

Ocean front

WAR DEPARTMENT.

UNITED STATES ENGINEER OFFICE.

SAVANNAH, GA.

January 19, 1918.

Mr. Carl G. Fisher, President,
Alton Beach Realty Company,
Miami, Florida.

Beach erosion

Dear Sir:

Referring to written request dated **January 10, 1918,**

I have to inform you that, upon the recommendation of the Chief of Engineers and under the provisions of section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of War,
to **construct reinforced concrete wall jetties**
(Here describe the proposed structure or work.)

in **Atlantic Ocean**

(Here to be named the river, harbor, or waterway concerned.)

at **----- Miami Beach, Florida, between 22nd and 23rd Streets,**
(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans shown on the drawings attached hereto **marked**
(Or drawings; give file number or other definite identification marks.)

"Proposed Beach Protection for Miami Beach Casino"

subject to the following conditions:

(a) That this authority does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See Cummings v. Chicago, 188 U. S., 410.)

(b) That the work shall be subject to the supervision and approval of the engineer officer of the United States Army in charge of the locality, who may temporarily suspend the work at any time if, in his judgment, the interests of navigation so require.

(c) That if any pipe, wire, or cable is herein authorized, it shall be placed and maintained with a clearance not less than that shown by the profile on the plan attached hereto.

(d) That so far as any material is dredged in the prosecution of the work herein authorized it shall be removed openly, and no large refuse piles shall be left. It shall be deposited to the satisfaction of the said engineer officer and in accordance with his prior permission or instructions, either on shore above high water or at such dumping ground as may be designated by him, and where he may so require, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material into the waterway; and so far as the pipe, wire, or cable is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. ~~It is the policy of the Government to encourage the construction of such structures as will improve the navigation of the waterway and to encourage the construction of such structures as will improve the navigation of the waterway.~~

(e) That there shall be no unreasonable interference with navigation by the work herein authorized.

(f) That if inspections or any other operations by the United States are necessary in the interests of navigation, all expenses connected therewith shall be borne by the permittee.

(g) That the permittee assumes all responsibility for damages to the work or structure herein authorized, and for damage caused by it or by his work in connection therewith to passing vessels or other craft, and that he shall not attempt in any way to prevent free use by the public of the area at or adjacent to the work or structure.

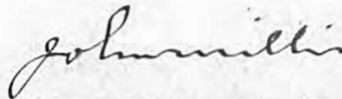
(h) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of War, it shall cause unreasonable obstruction to the free navigation of said water, the permittee will be required, upon due notice from the Secretary of War, to remove or alter the structural work or obstructions caused thereby without expense to the United States so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the permittee, at his own expense, and to such extent and in such time and manner as the Secretary of War may require, shall remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(i) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the Bureau of Lighthouses, Department of Commerce, shall be installed and maintained by and at the expense of the permittee.

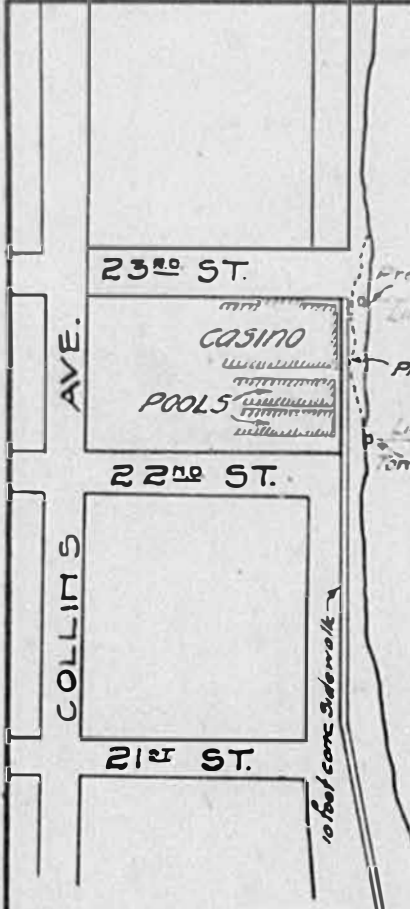
(j) That the permittee shall notify the said engineer officer at what time the work will be commenced, and as far in advance of the time of commencement as the said engineer officer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(k) That if the structure or work herein authorized is not completed and written notice of completion is not filed with the aforesaid engineer officer on or before the end of the third full calendar year after the date hereof, this authorization, if not previously revoked or specifically extended, shall cease and be null and void.

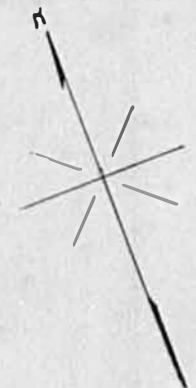
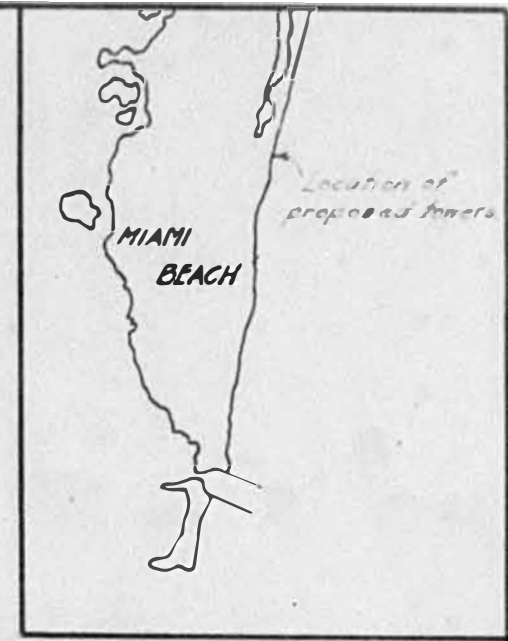
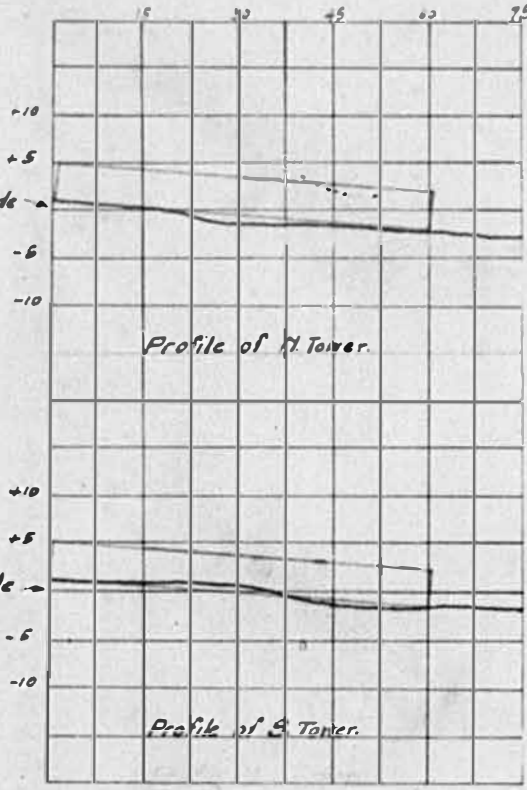
By authority of the Secretary of War:



Colonel Corps of Engineers,
Division Engineer



Proposed 4' x 4' 60' tower.
 Line of reef
 Present Shore Line.
 Line of reef
 4' x 4' 60' proposed.



MAP SHOWING
 PROPOSED BEACH PROTECTION
 FOR
 MIAMI BEACH CASINO
 R.M. Davidson. Engr.

January 1918.

Scale: 1"=300'

Carl G. Fisher
Miami Beach, Florida

POSTOFFICE ADDRESS:
BOX 84, ROUTE 1
MIAMI, FLORIDA

COPY

United States Engineer Department
Office of Division Engineer, Southeast Division
PostOffice Building, Savannah, Ga.

January 21, 1918.

From: The Division Engineer
To: The District Engineer, Jacksonville, Fla.
Subject: Proposed concrete jetties at Miami.

1. The proposed concrete jetties at the outer beach, Miami, constitute a subject of considerable interest. Probably those who are to build these jetties are fully advised relative to experience of a similar nature in other localities. I believe a jetty or causeway was built some years ago near Niagra Falls by this method.

2. It is quite unnecessary to suggest instantaneous photographs and moving pictures during the process, but it may not have occurred to those in charge to take precautions to insure that the concrete column will fall as intended. This could probably be affected by means of guy ropes or wires. I shall be glad to receive a copy of any report that may be made by the local Junior Engineer on the result of placing the jetties and on the effects produced.

(Signed) John Willis

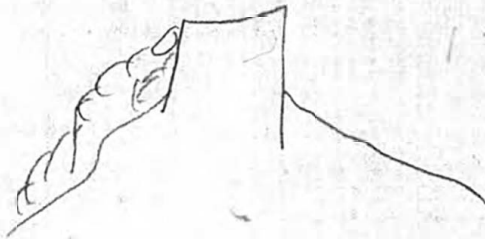
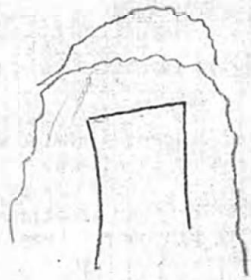
JM/Keo

Colonel, Corps of Engineers

(Copied by W. E. B. Feb. 23, 1918)

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c

Beach

May
Twenty-second
1922.

Dear Harry:

I am enclosing herewith a copy of a letter received from one of my partners in Miami Beach.

We have had an enormous amount of trouble for several years with our beach property on account of leaking oil barges and carelessness in their operations.

The greatest asset that southern Florida has is her bathing beaches and on some days it is practically impossible to use these beaches without getting your clothing, your hair and your flesh covered with spots of sticky oil which can only be removed with benzine or turpentine.

A Bill in the 67th Congress, second session, marked, S.3311, introduced by Mr. Frelinghuysen, seems to be stuck. I don't know whether you can do any good with this particular Bill or not, but a letter addressed by you to the War Department, or whatever department is in charge of the government dredge now operating in the government cut at Miami, Florida, might have this leaky oil barge repaired so that our summer bathing season may not be further damaged by this old barge.

Thank you for whatever you can do.

Yours,

CARL G. FISHER

Hon. Harry S. New,
Washington D. C.

CGF:MEC

June 17th, 1924

Oceanfront

Dear Pete:

I have yours of the 12th. It is perfectly easy to understand how a lot of people can get together and decide to take property rights away from other individuals. It certainly should strike the people of Miami forcibly that if ~~there is~~ some ocean beach property of their own to play around with, it is always accomplished by some concerted action together with a limited amount of cash, but it is not often successful where a large number of people decide to take away property rights from a corporation or individual without adequate compensation.

Yours,

P.S.: Your memo of the 11th. The newspaper items you refer to are O. F. except that they are not broad enough, I mean to cover the different community centers where we might secure convention.

OCF:M

OCF.

MEMO.

June 18, 1924

Ocean front

Mr. Fisher:

You will note from the attached clipping of to-day's Herald that yesterday some woman from the Federal Women's Club went before the Exchange Club of Miami with this howl they are making wanting the advantage of free ocean bathing at the expense of our development.

Please note that some one in the Exchange Club had brains enough to tie a string to the endorsement when they made it "contingent upon the county having a legal contract upon which it could base its claim that the road should be kept open.

The Women's Club had already received a complete endorsement for their appeal from the Miami Chamber of Commerce, but this was to be expected. I understand that they are to go before the other civic clubs and I am arranging for some one in each of these clubs to endeavor to get the Club to put the same proviso on their endorsement, if any is given, that the Exchange Club put.

Such an endorsement, so worded, would really be a help to us instead of harmful.

C.W. CHASE, Jr.



C

THE CARL G. FISHER PROPERTIES

MEMO TO Mr. Fisher

DATE April 21, 1928.

FROM C. W. Chase, Jr.

SUBJECT OCEAN FRONT PROPERTY

Private

About three years ago when Roney purchased a lot of our ocean frontage in Fisher's First Subdivision, you made a statement at that time that you might out up the old ~~Public~~ Park, running between the ocean front and your home and the other homes in that section, and deed these parcels to the purchasers of the ocean front lots in that Subdivision.

ocean front

Having been an interested owner in that section myself for the past three years, I did not feel like bringing this to your attention. The other day one of the City Councilmen told me that the Alton Beach Realty Company might deed this Park to the City. Now that Seiberling has purchased my ocean front home, I feel free to make the suggestion that the Alton Beach Realty Company would be showing the property owners along that ocean front much more consideration by deeding those strips of land between the ocean and themselves to them rather than to give it to the City and thereby put a public park right in front of these beautiful homes. Such a park would become quite a nuisance to the residents along the ocean front there and would make their property very public and perhaps quite undesirable.

I understand the 1926 taxes of \$1,979.55 have not been paid by the Alton Beach Realty Company, but I am sure that the property owners along there would be delighted to pay the back taxes in consideration of getting deeds to the strips in front of their homes and would feel very grateful to the Alton Beach Realty Company for the opportunity of getting this property for so small a consideration.

I also believe that they would feel they were done an injustice if the property were deeded to the City, particularly after we promising the restrictions that we will keep that strip of land for private park purposes.

CWC:M

C. W. CHASE, JR.

Carbon Copy to Mr. Kohlhaas.

To: Mr. C. W. Chase, Jr.

April 24, 1923.

I have yours of the twenty-first. I would be indeed glad to deed the ocean front strip or park to the property owners if it is proper to do so. We certainly don't want a park in front of the property holders; the City has enough parks now to last them for some time. If you can find that our legal advice is such that we can get rid of this property to the property holders interested and save these taxes, let's do so and do it at once.

CGF:T

THE CARL G. FISHER PROPERTIES

MEMO TO Mr. Fisher

DATE July 23, 1928.

FROM C. W. Chase, Jr.

SUBJECT _____

Regarding Mrs. Brunson and her letter to you relative to our deeding the strips of the private park to the owners of lots facing on the ocean in Fisher's First Subdivision.

This matter has not been neglected nor forgotten by us and we immediately went to work upon it after I called this matter to your attention last May.

In talking the matter over with Kohlhepp and Muir, they felt that before we went ahead and deeded this private park to the ocean front owners, we had better look up all the contracts and deeds we had issued in that subdivision to see if any of the property owners back of the ocean front had any rights to that private park and thereby probably save ourselves a number of serious law suits.

We are reading every individual contract and deed and Mr. Muir has been working on this since May 16th, as the proposition presents a complicated situation that may involve the rights of both the public (because of the old private road that ran in front of this property) and also the owners throughout the entire subdivision.

Mr. Muir has also taken up the matter with the attorneys for Malone Brothers, the largest owners of ocean front property in that subdivision.

We hope within a week or two to be able to report just what can be done in this matter but in the meantime I have called upon Mrs. Brunson, explaining the situation to her and she now realizes just what we are up against and will await the outcome of our report.

CWC:M

C. W. CHASE, JR.



Ocean Front

May 12, 1930.

Mr. J. P. Duffy,
Miami Beach, Fla.

Dear Duffy;

I am very anxious about that Deauville groynes application. I understand the Government will appoint a hearing as to the merits of our demanding bulkheads each side of these groynes, and we may fail. Our alternative is to get out an injunction in Civil Court and sue it out, and I am enclosing a copy of this letter to Muir. I want your report as to the best way to proceed.

It would be suicidal for our adjoining property if these groynes were built and the bulkheads in front of our lots were not protected.

Another thing I want you to investigate. We own the lot both north and south of the Deauville Casino. These lots have been handed to us by foreclosure. Muir's answer will be whether the papers have been finished or not. Your answer will be, are they using these lots for storage of cars or depositing material there? It is not my intention to allow them to use these lots for storage while building these groynes if Elsner is acting in this manner.

Let me hear from you, and with kind regards, I am

Yours very truly,

IAO/MLA

C

IRVING A. COLLINS
MOORESTOWN, NEW JERSEY

May 12, 1930.

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

Dear Carl;

One of the things I wanted to take up with you before I left was the Deauville Casino asking for waiver allowing them to build 400 ft. groynes in front of their Casino. Our stipulation was we should protect our own property with bulkheads. If they should ignore this and refuse to protect our bulkheads, personally I think this should be disputed.

Enclosed find copy of letter I have written to Duffy and I wish you would call him in and give him counsel.

I trust you have all your difficulties ironed out and will be ready to leave for the north whenever you get ready.

Yours very truly

Irving A. Collins

IAC/MLA

C

May 15, 1930.

Mr. Irving A. Collins,
Moorestown, New Jersey.

Dear Irv:

I have yours of the 13th.
I think it would be worth while for us
to build a couple of bulkheads on our
own property this summer.

Personally, I am in favor of 60 ft
or 80 ft. bulkheads made with concrete
about four feet square. I don't think
any bulkheads that have ever been built
on our property are better than the first
ones we built to protect the old casino.

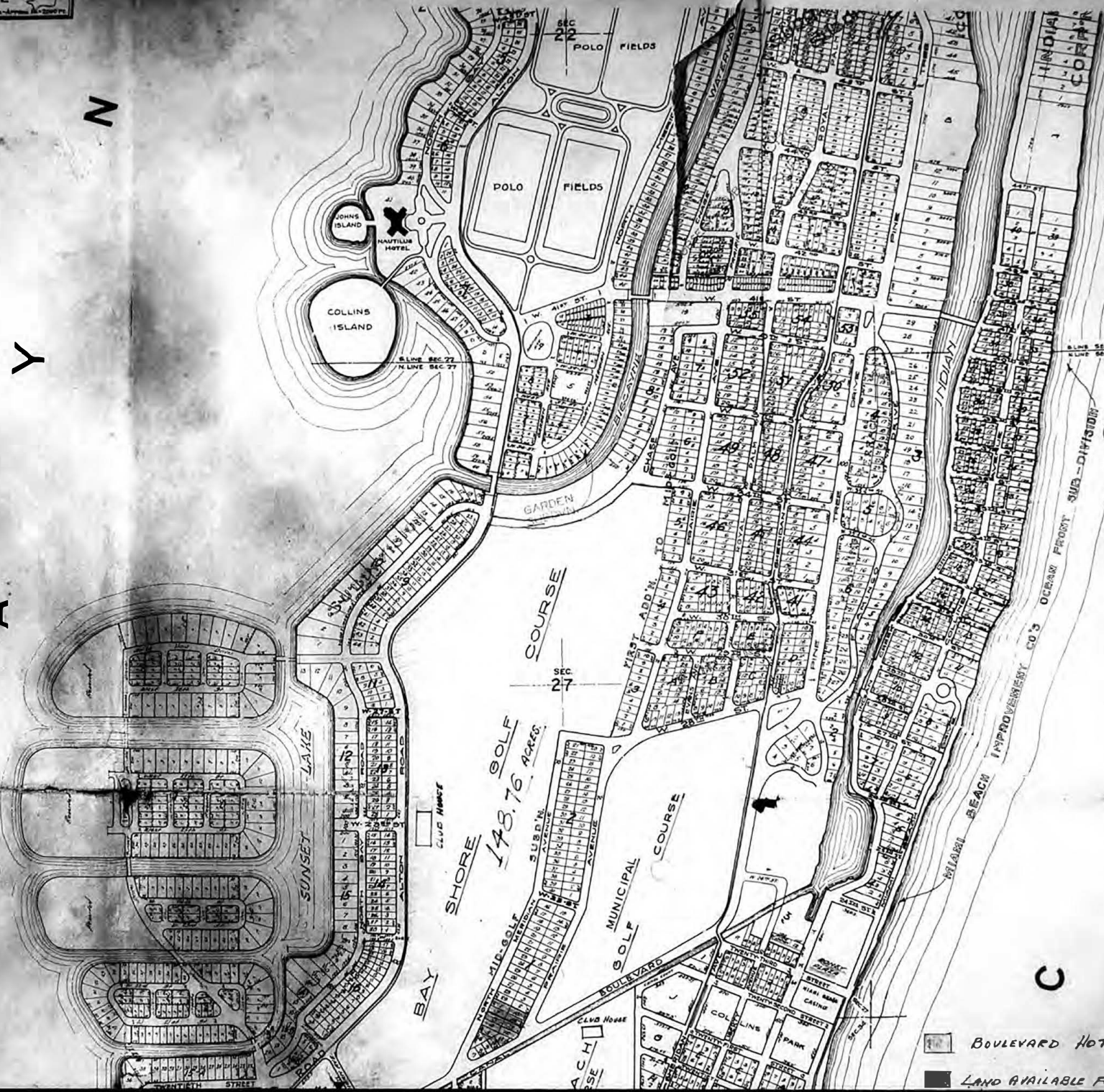
I am subpoenaed in court today and
will probably be through and ready to leave
day after tomorrow.

We had a wire from Chapen that he
will buy our two lots at \$50,000. cash.

Yours,

CCF:T

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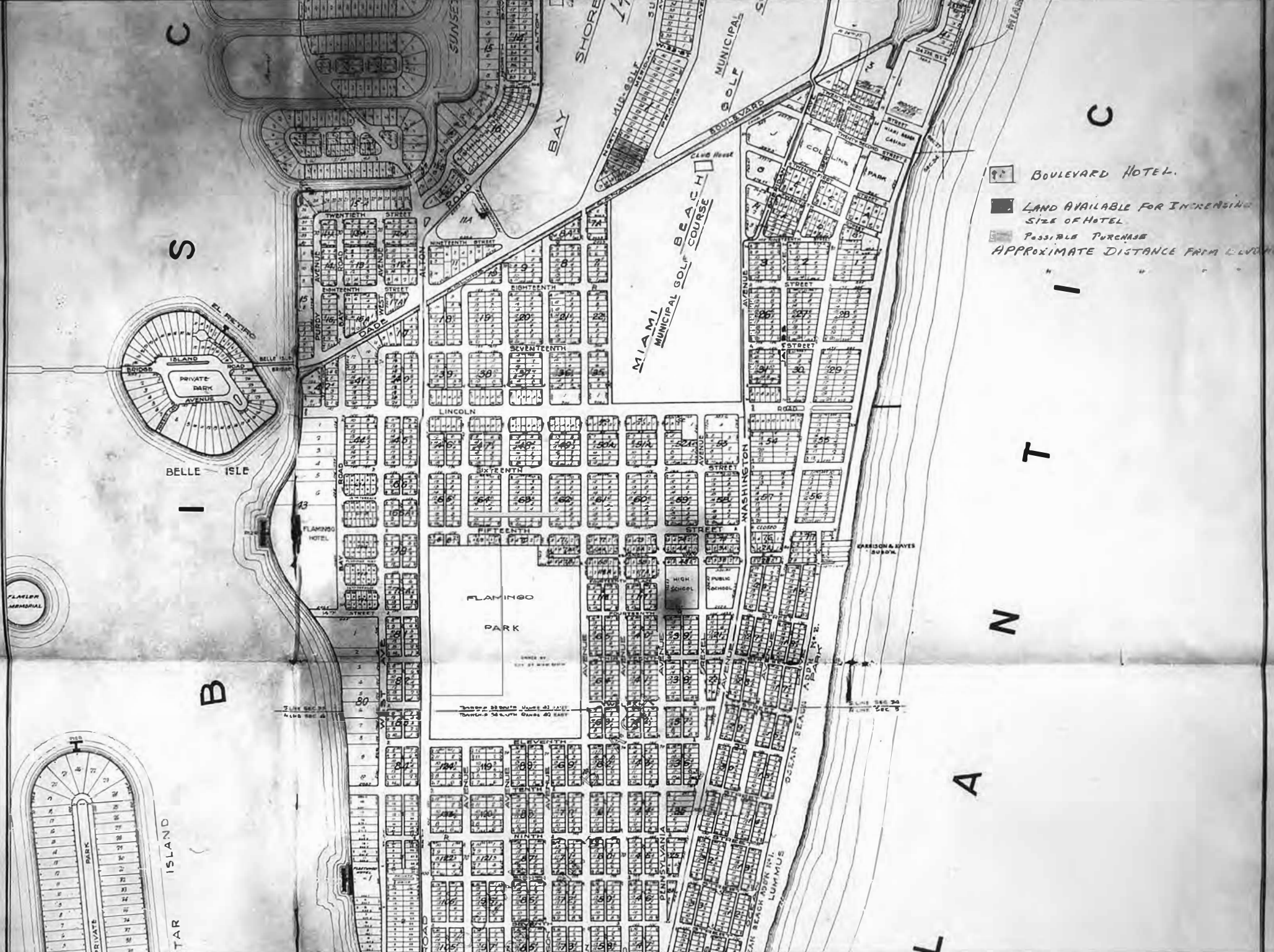
148.76 ACRES


BOULEVARD HOTEL.
 LAND AVAILABLE FOR INCREASING

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-  BOULEVARD HOTEL.
-  LAND AVAILABLE FOR INCREASING SIZE OF HOTEL
-  POSSIBLE PURCHASE APPROXIMATE DISTANCE FROM L-100

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STAR ISLAND

BAY SHORE

MIAMI MUNICIPAL GOLF COURSE

MUNICIPAL GOLF

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FLAMINGO MARSHAL

BELLE ISLE

FLAMINGO PARK

HIGH SCHOOL

PRESCH & PATES SUBDIV.

OCEAN BEACH APDN. No. 2

SEAN BEACH PARK PL. LUMMUS

LINE SEC. 24

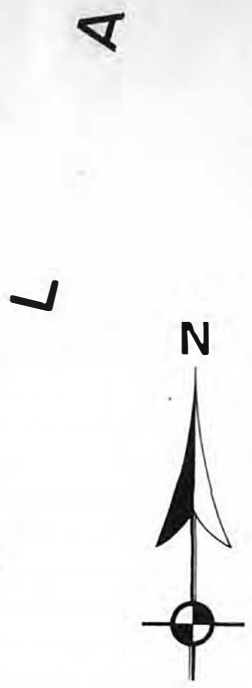
LINE SEC. 24

TRUSTEES BEACH TRUST

TRUSTEES BEACH TRUST

LINE SEC. 30

LINE SEC. 30



OFFICIAL MAP
 ADOPTED NOVEMBER 3, 1920
 OF THE
 CITY OF
MIAMI BEACH
FLORIDA

INCORPORATED 1917

• COMPILED FROM REVISED PLATS AND DATA IN THE CITY ENGINEERS OFFICE •
 BY • R.M. DAVIDSON • FORMER CITY ENGINEER
 C.W. TOMLINSON • CITY CLERK

SCALE
 ONE INCH = 500 FEET

REVISED JULY 1930

OFFICIAL MAP
ADOPTED NOVEMBER 3, 1920

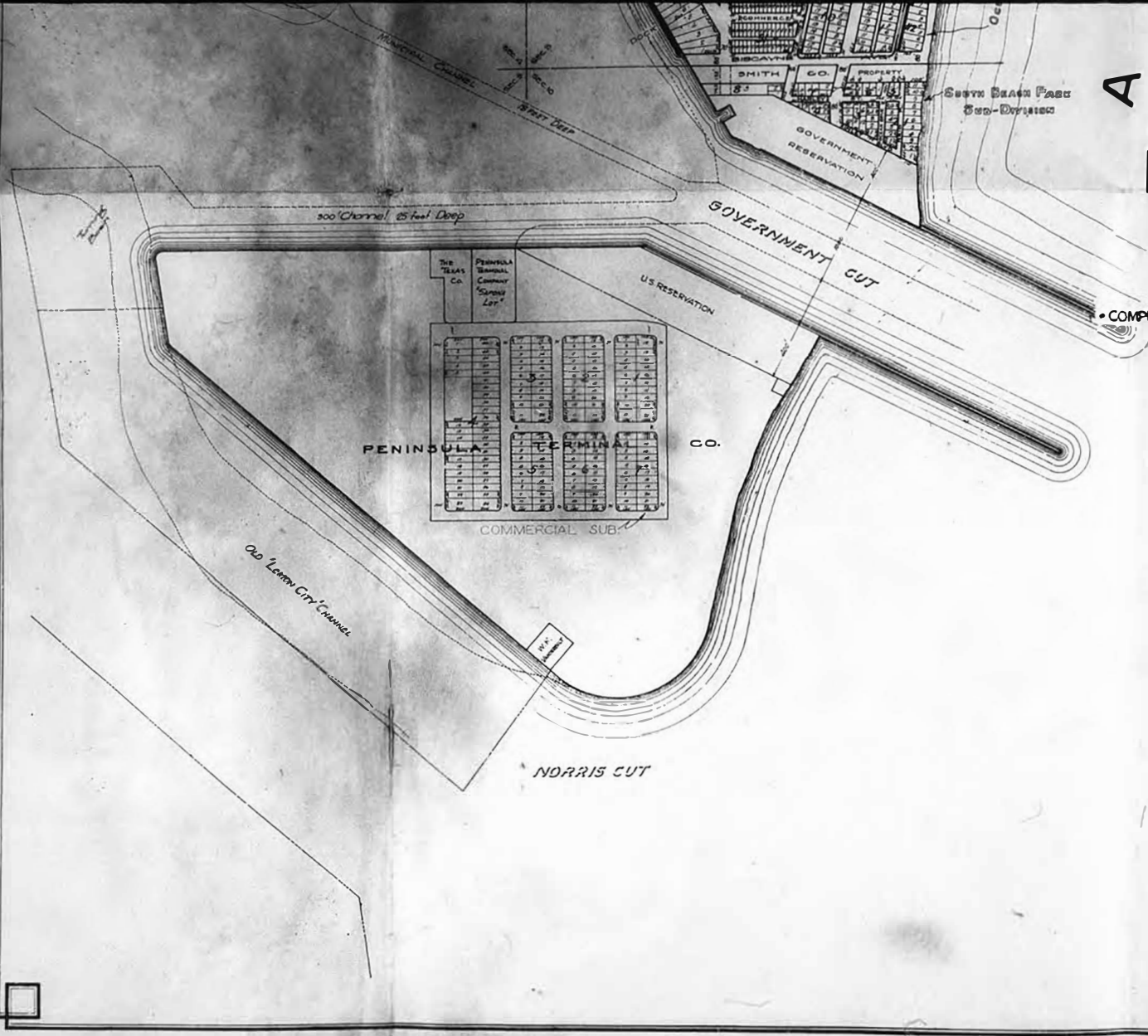
OF THE
CITY OF
MIAMI BEACH
• FLORIDA •

INCORPORATED 1917

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C. W. TOMLINSON • CITY CLERK

SCALE
ONE INCH = 500 FEET

REVISED JULY - 1930



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CIVIC CLUBS BACK MOVE TO RETAIN OCEAN DRIVE

30 N PA City Bel

Members of Ad and Exchange Clubs Endorse Women's Fight to Save Highway Along Beach; New Petition Is Addressed to the County Commissioners; Road's History Viewed.

IMPETUS was given to the campaign to save Ocean Drive for the people yesterday, when the Ad Club and the Exchange Club voted approval of the stand taken by the Dade County Federation of Women's Clubs.

Mrs. F. J. Ravlin, representing the club federation, addressed both clubs at their weekly luncheons yesterday, pointing out the advantages of maintaining Ocean Drive as a public thoroughfare along the ocean front. The Ad Club was unanimous in its endorsement of the stand of Dade county women for Ocean Drive. In addition to voting as a club, individual members signed the petition addressed to the county commissioners, which was presented last week, calling upon the officials to exert every effort to maintain Ocean Drive open its entire distance along the beach.

The Exchange Club named a committee to prepare a formal resolution endorsing the proposal to keep the highway open, a copy of this will be forwarded to the women's clubs. The resolution has a string to it, in that the club makes it plain that its endorsement is contingent upon the county having a legal contract upon which it could base its claim that the road should be kept open. Mrs. E. J. Jensen, chairman of the federation committee on the Ocean drive, was a speaker at the Exchange Club luncheon. He also was Charles G. Hancock, who outlined the history of the road.

MRS. JENINSON announced that since the meeting of the federation, May 24, when it was decided to back the movement to maintain Ocean drive as a public thoroughfare, over 700 names had been prepared in petitions to the county commissioners. While a similar petition was being circulated among the Exchange Club members, Mrs. Ravlin spoke strongly in favor of the public rights at stake.

"At present," she said, "our Chamber of Commerce spends thousands of dollars annually advertising 'Miami by the Sea,' but if immediate steps are not taken, the tourist of the future will see something of Miami, but little of the sea. Riparian rights are dangerous privileges, endangering as they do the property rights of the public at large."

Mrs. Ravlin characterized the blocking by fences, trenches, and a mansion on the drive above the Firestone estate, as a test case, and declared that if this issue is met fairly, the Ocean Drive will be saved for all the people, not only for one mile, but for many miles of beauty. In his crusade, the federation has the support of the Chamber of Commerce.

In the discussion which followed Charles G. Hancock, who, in October, 1917, was in charge of the construction of the highway under Mr. Coolidge, sketched something of the history of Ocean drive. Previous to

that, he said. Accordingly, the developers of the tract, parcels lying there, and the life guard station were all anxious for the construction of the road, and all wanted it to be a county road.

As the county funds were too low for financing it, E. M. Tatum offered to loan the commissioners the money. Provision was made that if any of the developers so wished, they were at liberty to eliminate the ocean boulevard if they replaced it with a road as good or better. Accordingly, P. L. Watson was within his rights, Mr. Hancock said, when he moved out a part of the road, making a detour near the Jungle Inn. The developers, he stated, had always considered Ocean drive as a temporary road and had sold property through from Collins avenue to the ocean. Ocean drive often not appearing on the maps. In conclusion, Mr. Hancock offered as his solution that individual property owners be approached in order to secure from them a right of way.

The club then went on record as endorsing a petition that the necessary steps be taken to condemn the closing of Ocean drive, in the event that the county has a legal contract. President J. K. Dora appointed H. E. McCoy, Francis Miller and Earl Citty to investigate and draw up the resolution.

Mrs. Ravlin, at the invitation of the Ad Club, gave a short talk on the fight being carried on by the women of the county to preserve Ocean drive. Mrs. Ravlin's talk was greeted with applause and the club not only voted to give the Women's organizations the club's backing in their fight, but there was also a petition circulated which was signed by the individual members of the club.

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PAUL Revue) Fraded comess

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