other type of car that I expect to get, I am going to cut a hole in the windshield and have a sliding glass that will let the real air into the car. They tell me that there are small fans made that can be hooked up, but I don't know anything about them. However, I do know that the average car here in this country for seven months of the year - in fact, through the entire South - does not have proper ventilation.

Now, here's a thought for you: You provide heaters for the Northern climate, but you do not provide suitable ventilation for the Southern climate. You upholster your cars with the "God-damndest" upholstery that was ever heard of for an automobile. I have had, as you know, both leather upholstery and cloth upholstery, and I have at the present time seat covers made of cane, but that doesn't fill

the bill. The rest of the car is hot, and also full of cockroaches and bugs of all kinds, which are attracted to the warm upholstering.

You may think I am a "nut" on this subject and I will agree with you, but at the same time I have to ride in the car and I also find a very large number of people who agree with me. A dealer told me yesterday that the leather upholstered cars are out-selling everything else they have, and they are now figuring on leather set covers for the cars they have on hand.

The Hudson car people have dropped their ventilation system, which was one of the best things they ever had, just as they dropped their "Six", which was the best 6-cylinder made in America - bar nothing.

I have a \$350 credit with the Hudson Agency here, but they will not take the present car that I have, which is a very nice little wagon in every particular, but it only has a cash-in value of \$350, which is really ridiculous as this particular car is a 6-wheel car, with everything on it that your latest Packard has in the way of general equipment; and right now I am figuring around, the best I can, to save \$100 or \$150, as that much saved means something to me; at the same time, I must have a car that can carry four people rapidly from 50 to 150 miles very frequently.

This letter is particularly to tip you off that there must be some change made in the ventilation of automobiles, and also in the trimmings that will give the customers some comfort on days that are from 80 to 90 and 100 degrees temperature. The cowl is no good.

Now, perhaps you can work out something from these suggestions - unless you consider them "nutty". But that is up to you, and it only cost me a nickle to write you this letter.

I saw a leather-trimmed Dodge sold yesterday, in front of my eyes, to a man who, after he bought it, said he would "never ride in another damned automobile that was not trimmed in leather". He also, in a joking way, said that he was going to have his pants upholstered in ventilated material.

I think, as a general rule, the manufacturers in the North overlook the demands in a car in this Southern territory, from the Ohio River South. Here is a chance for you to cut loose, and probably be thrown out of the factory for radical ideas.

Yours,

GGF:AVM

CARL G. FISHER.

PACKARD MOTOR CAR COMPANY

DETROIT, MICHIGAN

September 16, 1937

Mr. Carl G. Fisher
Miami Beach, Florida

Dear "Skip":

Your letter dated August 30 is very interesting as usual and I have conveyed to the Management your suggestions which I personally feel are entirely practical and logical.

So far as getting a car for yourself is concerned, I don't know just where you will turn to find one that meets your requirements. It seems to me that it would be inadvisable for you to ship your present car to Detroit and I would guess, from the conditions outlined in your letter, that Miami has a buyers market.

Present day ventilation systems, especially in those cars having pivot windows in the front doors, provide a pretty stiff blast of air on front seat occupants, provided the pivot windows are turned more than 90 degrees from their closed position. In most cars these windows can be turned far enough to form an air scoop. I wonder whether you have ever tried such an adjustment. Since writing you some time ago, I have decided that ~~you~~ ^I wouldn't want to have my car. Executive cars are available that represent good buys for anyone in this community but I think you can do better buying a car right in Florida. The cost of transporting one of our jobs to Florida or to Montauk would more than offset the other advantages.

I certainly am delighted to know that you are feeling well and that you are actively chasing your business deals around.

With best regards, I am

Sincerely,



T. W. Milton

TWM:bmb

Every
telephone
is a
WESTERN
UNION
STATION

Charges
will
appear
on your
next
telephone
bill

WESTERN UNION

SYMBOLS

DL = Day Letter

NM = Night Message

NL = Night Letter

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

OFFICE*HOME*COIN BOX
5911

B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at Miami, Flo.

QA27 42 NL=DETROIT MICH 23

1917 SEP 24 AM 5 42

CARL FISHER=

MIAMIBEACH FLO=

GIRL ABOUT WHOM I SPOKE TO YOU A YEAR AGO AND I WERE
MARRIED THIS AFTERNOON WE BOTH HOPE WE WILL BE ABLE TO PAY
YOU A VISIT NEXT WINTER I KNOW YOU'LL LIKE HER AS MUCH AS I
DO BEST REGARDS=

TOM.

October 6, 1937.

Mr. T. W. Milton,
Hibbard Apartments, Apt. 1001,
3805 East Jefferson Avenue,
Detroit, Michigan.

Dear Tom:-

Received your wire about your marriage.

I want to congratulate you, especially
since you seem to be happy.

I am dragging along and hope to be out of
the ruts some of these days. At any rate, I will
be seeing you either this winter, or in the spring.

Yours,

CGF:AVM

CARL G. FISHER.

Oct. 8, 1937.

Mr. T. W. Milton,
Hibbard Apartments, Apt. 1001,
8905 East Jefferson Avenue,
Detroit, Michigan.

Dear Tom:-

Your wire, announcing your marriage, was certainly a surprise.

Now why can't you take a vacation and come down here this coming winter? I have an extra room that would just fit you and your wife. It has a nice bath. I also have a good cook.

To h-- with all automobiles just now. I can use the money to buy a cheap lot right now.

My best regards.

Yours,

CGF:AVM

CARL G. FISHER.

PACKARD MOTOR CAR COMPANY

DETROIT, MICHIGAN

January 21, 1938

Mr. Carl G. Fisher
Miami Beach, Florida

Dear "Skip":

One of the men in the Sales Promotion Department has just asked me to get as much information as I can as to who conceived the idea of the Lincoln Highway, what individuals were most active in getting the project under way and the name of the sculptor who executed the Lincoln statue.

We know, of course, that Henry Joy was active in the campaign but I am under the impression that it was you who originated the plan and organized the original group of supporters. The particular reason for writing is that one of the Lincoln statues has been placed at Camp Grady, Michigan, and has been made a National Shrine for Boy Scouts, I believe. Captain Greany - who is the man in Sales Promotion earlier referred to - is trying to write a history and I am sure you will be able to give us valuable information.

The probability of my getting to Florida this Winter is not very great, but I haven't given up hope altogether. As a matter of fact, I have quite a few "bees in my bonnet" that complicate the situation somewhat. If I could be certain how these other things are going to turn out, I could at once decide whether it would be advisable for me to take my vacation at this time. Some of these other matters may crystalize in the near future and you may be sure that both Helen and I would like nothing better than to accept your generous invitation to visit you in your new home.

Above all else, I hope you are enjoying good health and peace of mind.

Sincerely yours,

Tom Milton

TWM:tmb

P. EDWARD TATEN

REGISTERED BROKER

ESTABLISHED 1886

Temperature Today Is 76
Jan 24th 38

P. O. Box 864

(FORT MYERS, FLA.)
(since 1919.)

Mr. Carl Fischer,
Miami Beach, Florida.

Dear Mr. Fischer:

I had the pleasure of meeting you many years ago when you were quite active on Miami Beach and also at Montauk Point, Long Island, N.Y. and knowing your ability to put over large and worth while developments I am wondering if you would be interested in a magnificent beach property on the West Coast. There are about 200 odd acres in the tract with possibly about 2 miles of water front, facing the Gulf, Estero Bay and San Carlos. Considerable of the land is high and dry, several feet above high water mark, plenty of trees, some of the land cleared and has been farmed, deep water channel from the Gulf to the bay, splendid land locked harbor for yachts, boats etc. A sand sucker would be perfectly safe from any high winds and a fill could be made for whatever additional land was needed without any trouble. I have seen most of the large developments during the past 40 years and owing to conditions now existing on the lower East Coast I am fully convinced that this particular tract is now ripe for a high class development.

I might add that I am now negotiating for this property because I am in the position to get most of the development financed, I have exceptionally easy terms for the purchase of the property and what I consider is a very low price. However I know of noone who is more competent to put it over than yourself and if you would consider it I would very much like to be tied in with you, should it meet with your approval. I shall be glad to show you this property when convenient to you. If however you are not interested I can make arrangements with some of my clients to take it over and of course will be associated with them and carry out my own ideas, while not on such an elaborate scale as what you would probably do, however, I do know there is sufficient margin of profit to make it interesting.

I will appreciate it if you will drop me a line if you are interested or not. P.O.Box 864. Fort Myers, Fla. I am staying at c/o William Harley. So Jackson St and Edison. Fort Myers for the time being until I get permanently located, I have recently returned to Fort Myers.

Kindest regards,

Very truly yours,

P. Edward Taten

Jan. 27, 1938.

Mr. P. Edward Taten,
P. O. Box 864,
Fort Myers, Florida.

My dear Mr. Taten:-

I have yours of the 24th. I would not be interested at all in handling any sort of property on the West Coast, for the reason that it is much easier to handle property on the East Coast than it is on the West Coast, in my line of work.

Another thing - 200 acres is a very small piece of property to try to develop. The surroundings can be so difficult from many angles that they can entirely smother the 200-acre development.

If you are over this way at any time, I would be very glad to meet you and have a talk with you, as I notice you are an old-timer in Florida.

I am

Yours very truly,

CGF:AVM

CARL G. FISHER.

Jan. 27, 1936.

Mr. Thos. W. Milton,
C/o Packard Motor Car Company,
Detroit, Michigan.

Dear Tom:-

I have yours of the 21st.

The Lincoln Highway Association got out a book of all the activities and they forwarded me one, but somebody borrowed it and I don't know where it is now, but Mr. Seiberling can get you one of these books, or tell you where you can get one. It goes into a lot of detail and has a lot of photographs.

I got the movement pretty well started when Mr. Joy and Mr. Seiberling and Mr. Chapin came in, and they really deserve more credit for the success of the undertaking than myself. I sold Henry Ford the idea of coming in with us, and he himself suggested that he would tie a tag on every Ford automobile made, calling for a \$5.00 extra subscription to help build the road, but Cousens talked him out of it, and that made it necessary for us to switch our plans around somewhat.

I still have that vacant room at the cottage - with two beds and bath and a nice closet, big enough for all the clothes you have at least, and I would certainly like to have you and your wife run down here and let her see the country. There are a lot of new things to see since you were here last.

Yours,

CARL G. FISHER.

CGF:AVM

P.S.— I am sending you a book by James H. R. Crowell - "The Voice of Young America" - which you may perhaps enjoy reading, if you haven't already done so.

G.G.F.

April 6, 1958.

Mr. Thomas W. Milton,
8805 East Jefferson,
Detroit, Michigan.

Dear Tom:-

I think I told you in a previous letter regarding my experience with the Packard Agency here.

I was only across the street from them and gave them my name and address, but the man who showed me a car either wanted to use it or didn't want it sold - it was a second-hand car. In fact, this salesman tried every way he could to keep me from getting interested in the car. There was absolutely no follow-up whatever to my visit. In fact, there hasn't been any follow-up from the Packard Company or any of their Agents in the past ten years, and I expect I have bought more Packard cars than any other individual in the United States.

Now, I know from past experience in the several businesses I have been in that the old customers that you are acquainted with are one of the best assets anybody has, no matter what line of stuff they are selling. It don't make any difference what you are selling, whether it is peanuts or automobiles, your mailing list of past customers, if you have sold good peanuts or good automobiles, is valuable.

I hope you will get somewhere with the Company, and then if you fire every executive you have in the whole outfit, you may be able to get your overhead down so that you can sell your cars somewhere in competition with cars of the same general construction.

I am hoping that some way or other you will still be able to get down here for awhile this spring, or that I will see you up North this summer.

I have had some liver trouble. I am out again today but I have been laid up most of the time for the past eight weeks. They bore a hole in me about every forty days and take out a lot of water.

Best regards.

Yours,

GGF:AVM

CARL G. FISHER.

THOMAS W. MILTON
8908 EAST JEFFERSON
DETROIT, MICHIGAN

May 1st 1938

My dear "Skip":

Well, we've both heard about the best laid plans of mice and men but now I have some first hand experience. We both know about the first law of nature also but only recently have I had my eye teeth cut in respect to the stimulus necessary to put it into operation.

The fun in writing to you is that I can call the piccolo player an s--o--b and no one is hurt. I wouldn't give you the 'pitch' by running around these parts telling people what I know to be true, nor am I anxious to do myself that much harm. I know that just isn't 'cricket' in any league -but that doesn't interfere with my telling you that the Management at that 'jernt' is more putrid than ever you said it was. I had the boys right over the well known barrel if self-preservation operated as advertised. I don't mean to convey that the natural laws have been suspended but I do mean to say that the boys will take a terrific cuffing around before their financial well-being becomes important enough to justify action.

The lurid details will have to wait until I see you because it would take me the balance of the week to get them into type and the story is so complex that I doubt I could do it justice in the space of a letter that you would have the patience to read.

You will remember that I told the Head Man that I wanted to be made Gen. Mgr. or resign. That was on March 15th. On April 15th he told me that I was not to be the G.M., whereupon I quit. A situation of this kind is what is known in scientific circles as Hobson's choice.

True, I am disappointed that I am not to have a fling at running the place because I know I could do a good job but other than that I have no regrets. I didn't realize the extent to which I had been worn thread-bare. I have really worked very hard but far more wearing was my familiarity with the whole set-up. I am honestly glad to be out and I think I can do far better some other way.

As a matter of fact I have some very potent ideas and I am casting about to find someone to give me the financial backing necessary. I have several good prospects and by the time fall rolls around I will be able to report very satisfactory

progress. Now don't think my remarks a hint for you to come to my rescue. I know that you have all you can handle and I don't mean it that way at all. As a matter of fact I have already gone far enough to know that I will get what I need and I am just as sure that I will "go to town" as I am that I am writing to you. I will give you more definite information later.

What are your plans? Have you decided yet whether you are going up to Montauk this summer? The reason I ask is that just as soon as I get everything organized I may be able to pay you a visit for a couple of days and I think you know how much I enjoy visiting you. We haven't had a honeymoon yet and I know I need a change of scenery for the sake of my nerves. If I can possibly manage it I would like to drive to Montauk or to Miami Beach so when you have a few seconds to spare drop me a line as to where you are going to be and when.

Please take good care of yourself because I want you to be feeling fit to help me enjoy the ace I expect to score. If I do make the grade I'm going to stick the feather in your Borsalino. Maybe this is a good place to tell you that I

have been trying for the past year or two to counsel a young newspaper man in town here. He is a hell of a fine boy and has a good deal of smoke on the ball but he just wasn't getting any- place. The other night I saw him and he was quite jubilant over a promotion and a raise in pay. He said he never would have made it except for the help I had given him. I told him I was going to write you that I had passed along some of many things you taught me. If I gave him any- thing of value I learned it from you. I hope you will feel as happy about it as I do.

This letter isn't as long as it looks. I double spaced it to make it easier to read. I know I haven't said much but I'll save a very interest- ing story until I see you.

Sincerely yours,

Tom Milton

May 9, 1938.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tommy:-

I am glad to have yours of the 1st.

It looks like I am going to stay here until the 1st of July, and then I am going North some place. I am not sure whether it will be Montauk or some place in the mountains. I want to go where the sun doesn't shine every day and where it is cooler, and where I can sit by a fireplace and spit in the fire.

I would like to try out a month some place around Michigan, with a small cottage. I would expect to bring Emma along to give me Insulin and look after me. I haven't been well at all. My liver seems to be turning into a lump of coal.

I go to the hospital every twenty-one days and have a hole punched in me. It is only the size of a lead pencil but it feels like it was made with a 1-1/4 inch auger, and they draw fifteen pounds of water off my stomach. Then I have to lie quietly for four or five days until the wound heals up. I then feel fine until I begin to pile up a surplus again. I go to the hospital weighing 207 or 208 and in less than an hour I only weigh 197. Then I commence to pile it up again at the rate of a pound or more a day.

Yours,

CGF:AVH

CARL G. FISHER.

P.S.— If I decide to come to Michigan, or wherever I decide to go, if I stop in a cottage, would like to have you and your wife come and stay with me a month on your vacation and honeymoon, if you can get away that long. What are the chances of a 5-room cottage up in Michigan, and how much do they cost? I wouldn't want to tackle anything for more than thirty days.

If you decide to come down here, come ahead; but I am quite sure that if I am able to do so, I am going to get away from here in August and September.

C.G.F.

May 12, 1938.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tom:-

These new refrigerating, individual room air conditioning machines are going to sell like h-- in this country. Three are already sold in this office.

I would rather have this agency down here than a hell-of-a good job working for a lot of "nuts".

Look into this, and I hope you will run down here instead of waiting for Montauk.

Yours,

CGF:AVH

CARL G. FISHER.

May 14, 1933.

Mr. Thomas W. Hilton,
6005 East Jefferson,
Detroit, Michigan.

Dear Tom:-

I am today delivering to F. R. Humpage, as Trustee without indenture, Certificate No. for 10 shares of the common capital stock of the Carl G. Fisher Corporation, with instructions to F. R. Humpage, as such Trustee, to administer and make use of same solely in the interest of and for your benefit.

Any dividends paid by said Corporation, when and as received by said F. R. Humpage, as Trustee, are to be paid to you promptly upon receipt of same by him.

In the event at some future time, and particularly upon the occasion of my decease, said Humpage as Trustee may, if to him, and at his sole discretion, it appears to be for your best interest to dispose of said stock at the highest marketable price, or, in lieu of so doing, to transfer ownership of this stock direct to you, he has been and is authorized so to do.

You will please retain this original letter, a duplicate copy being retained in my files, and a third, a triplicate copy is being delivered with the above mentioned Certificate No. for 10 shares, to F. R. Humpage, as Trustee.

Yours very truly,

GCF:AVM

CARL G. FISHER.

THOMAS W. MILTON
8905 EAST JEFFERSON
DETROIT, MICHIGAN
May 28th 1938.

My dear Skip:

My plans are quite indefinite just now but I really expect to get my affairs in shape within the next month or so and if I do I am going to jump in my buggy and drive down to Florida for a long anticipated visit with you.

In your letter of May 9th you mentioned the possibility of spending a month in Michigan. That certainly would be swell for me and I would think the change would be good for you too. I haven't had a chance yet to inquire about rentals but I will a little later on and send you the dope. I think there are some beaches fairly close to Detroit that you would like and which I could get to easily.

You and I both know that the old machinery wont run without making a fuss of one kind or another but it does seem too bad that you have to endure repeated "Tapping" . I can very well believe that having an augur run through your hide every few weeks is no fun and I hope it wont be necessary to continue the treatment as a steady diet. I suppose though it would require a lot of optimism to think that the old organs will take a new lease on life after the gait you've maintained these many years. Are you "kicking yourself in the ankles trying to get up more speed?" There can be no question that you have a marvellous constitution but you have reached a point where you ought to conserve your strength as much as you can. I hope you'll do that.

The "500" is only two days off. I'm going to drive down tomorrow and stay over for the Victory Dinner on Tuesday night. I have been asked to act as Toastmaster and while I have no talent whatever for that sort of thing I believe it is advisable to get back in 'circulation' and on that account I accepted. It surprises me how little genuine interest I feel in that or any other race. Guess I'm getting old -- I'll be 45 in November -- no spring chicken any more.

My Packard experience was very enlightening and I think you will enjoy hearing about it. I would never have believed that successful men could be so lax and careless -- so uninformed -- where large investments are involved. Another thing, I knew that the man HOLDING the job has an advantage over the fellow trying to get it but I didn't know how BIG

that advantage is. I found out that it was TOO BIG. I do regret that I could not have had a chance to show what I could do with that company but otherwise I am honestly glad to be out of there. If my foresight were as good as my hindsight I would have stayed with you that last time I was down at Montauk. I wanted to stay with you so bad I could taste it but I felt I had put in so many years of missionary work at Packard that it would be silly to run off and leave it before cashing in and I fully expected that I would cash in too. I think I would have stayed at that if I had felt that you could afford it. Well, I've got an idea now that I feel sure will materialize and if it does I'll go places.

Do you remember my friend Van Ranst? The tall, good looking engineer that I had down at Montauk? He has started a business of his own and I think he will click. He has designed the best outboard marine engine you ever saw and it is the only four cycle job on the market. It has a number of very real advantages over any others available and I believe he will go to town. I have a little piece of that too.

Well, Skip I guess I had better run down and rest tire before your eyes give out. Oh! yes, I forgot to say that your suggestion about air conditioning is a darn good one and I am going to make some inquiries just in case the other things I have in mind flop. As a matter of fact a boyhood friend of mine who now lives in Fort Lauderdale told me that he could get the whole state for Chryslers product and hinted that he would like to have me go in with him. I may do that very thing.

Take care of yourself. I'll keep in touch with you and if it is humanly possible I will be down to see you in a month or six weeks.

Sincerely,

Tom.

June 4, 1938.

Mr. Thos. W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tommy:-

I have yours of May 28th.

It is getting warm down here and I don't think I am going to stick around here after July the 1st. I believe it would be best to go to Montauk at this time. My Doctor is anticipating taking a vacation and he may go with me.

It is necessary for me to go to the hospital about every twenty days, to relieve the pressure on my stomach. I was there yesterday and 17½ pounds were taken from me in about forty-five minutes. I feel better today, however.

It will be worth while to know of a cottage with a couple of extra rooms (and a place for Emma to sleep) that has proper cooking facilities, ice box, etc. There would be no sense in leaving here and moving into a dump where it would be just as hot as it is here.

I have written to Margaret regarding one of her houses, which she probably will or will not rent before the 1st of July. If it is not rented by the 1st of July, the chances are that it will not be rented this season.

Wherever I go I don't want any women around. I expect to take Emma to cook for and look after me, and get breakfast and dinner for the guests. The guests, for lunch, can eat out of the ice box or out of the local serve-your-self, or wherever the h--- they want to eat. That is the way I am hooked up and that is the way I'll have to stay hooked up. I am slipping a little each day, and I am going to slip as easily as I can, without any worries of any kind.

Of course I would be glad to see you, but it is hot down here so don't figure on coming down here after July 1st, because I won't be here. I am sort of waiting to hear from you as to what there is available up around your neck of the woods where it is cool; but the more I look at the weather reports, it is hotter up there than in any other place in the country during July and August, - so it looks as if I am almost positively going to Montauk to get cool.

I note what you say about an outboard marine motor. It isn't worth a d--- unless it is as quiet as a sewing machine. There are thousands of these noisy outboard motors on the market for two cents on the dollar, and down in these Florida resorts they are passing resolutions not to allow them within five miles of the hotels; and I am carrying on a fight myself, to the best of my ability, not to allow them any place in the United States.

The biggest new thing there is in America is artificially cooled rooms and small ice boxes for hotels, especially in the tropical countries. If your

Mr. Thos. W. Milton -- 2.

engineer friend can design a light ice box that can be made and sold for thirty or thirty-five dollars, he will make more money (especially if it is patented and protected) than he ever dreamed of - that is, with a lot of "whereases" and dot your "T's".

Regards.

Yours,

GCP:AVM

CARL G. FISHER.

June 22, 1938.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tommy:-

As soon as the bookkeeper can find a bunch of patents, I am going to turn them over to you. There must be one good one out of the three. I think the patent applications speak for themselves.

It looks like I won't get down East until July.

I traded for a long wheel base, '34, second-hand Packard, and I am having about every little thing happen to it that is annoying which could happen to an automobile; but,- I have a long wheel base and it is a very nice riding wagon, which is just what I was after on account of my punctured "bumper".

I will write you further within the next few days.

Yours,

CGF:AVM

CARL G. FISHER.

P.S. Re: Patents: The boat signal device has great possibilities if pushed. I had quite a talk several years ago with the man who was formerly Commander of the Lusitania, or one of the other large liners, and he looked over my ideas and said that when perfected along the lines I talked to him about, it should be a law that one of these apparatuses should be carried on every lifeboat and every other kind of a vessel that carried passengers, with the exception, of course, of rowboats and minor sailboats. I think you will grasp the general idea without my going into a long bunch of letter writing.

The Firestone Rubber Company made up several sets of tires for me with silica of sand in different proportions in the tread. Their report back to me was that they could see no particular difference except in favor of leaving the sand out, for the reason that when the tires were hot, there was a tendency to throw out small particles of sand; which naturally would increase the wear on the tread. I will try and

find their correspondence and send you a copy. Their test was rather severe on their drums. My tests on the aerocar and on the Ford never were completed, because the tires are still on the aerocar, as well as the Ford.

I was surprised to find that there were probably a hundred different patents granted, and applications made, for using everything from horse-shoe nails to beer caps or ground glass, and silica sand seemed to be the only thing that nobody else had thought of.

I am quite sure that such things as rubber soles and rubber covered belts, with an application in the molding, of this silica sand, would increase the life; decrease the slippage; and have a great many advantages over the present method of manufacture. But, it is like anything else - it needs somebody who has an interest to secure somebody else who is interested, and then do something more than I have done. I have been too busy with other things for several years to bother with these things.

I expect if you are down near Akron you can find the Superintendent, and records of their test easier than we could here. When we moved into our new offices, we stored about a carload of old records and files; and we had to move quickly, with a limited amount of help. So, we have not had any time since to even try to look up these records, as well as a lot of other important records that we would like to be able to put our hands on in a few minutes.

G.G.F.

June 22, 1938.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tommy:-

I am sending you a letter, which you will later be asked to transfer to the trusteeship of three instead of one. I want to get three trustees that are right here, where they can get together, and in case of Fred's death I will appoint a successor. However, this letter I am sending on to you is good for ten shares of this stock. The certificate number you can insert later and also re-assign the stock to three trustees instead of one.

I don't know just what these shares are worth, but our book value shows now that they are worth between \$125.00 and \$140.00, which may mean they are worth - if we re-enter an active selling of property - \$200.00 per share. At any rate, I feel it is about as good as, if not better than, any other stock you might have.

I may get away from here by the middle of July. We are having nice weather here now and plenty of spring rains, and the house at Montauk Margaret is trying to rent, and of course I hope she can do so, in which event I will stop at the hotel for a few weeks.

I don't want to get very far away from my Doctor, as he has to puncture me in the belly about every twenty days, and then they let run into a horse bucket - the last time - twenty pounds of liquid. Don't get any funny ideas about this liquid. It don't make any difference whether I drink coffee, water, beer or orange juice, or soup - it is "liquid" and my liver don't handle it. So, as I say, I don't want to get far away from my Doctor, who finds it necessary to puncture me about every twenty days and remove about twenty pounds of liquid.

I enjoy your letters when you have time to write them.

Yours,

OGF:AVM
Enclosure

GARL G. FISHER.

THOMAS W. MILTON
8905 EAST JEFFERSON
DETROIT, MICHIGAN

June 29th 1958.

My dear "Skip":

Your letters dated June 22nd reached me several days ago and I have deferred answering in the hope of being able to write - or wire - definitely that I would visit you on such-and-such a date. For several weeks past I have been trying to get my affairs arranged so as to permit a short visit to Miami or Montauk. I honestly believe I am going to make it this time. I believe I will be able to get away right after the Fourth of July. In view of this, will you be good enough to write or wire me whether to head South or East? It wont make a bit of difference to me whether I go to Florida or Montauk so don't make any change in your plans to accomodate me. If you are going to stay in Miami until the 10th or 15th I will come down there. If you are going to Montauk shortly after the 1st I will see you down there. ✓

Although I have not written I have made lots of inquiries regarding a house at various Michigan resorts but as yet I have had little success finding what you would want. Tourist business is more active than it has been for several years and owners of resort houses are not disposed to rent for less than the whole season - at least not yet. Those that can be had on a monthly basis are not very desirable for one reason or another. All things considered I believe you would be happier at Montauk and apparently you have about reached the

same conclusion. I haven't given up yet however. I expect additional reports from two tourist bureaus (newspaper) within the next few days and if anything attractive turns up I will get in touch with you immediately. It would be grand to have you near Detroit this summer.

I know you don't like sentimentality - or more properly, you don't like men to give way to that emotion - but your letter about the stock in the Fisher Corporation brought a pretty big lump in my throat. First because you have already given me so much in sound counsel and advice which I cherish far more than any financial lift that you have or could give me. Money comes and goes but what I learned from you I shall have to the end and it will always stand me in good stead. Secondly, it is clear that you are preparing for the 'long journey' and that disturbs me. My father saw the first race or two that I took part in but he didn't live to see me make a success of it. For many years now you have touted my ability to your friends and so far I haven't done much in the business world but I feel sure that the time is close at hand when I will have enough of this world's goods to be rated a success and I am sure there is no one who would enjoy such a situation as fully or as sincerely as would you. Well, another year ought to see me well on my way and I feel sure you will still be in good enough health for a little hi-jinks when the time for celebrating arrives. On the practical side, I am having a little rough sledding, and it is entirely possible that your generous gift may spell the difference between getting 'home'

and falling by the wayside. I'm just sentimental enough to hope that it will turn out that way -- it would be quite appropriate.

Assingment of your patents is equally generous and I am deeply appreciative. Again not so much for their intrinsic value - I don't know whether they have any - but because I know you have always wanted to do something with them and evidence of your continuing faith is reassuring. I shall do my best.

✓ Your comment on the outboard motor designed by my friend Van Ranst was very interesting and served to remind me that his engine has an advantage over competitors that I had not thought of. All of the others are two cycle jobs and any muffler or silencing arrangement that introduces any back pressure results in a rather serious loss of power. Van's engine being a four cycle can be exhausted under water and should therefore be as quiet "as a sewing machine". Moreover, it will idle more satisfactorily and will start more easily. It is as light as the others but all parts in contact with water are cast iron and will not corrode. I'm sure he is going to make some money too.

When I get off my chest the thing I am now working on I am going to devote some time to investigating the possibility of designing ice boxes, electric refrigerators and air conditioners that are lower in cost than any now available. The fact that Chrysler and G.M. have spent some time and money

doesn't mean that they have done a good job. The industry is still very young and I agree that it offers great possibilities.

Your experience with your Packard is not uncommon as Mr. T. Milton, former Manager of Customer Relations is qualified to testify. That is one of the things about which I was raising a lot of hell. I argued that Packards must be reliable or they are nothing. The funny part of it is that it doesn't cost any more to make them reliable. Unreliability in a car that costs as much as a Packard is the result of stupidity or ignorance in engineering and/or carelessness and incompetence in manufacturing. I'm anxious to tell you about my tiff with the 'old man'. My criticism was said to be "destructive" but I am told my suggestions are being put into effect as rapidly as possible.

Well, Skip this letter is long enough to tire anyone out so I'll rundle down and retire for this time. I will look forward to word from you regarding your plans and I will let you know when to expect me.

With best wishes for your health and happiness, I am
as always,

Sincerely,

Tom Milton

July 1, 1933.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tom-

Glad to have yours of June 29th.

It is getting warm down here and I am figuring on leaving here (unless something unusual turns up) around the 16th of July. I will let you know, but don't figure on coming down here. It is a long, hot trip as compared with going East.

Also forget any Michigan resorts. It is too d-- much trouble to fix up the places so that they would be comfortable, so I am going to Montauk or up with Fred Bennett at Lake Bomoseen, Vt. I will have to stop over on business for a few days at Montauk, but it is very difficult now to make any definite plans for a day and hour.

Outboard motors with exhaust in the air are definitely out of it, except among inventors and manufacturers, and a few fishermen.

The electric ice boxes and air-conditioned outfits are going to sell by the hundreds of thousands. There are too many middle-men in between the manufacturer and the consumer.

The Western Radio Company in Cincinnati is making all the other radio manufacturers look like a nickel, and a great big part of their product is sold direct, or at least through jobbers. The average agent for any of these standard articles does not earn one-third of the commission which he gets.

I will be writing you later.

Yours,

CUP:AVH

CARL G. FISHER.

July 1, 1938.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tom--

Glad to have yours of June 29th.

It is getting warm down here and I am figuring on leaving here (unless something unusual turns up) around the 15th of July. I will let you know, but don't figure on coming down here. It is a long, hot trip as compared with going East.

Also forget any Michigan resorts. It is too d-- much trouble to fix up the places so that they would be comfortable, so I am going to Montauk or up with Fred Bennett at Lake Bomoseen, Vt. I will have to stop over on business for a few days at Montauk, but it is very difficult now to make any definite plans for a day and hour.

Outboard motors with exhaust in the air are definitely out of it, except among inventors and manufacturers, and a few fishermen.

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I will be writing you later.

Yours,

CGF:AVH

CARL G. FISHER.

July 8, 1958.

Mr. Thomas W. Milton,
8805 East Jefferson,
Detroit, Michigan.

Dear Tommy:-

Things are just not so that I can get North. I have to be at the hospital about every eight days, so I have given up any idea of going North. The weather is better here than it is in the North, so I am going to stay here.

If you want to drive down, come on. If it isn't convenient to come, write me.

Yours,

COP:AVH

CARL G. FISHER.

July 20, 1938.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tommy:-

The demand here increases for small individual ice boxes for hotels and apartment houses. These boxes sell in lump numbers. They are a great economy.

I am quite sure that five thousand can be sold in Miami alone, when the price is what it should be, without too many agency dividends and too many commissions, and too large profits. The price they ask for a small ice box that they are building now is perfectly ridiculous compared to what you get for your money.

If automobiles per pound and for trouble to assemble, cost the same price, you would have to pay several times as much as you do pay for a Ford.

Mr. Hackney, of the Pressed Steel Tank Company of Milwaukee, has a plant with a hook-up, and could turn out these ice boxes like they at one time turned out Frest-O-lite tanks; and Hackney is a good gambler.

After all, it is an assembly job, and after all you own a half interest in a patent that may or may not be worth anything, but it is good for a promotion plan - and so, you might think this over.

For the past ten days the weather has been lovely here, with a breeze. It is warm in the middle of the day, but no mosquitoes right here.

It is a long trip down here from Detroit and I don't like to have you consider the expense, to say nothing of the wasted time, etc., although I would like to see you.

Yours,

CGF:AVM

CARL G. FISHER.

THOMAS W. MILTON
8905 EAST JEFFERSON
DETROIT, MICHIGAN
July 21 1938

My dear "Skip":

I have delayed answering your air mail letter of July 8th from day to day with the thought and hope that I would be able to give you some definite word. As yet I am unable to tell you just when I will come down but I can tell you with certainty that I will be there sometime between today and August 20th.

All things considered it seems to me that you have made a wise decision. Travel is none too easy at best and it is always anybody's guess what kind of weather will be encountered. It has been hotter than Billy H___ here in Detroit for some time -- I'm glad you didn't come here.

Just before I got your letter I had gotten a line on a summer cottage at a small town about 200 miles north of here. The name of the town is Onkema and it is on Portage Lake. The description made me feel that it might be just about what you would want so I drove up there to look it over. It was a characteristic summer cottage built of lathes and toilet paper. In good weather it is a delightful place with a glorious view and the house might have been okay in cool weather because it had quite a good size fireplace. However, the water had a lousy taste (sulphur and iron, I think) and delivery services were practically nil so that keeping

the larder stocked might introduce rather serious difficulties -- particularly if a special diet of any sort is required.

Lake cottages are at a premium and there was another prospective tenant there before I left. When I decided against taking the place he seized it with avidity at 500 smackers for the balance of the season. In view of the medical attention you require I think you are far better off right where you are and I'm glad I didn't put down a deposit.

I'm awfully anxious to get down there and I think my experiences of the recent past and some ideas upon which I am ruminating will keep you interested for a few days at least. Incidentally, I will probably come alone or I may bring a man friend but I won't bring the Missus. In any case I won't upset your household routine -- you can be sure of that.

Just as soon as I can get straightened away I'll send you word when to expect me.

Sincerely,

Tom

July 25, 1938.

Mr. T. W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tommy:-

I am certainly glad I didn't make any attempt to go North. I get the weather reports in our daily papers, and I guess we have had about the best general weather conditions of any place in the whole country.

I learned yesterday by accident that Mr. Hackney, of the Milwaukee Fressed Steel Tank Company, is dead, but the property is probably managed by somebody who might be interested. This is only just a thought and it costs only a nickel or a dime for a letter to find out whether they would be interested.

Yours,

CGF:AVM

CARL G. FISHER.

August 1, 1938.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tommy:-

We are having wonderful weather here and I hope it will last until you get down here.

If that big Flying Clipper that cost \$450,000 had had one of the patented flashers and signals on it, they could have found it and at least salvaged the engines.

Of course I am not so sure about this four-mile depth business, but I wouldn't believe anything I read in the papers because they are just as liable to get four miles mixed up with 400 feet, and since there are so few places in the Ocean where it is four miles deep, I think the percentage of planes that fall in shallower water is very great.

Yours,

CGF:AVM

CARL G. FISHER.

THOMAS W. MILTON
5905 EAST JEFFERSON
DETROIT, MICHIGAN
September 12th 1938

My dear "Skip":

If you have concluded that I'm a hell of a guy there are now two who think so. I've thought of you often and I MEANT to write sooner but if one thing didn't interfere another did.

Whether you like it or not I had a swell time and I hope I didn't chew the welcome out of the door mat. It disturbs me a little that after all these years you are still able to make my neck swell to a point that stresses collar buttons beyond the elastic limit of the thread but the pain that I feel is more than offset by the joy it gives you. Besides, I have my little inning every now and then -- or did you mean to have the roof of the porch conceal the elephant?

Well, a guy certainly can let himself in for a lot of trouble when he goes a-visitin'. My old bus behaved very well on the way down but she blew up higher than a kite on the way north. About 100 miles south of Jacksonville I overtook a horse drawn wagon and since there was a car coming toward me I had to come to a full stop. I hadn't been there more than 5 seconds when some bozo in one of the new fast Cadillacs stopped behind me and began blowing his horn -- not once but several times. It made me so damned mad I got out of my rig, walked back and asked the driver if he would be good enough to suggest what I ought to do!!! Did he think I should run into the wagon, hazard a head-on collision with the approaching car or just evaporate?

Dumb - although a gentleman, he apologized but that didn't seem adequate so I thought the Great Milton better give him a lesson in fast driving - especially since he was so obviously in a hurry. We started off at a good clip but everytime I looked in the mirror he was right on my tail. I kept going faster and faster -- but there he was!!! I started driving the turns a la Indianapolis thinking that my skill would prevail even if he did have a faster car --but no, he was just where a hemorrhoid always is and there was nothing I could do about it. We reached a long straight stretch after having raced for forty miles and just as he nonchalantly passed, my ignominy was made complete by the bursting of a piston which completely wrecked the engine in my car.

"No brain - no pain," I think is a fallacy because I suffered acutely. One of the great army of unemployed, too

proud to claim a Social Security pittance, twelve hundred miles from home with a busted gas wagon. Thank God for friends. Our distributor in Jax is a fine fellow and I was lucky enough to get him on the telephone. He sent a car out for me and I rode sixty miles on the end of a rope. Next day he delegated his used car manager to my service and we succeeded jointly in getting \$486 allowance on a new Ford Sedan which will be ALL MINE after eighteen more payments. Well, I got home in fine style and the silver lining lies in having satisfied the larceny in my heart-- I'm not driving a Packard.

What luck have you had with the Air-bath? I haven't forgotten that you wanted two more but the man with whom I must deal to get them at the right price just returned today. I told him to ship two more via express so you should have them shortly after you get this letter. I have made tentative arrangements to meet the man who has charge of distribution and will learn whether I can get the agency for the Beach or make any other arrangement to buy in quantity at the right price. Please let me know when you will decide as to whether they are suitable for your hotels. I don't know what the reactions of your patrons would be but they might regard the machine as a cheap substitute for air conditioning that would reflect unfavorably on your hostleries.

Interesting as the proposition is I don't think I will be able to give the ice box job any active attention for a couple of months at least. My own job is too big and too important but I will keep my eyes and ears open and anytime the active cell isn't busy I'll direct it toward iceless refrigeration for hotel rooms. That's the best I can promise at the moment.

I think I told you that I had not minded the ride down alone because I wanted a chance to commune with myself. I took the thing all apart, looked at the pieces and was not too pleased with what I saw. That coupled with the fact that you always have a tonic affect on me, has again altered my perspective a bit and I think for the better. I believe I am a little better guy than when I left Detroit. The Madam has also changed for the better and I now feel that we have some sort of chance to make the thing work. It isn't 'in the bag' yet but I'm going to try a little harder to do my part and maybe that is all that is required.

Was my raid on the books in vain? I had another book shelf built to accomodate the new volumes but as yet I have not heard of a freight shipment being held for me. I have several books here that I think you have not had and will enjoy. I'm going to get them together in the next few days and mail them parcel post. You may keep them if you wish or you may give them away but if you don't want

to do either please send them back to me. I have a pretty decent collection of books - thanks to you - and I really enjoy them. I wouldn't give a dime for one of those collections of unopened expensive volumes that so many rich people dote on but I've read nearly every book in the joint and some more than once. I haven't yet been able to find much interest in fiction although I know some of it is well worth while. Biographies, historical works and scientific tomes are just as entertaining and more useful from an educational point of view.

Skip, I don't think any of your friends are more practical than I in respect to your living habits. No one can possibly know as well as you, what you want to do or why you want to do it. Whatever philosophy you adopt it's all right with me { it's none of my business } but I do wish you would try to remember what a hell of a price you pay for a few drinks. In accordance with my announced plan I have done very very little drinking, have cut down on food intake and will shortly start taking ~~some~~ some methodical exercise. { it's a matter of cost } I have already lost a little over 4 pounds and feel better for it. I'm going to take off at least 15 pounds and I think I may get 20.

If you like this novel, let me know and I'll send my next serial. Please take care of yourself for I'm planning on visiting you rather often as soon as I get my business under way.

Best regards,

Tom.

Oct. 7, 1938.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tommy:-

I have been so jammed up with various things, and Fred Humpage has been away, and I haven't had a chance until now to do anything on those patents. I am telling Sterman to lead them up and send on to you. I hope you will be able to make something out of them.

What about that water-cooled, 4-cycle motor that is self- cranking, self-starting, and self-stopping, for small boats?

Yours,

CGF:AVM

CARL G. FISHER.

October 10, 1933.

Mr. Thomas W. Milton,
8805 East Jefferson,
Detroit, Michigan.

Dear Tommy:-

I am sending you a small package of sand;
also copy of a letter which I received from the Windsor
Manufacturing Corporation regarding my patent.

Yours,

CCF:AVH
Enclosures

CARL G. FISHER.

C

THOMAS W. MILTON
8905 EAST JEFFERSON
DETROIT, MICHIGAN

October 11th 1938

Dear, dear Mr. Fish:

Since writing you last I have had two letters from you - and the crate of books, door-mats and miscellaneous knick-knacks arrived. You may not think much of my packing but the only place I slipped was in failing to take cognizance of the fact that you would go snooping around after I left. Each and every article I left - including the well known jock strap - was left intentionally. Your clever detective work might bring enough from one of those publishers to defray the extra freight occasioned by your brilliant vigilance. There might even be enough left over to buy yourself another mat or will you perhaps choose to believe that the dust and dirt tracked in will repel those Florida ants and palm-abiding cockroaches?

If I am to avoid mock-modesty I must confess that I am well pleased with the raid I made on your books. They appear more interesting now than ever and I will pass many a cold evening this winter very pleasantly with ex libris -- Carl Graham Fisher. My book shelves were already loaded with your volumes but I had the good fortune to discover an extra set of shelves in the basement that I have fitted into the little back room. In addition to the utility the

covers give a splotch of color that has taken away the 'vacant stare' that the room formerly had. I am happy about the whole thing.

You said you want a bill for the Air-Baths'. Well, what you want and what you get are different things, in this instance. I am deeply in your debt and it pleases me a lot to be able to do some little thing once in a blue moon. I have gone into the matter of securing the agency should your managers decide to install them in your hotels and I am told that it can be arranged without difficulty. If this be true there will be a little margin that can be used in any way that you suggest.

The larger Ford about which I spoke has been announced so you should be able to get full information from the local dealers. It is to be known as the 'mercury', I believe. It is rated at 100 H.P. and has several inches more wheelbase than the '58 de luxe Fords. The new Plymouths' have independent front suspension and I would not be surprised if they ride better than the new Fords' with rigid axles. The Chevrolets' also have independent front suspension, so, if you are thinking of a new car you should take Walter P's advice and "Look at all three".

My friend Van Ranst had his little out-board engine in a boat last week for the first time and it performed very satisfactorily. Not all the bugs are licked yet but there does not appear to be any serious problem. I don't know when he will be in production but I am sure he will try to have engines in Florida this winter. I'll let you know definitely a little later.

I have been working like the dickens on my own idea and I expect to file sometime this month. I expect to turn the material over to a patent lawyer this week and I think he will be able to get the drawings and claims and specifications ready before the month is out. I am getting ready to start on a sample unit too so I should have a pretty good indication of just where I am heading before Xmas. I still believe I am 1000% right.

The little notes in the book crate and other indices have encouraged me to believe that you are feeling pretty good. I hope this is justified. I am aware that you have a serious ailment but the recuperative powers you still have are certainly remarkable. With that kind of constitution I really believe that most of your days could and would be quite pleasant if you would take as good care of

yourself as you know how to. I certainly would not presume to tell any man how to conduct his life and therefore what I have said is not intended as advice. It seems to me that you might very well be able to complete some of the projects that still hold your interest if you are careful of your health. Of more importance, undoubtedly, I believe you could feel pretty darn good most of the time if you just would not get so blamed ambitious every now and then. You remind me of my own behavior several years back when you used to describe me as a guy " always kicking himself in the ankles, trying to get up more speed."

Perhaps I'm like the fellow who, having fallen from the roof of the Empire State Building announced as he passed the third floor, "I'm all right so far" In any case I am a bit more sanguine in regard to my marital situation. The Madam and I have been hitting it off rather well since I got back. The opportunity to commune with myself was helpful and I think she also has changed for the better. I hope it is permanent.

That's about all kids your size can read between dinner and sup-brek (that meal bewteen midnight and dawn) so I will run down and retire.

Best regards.

Tom

October 17, 1938.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tom:-

Here is copy of a letter that shows you that the silica sand patent gets some attention from people in the business. Also enclosed is copy of my reply.

I don't just exactly know, of course, what combination will eventually be worked out that is practical for the use of silica sand as a wearing material; but I do know there must be some place where it will fit the job.

The last idea I had on the subject was to cast material, such as shoes, complete, or rather fit them through a pressure method, so that it would be unnecessary to use tools for cutting purposes. I am speaking now, of course, of the cheaper shoes that are used by the millions, where people want wear and service at a small expense.

The experiments already made in tires show that there is a great amount of good in silica sand mixed with rubber, but not particularly good at high speed and great heat in the tread of the rubber tires.

The U. S. Rubber Products Corporation's letter, regarding cost of silica sand, is really not worth considering because it can be bought in thousands of tons at slightly more than the cost of loading same; but I do believe that Mr. Lemon has brought up a subject that should be followed through - the different sizes of siliceous sand from mine-run, and the wearing facilities.

I don't think the small atoms of sand are the basis of consideration by Footwear prospects, as I see it. The more gripping surface there is to the silica sand ingredient, the better for wear and resistance or contact with wearing surfaces.

You are supposed to be an engineer, and if you are an engineer worth a damn, think these points over and see what you can figure out. It is going to take several engineers to finally lick this job, if it is ever going to be licked; and I am dead sure it is going to be licked.

We haven't a patent that is trying to be sold for a lot of money, and I don't have a lot of foolish ideas about patent values; but I do know that if I didn't have anything else to do (and I am not an engineer), I could lick this job.

Now, there are all kinds of glues that are available, which are even better for some purposes than rubber. Mr. Lemon seems to have given this idea some thought in the past, but, like a lot of other people, I suppose he had troubles of his own and dropped it.

Don't forget that the Frest-O-lite gas tank was dropped and kicked around the whole world for ten years, "because" and just "because", and it was perfected into what, I think, was quite a success (if you will pardon my modesty on the subject) by people who were not engineers.

Mr. Thomas W. Milton -- 2.

I cannot get out of my head at all the fact that this marvelous material of silica sand goes to waste. I would like to buy, if possible to do so, 500 tons for sidewalks about the hotels, but it is the same old thing - it is more damn trouble to buy it and then own it and use it, than it is to go ahead and not wait for further particulars.

Mr. Lemon is in position to make some tests, and when you are in New York, if you will drop down there and have a talk with him, maybe you can get some ideas that are double active.

Regards.

Yours,

CARL G. FISHER.

CGF:AVM
Enclosure

ASSIGNMENT OF PATENT

WHEREAS I, CARL G. FISHER, of Miami Beach, County of Dade and State of Florida, am the owner of a fifty-two per cent (52%) interest in and to that certain Patent and Invention Number 2,030,560, on a Solar Operated Refrigerating System, issued to ALBERT T. BREMSER, of Westmont, New Jersey, on February 11, 1936; and Whereas I, the said CARL G. FISHER, desire to transfer and assign all of my right, title and interest in and to said Patent and Invention to THOMAS W. MILTON, of Detroit, County of Wayne and State of Michigan.

NOW, THEREFORE, in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations to me in hand paid by the said THOMAS W. MILTON, the receipt of which is hereby acknowledged, I, the said CARL G. FISHER, by these presents, do sell, assign and transfer unto the said THOMAS W. MILTON all of my right, title, and interest in and to the said Letters Patent and Invention aforesaid; the same to be held and enjoyed by the said THOMAS W. MILTON to the extent of my said interest hereby transferred, for his own use and behoof, and for his legal representatives, to the full end of the term for which said Letters Patent are granted, as fully and entirely as the said fifty-two per cent (52%) would have been held by me had this assignment and sale not been made.

Executed this 20th day of October, 1938.

In the Presence of: (Signed) Carl G. Fisher (SEAL)

(Signed) A. J. Sterman

(Signed) Alice V. Marks

ASSIGNMENT OF PATENT

WHEREAS I, CARL G. FISHER, of Miami Beach, County of Dade and State of Florida, did obtain Letters Patent of the United States for an improvement in Models used in connection with displaying merchandise, which Letters Patent are numbered 2,156,006, and bear date the 8th day of November, 1938; and Whereas I am now the sole owner of said Patent; and Whereas, THOMAS W. MILTON, of Detroit, County of Wayne and State of Michigan, is desirous of acquiring the entire interest in the same.

NOW, THEREFORE, in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations, the receipt of which is hereby acknowledged, I, CARL G. FISHER, by these presents, do sell, assign, and transfer unto the said THOMAS W. MILTON, the whole right, title, and interest in and to the said Letters Patent therefor aforesaid; the same to be held and enjoyed by the said THOMAS W. MILTON, for his own use and behoof, and for his legal representatives, to the full end of the term for which said Letters Patent are granted, as fully and entirely as the same would have been held by me had this assignment and sale not been made.

Executed this 15th day of November, 1938.

In the Presence of:

(Signed) CARL G. FISHER (SEAL)

(Signed)

A. J. Sterman

(Signed)

Alice V. Marks

ASSIGNMENT OF PATENT

WHEREAS I, CARL G. FISHER, of Miami Beach, County of Dade and State of Florida, did obtain Letters Patent of the United States for an improvement in Rubber Articles, which Letters Patent are numbered 1,978,301, and bear date the 23rd day of October, 1934; and Whereas I am now the sole owner of said Patent; and Whereas, THOMAS W. MILTON, of Detroit, County of Wayne and State of Michigan, is desirous of acquiring the entire interest in the same.

NOW, THEREFORE, in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations, the receipt of which is hereby acknowledged, I, CARL G. FISHER, by these presents, do sell, assign, and transfer unto the said THOMAS W. MILTON, the whole right, title, and interest in and to the said Letters Patent therefor aforesaid; the same to be held and enjoyed by the said THOMAS W. MILTON, for his own use and behoof, and for his legal representatives, to the full end of the term for which said Letters Patent are granted, as fully and entirely as the same would have been held by me had this assignment and sale not been made.

Executed this 20th day of October, 1938.

In the Presence of: (Signed) Carl G. Fisher (SEAL)

(Signed) A. J. Sterman

(Signed) Alice V. Marks

ASSIGNMENT OF PATENT

WHEREAS I, CARL G. FISHER, of Miami Beach, County of Dade and State of Florida, did obtain Letters Patent of the United States for an improvement in Advertising Models, which Letters Patent are numbered 2,086,685, and bear date the 13th day of July, 1937; and Whereas, I am now the sole owner of said Patent; and Whereas, THOMAS W. MILTON, of Detroit, County of Wayne and State of Michigan, is desirous of acquiring the entire interest in the same.

NOW, THEREFORE, in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations, the receipt of which is hereby acknowledged, I, CARL G. FISHER, by these presents, do sell, assign and transfer unto the said THOMAS W. MILTON, the whole right, title, and interest in and to the said Letters Patent therefor aforesaid; the same to be held and enjoyed by the said THOMAS W. MILTON, for his own use and behoof, and for his legal representatives, to the full end of the term for which said Letters Patent are granted, as fully and entirely as the same would have been held by me had this assignment and sale not been made.

Executed this 20th day of October, 1938.

In the Presence of: (Signed) Carl G. Fisher (SEAL)

(Signed) A. J. Sternan

(Signed) Alice V. Marks

ASSIGNMENT OF PATENT

WHEREAS I, CARL G. FISHER, of Miami Beach, County of Dade and State of Florida, did obtain Letters Patent of the United States for an improvement in Lifeboats, which Letters Patent are numbered 1,768,500, and bear date the 1st day of July, 1930; and Whereas I am now the sole owner of said Patent; and Whereas, THOMAS W. MILTON, of Detroit, County of Wayne and State of Michigan, is desirous of acquiring the entire interest in the same.

NOW, THEREFORE, in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations, the receipt of which is hereby acknowledged, I, CARL G. FISHER, by these presents, do sell, assign, and transfer unto the said THOMAS W. MILTON, the whole right, title, and interest in and to the said Letters Patent therefor aforesaid; the same to be held and enjoyed by the said THOMAS W. MILTON, for his own use and behoof, and for his legal representatives, to the full end of the term for which said Letters Patent are granted, as fully and entirely as the same would have been held by me had this assignment and sale not been made.

Executed this 20th day of October, 1938.

In the Presence of: (signed) Carl G. Fisher (SEAL)

(Signed) A. J. Sterman

(Signed) Alice V. Marks

ASSIGNMENT OF PATENT

WHEREAS I, CARL GRAHAM FISHER, of Miami Beach, County of Dade and State of Florida, did obtain Letters Patent of the United States for an improvement in Signs, which Letters Patent are numbered 2,085,250, and bear date the 8th day of June, 1937; and Whereas I am now the sole owner of said Patent; and Whereas, THOMAS W. MILTON, of Detroit, County of Wayne and State of Michigan, is desirous of acquiring the entire interest in the same.

NOW, THEREFORE, in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations, the receipt of which is hereby acknowledged, I, CARL GRAHAM FISHER, by these presents, do sell, assign, and transfer unto the said THOMAS W. MILTON, the whole right, title, and interest in and to the said Letters Patent therefor aforesaid; the same to be held and enjoyed by the said THOMAS W. MILTON, for his own use and behoof, and for his legal representatives, to the full end of the term for which said Letters Patent are granted, as fully and entirely as the same would have been held by me had this assignment and sale not been made.

Executed this 20th day of October, 1938.

In the Presence of: (Signed) Carl Graham Fisher (SEAL)

(Signed) A. J. Sterman

(Signed) Alice V. Marks

THOMAS W. MILTON
8905 EAST JEFFERSON
DETROIT, MICHIGAN
October 26th 1938

My dear Skip:

Your recent letters have been swell and if my "nose knows" you have been taking some sort of care of yourself and as a result have been feeling fairly good for brief intervals at least. I got a big kick out of the last letter you sent Mr. Lemon on October 20. The last paragraph is a typical C.G.F. challenge and even if the device doesn't secure what you are after it will cause Mr. L a little uneasiness — if he has any sense at all. Your liver may be turning into "a hunk of coal" but it hasn't affected your mental processes to any visible extent.

Your theories in respect to compounding silica sand with rubber or some other binder have real merit I think. I don't know just what practical application or applications will be evolved but I do think there is a fine possibility of profit in the general idea. Unfortunately, my single track brain is so completely filled with my own invention that I find myself unable to concentrate on any other problem. Perhaps a little later I may be able to toss in a fairly logical suggestion but for the present it would be unwise to count on me for any worthwhile help.

You will be interested to learn that I have taken a small office in a good building and we are going ahead finally as fast as we can. By the end of the year I expect to have a sample in operation and if the gadget (it really isn't a gadget) is all I expect it to be I will buy you a rubber laboratory in which you can make your own experiments with silica. Once I have that matter settled, one way or another, I will devote some time to your silica, marine balloons and hotel refrigerators. In the meantime please be patient and charitable. If my scheme turns out okay it will be bigger than Prest-O-Lite ever was — and that's no hay.

Please convey my best regards to Emma. I know she tries your patience at times but on the whole I think it would take Scotland Yard and the OGPU to find any one else half so conscientious.

Best regards,

Tom.

October 26, 1938.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tommy:-

Here is copy of letter just received from Mr. W. E. Kavenagh, Development Manager of the Windsor Manufacturing Corporation.

Silica sand is not practical at this time, it seems, in any of the known high arts and sciences. So, you can put this Patent in your archives, under "A.C."

Yours,

CGF:AVM
Enclosure

CARL G. FISHER.

October 27, 1958.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tom:-

See my last correspondence, which has crossed your letter of the 26th, regarding the silica sand mixture.

I finally ran into this Mr. Kavenagh, who seems to have a lot of horse sense; so, personally, I have kicked the silica sand idea into the discard for the time being.

I never figured that you would give any particular thought to any of these patents yourself, but I thought perhaps you could find somebody who would fit into the various jobs and devote all of their time and knowledge to the propositions, under your observation and "wisdom-otical" supervision.

You will remember Dr. Chambers. He has written a great book that ought to make Einstein's face turn red every time he mentions atoms or any other of the infinitesimal objects and subjects. The Doctor has gone him one better and devoted one chapter to the raping of the planets in the spring time - the love caresses between Jupiter and the Polar stars.

I told him he had a subject in which nobody else had dared to venture, and now he ought to bore in and run a lot of these hypo-scientists out on a limb and start an argument.

More later.

Yours,

CGF:AVM

CARL G. FISHER.

5052 Cedar Avenue South
Minneapolis, Minnesota.
November 1, 1938.

Mr. Carl Fisher
New York, New York

My dear Mr. Fisher:

Some time ago my father wrote me, saying you were the one who sent me the wonderful old flintlock on my birthday. I did not get home to open it until the first week in September and then, of course, school opened and I became very busy getting organized for the year. I told my father that I would write you a personal thank you, and I do want you to know that I appreciate your thoughtfulness very, very much.

It is a very interesting thing, not alone from the point of craftsmanship, but, no doubt, from an historical basis as well. I am very anxious to know some of its history and would love to be able to talk to you about it. Not being able to come to New York, would it be expecting too much to hope for a letter from you telling me something about the gun as well as how you are feeling. I understand you have not been well of late and I would like very much to renew the acquaintance of my early childhood, as I remember so vividly the rides on the electric horse on your yacht, and the times you told the steward to bring me more ice-cream when I had

already .
overindulged.

Mother often speaks of you and tries to recall for me the many happy experiences at Montauk and Port Washington and mother now says to give you her very warmest greeting.

Again thank you for the wonderful gift.

Yours very sincerely,

Tom Milton Jr.

THOMAS W. MILTON
8905 EAST JEFFERSON
DETROIT, MICHIGAN

November 28, 1958

My dear Skip:


Nearly a month has passed since the first of three unanswered letters reached me. I'm sorry I haven't been able to write more promptly and for selfish reasons. I enjoy your letters a lot and I don't want you to become discouraged -- as you surely will if it becomes a one way affair. I'll try to do better from here on.

I don't know anything about the rubber business but Kavanagh's letter sounds very rational. Still, there may be a place for silica rubber that he has not thought of.

Your letter of November 12 about the signal balloons is very interesting and I hope you will tell me more about who your prospect is and any information you may have regarding the particular requirements would be helpful. I don't know just what 'bugs' there may be in your scheme but the general idea certainly is sound and I'll be only too glad to give it some time and study.

Incidentally, just to keep the record clear; you have talked and written about sending the patents or copies of them but to date I haven't seen anything of them. You had better check up on this. I hope the originals have not been lost in transit - copies wouldn't make much difference because they can be bought for 10 cents each.

Since I got back home I have devoted myself assiduously (isn't that a dilly) to my own invention and while progress has been slow it has been real. I am starting today on the drawings for the actual experimental sample and I expect to have the unit completed and in a car in six weeks or two months at the outside. One ~~firm~~ of the large manufacturers is interested and is backing the thing in a small way. The backing is negligible but if the machine is what I expect it to be I will take in the 'front door' rather than having to go it the hard way and that is important. To a small extent I have already made the thing the 'baby' of the President of this firm. You better just keep this under your bonnet because gossip travels fast and far and it might operate against me.



The said 'Prexy' expressed some apprehension that I might be planning to use the name of his firm, product or officers for the purpose of raising funds so I'm not going to as much as mention the name to anybody.

It isn't of special importance at this minute perhaps but I wrote Fred a couple of months ago asking for the name of the individual or firm in New York to whom I should send my Montauk Certificate for transfer - or whatever it is they do to get the old stock in and the new stock out. I guess Fred has all he can do without bothering with me. However, I don't want to miss out on this so I wish you would ask him to put a memo on his pad to send me the 'dope' when the time arrives. I haven't given up on Montauk by a long shot and if my gadget (it isn't really a gadget) works out as I expect I will be building a house down there in the next year or two. If it is feasible to do so I will build it on the ground you gave me. It may be a bit early for that location but it certainly will be a choice spot someday. Possibly I will be in shape to buy your house. I'd like to have it for several reasons.

Although my single track mind is pretty much engrossed with my own device I am sure I can give the balloon idea some attention and if I can't I'll find some competent person who can. So, when you have the time and energy let me have a copy of the patent and any information you have on your prospect. ✓

I don't remember Dr. Chambers. Is he the red head who was taking care of you while I was there? What is the name of his book? In connection with books, I'm thoroughly ashamed of myself that I haven't sent the books I promised. I'll get at that this week for sure. *Bill*

How are you feeling these days? If your behavior is anything like what you yourself know it should be I am sure you are having some good days - I hope many. In about two months - or thereabouts - you will know whether your protege has 'arrived' or not. I can hardly wait to get the darn thing built. I'm truly confident that it will prove to be what I expect and in that case I'll be on my way.

Best regards. Please write whenever you can spare the time. I honestly enjoy hearing from you.

Sincerely,

Tommy
Give my regards to Emma.

RECEIPT FOR REGISTERED ARTICLE No. 53184

15 fee paid, class postage paid, _____, 193
(Date)

Declared value \$ _____ Surcharge paid, \$ _____

From Philip H. Fisher
P.O. Box 307 (Sender)
Miami Beach (Post office and state)

Addressed to 8905 E. Jefferson St.
Detroit, Mich. (Addressee)
(Street and number) (Post office and state)



Accepting employee will place initials in space below, indicating restricted delivery

Return receipt fee _____
Delivery restricted to addressee _____
in person _____
or order _____
Special delivery fee _____
Postmaster, per _____
Fee paid _____

Original Patents sent by Mr. Carl G. Fisher to
Mr. Thomas W. Milton.

4253

November 30, 1938.

Mr. T. W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tom:-

Yours of the 28th:

I certainly would forget the silica rubber, for the time being at least.

The prospect for the signal balloons is every steamship, and there should be a law, making them carry these signals; also fire underwriters' encouragement for these signals. and small boats, life

I wasn't thinking that you particularly would work it out - you have got to have a bright young chemist. You can work out all of the mechanical stuff - in fact, I can work it out with a screw-driver and a gasoline can and a fish line.

Airplane people could use this gadget, and while it might be like a lot of other gadgets that wouldn't be practical under certain conditions, there are times when it would be practical.

I am having sent to you today, by registered mail, the assignments of the patents, together with a copy of each patent with the exception of the one for the movable eyes in models - which you will have to secure. I have been trying to get these patents off to you for the past year and a half, but there has always been some delay or other - but they will be mailed today sure.

It seems to me that your best bet is to pick out some smart young chemist and put him on the job. If you wait to do the job yourself, it will never be done. You will be in my shoes, and the years will go by -. I would like to see some of these patents come out and amount to something.

I have made a lot of money in the past off of other fellows' patents; and I would have had, through my small worn brain, a first patent on the forced feed lubrication of the crank shaft and the crank rods of an automobile engine, if I had not waited for a lot of other fellows to make the drawings. I don't know that they would have amounted to much, but I would have had a lot of satisfaction in having had this patent.

I notice in conversation with you that you are drifting into the use of big words that you cannot spell, and your stenographer cannot spell, and they carry an aroma of spats, lorgnettes and long hair.

I will put a bee under Fred about that stock. There is a lot of talk about coast defense stations in that general neighborhood, and if any of them go through where they should be built - well, that is another story.

boats, fishing boats, etc.

Mr. T. W. Milton -- 2.

Dr. Chambers is the man from McKeesport, Pa., who drove a Losier in the first 500-mile race. I think the bouncing he got from that old Losier addled his brains. However, he is out of our class when it comes to figuring the bursting power of atoms under varying temperatures, and more or less affected by the proximity of some of the planets which are so many thousands of light miles away, and it is quite a job to figure it out. I have been working on it off and on for the past six weeks, but I don't seem to make any headway.

I am doing very well, all things considered. I go to the hospital every six days, and I have very fair weather during five days.

Regards,

Yours,

CGF:AVM

CARL G. FISHER.

Enclosures

November 30, 1938.

Mr. Thomas W. Milton,
8805 East Jefferson,
Detroit, Michigan.

Dear Tom:-

In sending you the patents and making a gift of them to you, I am doing so with the idea that you may be able to promote them, as I am not able to do so.

I haven't the time or necessary material in this country to work with. I mean both in materials and in young available chemists who are able to put their hands on co-operation.

I want this as a matter of record, that I am turning these patents over to you to promote for your own benefit, and you are under no obligations to me for future payments of any kind. I think the tax records call for this sort of explanation in making gifts.

I don't value the patents at anything in their present condition. If somebody will work them out, they may be valuable. Time alone will prove this matter.

Yours,

CGP:AVM

CARL G. FISHER.

November 30, 1938

Mr. Thos. W. Milton
8905 East Jefferson
Detroit, Michigan

Dear Mr. Milton:

At the request of Mr. Fisher you will please find enclosed assignment of patents, original patents and copies of patents as follows:

<u>NAME</u>	<u>PATENT</u>		<u>APPLICATION</u>		<u>INTEREST</u>
	<u>NO.</u>	<u>DATE</u>	<u>NO.</u>	<u>DATE</u>	
Advertising Models	2086665	7/13/37	44,290	10/9/35	100%
Rubber Articles	1978301	10/23/34	656,348	2/11/33	100%
Lifeboats	1769500	7/1/30	388,182	8/24/29	100%
Signs	2083258	7/8/37	8,566	2/27/35	100%
(Assignment, original and copy of patent)					
Models	2136006	11/9/38	63,930	2/14/36	100%
(Assignment and original of patent)					
Solar Operated Re- frigerating System	2030360	2/11/36	665,461	4/10/33	52%
(Assignment and copy of patent)					
(NOTE) Albert T. Bremer owns 48% -					

Trusting that you will find the above in order, and with kindest regards, I am

Very truly yours

A. J. Sterman

AJS:W
Enc.
REGISTERED MAIL

P. S. Please acknowledge receipt of the above by returning copy of this letter with signature attached.

A.J.S.

Date

Signature

Very truly yours

A. J. Sterman

November 30, 1938

AJS:W

Enc.

REGISTERED MAIL

Mr. Thos. W. Milton
8905 East Jefferson
Detroit, Michigan

Dear Mr. Milton:

At the request of Mr. Fisher you will please find enclosed assignment of patents, original patents and copies of patents as follows:

<u>NAME</u>	<u>PATENT</u>		<u>APPLICATION</u>		<u>INTEREST</u>
	<u>NO.</u>	<u>DATE</u>	<u>NO.</u>	<u>DATE</u>	
Advertising Models	2086665	7/13/37	44,290	10/9/35	100%
Rubber Articles	1978301	10/23/34	656,348	2/11/33	100%
Lifeboats	1769500	7/1/30	388,162	8/24/29	100%
Signs	2083258	7/8/37	8,556	2/27/35	100%
(Assignment, original and copy of patent)					
Models	2136006	11/9/38	63,930	2/14/36	100%
(Assignment and original of patent)					
Solar Operated Re- frigerating System	2030350	2/11/36	665,461	4/10/33	52%
(Assignment and copy of patent)					
(NOTE) Albert T. Bremer owns 48% -					

Trusting that you will find the above in order, and with kindest regards, I am

Very truly yours

A. J. Sterman

AJS:W

Enc.

REGISTERED MAIL

P. S. Please acknowledge receipt of the above by returning copy of this letter with signature attached.

A.J.S.

Date

Signature

RETURN RECEIPT

Received from the Postmaster the Registered or Insured Article, the original number of which appears on the face of this Card.

Wm Thomas Milton
(Signature or name of addressee.)

Wm Thomas Milton
(Signature of addressee's agent.)

Date of delivery, *1/7/3*

1938

Form 3811

RETURN RECEIPT

Received from the Postmaster the Registered or Insured Article, the original number of which appears on the face of this Card.

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Wm Thomas Milton

(Signature of addressee's agent.)

Date of delivery, *1/7/3*

-----, 193*8*

Form 3811

Post Office Department

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PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE, \$300

POSTMARK OF DELIVERING



Return to

Carl G. Fisher

Street and Number,
or Post Office Box, }

(NAME OF SENDER)

P.O. 2307 Ocean View Br.

MIAMI,

Beach

FLORIDA.

Post Office Department

OFFICIAL BUSINESS

REGISTERED ARTICLE

53184

No. _____

INSURED PARCEL

No. _____

PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE, \$300



Return to _____

Carl G. Fisher

Street and Number,
or Post Office Box, }

P.O. 2307 *Ocean View Bldg.*

(NAME OF SENDER)

MIAMI,

Beach

FLORIDA.

THOMAS W. MILTON
6905 EAST JEFFERSON
DETROIT, MICHIGAN

December 6, 1958

My dear "Skip":

Your letter of November 30 and the registered envelope containing the patents arrived in due course and in good order. I appreciate deeply your generosity in turning these potential assets over to me and I will do my best to make the most of them. I recently met a young fellow who made a most favorable impression on me. I don't yet know just what his connections are nor can I be sure that he will be interested in devoting his talents to advancing the ideas covered by your patents. I do know that he is working for some Canadian corporation and that his salary is very nominal - to say the least. On this account I am hopeful that he will be interested in casting his lot with me on a spare time basis. I will get in touch with him the first time he visits Detroit again and I will let you know the outcome later.

The lad to whom I refer is about twenty five years old and without any particular background of experience designed the Gold Cup boat Miss Canada. Most critics agree that it was the best craft in the race by long odds. Mechanically, it was poor but the hull was great. It handled and rode beautifully and that is the part he did. It was very fast too. His name is Van Patten and I think he has more smokes on the ball than anyone I have met for several years. He is a graduate engineer with lots of imagination. You may be right in advocating a chemist but I'm going to talk the thing over with Van Patten anyway and if he thinks he can do anything with the patents I'm going to give him the chance. Top notch engineers have a working knowledge in chemistry - or should have.

You have such a sly way of having fun with me and your methods are so effective (evidenced by swelling of the neck and stentorian vocables) that I am a little apprehensive about taking hold of your comment; " ——— you are drifting into the use of big words that you cannot spell, — etc, etc;". Although I am not conscious of any such tendency I rather doubt that you made the criticism up out of whole cloth and so I'm going to take it seriously. I deny the alligator so far as being unable to spell any words that I use and also I believe I could define any word that is part of my written or oral vocabulary but these facts don't justify the use of high-sounding words or phrases and I know they do not create a favorable impression in those whose opinion matters. Thanks for the tip. I'll watch my step.

Subscribing to the theory that one good turn deserves another I would like to suggest that you waste no more time on Dr. Chambers book. If after all the time you have devoted to it (not to mention other reading) you have not learned that heavenly bodies are located in terms of light YEARS and not light MILES you had better go back to that class of literature designed for students in kindergarten prep schools. You'll get more out of it. Incidentally, if it were not unkind I would notice that you first and last comments on the learned Doctors book suggest the possibility of your having gone off half-cocked. (there is no mention in your last letter of a flushed Einstein complexion)

No one knows better than you how long good ideas can be and are kicked around. How slow the giant intellects are to grasp - mentally or physically - valuable conceptions. In my last letter I told you that I am making progress and I am but it certainly is one hell of a job. The difficulty I am experiencing raising a thousand bucks to complete a crude experimental sample is no compliment to my reputation or character. This is a little discouraging to me and it should be to you. Evidently the many Detroiters to whom you sang my praises did not take you as seriously as one might have expected or else my subsequent behavior has destroyed the benefits you set up. Regardless, I will make the grade all right and I'm perfectly certain that the results will make you feel pretty good and a few others pretty sick.

The last paragraph of your letter pleases me no end. The remarkable recuperative powers you exhibited during my recent visit convinced me beyond any question of doubt that there is or can be a good deal of 'fair weather' ahead for you if you order your life at all rationally. I don't think I have ever known anyone with such a whale of a constitution. You certainly are a tough hombre.

With best regards, I am as always,

Sincerely,

Tom.

December 8, 1938.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tom:-

Yours of the 6ths

I think you are on the right track with a fellow like Van Patten. If he does not have the chemical background, he at least can get in touch with somebody who does have; and if he is a go-getter, he will dig into the matter in the evenings and on Sunday mornings until he works something out, or gives it up.

When are you going to send me some dope on that 4-cycle boat engine?

If you will stay out of bar-rooms and trade your general attitude of belligerency, and pay a little to boot with "soft answers that turn away wrath", and take some long walks for exercise, you will probably make some headway.

You cannot lick liquor, because many billions have passed off prematurely in trying it, and don't forget - there are no breweries now working at night.

Yours,

CGF:AVM

CARL G. FISHER.

P.S. — If you can perfect the Signal (SOS), you can forget all your other doodlebugs.

THOMAS W. MILTON
8905 EAST JEFFERSON
DETROIT, MICHIGAN

December 12, 1958

Dear Skip:

Your letter of the 8th is a bit perplexing and also a little disturbing. What makes you think that I spend too much time in bar-rooms? And what makes you think that I drink to excess? Of course, any time spent in a bar-room and any alcohol taken aboard comes under the heading of something or other but have you any reason to think that I am irrational in these respects?

Have I seemed more belligerent in recent contacts - written and oral - than formerly? I wonder if I really am or whether my attempts at humor, my attempts to 'kid' you a little about light years and sleuthing and such have gone awry. I hope not for they ^{have} been very innocent efforts on my part to provoke a little chuckle in a world that is drab enough even for those in good health.

Being quite introspective I am pretty conscious (I believe) of my own shortcomings and I would like to know whether I am actually going backward when to me it seems that I have made definite progress. I don't in the least mind your having all the fun with me that you can and I don't care how you do it.

*Chas. Chopin
4124
From -*

December 15, 1938.

Thomas Milton, Jr.,
8052 Cedar Avenue South,
Minneapolis, Minnesota.

My dear Tom, Jr.:-

I am glad to have your letter of the 1st. I am also glad to see that you can operate a typewriter. I hope you can write shorthand, and also hope you are doing something to get yourself in a position to earn a salary and help your mother and father later, if they need it, and not be like the average high school graduate - 90% of whom are not able to earn enough money to keep themselves in underwear.

I gave your father some nice books when he was here, and was hoping he would send you some of them. They are very good and would give you an insight into many historical facts.

Now, the gun is an old gun and I don't know anything about the history of it. Of course, every once in awhile, when I want to tell a high tale, I claim that Pocahontas stole it from Captain Smith, or whoever happens to be the subject of conversation at the time, and I usually get away with it, if the people I am talking to don't know much about history. As Henry Ford says, "history is the bunk - 90% of it being off the facts and dates, etc."

So, you will have to make up your own stories regarding that gun, and if you don't have anybody able to dispute you with real knowledge, your latitude and longitude on facts cover a wide range.

Yours,

GOP:AVM

CARL G. FISHER.

December 15, 1938.

Mr. Thomas W. Milton,
8905 East Jefferson,
Detroit, Michigan.

Dear Tom:-

I have occasion to want to buy a bunch of little brass ornaments for remembrances. Our hotels use lots of these, and a lot of them are made to sell in the 5-and-10-cent stores. However, my secretary has been trying to find some in the stores here, without success so far.

I had several on my mantel at the house, but they have all been taken away, or I gave them away.

Finally, we have located a party who makes them (see enclosed ad taken from Country Life), but they do not make the attractive ones which I had, which were camels, monkeys, and donkeys. They were brightly polished and looked like gold.

I just thought that among your various friends and brass foundries, you might land on some fellow who could make them and make some money. The people who are now making them don't seem to know how to sell them, or even get decent copy for their circulars.

A Charlie Chaplin in bronze should be quite popular; also a Mickey Rooney, or a Shirley Temple. There is a sale for a million of them if somebody has enough sense to make and sell them - and the time, of course.

Yours,

CGF:AVM
Enclosure

CARL G. FISHER.

P. S.— Don't worry about my letter to you of the 8th. You know, if you twist a balky horse's ear, he will usually start up, when fire underneath him won't even move him. Figure this out and you are safe.

C.G.F.

THOMAS W. MILTON
8905 EAST JEFFERSON
DETROIT, MICHIGAN

February 1, 1959

My dear "Skip":

Your letter dated January 24, reminded me that I had not yet answered your letter of December 15. No, I'm not mad nor anything remotely related to it. I have just been so darn busy trying to get my invention rolling along that I haven't had time for anything else. Of course, that isn't literally true but my mind is so steeped in what I am most interested in and in what I want most to do that I can't think of anything else.

You will be glad to learn that everything is coming along nicely now. You have often said "when you are selling elephants —etc;", well, I finally found a fellow who wants 'elephants'. The gentleman is right in your midst now. His name is E.E. Wemp and he is one of the most successful inventors the industry has known during the past twenty years. As example, Hudson is the only automobile that does not use a clutch manufactured under his patents — every other son-of-a-gun in the whole industry is paying royalty and that I would call a pretty fair job. Although he didn't suggest secrecy I think you better treat this information confidentially.

I don't know why I didn't think of him sooner but when I did go to see him it was immediately apparent that he harbors some confidence in me and he has known me for fifteen years. That made me feel good and I know you will be glad to learn that you aren't the only one in the world who thinks I still have a little smoke on the ball.

Without making any disclosure WHATSOEVER Ernie not only decided that he wanted to go along with me but he spent several days trying to sell me the idea that I should sell him a quarter interest for \$25,000.00. I don't need any such sum as that — in fact I can complete the sample for about one tenth of that amount and it will prove definitely whether the principle is sound or unsound. If the thing is good I may need more money to make it actually saleable but if it is no good I don't want anybody to have 25 grand in it. The final outcome was that I sold him 2 3/4% for \$3000 and gave him an option for 90 days on another 2 3/4% at the same price. I will have the sample finished in about six weeks and then I'll know for damn sure just where I am going. The sum total of all I told Ernie was "I believe I know how to build a torque converter

that will compare favorably in cost, size, weight and simplicity with present conventional equipment. That is all I would tell anybody and that is the reason it has been a little difficult to get hold of any money. We have all the design work completed and it looks great. We are now detailing the job and will start actual construction this week or next.

The man, Van Patten, about whom I wrote you was here once for a very hurried visit and although I talked with him I didn't see him. As a consequence I have not done anything about the flares. I expect him back here within the next two weeks and I'm going to wait because I have more faith in him than anyone I have met for years. If he is interested I think he will do something with them. If he isn't, I will find someone else or I will wait until I can give them some time and study myself. I know what you are thinking and what you probably will write but IT IS NOT TRUE. We all are partial to our own brain children but I'll tell you without hesitation that if this machine of mine proves to be what I expect it will so much bigger than balloons or anything else on my present horizon that you will sooner or later have to admit that I was right in pursuing it to the exclusion of other opportunities. It won't be long now until I know what's what.

Finally, I got around to send you some books that I think you will enjoy if the print is not too small. You probably have already received the four books I sent via parcel post. I have not yet read Madame Curie or The Fight for Life but Man the Unknown and The Phenomena of Life are very interesting and I think well worth reading. I hope you can read them without too much eye strain and that you like them. If you have no further use for them I would be glad to have you return them BUT you may do with them whatever you darn please. Also, today I did another thing I have been wanting to do for weeks and weeks, I entered a subscription for you to the Yale Quarterly Review. I have taken it for a year now and I like it very much. The contributors give the impression of being very well informed and there is less of the propaganda than in most periodicals. I think you will like it. Incidentally, I imagine you will wonder why other magazines are not bound in the same way after you have observed how easy it is to open and read. Their book reviews may be of interest to you also, they are to me.

Please write whenever you have the time and the energy. I have been taking long walks and this afternoon I am joining the YMCA for additional exercise.

I have taken off about 5 pounds and a couple of inches of girth. I look and feel better too. I don't know what gave you the idea that I was spending a lot of time in bar rooms but I'd like to know and VERY MUCH, too. Where did you get that notion? In any case I am watching the alcoholic intake a little more carefully even than I did before and also I am giving more thought to other social factors in my life. I wasn't very far out of line before but I grant there was room for improvement and I think I have made some. I am going to try to get off another 10 or 15 pounds and several inches of circumference. I did it once you know. I took off 48 pounds and felt swell. I like to feel that I am one guy who has and who still can profit by the experience of others.

How are you feeling these days? How are you coming on with the club at Key Largo? What are you doing about the old alcohol?

There is nothing to report about Van Ranst's out-board engine except that the development is complete and it is a hell of an engine. He is now horsing x around trying to get the necessary capital to start manufacturing. He has a number of irons in the fire and he expects one of the deals to materialize shortly. There are several people definitely interested and I believe he will make a go of the project. It is a keen little power plant and has a number of uses outside the marine field. I will let you know just as soon as any are available.

With best regards to all, I am,

Sincerely,

Tom

P.S.

Your suggestion about the miniature figures is appreciated. I will look into that too just as soon as I find the time. The McClelland Barclay figures may not be as attractive as the ones you had and have in mind but many people regard them as very 'smart' and I would expect them to prove very popular with your clientele.

I had still another reason for deferring my answer and that was because I thought I might have some definite word of progress to report on one or two of the items we have in progress. You know how these developments drag along for one reason or another. I have felt sure during the past month that at least one of them would reach a point where a decision could be made as to it's actual worth but I have been disappointed in this. I continue to believe that we will shortly know the answer and that if it proves okay we will be in line to get some money out of it.

While I have returned your check I want you to know that you are certainly riding along with us and if either of the two items we are now working on materialize as I expect they will there will be some real money in sight and nothing could possibly give me greater pleasure than to have you stringing along with us.

I guess you and Bob Stranahan are the only ones left from the mold in which you were cast. At his suggestion we altered our original plans and are trying to squeeze through on \$500 a month which he is paying Van. This sum in addition to what I can squeeze out of my salary after paying alimony and what not will, I think, see us through. It makes the going rather slow and we must hold in abeyance a number of things that we believe would speed us along to the ultimate goal but it may prove to be the best plan in the long run. In any case we don't seem to have any option. In the meantime I am working like hell at Packard trying to make myself as valuable as possible and I think succeeding fairly

well. I have had a few very nice compliments from Mr. Macauley.

I will keep you posted as to the progress we make and I am hoping that if I get a vacation I can afford the expense of driving down to Montauk to spend a couple of days with you.

Occasionally I run on to someone who has seen you and I am always glad to hear that you are taking reasonably good care of your health and that you are looking well. Keep up the good work.

Of course I know nothing of the details involved but I cannot help but doubt the wisdom of your trading Miami Beach for Montauk. I don't actually know that this is what you have done but I have that impression from what you have written and for all I know you may have had no choice in the matter. I have a suspicion though that your pride has urged you to try to make a success of Montauk for the sake of those who put some money in the original company. I don't believe you are justified in feeling toward investors in the original company as I know you do. feel. Let me reiterate just once more that it was an actual privilege to buy stock in that enterprise at the time you allowed us to buy it. If you think back you must know that this is true.

With kindest regards to your own grand self and Margaret,

Sincerely

Tom.