

Port of Miami

(4)

THE PENINSULA TERMINAL COMPANY
MIAMI BEACH, FLORIDA

Fisher J.S.

DIRECTORS
CARL G. FISHER
H. E. TALBOTT, JR.
W. A. KOHLHEPP
W. E. BROWN
JOHN H. LEVI

OFFICE OF TREASURER

January 14,
1927

TO THE PURCHASERS OF PENINSULA TERMINAL PROPERTY:

You will be glad to know that we have just completed a very good transaction on the Harbor Terminal Island.

The Belcher Asphalt Paving Company, largest handlers of Oils in South Florida, have purchased for \$75,000.00 an additional 50 feet of water frontage by 520 feet of depth, to their previous large holdings on the Terminal Island.

Also the Belcher Asphalt Paving Company and ourselves have agreed to jointly dredge a slip 150 feet by 490 feet to a depth of 25 feet for the additional mooring space of large ocean ships and tankers.

A sheet steel piling bulkhead will be built on the water frontage of this property,--all of this work to be completed by September 1st next.

Already the Belcher Asphalt Paving Company have three large storage tanks on their Harbor Terminal property. They have quickly outgrown these facilities and are immediately going to build a fourth, and largest tank. Their ships are now bringing oils in large quantities to the Harbor Terminal property, and they have some splendid plans ahead for their Harbor Terminal Plant.

C. W. Chase, Jr.
Yours sincerely,

CWC/vh

THE PENINSULA TERMINAL CO.
By C. W. Chase, Jr.

THE CARL G. FISHER PROPERTIES

Fisher Isl.

MEMO TO Mr. Carl G. Fisher

DATE January 18, 1927

FROM J. P. Duffy

SUBJECT Bulkhead for proposed slip at Belcher Property, Harbor Terminal Island.

Attached is a blue print showing the design and location of the bulkhead for our proposed slip adjacent to Belcher Company's property, on Harbor Terminal Island. You will note that the design calls for 36' Larssen Steel Sheet Piling of #2 Section. It is intended to use the 36' sheeting for 540 feet along Belcher's property and 490' along our property. We will use 24' sheeting at the south end of the slip, allowing the slope of the dredge line to take care of this shortened sheeting.

I received bids Saturday for this job, but as the invitations to bid were sent out before we made a change in the length of the piling at the south end of the slip, these figures will be a little bit higher than the revised figure which will take into consideration the short sheeting. Following is a list of bidders and their bid price per foot for labor and material in constructing this bulkhead:


Raymond Concrete Pile Company	\$66.00
C. E. Hillyer	62.20
Comer & Ebsary	58.20
G. O. Reed, Inc.	49.00
J. H. Terry & Company	46.00

Using the low bid as a unit, the total cost of this job will be \$54,280.00, of which Belcher Company would pay \$28,290.00, and the Fisher Company \$25,990.00. The difference between the Belcher Company payment and the Fisher Company payment is due to the fact that they have 50 feet more bulkhead to put in than we have.

J. H. Terry & Company, the low bidder, are reliable contractors and capable, and have the organization to do a first-class job. Mr. Terry did the construction work for the Meteor Transport & Trading Company.

In accordance with your request that I get in touch with Captain Clark, of the Clark Dredging Company, and get a figure on this job, from him, wish to advise that I saw Captain Clark and spent considerable time discussing this job with him and it is my candid opinion that Captain Clark cannot do this job as cheap as our low bidder due to the fact that he has no pile driver nor no organization experienced in the art of pile driving. He would find it necessary to go to one of the bidders listed above and get them to do the job for him. I am sure that they would not give him as good a price as they did me for they would be inclined to feel that the Clark Dredging Company was trying to cut them out of the job. Furthermore, Captain Clark would expect us to buy all of the material used in this job and as you know, that would tie up that money for quite a time.

I shall send you the revised figure on this job tomorrow.

Respectfully submitted, 

J. P. Duffy
J. P. DUFFY.

Fisher I

THE PENINSULA TERMINAL COMPANY - MIAMI BEACH, FLORIDA

As of April 25, 1927

CONT. NO.	LOT	BLK.	PURCHASER	DUE	NOTES	PAID	BALANCE
			Thos. W. Walking Miami Beach, Fla.	Cash 5-20-26	\$ 4,375.00	\$ 4,375.00	12,141.00
6	1	7	Milo L. Cleveland Brookport, New York	Cash 10-22 6-22-26 12-22-26 6-22-27	\$ 4,375.00 4,375.00 4,375.00 4,375.00	\$ 4,375.00 4,375.00 4,375.00	\$ 4,375.00
16	21	8	Thos. W. Walking Miami Beach, Fla.	Cash 6-20-26	\$ 17,500.00	3,000.00	3,000.00
7	2	7	Milo L. Cleveland	Cash 7-28 6-22-26 12-22-26 6-22-27	\$ 3,000.00 3,000.00 3,000.00 3,000.00	\$ 3,000.00 3,000.00 3,000.00	3,000.00
14	20	9	Thos. W. Walking	Cash 6-20-26	\$ 12,000.00	3,000.00	3,000.00
8	2	2	G. H. & Augusta Grote 1018 Collins Avenue Miami Beach, Florida	Cash 12-22-26 12-22-27 12-22-28	\$ 3,000.00 3,000.00 3,000.00	3,000.00	9,000.00
17	44	4	Mary De W. Ed. S. Gelp Room 17-Dechman Bldg.	Cash 4-14-27	\$ 12,000.00	3,750.00	12,240.00
9	8	5	Marie Morrison % Fisher Properties Miami Beach, Fla.	Cash 6-24-26 12-24-26 6-24-27	\$ 2,850.00 2,850.00 2,850.00	2,850.00 2,000.00	6,550.00
10	41	4	Frank & Edna S. Mettler Stitzer, Wisconsin	Cash 6-24-26 12-24-26 6-24-27	\$ 3,750.00 3,750.00 3,750.00	3,750.00	11,250.00
11	25	4	John H. McNeil 100 Collins Avenue	Cash 7-27-26 6-29-26 12-29-26 6-29-27	\$ 3,750.00 3,750.00 3,750.00 3,750.00	3,750.00	6,500.00 11,250.00
12	13	7	John S. & Georgia Lindsay Burlington, N. J.	Cash 7-27-26 6-29-26 12-29-26 6-29-27	\$ 3,000.00 3,000.00 3,000.00 3,000.00	3,000.00 3,000.00	3,000.00
13	12	7	W. H. Michop Marietta, Ga.	Cash 7-27-26 6-29-26 12-29-26 6-29-27	\$ 4,375.00 4,375.00 4,375.00 4,375.00	4,375.00 4,375.00	12,000.00 4,375.00
23	2	8	J. S. Sterling John Ricard, N. Y.	Cash 7-7-26 1-7-27 7-7-27	\$ 17,500.00 3,000.00 3,000.00	3,000.00 3,000.00	3,000.00

THE PENINSULA TERMINAL COMPANY - MIAMI BEACH, FLORIDA

As of April 25, 1927

<u>BLK.</u>	<u>PURCHASER</u>	<u>DUE</u>	<u>NOTES</u>	<u>PAID</u>	<u>BALANCE</u>
7	Milo L. Cleveland Brookport, New York	Cash 6-22-26 12-22-26 6-22-27	\$ 4,375.00 4,375.00 4,375.00 4,375.00	\$4,375.00 4,375.00 4,375.00	\$ 4,375.00
			<u>\$17,500.00</u>		
7	Milo L. Cleveland	Cash 6-22-26 12-22-26 6-22-27	\$ 3,000.00 3,000.00 3,000.00 3,000.00	\$3,000.00 3,000.00 3,000.00	3,000.00
			<u>\$12,000.00</u>		
2	C. H. & Augusta Grate 1018 Collins Avenue Miami Beach, Florida	Cash 12-22-26 12-22-27 12-22-28	\$ 3,000.00 3,000.00 3,000.00 3,000.00	3,000.00	9,000.00
			<u>\$12,000.00</u>		
6	Murdo Morrison % Fisher Properties Miami Beach, Fla.	Cash 6-24-26 12-24-26 6-24-27	\$ 2,850.00 2,850.00 2,850.00 2,850.00	2,850.00 2,000.00	6,850.00
			<u>\$11,400.00</u>		
4	Frank & Edna S. Mettler Stitzer, Wisconsin	Cash 6-24-26 12-24-26 6-24-27	\$ 3,750.00 3,750.00 3,750.00 3,750.00	3,750.00	11,250.00
			<u>\$15,000.00</u>		
4	Climatic Properties Calumet Building Miami, Florida	Cash 6-29-26 12-29-26 6-29-27	\$ 3,750.00 3,750.00 3,750.00 3,750.00	3,750.00	11,250.00
			<u>\$15,000.00</u>		
7	Thomas K. Lynch 48th Street, Miami Beach, Fla.	Cash 6-29-26 12-29-26 6-29-27	\$ 3,000.00 3,000.00 3,000.00 3,000.00	3,000.00 3,000.00 3,000.00	3,000.00
			<u>\$12,000.00</u>		
7	Thomas K. Lynch	Cash 6-29-26 12-29-26 6-29-27	\$ 4,375.00 4,375.00 4,375.00 4,375.00	4,375.00 4,375.00 4,375.00	4,375.00
			<u>\$17,500.00</u>		

<u>CONT. NO.</u>	<u>LOT</u>	<u>BLK.</u>	<u>PURCHASER</u>	<u>DUE</u>	<u>NOTES</u>	<u>PAID</u>	<u>BALANCE</u>
14	22	5	Thos. W. Walking Miami Beach, Fla.	Cash	\$ 4,375.00	\$4,375.00	13,125.00
				6-30-26	4,375.00		
				12-30-26	4,375.00		
				6-30-27	4,375.00		
					<u>\$17,500.00</u>		
15	21	5	Thos. W. Walking Miami Beach, Fla.	Cash	\$ 3,000.00	3,000.00	9,000.00
				6-30-26	3,000.00		
				12-30-26	3,000.00		
				6-30-27	3,000.00		
					<u>\$12,000.00</u>		
16	20	5	Thos. W. Walking	Cash	3,000.00	3,000.00	9,000.00
				6-30-26	3,000.00		
				12-30-26	3,000.00		
				6-30-27	3,000.00		
					<u>\$12,000.00</u>		
17	43	4	Mary L. & Ed. S. Culp Room 17-Bastain Bldg. Miami Beach, Fla.	Cash	\$ 3,750.00	3,750.00	11,250.00
				7- 7-26	3,750.00		
				1- 7-27	3,750.00		
				7- 7-27	3,750.00		
					<u>\$15,000.00</u>		
18	16	5	Rudolph Townsend 404 Washington Avenue Miami Beach, Fla.	Cash	3,300.00	3,300.00	6,600.00
				7- 7-26	3,300.00		
				1- 7-27	3,300.00		
				7- 7-27	3,300.00		
					<u>\$13,200.00</u>		
19	5	5	John R. McNeil 350 Collins Avenue Miami Beach, Fla. CONTRACT REWRITTEN	Cash	\$ 3,300.00	3,300.00	6,600.00
				7-7 -26	3,300.00		
				1-7 -26	3,300.00		
				1-7- 29	3,300.00		
					<u>\$13,200.00</u>		
20	5	3	John C. & Georgia Lindsay Burlington, N. J.	Cash	\$ 3,300.00	3,300.00	3,300.00
				7- 7-26	3,300.00		
				1- 7-27	3,300.00		
				7- 7-27	3,300.00		
					<u>\$13,200.00</u>		
21	1	6	W. H. Bishop Harrisburg, Pa.	Cash	\$ 4,812.50	4,812.50	12,031.25
				7- 7-26	4,812.50		
				1- 7-27	4,812.50		
				7- 7-27	4,812.50		
					<u>\$19,250.00</u>		
23	2	5	J. S. Sterling Lake Placid, N. Y.	Cash	\$ 3,300.00	3,300.00	4,950.00
				7- 7-26	3,300.00		
				1- 7-27	3,300.00		
				7- 7-27	3,300.00		
					<u>\$13,200.00</u>		

<u>CONT.</u> <u>NO.</u>	<u>LOT</u>	<u>BLK.</u>	<u>PURCHASER</u>	<u>DUE</u>	<u>NOTES</u>	<u>PAID</u>	<u>BALANCE</u>
24	1	5	Charles Moyer Jamaica, L. I. New York	Cash	\$ 4,812.50	4,812.50	
				7-7-26	4,812.50		14,437.50
				1-7-27	4,812.50		
				1-7-27	4,812.50		
					<u>\$19,250.00</u>		
25	5	5	W. S. Kidd, Jr. Aliquippa, Pa.	Cash	\$ 3,300.00	3,300.00	
				7-28-26	3,300.00		9,900.00
				1-28-27	3,300.00		
				7-26-27	3,300.00		
					<u>\$13,200.00</u>		
26	4	5	F. E. Gordon Fairbanks, Alaska	Cash	\$ 3,300.00	3,300.00	
				7-7-26	3,300.00		9,900.00
				1-7-27	3,300.00		
				7-7-27	3,300.00		
					<u>\$13,200.00</u>		
31	10	5	A. V. Lloyd W Woods-Lloyd Co., Pittsburg, Pa.	Cash	\$ 3,000.00	3,000.00	
				6-23-26	3,000.00	3,000.00	
				12-23-26	3,000.00	3,000.00	3,000.00
				6-23-27	3,000.00		
					<u>\$12,000.00</u>		
32	11	5	A. V. Lloyd	Cash	\$ 4,375.00	4,375.00	
				6-23-26	4,375.00	4,375.00	
				12-23-26	4,375.00	4,375.00	
				6-23-27	4,375.00		4,375.00
					<u>\$17,500.00</u>		
35	2	1	Lissie R. Smart Washua, N. H.	Cash	\$ 3,000.00	3,000.00	
				6-24-26	3,000.00	3,000.00	
				12-24-26	3,000.00	3,000.00	
				6-24-27	3,000.00		3,000.00
					<u>\$12,000.00</u>		
36	6	5	Howard Isherwood 738 Broad Street Newark, N. J.	Cash	\$ 3,000.00	3,000.00	
				6-30-26	3,000.00	3,000.00	
				12-30-26	3,000.00	3,000.00	
				6-30-27	3,000.00		3,000.00
					<u>\$12,000.00</u>		
37	7	5	W. H. Godby 15 William Street Wutley, N. J.	Cash	\$ 3,000.00	3,000.00	
				6-30-26	3,000.00	3,000.00	
				12-30-26	3,000.00	3,000.00	
				6-30-27	3,000.00		3,000.00
					<u>\$12,000.00</u>		
43	13	2	Sicaris & Malima 29 N. End Street Reading, Pa.	Cash	\$ 3,000.00	3,000.00	
				6-22-26	3,000.00		9,000.00
				12-22-26	3,000.00		
				6-22-27	3,000.00		
					<u>\$12,000.00</u>		

<u>CONT.</u> <u>NO.</u>	<u>LOT</u>	<u>BLK.</u>	<u>PURCHASER</u>	<u>DUE</u>	<u>NOTES</u>	<u>PAID</u>	<u>BALANCE</u>	
47	12	1	Mrs. W. J. Womser Lima, Ohio	Cash	\$ 7,062.50	7,062.50		
					7- 9-26	7,062.50	7,062.50	
					1- 9-27	7,062.50		14,125.00
					7- 9-27	7,062.50		
						<u>7,062.50</u>		
					<u>\$28,250.00</u>			
48	1	2	H. B. & M. J. Keeney 312 Emmett St. Petoskey, Michigan	Cash	4,375.00	4,375.00		
					6-24-26	4,375.00	4,375.00	
					12-24-26	4,375.00	4,375.00	
					6-24-27	4,375.00		4,375.00
						<u>4,375.00</u>		
					<u>\$17,500.00</u>			
50	4	3	C. W. & H. M. Carring 227 N. E. 2nd St. Miami, Florida	Cash	\$ 5,000.00	5,000.00		
					6-24-26	5,000.00	1,500.00	
					12-24-26	5,000.00		7,500.00
					6-24-27	5,000.00		
						<u>5,000.00</u>		
					<u>\$12,000.00</u>			
51	15	3	Geraldine M. Mittag 234 N. E. 4th Street Miami, Florida	Cash	5,000.00	5,000.00		
					6-24-26	5,000.00	1,500.00	
					12-24-26	5,000.00		7,500.00
					6-24-27	5,000.00		
						<u>5,000.00</u>		
					<u>\$12,000.00</u>			
52	45	4	Alice Mathais 803 S. W. 9th Street Miami, Florida	Cash	\$ 5,750.00	5,750.00		
					6-24-26	5,750.00		11,250.00
					12-24-26	5,750.00		
					6-24-27	5,750.00		
						<u>5,750.00</u>		
					<u>\$15,000.00</u>			
53	14	3	Dr. George M. Smith Mt. Clemmons, Mich.	Cash	\$ 5,000.00	5,000.00		
					6-24-26	5,000.00	1,500.00	
					12-24-26	5,000.00		7,500.00
					6-24-27	5,000.00		
						<u>5,000.00</u>		
					<u>\$12,000.00</u>			
54	17	3	G. A. & A. L. Merrill Provincetown, Mass.	Cash	\$ 5,000.00	5,000.00		
					6-28-26	5,000.00	3,000.00	
					12-28-26	5,000.00	5,000.00	
					6-28-27	5,000.00		5,000.00
						<u>5,000.00</u>		
					<u>\$12,000.00</u>			
55	3	3	Mary Wise 124 Columbia Heights Brooklyn, N. Y.	Cash	\$ 5,000.00	5,000.00		
					6-28-26	5,000.00	5,000.00	
					12-28-26	5,000.00		6,000.00
					6-28-27	5,000.00		
						<u>5,000.00</u>		
					<u>\$12,000.00</u>			
62	14	7	John W. Speckman 1600 Walnut Street Philadelphia, Pa.	Cash	\$ 5,300.00	5,300.00		
					7-13-26	5,300.00	5,300.00	
					1-13-27	5,300.00		6,600.00
					7-13-27	5,300.00		
						<u>5,300.00</u>		
					<u>\$15,200.00</u>			

<u>CONT.</u> <u>NO.</u>	<u>LOT</u>	<u>BLK.</u>	<u>PURCHASER</u>	<u>DUE</u>	<u>NOTES</u>	<u>PAID</u>	<u>BALANCE</u>	
65	32	4	A. Reggle 105 Hudson St. New York, N. Y.	Cash	\$ 4,125.00	4,125.00		
					7-14-26	4,125.00	4,125.00	
					1-14-27	4,125.00		8,250.00
					7-14-27	4,125.00		
							<u>\$16,500.00</u>	
74	16	3	Jacob L. Frey 456 West King St. Lancaster, Pa.	Cash	\$ 3,000.00	3,000.00		
					6-28-26	3,000.00	3,000.00	
					12-28-26	3,000.00		6,000.00
					6-28-27	3,000.00		
			<u>\$12,000.00</u>					
78	18	5	Anna L. Arnold Hyde Park Cincinnati, Ohio	Cash	\$ 3,000.00	3,000.00		
					6-30-26	3,000.00		9,000.00
					12-30-26	3,000.00		
					6-30-27	3,000.00		
			<u>\$12,000.00</u>					
79	19	5	Anna L. Arnold	Cash	\$ 3,000.00	3,000.00		
					6-30-26	3,000.00		9,000.00
					12-30-26	3,000.00		
					6-30-27	3,000.00		
			<u>\$12,000.00</u>					
80	20	5	Anna L. Arnold	Cash	\$ 3,000.00	3,000.00		
					6-30-26	3,000.00		9,000.00
					12-30-26	3,000.00		
					6-30-27	3,000.00		
			<u>\$12,000.00</u>					
81	8	5	Omar Abernathy Miami Beach	Cash	\$ 3,300.00	3,300.00		
					7- 8-26	3,300.00	3,300.00	
					1- 8-27	3,300.00		6,600.00
					7- 8-27	3,300.00		
			<u>\$15,200.00</u>					
82	9	3	Omar Abernathy Miami Beach, Fla.	Cash	\$ 3,300.00	3,300.00		
					7- 8-26	3,300.00	3,300.00	
					1- 8-27	3,300.00		6,600.00
					7- 8-27	3,300.00		
			<u>\$15,200.00</u>					
83	15	7	Rose H. Belchambers 37 Beak Avenue Rye, New York	Cash	\$ 3,500.00	3,500.00		
					7-15-26	3,500.00	3,500.00	
					1-15-27	3,500.00		3,500.00
					7-15-27	3,500.00		
			<u>\$15,200.00</u>					
84	12	5	Julia S. & Wm. Meyer 5th Floor Empire Bldg. Pittsburg, Pa.	Cash	\$ 4,812.50	4,812.50		
					7-21-26	4,812.50	2,406.25	
					1-21-27	4,812.50		12,031.25
					7-21-27	4,812.50		
			<u>\$19,250.00</u>					

<u>CONT.</u> <u>NO.</u>	<u>LOT</u>	<u>BLK.</u>	<u>PURCHASER</u>	<u>DUE</u>	<u>NOTES</u>	<u>PAID</u>	<u>BALANCE</u>
85	15	5	Julia S. & Wm. Meyer 5th Floor Empire Bldg. Pittsburg, Pa.	Cash 7-21-26 1-21-27 7-21-27	\$ 3,300.00 3,300.00 3,300.00 3,300.00	3,300.00 1,650.00	8,250.00
					<u>\$15,200.00</u>		
86	15	2	Geiger Properties Inc. 424 Calumet Building Miami, Florida	Cash 7-19-26 1-19-27 7-19-27	\$ 3,300.00 3,300.00 3,300.00 3,300.00	3,300.00 3,300.00	6,600.00
					<u>\$15,200.00</u>		
87	16	7	Norman E. Ogden 140 Boulevard Summit, N. J.	Cash 7-18-26 1-18-27 7-18-27	\$ 3,300.00 3,300.00 3,300.00 3,300.00	3,300.00	9,900.00
					<u>\$15,200.00</u>		
88	17	7	Norman E. Ogden 140 Boulevard Summit, N.J.	Cash 7-18-26 1-18-27 7-18-27	\$ 3,300.00 3,300.00 3,300.00 3,300.00	3,300.00	9,900.00
					<u>\$15,200.00</u>		
89	18	7	Norman E. Ogden 140 Boulevard Summit, N. J.	Cash 7-18-26 1-18-27 7-18-27	\$ 3,300.00 3,300.00 3,300.00 3,300.00	3,300.00	9,900.00
					<u>\$15,200.00</u>		
90	16	1	Maud Duffie Carlton Place Ontario, Canada CONTRACT REWRITTEN	Cash 7-18-26 1-18-27 1-18-28 7-18-28	\$ 3,300.00 3,300.00 1,650.00 2,475.00 2,475.00	3,300.00 3,300.00 1,650.00	4,950.00
					<u>\$15,200.00</u>		
91	17	1	Maud Duffie Carlton Place, Ontario, Canada CONTRACT REWRITTEN	Cash 7-18-26 1-18-27 1-18-28 7-18-28	\$ 3,300.00 3,300.00 1,650.00 2,475.00 2,475.00	3,300.00 3,300.00 1,650.00	4,950.00
					<u>\$15,200.00</u>		
92	36	4	Boss Properties, Inc. 101 N. E. 45th St. Miami, Florida	Cash 7- 7-26 2-7- 27 7- 7-27	\$ 4,125.00 4,125.00 4,125.00 4,125.00	4,125.00 4,125.00	8,250.00
					<u>\$16,500.00</u>		
93	2	3	Emma Links & May Evans 1009 S. Champaign Ave. Columbus, Ohio	Cash 5-24-26 12-24-26 5-24-27	\$ 3,000.00 3,000.00 3,000.00 3,000.00	3,000.00	9,000.00
					<u>\$12,000.00</u>		

<u>COURT.</u> <u>NO.</u>	<u>LOT</u>	<u>BLK.</u>	<u>PURCHASER</u>	<u>DUE</u>	<u>NOTES</u>	<u>PAID</u>	<u>BALANCE</u>
94	12	3	John V. Ritts, Butler, Pa.	Cash	\$ 4,375.00	4,375.00	10,937.50
				6-24-26	4,375.00	2,187.50	
				12-24-26	4,375.00		
				6-24-27	4,375.00		
					<u>\$17,500.00</u>		
95	1	3	John V. Ritts, Butler, Pa.	Cash	\$ 4,375.00	4,375.00	10,937.50
				6-24-26	4,375.00	2,187.50	
				12-24-26	4,375.00		
				6-24-27	4,375.00		
					<u>\$17,500.00</u>		
96	24	4	T. J. & Mary E. Parrish 1518 N. Long St. Columbus, Ohio	Cash	\$ 5,250.00	5,250.00	15,750.00
				6-24-26	5,250.00		
				12-24-26	5,250.00		
				6-24-27	5,250.00		
					<u>\$21,000.00</u>		
97	13	3	Reginald C. McHard 225 N. 34th St. Philadelphia, Pa.	Cash	\$ 3,000.00	3,000.00	6,000.00
				6-24-26	3,000.00	3,000.00	
				12-24-26	3,000.00		
				6-24-27	3,000.00		
					<u>\$12,000.00</u>		
100	15	1	Minnie A. McMahen 421 N. E. 24th Terrace Miami, Florida	Cash	\$ 3,300.00	3,300.00	9,900.00
				7-25-26	3,300.00		
				1-25-27	3,300.00		
				7-25-27	3,300.00		
					<u>\$13,200.00</u>		
101	22	4	Helen C. Vivian Box 327 Miami, Florida	Cash	\$ 3,750.00	3,750.00	11,250.00
				12-22-26	3,750.00		
				12-22-27	3,750.00		
				12-22-28	3,750.00		
					<u>\$15,000.00</u>		
102	25	4	Helen C. Vivian Box 327, Miami, Florida.	Cash	\$ 5,250.00	5,250.00	15,750.00
				12-22-26	5,250.00		
				12-22-27	5,250.00		
				12-22-28	5,250.00		
					<u>\$21,000.00</u>		
103	37	4	George A. Shannon Jersey City Stock Yards Jersey City, N. J.	Cash	\$ 4,125.00	4,125.00	8,250.00
				7-11-26	4,125.00	4,125.00	
				1-11-27	4,125.00		
				7-11-27	4,125.00		
					<u>\$16,500.00</u>		
104	38	4	George A. Shannon Jersey City Stock Yards, Jersey City, N.J.	Cash	\$ 4,125.00	4,125.00	8,250.00
				7-11-26	4,125.00	4,125.00	
				1-11-27	4,125.00		
				7-11-27	4,125.00		
					<u>\$16,500.00</u>		

<u>CONT.</u> <u>NO.</u>	<u>LOT</u>	<u>BLK.</u>	<u>PURCHASER</u>	<u>DUE</u>	<u>NOTES</u>	<u>PAID</u>	<u>BALANCE</u>
106	14	5	Chas. F. Wenger Ridgewood, N. J.	Cash	\$ 3,300.00	3,300.00	6,600.00
				7-28-26	3,300.00	3,300.00	
				1-26-27	3,300.00		
				7-26-27	3,300.00		
					<u>\$13,200.00</u>		
107	8	1	Ed. E. Grosscup Traymore Hotel Atlantic City, N. J.	Cash	\$ 3,300.00	3,300.00	6,600.00
				8- 6-26	3,300.00	3,300.00	
				2- 6-27	3,300.00		
				8- 6-27	3,300.00		
					<u>\$13,200.00</u>		
108	18	1	Ed. E. Grosscup Traymore Hotel, Atlantic City, N. J.	Cash	\$ 3,300.00	3,300.00	6,600.00
				8- 6-26	3,300.00	3,300.00	
				2- 6-27	3,300.00		
				8- 6-27	3,300.00		
					<u>\$13,200.00</u>		
109	14	4	Fred. A. Gouture Rochester, N. H.	Cash	\$ 4,125.00	4,125.00	12,375.00
				8- 9-26	4,125.00		
				2-9- 27	4,125.00		
				8- 9-27	4,125.00		
					<u>\$16,500.00</u>		
110	15	4	Alice E. Beaudoin Rochester, N. H.	Cash	\$ 4,125.00	4,125.00	12,375.00
				8- 9-26	4,125.00		
				2- 9-27	4,125.00		
				8- 9-27	4,125.00		
					<u>\$16,500.00</u>		
111	12	4	August G. Fink Newark, N. J.	Cash	\$ 4,125.00	4,125.00	4,125.00
				8-18-26	4,125.00	4,125.00	
				2-18-27	4,125.00	4,125.00	
				8-18-27	4,125.00		
					<u>\$16,500.00</u>		
112	13	4	August G. Fink Newark, N. J.	Cash	\$ 4,125.00	4,125.00	4,125.00
				8-18-26	4,125.00	4,125.00	
				2-18-27	4,125.00	4,125.00	
				8-18-27	4,125.00		
					<u>\$16,500.00</u>		
113	5	2	John Charles Bereford Marquis of Waterford Cuxraghmore, Portlaw, Ireland	Cash	\$ 3,201.00	3,201.00	3,201.00
				8-19-26	3,201.00	3,201.00	
				2-19-27	3,201.00	3,201.00	
				8-19-27	3,201.00		
					<u>\$12,804.00</u>		
114	5	6	Rt. Hon. Lord Cromwell Lutterworth, Eng.	Cash	\$ 3,201.00	3,201.00	3,201.00
				8-19-26	3,201.00	3,201.00	
				2-19-27	3,201.00	3,201.00	
				8-19-27	3,201.00		
					<u>\$12,804.00</u>		

<u>CONF. NO.</u>	<u>LOT</u>	<u>BLK.</u>	<u>PURCHASER</u>	<u>DUE</u>	<u>NOTES</u>	<u>PAID</u>	<u>BALANCE</u>	
115	6	6	Rt. Hon. Lord Cromwell Lutterworth, Eng.	Cash	\$ 3,201.00	3,201.00		
					8-19-26	3,201.00	3,201.00	
					2-19-27	3,201.00	3,201.00	
					8-19-27	3,201.00		3,201.00
							<u>\$12,804.00</u>	
116	16	6	Rt. Hon. Lord Cromwell Lutterworth, Eng.	Cash	\$ 3,201.00	3,201.00		
					8-19-26	3,201.00	3,201.00	
					2-19-27	3,201.00	3,201.00	
					8-19-27	3,201.00		3,201.00
							<u>\$12,804.00</u>	
117	17	6	Rt. Hon. Lord Cromwell Lutterworth, Eng.	Cash	\$ 3,201.00	3,201.00		
					8-19-26	3,201.00	3,201.00	
					2-19-27	3,201.00	3,201.00	
					8-19-27	3,201.00		3,201.00
							<u>\$12,804.00</u>	
118	8	2	Rt. Hon. Lord Cromwell Lutterworth, Eng.	Cash	\$ 3,201.00	3,201.00		
					8-19-26	3,201.00	3,201.00	
					2-19-27	3,201.00	3,201.00	
					8-19-27	3,201.00		3,201.00
							<u>\$12,804.00</u>	
119	9	2	Rt. Hon. Lord Cromwell Lutterworth, Eng.	Cash	\$ 3,201.00	3,201.00		
					8-19-26	3,201.00	3,201.00	
					2-19-27	3,201.00	3,201.00	
					8-19-27	3,201.00		3,201.00
							<u>\$12,804.00</u>	
120	19	2	Rt. Hon. Lord Cromwell Lutterworth, Eng.	Cash	\$ 3,201.00	3,201.00		
					8-19-26	3,201.00	3,201.00	
					2-19-27	3,201.00	3,201.00	
					8-19-27	3,201.00		3,201.00
							<u>\$12,804.00</u>	
121	20	2	Rt. Hon. Lord Cromwell Lutterworth, Eng.	Cash	\$ 3,201.00	3,201.00		
					8-19-26	3,201.00	3,201.00	
					2-19-27	3,201.00	3,201.00	
					8-19-27	3,201.00		3,201.00
							<u>\$12,804.00</u>	
122	8	7	Norman E. Odgen Summit, N. J.	Cash	\$ 3,500.00	3,500.00		
					8-19-26	3,500.00		3,500.00
					2-19-27	3,500.00		
					8-19-27	3,500.00		
							<u>\$13,200.00</u>	
123	7	7	Norman E. Odgen Summit, N. J.	Cash	\$ 3,500.00	3,500.00		
					8-19-26	3,500.00		3,500.00
					2-19-27	3,500.00		
					8-19-27	3,500.00		
							<u>\$13,200.00</u>	

<u>CONT.</u> <u>NO.</u>	<u>LOT</u>	<u>BLK</u>	<u>PURCHASER</u>	<u>DUE</u>	<u>NOTES</u>	<u>PAID</u>	<u>BALANCE</u>
124	6	1	Helena D. Johnson Evansville, Ind.	Cash	\$ 5,500.00	5,500.00	
				8-20-26	5,500.00	5,500.00	
				2-20-27	5,500.00	5,500.00	
				8-20-27	5,500.00		5,500.00
					<u>5,500.00</u>		
					<u>\$15,200.00</u>		
125	7	1	Helena D. Johnson Evansville, Ind.	Cash	\$ 5,500.00	5,500.00	
				8-20-26	5,500.00	5,500.00	
				2-20-27	5,500.00	5,500.00	
				8-20-27	5,500.00		5,500.00
					<u>5,500.00</u>		
					<u>\$15,200.00</u>		
126	19	1	Andrew J. Pembroke 193 E. Broad St. Columbus, Ohio	Cash	\$ 5,500.00	5,500.00	
				8-24-26	5,500.00	5,500.00	
				2-24-27	5,500.00	5,500.00	
				8-24-27	5,500.00		5,500.00
					<u>5,500.00</u>		
					<u>\$15,200.00</u>		
129	9	1	May Waterbury 117 East 57th Street New York City	Cash	\$ 5,500.00	5,500.00	
				8-26-26	5,500.00	5,500.00	
				2-26-27	5,500.00	5,500.00	
				8-26-27	5,500.00		5,500.00
					<u>5,500.00</u>		
					<u>\$15,200.00</u>		

DEEDED PROPERTY

THE PENINSULA TERMINAL COMPANY - MIAMI BEACH, FLORIDA

As of April 25, 1927

<u>CONT. NO.</u>	<u>LOT BLK.</u>	<u>PURCHASER</u>	<u>DUE</u>	<u>NOTES</u>	<u>PAID</u>	<u>BALANCE</u>	
29	28	4	Cleveland & Sons Co. Brookport, N. Y.	Cash	\$ 3,750.00	\$ 3,750.00	
				6-22-26	3,750.00	3,750.00	
				12-22-26	3,750.00	3,750.00	
				6-22-27	3,750.00	3,750.00	-0-
					<u>\$15,000.00</u>	<u>\$15,000.00</u>	
30	27	4	Cleveland & Sons Co. Brookport, N. Y.	Cash	\$ 3,750.00	\$ 3,750.00	
				6-22-26	3,750.00	3,750.00	
				12-22-26	3,750.00	3,750.00	
				6-22-27	3,750.00	3,750.00	-0-
					<u>\$15,000.00</u>	<u>\$15,000.00</u>	
40	11	6	Cleveland & Sons Co. Brookport, N. Y.	Cash	\$ 4,375.00	\$ 4,375.00	
				6-22-26	4,375.00	4,375.00	
				12-22-26	4,375.00	4,375.00	
				6-22-27	4,375.00	4,375.00	-0-
					<u>\$17,500.00</u>	<u>\$17,500.00</u>	
41	21	7	Cleveland & Sons Co. Brookport, N. Y.	Cash	\$ 3,000.00	\$ 3,000.00	
				6-22-26	3,000.00	3,000.00	
				12-22-26	3,000.00	3,000.00	
				6-22-27	3,000.00	3,000.00	-0-
					<u>\$12,000.00</u>	<u>\$12,000.00</u>	
42	22	7	Cleveland & Sons Co. Brookport, N. Y.	Cash	\$ 4,375.00	\$ 4,375.00	
				6-22-26	4,375.00	4,375.00	
				12-22-26	4,375.00	4,375.00	
				6-22-27	4,375.00	4,375.00	-0-
					<u>\$17,500.00</u>	<u>\$17,500.00</u>	
49	12	2	Giffard Morgan Brookport, N. Y.	Cash	\$ 4,375.00	\$ 4,375.00	
				6-22-26	4,375.00	4,375.00	
				12-22-26	4,375.00	4,375.00	
				6-22-27	4,375.00	4,375.00	-0-
					<u>\$17,500.00</u>	<u>\$17,500.00</u>	
64	12	6	Caroline F. DeBrunsmen Rose Hill, Cincinnati, Ohio	Cash	\$16,975.00	\$16,975.00	-0-
					<u>\$16,975.00</u>	<u>\$16,975.00</u>	
65	22	6	Caroline F. DeBrunsmen Rose Hill, Cincinnati, Ohio	Cash	\$16,975.00	\$16,975.00	-0-
					<u>\$16,975.00</u>	<u>\$16,975.00</u>	
68	11	7	Caroline F. DeBrunsmen Rose Hill, Cincinnati, Ohio	Cash	\$16,975.00	\$16,975.00	-0-
					<u>\$16,975.00</u>	<u>\$16,975.00</u>	

<u>CONT. NO.</u>	<u>LOT</u>	<u>BLK.</u>	<u>PURCHASER</u>	<u>DUE</u>	<u>NOTES</u>	<u>PAID</u>	<u>BALANCE</u>
67	15	6	Caroline F. DeBrunsmen Rose Hill, Cincinnati, Ohio	Cash	\$11,640.00	\$11,640.00	-0-
					<u>\$11,640.00</u>	<u>\$11,640.00</u>	
68	21	6	Caroline F. DeBrunsmen Rose Hill, Cincinnati, Ohio	Cash	\$11,640.00	\$11,640.00	-0-
69	10	7	Caroline F. DeBrunsmen Rose Hill, Cinn. Ohio.	Cash	\$11,640.00	\$11,640.00	-0-
70	18	4	P. M. Gelatt, La Crosse, Wis.	Cash	\$15,000.00	\$15,000.00	-0-
71	19	4	P. M. Gelatt, La Crosse, Wis.	Cash	\$15,000.00	\$15,000.00	-0-
75	25	4	P. M. Gelatt, La Crosse, Wis.	Cash	\$15,000.00	\$15,000.00	-0-
76	29	4	P. M. Gelatt, La Crosse, Wis.	Cash	\$15,000.00	\$15,000.00	-0-
77	6	5	Herrill & Matheson Provincetown, Mass.	Cash	\$ 3,000.00	\$ 3,000.00	
000.00	-0-	Cash	Loss, Wis.	La Cr			
		Gelatt, Crosse, Wis.	4	P. M. La Cr	Cash	\$1	76
000.00		Herrill & Matheson Provincetown, Mass.	5	Merri Provi	Cash	\$	77
		Crosse, Wis.	Cash	\$1	La Cr	000.00	-0-

000.00

000.00

000.00

FORECLOSURES

THE PENINSULA TERMINAL COMPANY - MIAMI BEACH, FLORIDA

As of April 25, 1927

<u>CONT.</u> <u>NO.</u>	<u>LOT</u>	<u>BLK.</u>	<u>PURCHASER</u>	<u>DUE</u>	<u>NOTES</u>	<u>PAID</u>	<u>BALANCE</u>
27	7	3	Cassie Reilly Boise, Idaho	Cash	\$ 3,300.00	\$5,300.00	
				7- 7-26	3,300.00		\$9,900.00
				1- 7-27	3,300.00		
				7- 7-27	3,300.00		
					<u>\$15,200.00</u>		
57	3	1	Thomas H. Stephens	Cash	\$ 3,300.00	3,300.00	
58	4	1	National City Bank	7-11-26	3,300.00		9,900.00
59	5	1	New York, N.Y.	1-11-27	3,300.00		
60	14	1		7-11-27	3,300.00		
61	15	1	(5 LOTS-ALL SAME)		<u>\$13,200.00</u>		

Fisher Est.

REPORT OF THE ENGINEER

C A R L G. F I S H E R P R O P E R T I E S

Report ending week August 20, 1927.

TO: Mr. CARL G. FISHER

Inspected and supervised the placing of dredged material on Harbor Terminal Island which is now being placed by the Dredge Orleans from the Government Cut.

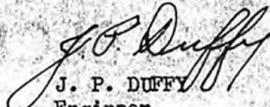
Assisted and furnished engineering data to legal and sales departments.

Staked out Lot 9, Block 10, La Gorce Golf Sub-division.

Staked out Lot 9, Block 32, Lake View Subdivision.

Preparing complete plans for swimming pool to be located on Nautilus Hotel grounds.

Respectfully submitted,


J. P. DUFFY
Engineer.

JPD/vh

Fisher's Island

November 14, 1927.

Mr. Richard H. Hoyt,
25 Broad Street,
New York City.

Dear Dick:

Regarding the situation at Miami Beach: The Peninsular Terminal Company island is approximately 4000 feet long by 2000 feet wide and contains 210 acres, of which in the central part of the island available for landing purposes would be about 120 acres.

In the meantime, if you need for immediate purposes, we have four polo fields in the center of the island which are approximately 950 feet long by 450 feet wide. These polo fields are surrounded with a hard road and a built up hedge. If necessary, we could cut the two hedges from one pair of fields giving you 1000 by 1000 feet square, or put two connecting fields together giving you 1900 feet in length by 450 feet width. The fields lie north and south. The prevailing wind at Miami Beach eighty percent of the year is from the southeast.

We would not want to establish a permanent landing field on the polo fields as the property is entirely too valuable for this purpose and there is considerable of a nuisance to landing fields when nearby residences are concerned. However, in order to get you a quick start, if this is necessary these two fields could be used while the island property is being put in shape.

The island property would need grading and I think it would be better to start some grass on it. As it is now, the surface is all rock which is ground up pumpings from the channel. This is a soft coral rock and can be harrowed and put in shape just about as easy as you could handle very tough clay.

Mr. Richard B. Hoyt,
November 14, 1927,
Page 2.

The advantage of the island for a base is, first, that it is a commercial subdivision. Gas and oil storage supplies are already on the island, and there is an ideal seaplane landing on any side of the island. This would allow a seaplane to land, taxi a short distance to a run-way or hangar or a repair station, storage or supplies. It is about the only place I know of available where both sea and land planes could operate from one base to advantage.

The Government has a landing field back in the Everglades about eight miles from Miami and about eleven miles from Miami Beach. I have not seen this field for some time but the last time I looked at it it was in rather fair shape. However, there is no chance of landing a seaplane any nearer than eight or ten miles to the Government landing field.

I wired down to our Mr. Chase to look out for your Mr. Trippe.

If our island property is suitable, we can make some very satisfactory arrangements with you to use this property for your base.

Yours,

CGF:T

CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

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

WESTERN UNION TELEGRAM



CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

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

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

NOV 27 11:55 NL NEW YORK NY 22

CARL G FISHER

127 NOV 22 PM 3 50

MIAMI BEACH FLO.

PANAMERICAN AIRWAYS INTERESTED IN OPERATING PASSENGER SERVICE KEYWEST MIAMI PALMBEACH THIS WINTER STOP YOUR TERMINAL ISLAND EXCELLENT LOCATION SERVING MIAMI STOP WE ESTIMATE COST PREPARING FIELD WITHOUT HANGARS OR OTHER FACILITIES FIFTY TO SEVENTY FIVE THOUSAND STOP WOULD YOU BE INTERESTED HAVING US UNDERTAKE THIS EXPENDITURE RECEIVING NOTES FOR SUCH EXPENDITURE AND GIVING US FOR SUBSTANTIAL PERIOD FREE USE OF FIELD STOP IN THE EVENT PROPERTY IS SOLD WE WOULD SIMPLY BE PAID BACK OUR EXPENDITURE STOP OUR PEOPLE POINT OUT CITY OF MIAMI IS CONTEMPLATING ONE ONE QUARTER MILLION EXPENDITURE FOR ISLAND BETWEEN YOUR ISLAND AND MIAMI FOR AIRPORT STOP THIS DEVELOPMENT OF YOUR ISLAND MIGHT BE INSTRUMENTAL SALE OF WHOLE PROJECT TO MIAMI.

R F HOYT.



CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N.L.

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

WESTERN UNION TELEGRAM

CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N.L.

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

NEWCOMB... GEORGE W. F. ATKINS, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

NOV 22 11 50 AM. NEW YORK NY 22

CARL G FISHER

1927 NOV 22 PM 3 50

MIAMI BEACH FLO.

PANAMERICAN AIRWAYS INTERESTED IN OPERATING PASSENGER SERVICE KEYWEST MIAMI PALMBEACH THIS WINTER STOP YOUR TERMINAL ISLAND EXCELLENT LOCATION SERVING MIAMI STOP WE ESTIMATE COST PREPARING FIELD WITHOUT HANGARS OR OTHER FACILITIES FIFTY TO SEVENTY FIVE THOUSAND STOP WOULD YOU BE INTERESTED HAVING US UNDERTAKE THIS EXPENDITURE RECEIVING NOTES FOR SUCH EXPENDITURE AND GIVING US FOR SUBSTANTIAL PERIOD FREE USE OF FIELD STOP IN THE EVENT PROPERTY IS SOLD WE WOULD SIMPLY BE PAID BACK OUR EXPENDITURE STOP OUR PEOPLE POINT OUT CITY OF MIAMI IS CONTEMPLATING ONE ONE QUARTER MILLION EXPENDITURE FOR ISLAND BETWEEN YOUR ISLAND AND MIAMI FOR AIRPORT STOP THIS DEVELOPMENT OF YOUR ISLAND MIGHT BE INSTRUMENTAL SALE OF WHOLE PROJECT TO MIAMI.

R F HOYT.



November 29, 1927.

Mr. Richard F. Hoyt,
25 Broad Street,
New York City.

Dear Dick:

Your engineer, Mr. Whitbeck, was here yesterday and I spoke to him about the island. He said he would confer further with you in New York.

We sold a small portion of the southeast corner, two and a half acres, to a wealthy yacht owner in New York. This sale was made several years ago. I did not know until this morning that yesterday morning the owner of this property left sketches with our engineer for the immediate erection of a cottage with a swimming pool and considerable improvements on the property which will amount to a very substantial sum. If the owner of this property should depend upon us for electricity, it would be necessary for us to do one of two things; either run a pole line across the property (this is practically a mile) or the additional expense of putting an underground cable, which would leave the eastern end of the property free from pole and wire obstructions.

Another point came up immediately; would the owner of this property, considering the improvements, be annoyed with airplanes? If so, we could not possibly consider leasing the property to you, even at a substantial rental. Our engineer knew nothing of my meeting with your engineer yesterday evening.

I am wiring this man, who left on last night's train, and asking him if airplanes landing would annoy him. I will receive a wire undoubtedly in the next three days from the owner.

Our instructions to our engineers were to rush the entire development and complete it in less than seven weeks and we are on the job this morning and will start construction work within three days.

There is no doubt that you could land your water machines on our property without any annoyance to the

Mr. Richard F. Hoyt,
November 28, 1927.
Page 2.

gentleman referred to, as they would land and leave at least a mile from his location. But land machines would come right over the house, within a few feet of the top of it probably ninety per cent of the time they used the property as eighty-eight per cent of the season the direct wind here is from the southeast and all airplanes taking off into the southeast wind would rise from the ground within two or three hundred feet of his property. A great majority of the flights would have to pass directly over his house.

I think this gives you a complete picture of the situation and I wanted to get the information to you quickly so you will make no further arrangements until you hear from me. Have just wired you as follows:

HOLD UP ANY FURTHER PLANS FOR OUR LANDING FIELD UNTIL YOU RECEIVE MY LETTER DATED THIS AFTERNOON

Yours,

CGF:2

December 3, 1927

Mr. R. F. Hoyt,
25 Broad Street,
New York City.

Dear Dick:

We just received a wire from Mr. Vanderbilt saying that to use for an airport the property adjoining his property would not annoy him. I have just wired you as follows:

JUST RECEIVED WIRE FROM W. K. VANDERBILT HE HAS
NO OBJECTION TO USE OF ADJOINING PROPERTY FOR
AIRPORT PURPOSES

Yours,

CGF:T

Fisher 251.

December 5, 1927.

Mr. J. P. Duffy,
Miami Beach.

My dear Duffy:

In going over your sketch, I do not see any arrangements made for a spring board to the pool. While you are building the pool, you should sink some heavy timbers connecting with the concrete in such a manner that inch bolts or studs can be fastened, to use in fastening the spring board.

Considerable expense can be saved in changing the depth of the pool from ten to eight feet. It is not so much the expense in the construction as it is the expense of filling the pool. However, if Mr. Vanderbilt expressly stated he wanted ten feet, do it his way.

I think that the gate posts would have looked better if they had extended about ten inches higher above the wall. However, before you have these completed you will no doubt hear from Mr. Vanderbilt on both of these items, and I am sending him a copy of this letter so that if he is interested in either item he will drop you a wire. Otherwise, you will keep right on going so that the job will be completed on time.

Make arrangements with the Japanese firm to get the planting in quickly. To do this, they should make a survey of the property to see just what plants are wanted. Mr. Vanderbilt will undoubtedly want several large sized Coconut Palms and it will be necessary for them to cut back these trees now which will give them several weeks time to adjust themselves to short roots before being transplanted.

Yours,

GGF:T

Copy to Mr. W. K. Vanderbilt.

(COPY)

Part of Miami

RESOLUTION passed by the Board of Governors of the Miami Beach Chamber of Commerce at a special meeting held on December 15, 1927.

WHEREAS, the combined cities of Miami and Miami Beach are rapidly becoming a joint Port of Entry for ocean going vessels of the entire world, the only deterrent factor from our being a port of the first class lying in the fact that we have at the present time a channel of only twenty five feet, and

WHEREAS, many passenger and freight ships having a draft in excess of twenty five feet would enter this harbor if of sufficient depth to permit them to do so; and

WHEREAS, passenger and freight ships from Spain and other parts of Europe bound for Cuba, Mexico, and the Panama Canal, would with proper facilities for so doing, make Miami a regular port of call, and

WHEREAS, both the cities of Miami and Miami Beach have each already expended many millions of dollars in the making and deepening of their channels, now completed, and

WHEREAS, here in Miami Beach the Carl G. Fisher interests have expended of their own money, upon the Causeway and Terminal Islands, the following amounts; Land purchases - \$688,311.76; Bulkheading - \$324,106.82; Dredging - \$1,483,157.49; Grading - \$30,590.70; Building - \$31,034.03; Engineering - \$85,878.36; Overhead - \$123,355.17; making a total of \$2,666,434.33; and

WHEREAS, the City of Miami Beach and others have expended upon the Meloy Chamel, the following amounts: Assessable frontage - \$265,425.00; Purchase of property - \$75,000.00; Municipal dock construction - \$34,737.52; Grading at Municipal Dock - \$800.00; Incidental expenses at Municipal Dock - \$2,679.38; Biscayne Street Dock - \$1,000.00; Sun Oil Company's bulkhead and dock - \$15,000.00; Gulf Refining Company's dock - \$5,000.00; making a total of \$397,641.90; and

WHEREAS, the combined total of money spent upon Harbor Improvements by the citizens of Miami Beach amounts to \$3,064,076.23,

WE THEREFORE appeal to the National Rivers and Harbors Congress, of which this Chamber of Commerce is a member, also to our Senators and Congressman in Washington, to do all within their power to secure for us and for our sister city, Miami, a thirty five foot channel from the ocean through the jetties to the City of Miami and to include the waters adjacent to the Harbor and Causeway Terminals, and the Meloy Channel at Miami Beach, all of which are now from 20 to 25 ft. in depth.

This Resolution is approved and passed by us in regular meeting assembled this 15th day of December 1927.

MIAMI BEACH CHAMBER OF COMMERCE

BOARD OF GOVERNORS

THOS. J. PANCOAST
President.

F. L. WALL

C. W. GRASE, JR.

A. H. PATTEN

S. GROVER MORROW

W. B. LEDDY

R. L. ELLIS

ATTEST:

Secretary.

THE CARL G. FISHER PROPERTIES
MIAMI BEACH, FLORIDA

Fisher Isl.

December 15, 1927.

To Our Miami Beach Property Owners, Stockholders and Investors:

W. K. Vanderbilt, multi-millionaire sportsman, has approved plans for a personal clubhouse, swimming pool and dock to be built on his property on the south east point of Harbor Terminal Island.

Mr. Vanderbilt's ocean going yacht, Ara, which recently completed a trans-Atlantic voyage visiting 100 ports, already is tied up to his property on the island.

Mr. Vanderbilt's clubhouse also will accommodate his varied fishing equipment and specimen tanks. He is internationally known as an expert fisherman, has discovered more than 100 varieties of sea life, and has equipment making it possible for him to study sea life a mile beneath the surface.

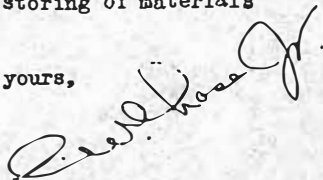
The clubhouse, which will be of Spanish architecture, will be built at one end of a large swimming pool. Around three sides of the property a reinforced concrete wall, ten feet high and fourteen inches thick, will be built. There will be an elaborate entrance gate of rough black cypress and a sixteen foot driveway within the property. The entire property will be landscaped.

Mr. Vanderbilt's clubhouse will be an island haven and base for his numerous fishing voyages in tropical waters. Specimens found in local waters will be sent to his large museum on Long Island.

The Belcher Company have built four large oil storage tanks on the harbor Terminal Island. Big tank ships drawing over 20 feet now discharge their cargoes into these tanks in record time. The easy access from the ocean to the Harbor Terminal Island makes a great saving of time and money for the Belcher Company.

We predict more industries of this kind will use the Harbor Terminal property for the quick unloading and storing of materials in ship-load quantities.

Very truly yours,



C. W. CHASE, JR.,
Sales-Manager,
CARL C. FISHER PROPERTIES.

Fisher Island

December 16, 1927.

Mr. William Meyer,
Chamber of Commerce Building,
Pittsburgh, Pennsylvania.

Dear Mr. Meyer:

Replying to yours of the thirteenth regarding Terminal Island:

Our book records show that we have invested to the present time over two and a half millions of dollars cash on Terminal Island. As you no doubt remember, we had some thirty or forty houses blown entirely away during the hurricane. Some of our bulkhead was ruined; the water tower blew down and a part of our docking facilities were torn away before the hurricane. If you will remember, we had two miles of good hard macadam roads completed and were just making arrangements to complete the water supply, telephone and electric lights.

After the hurricane, the government and the county officials wanted a place to deposit a lot of rock which they were taking out of the out, and we allowed them to put a lot of this rock on the island as it raised the elevation of the island and filled up a lot of places that had been washed out and gave a very heavy and substantial base for future building. This work has now been practically completed and since the hurricane we have spent some large sums of money on the island.

We have dug one slip five hundred feet long and two hundred feet wide, entirely sheathed in steel bulkheading. This steel sheathing is thirty-five feet long and this slip was put in at large expense, but it gives us on Terminal Island the finest landing slip for large ocean going tugs and shipping to be found in southern Florida. We have completed the work on bulkheads with the exception of one hundred feet which will be completed within the next ten days. We are now making arrangements for a new tower which will be put in immediately, also a water supply, electric lights and telephone connections.

Mr. Vanderbilt, who is also an owner of property on Terminal Island, was recently here and left a substantial

Mr. William Meyer,
December 16, 1927,
Page 2.

order for the improvement of his property with a swimming pool, cottage and walks, dredging and planting, and we will have this finished for Mr. Vanderbilt within the next two months. A large force of men is at work on Mr. Vanderbilt's property at this time.

Unfortunately, the hurricane put a lot of delay not only to our plans on the island but to other plans and a great many projects for the harbor. The Orr plan then was to give us direct rail connection with Terminal Island. The Island will undoubtedly be the future home of all large oil storage supplies adjacent to Miami and Miami Beach and at the present time we have an active force here and in Washington in an effort to have a free port established on the Island. It is the most ideal location in America and we have every hope that this free port will be established there -- in fact, there is hardly any other place for it in this neighborhood. Some legislation, however, is necessary in Washington before this can be accomplished.

I will look up the time of your purchase and will advise you in a postscript the amount of money we have expended on Terminal Island since your purchase. Of course, we cannot be held responsible for the hurricane no more than you can; but it seems to us only fair that you take your share of these unusual accidents. We have lost no faith whatever in the Island and we know it will come through as we originally expected it to. We want to give you and everybody a square deal as that is a part of our business; but we cannot expect you or anybody else who purchases property from us under such circumstances as have occurred, to ask us to carry the burden entirely when we are not responsible for same.

We would advise you to go ahead and complete your purchase on the Terminal Island. Your investment is safe and eventually will make you a large profit. The hurricane will delay this profit probably two or three years but I don't think at this time, considering the general come-back in this county, that delay in the building up of Terminal Island will be more than the next

Mr. William Meyer,
December 16, 1927,
Page 3.

two or three years. The Terminal Island is practically the only place left for large warehouses, storage houses for supplies in large quantities, building materials and the storage in large quantities of oil. We are negotiating now with several large interests that we cannot mention in correspondence, and some of these interests are bound to select the Island before they commence any improvements at any other spot. Very substantial interests are now considering the causeway from lower down the bay to connect with Virginia Key, which is the highest priced and most valuable undeveloped piece of land in this country. Our company owns a right-of-way to Virginia Key and of course would connect with the Biscayne Key to the south, giving us eventually a continuous boulevard and right-of-way to the very mouth of the harbor. Some times these large investments are delayed for a considerable time but we know they will eventually come through. We have been visited by very large interests, railroads, oil storage, lumber storage, cement warehouses and all other kinds of storage.

I hope you are going to be down this way soon. I would like to go over the Island with you and show you just what has been done and what the future of the island will be. Kindly advise if you expect to be down this winter as I would like to talk the matter over further with you.

Very truly yours,

P.S. Date of Mr. Meyer's purchase, January 21, 1926.

CGM:T	Improvements on Terminal Island since that date:
	Wooden bulkheads \$100,374.69
	Concrete seawalls 110,014.33
	Dredging and filling 121,180.74
	Roads and Grading 17,026.44
	Water Lines 3,060.77
	<u>\$351,656.97</u>

PORT
House of Representatives U. S.
Washington, D. C.

January 5, 1928

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

My dear Carl:

I am sending under separate cover the data (in duplicate) referred to in the enclosed letter from Doctor Julius Klein, Director of the Bureau of Foreign and Domestic Commerce of the Department of Commerce, this city, and I am sure that you will immediately observe the outstanding feature in the data forwarded, viz:

The possibility of establishing a "manipulating warehouse" on Terminal Island, which in itself would create a free port.

I of course question the value of a free port for Miami because so few foreign ships enter that port.

Hamburg, Germany has been made a great free port because it was the inlet to a dozen or more different countries and a distributing point to all of them while Miami is but a more or less unimportant harbor for deep sea vessels (or trans-Atlantic vessels) and is in no sense a distributing center because of its being so far from great centers of population.

Montauk would afford a more logical location.

During the calendar year of 1926, 10,295 American ships and 87 foreign ships entered the harbor of Miami. The total tonnage of these ships was 1,691,461 tons.

The total number of registered ships which entered the harbor during the fiscal year of 1926 numbered 804 ships with a total tonnage of 964,701. All of these ships were of course listed in the foreign trade.

American
During the same year 9491 coastwise vessels entered the port.

W. BRITTEN
CHAIRMAN
COMMITTEE ON AERONAUTICS OF
COMMITTEE ON NAVAL AFFAIRS

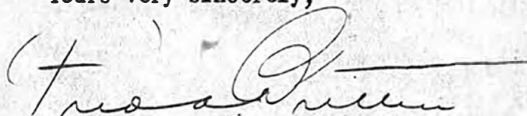
NINTH ILLINOIS DISTRICT
CHICAGO, ILL.

House of Representatives U. S.
Washington, D. C.

I am wondering what you will determine upon doing
after you have taken a "squint" at the data I am sending you?

With a world of good wishes, my dear Carl, to you
and Margaret, I am

Yours very sincerely,



M. C.

encl.

FAB/LL

House of Representatives U. S.
Washington, D. C.

January 5, 1928

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

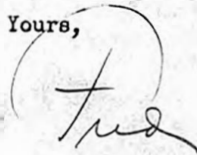
My dear Carl:

With all of the talk about four day steamers between Montauk and London, it has occurred to me that the name of Fort Pond Bay might reasonably be changed to Montauk Bay (if that was possible). What do you think about it?

It would be necessary for the Montauk Beach Development Corporation, the Long Island Railroad and all other interests out there to file a petition with the United States Geographic Board, requesting that the change be made officially.

When you have solved this one, I will shoot another one at you.

Yours,



FAB/LL

House of Representatives U. S.

Washington, D. C.

January 14, 1928

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

My dear Carl:

I have your letter of January 9th at hand today and of course am always glad to hear from you.

We are having a very hard fight putting across a real naval program and until this has been finished by the Committee, I cannot very well think of leaving town but you know that I am just as anxious to be down there with you for a little while, as you say you are to have me.

Congressman Welch of San Francisco has introduced a Bill for the establishment of a free port out there. Of course all these free port plans contemplate the erection of warehouses and the establishment of certain so-called free areas, at Government expense and the only difference between them and your little island down there is that if you had an awful lot of money at hand, you could erect one or more warehouses and have your own little free port. Before contemplating anything like this, however, the question of trans-shipment of commodities, away down there, should be very carefully surveyed. You may not have the geographic location for a free port.

Because of the limited railroad facilities as well as the limited number of ships which will come into Montauk, that location also would require considerable "study".

I talked with Ed Hurley the other day at considerable length concerning his plans for you and your properties. His judgment is sound and I am sure that he is proceeding in the right direction. He promises to keep me in touch with everything that he does so that we can work together and this you of course know will be my pleasure.

The Foundation Company is still figuring on our hotel number two and I am hopeful that a proposal may be forthcoming within the week.

January 9, 1928.

Hon. Fred A. Britton,
Washington, D.C.

Dear Fred:

When you are own here -- and I hope it will be soon, we will talk over changing the name of Fort Pond Bay.

LeBoutillier and a crowd of his friends are leaving today for a short trip to Bimini. We have been doing some work on the motors and just got them finished yesterday evening. The weather has been terrible; I mean, as far as sea trips has been concerned, it has not been possible to leave the harbor except at considerable discomfort. LeBoutillier is getting away today under very favorable conditions. He is trying to pick up Charlie Thompson at Bimini. I hope they don't pick up the coast patrol.

I have had a very hard three days. Joe Sheedy was here the other day and we had a talk about this free port deal here. He is going to be back in about a week and I hope he comes down when you are here. It is a lot of new stuff for me and I am not at all posted. But we think we have a big tail hold on a very large proposition. I don't know any reason why we should not have a free port at Northauk as well as at Miami Beach. There is a lot of good dope in your letter of the fifth and I am sending copy to Joe Sheedy.

I am very much up in the air, not knowing just exactly what to do. We have a wonderful piece of ground and it is the most available ground in this whole country for a free port and also for any other kind of a port. It will save the government millions of dollars in their expenditures, also the City of Miami in digging three and a half miles through rock. Of course, we have a big battle on with Miami. The city has a marvelous piece of property that is all littered up now with tramp boats and all kinds and all kinds of shipping. I have talked with Harley some about it and he will be back here in a short time and then we will go into it again.

OFFICERS

JOHN H. LEVI, PRES. AND TREAS.
FRANK B. SHUTTS, VICE-PRES.
CHAS. E. CLARK, SECRETARY

THE MIAMI OCEAN VIEW COMPANY
OWNERS OF STAR ISLAND

OFFICE FIFTH STREET AND ALTON ROAD
ENTRANCE TO CAUSEWAY

MIAMI BEACH, FLA.

March 10, 1928.

DIRECTORS

JAMES M. SNOWDEN
JOHN H. LEVI
CARL G. FISHER
HENRY McWEENEY
FRANK B. SHUTTS
JAMES A. ALLISON
V.H. Ehrhart

Part of MIA

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

Dear Carl,

I am enclosing you a Resolution that was passed by the City of Miami Council. I think this should be taken under consideration, bringing all pressure to bear to have it annulled. There is no doubt but what the Shilling interest is back of all this as the cement and other materials have been coming in from foreign ports and making their prices cheaper than American products. In other words, it looks like they are trying to make us play into the hands of cement trusts, and you know the prices we had to pay for cement before we got steamship cargoes from abroad, also the steel sheet piling that has been coming in.

The Meteor Transport Company who have done both a great deal for Miami and Miami Beach furnish good cement at lower prices has been cutting in on Shilling's business.

This is quite a blow to our deep water port that we are advertising and inviting foreign ships here, and I understand Mr. Sewell was not in favor of this and we will have to give him credit for that as he realizes that this was a blow to our deep water port. J.E. Lummis was not at the council meeting as I understand.

I was hoping that they would come over to Miami Beach and ask us to pass the same resolution and I would certainly tell them what I thought of it.

You know Schilling is a big stockholder in the Belcher Asphalt Company, who get all their road oils and other oils from Mexico and this resolution speaks of materials, not necessarily cements and if they would put it up to Schilling if he wants them to keep cement out from foreign ports, why not keep oils out from foreign ports, then he would have probably squealed. Of course, this only refers to materials for the City of Miami and not private individuals, or private work, however, it is bad enough at that. It is going to increase the cost of building and if Schilling is back of this which no doubt he is, I am willing for one to cut him off of our list altogether, not buy any more materials from him as an individual and I will see that the City of Miami Beach will do the same thing.

OFFICERS

JOHN H. LEVI, PRES. AND TREAS.
FRANK B. SHUTTS, VICE-PRES.
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THE MIAMI OCEAN VIEW COMPANY
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JAMES A. ALLISON
V.H. Ehrhart

Mr. Fisher,

Page #2.

The Meteor people have been over to see me this morning to see if they cannot get some help or suggestions from us, and I think we should give them all the support we can.

Very truly yours,

John H. Levi

JHL/F

RESOLUTION NO. 4216

A RESOLUTION TO PROVIDE FOR THE USE OF AMERICAN
MADE PRODUCTS IN ALL PUBLIC IMPROVEMENTS CON-
TRACTED FOR BY THE CITY OF MIAMI, FLORIDA.

WHEREAS, it appears in the interest of sound and economic public policy that the public monies of the City should only be used in the purchase of American made products on public work whenever such American made products come into competition with foreign materials, and specifically that Portland cement should always be required in the public work of the City of Miami;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF MIAMI;

That in the future, and until the further order of the Commissioners, no contract involving public improvements in the City of Miami, or the expenditure of the funds or monies of the City of Miami, shall be made by the City Commission, or by any of its officials having authority to contract for and on behalf of the City, unless said contract shall specify the use of American made products in the subject matter whenever the same is found to be in competition with foreign material.

PASSED AND ADOPTED this 9th day of February, 1928.

Miami, Fla.
March 29, 1929

Copy of letter sent to following men:

Senator John W. Watson
Representative S. P. Robinson
Representative Dan Chappell

I have noted with interest the plan for creating a Harbor Commission, which has been sponsored by outside interests.

I have not seen the newly proposed bill, however, the first one was very wild and dangerous to the citizens of Miami, and I thoroughly oppose any bill of a like nature.

It has occurred to me that the City of Miami's investment of over Four Million Dollars in Harbor facilities and Three Hundred and Seventeen Million Dollars in tax assessable property has far more at stake than any other Community in this vicinity.

It also occurs to me that the City Commission of this City, is the regular elected and responsible body of the City, and that any new plan for operating the harbor properties of the City should first be taken up with the Miami City Commission, which has never been done.

I have noted that they proposed having the Governor appoint the Harbor Commission for a five year period, and if this be the case, then if they make a mistake insofar as the interests of the Citizens of Miami is concerned, there will be no recall possibility as with the City Commission.

I also doubt the fact, that the proposed Harbor Commission would be composed of any more responsible men than you elected for your City Commission, and if they were not elected by the Citizens of this Community, then they would not feel that responsibility to the City which a City Commissioner feels.

I feel and claim, that the City properties should remain fully under the control of the duly elected representatives of this City, and see no good reason why all the necessary harbor and airport plans of this Community cannot be finished through to a successful conclusion by and through the co-operation of the interests of both sides of the Bay, and also any co-operation of the interests of the Dade County officials.

It has occurred to me, that it would be a fair distribution of the expense of creating transportation facilities to the three islands south of the ship channel, by asking the County officials through a Bond Issue to finance the viaduct across the Bay to the proposed Airport and Harbor Island of the City of Miami, which island, would be built at the expense of the City of Miami, and the transportation facilities across said island, financed by Miami.

The expense of building the viaduct from Virginia Key to Peninsular Terminal Island I think should be borne by the owners of this Terminal Island, and also the expense of building a viaduct from Virginia Key to Biscayne Key should be borne by the owners of Biscayne Key. The Owners of Virginia Key should be asked to contribute to the building of the transportation lines from the Miami Airport and Harbor Island across their island to connect with the Peninsular Terminal Island Viaduct and the Biscayne Key viaduct.

All of the facilities after being created, then to be leased to an operating company with the right of operating the necessary electrical transportation facilities to accommodate all business on these various islands.

The Citizens of Miami have expended very large sums of money for the creation of the Harbor facilities which we now have, and owing to the fact that we are a Tourist City and dependent upon this business largely for our prosperity, it is most necessary that this City keep control of her own affairs, as we have found from past experience that outside interests cannot see or realize our best interests, and it would be the same with an outside interest building and operating port facilities.

Co-operation is a great thing, and I believe in co-operation, however, I do not believe that proper cooperation demands that we turn our properties over to someone else to handle.

It is most necessary that this City provide additional attractions and amusements if we are to keep in the fore-

front as a high class resort City, and once we let our waterfront get out of the hands of the officially elected officials of this City, then we will be in no position to create additional attractions on the water front, or to do the many things which this City may find as necessary things to do to live.

When the matter was discussed by the Miami City Commission, four of the Commissioners expressed themselves very strongly as being opposed to this proposed Harbor Commission and the fifth Commissioner did not express himself fully.

For the above reasons, I appeal to you as a loyal Miami Citizen, not to introduce or favor the appointment of any Harbor Commission which would in any way minimize the authority of the Miami City Commission over Harbor facilities and proposed improvements, as well as Airport facilities.

Yours very truly,

Mayor, City of Miami



OFFICE OF THE MAYOR
E. G. SEWELL

April 9, 1929.

Mr. Morton M. Milford,
Editor, Miami Daily News,
Miami, Fla.

Dear Mr. Milford:

I have noted the controversy about the appointment of a Port Commission, and before this matter gets into an open break in the community, I think it advisable that I give you my reasons for the stand which I propose taking in this matter.

I believe, it is best that I just send you copies of letters which I have addressed to Senator Watson and some of the other representatives in Tallahassee, which are not being sent you for publication, but for your personal information.

There are a number who are opposed to the building of the viaduct from the south side of Point View at the foot of Fourteenth Street, and where the City owns the riparian rights, and there are others who are opposed to additional bond issues. I do not belong to either of these classes, however, it is a question if this is the opportune time to try to finance this improvement. I really think it is too early and next year would be more opportune.

I am in favor of the airport development, and I am in favor of providing transportation across the Bay to Peninsular Terminal Company's properties under a fair equalization of the burden, which you will note, I have set forth in my first letter to Senator Watson, however, I am thoroughly opposed to any bill which will take away from the City Commission the complete control of Miami's Harbor and Waterfront Properties.



Mr. Morton M. Milford

April 9, 1929

I am satisfied that this matter can be worked out harmoniously through the County Commissioners, City Commissioners and the interested parties across the Bay.

I regret very much that the Fisher interests should have started this movement without first securing a round-the-table conference with the City Commissioners of this City, as the present methods I am sure, will end disastrously insofar as securing transportation to the Peninsular Terminal Island which is the main thing they are after.

One of the main troubles, has been that they seem to feel that the people on this side, have inferior brain capacity on checking up on these matters, and realizing wherein they would be discriminated against, and the quicker they stop harboring these kind of thoughts the better it will be for both communities.

Yours very truly,

E. G. Sewell, Mayor

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H
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April 9, 1929.

Senator John W. Watson,
State Senate,
Tallahassee, Fla.

Dear Senator:

Since writing you some days past on the subject of the proposed Port Commission, I have studied the new draft which is being advocated by the Fisher interests, through some of the members of the Miami Airport Association, and consider this present Bill as drawn, just about as obnoxious and injurious to the Citizens and Tax-payers of Miami as the first Bill, which was suggested, and which Bill I understand, was drawn at the request of representatives of the Fisher interests.

It is very apparent that the Beach interests propose paying about 10 or 12% and the outside Sections paying about 10%, and Miami paying about 80% of the taxes or assessment for this proposed development, and then the Beach interests coming in and having an equal control with Miami. However, through their persuasive methods, no doubt they would soon have the major control of the whole situation, and would be dictating the policies in regard to Miami's harbor and waterfront properties. It is also a fact, that there would be duplication of superintendents and office forces, which would add an additional burden upon our Tax-payers, as we have at this time a competent public works department to handle such developments as are proposed.

The control and proper operation of Miami's Waterfront is vital to the welfare and prosperity of this City, and to turn this important matter over to an Appointed Board, in my opinion will be nothing less than suicide for the future of this great City.

For many years the Fisher interests have been putting forward through various agencies, special efforts to take charge of Miami's Shipping, whereby they might levy a toll on our tonnage, and it is also a well known fact, that they are very anxious to sell out Peninsular

April 9, 1929.

Terminal Island for some ten or twelve million dollars, and these are the real reasons in my opinion, for the great hurrah about the necessity for a Port Commission. The City of Miami has a most competent department of public work, and could build any needed airport or steamship port facilities with far greater economy than it would be possible for any new Board to set up an organization and do. Say nothing of the extra cost of financing the bonds or a special district, as we note from the past that the County in selling special district bonds, have paid a much higher rate of interest than the City of Miami.

We have just had General Harry Taylor here, former Chief of Engineers, and he advises that we refrain from turning our port business over to any organization, and especially so, unless the same was composed of the elected representatives of the City. As he states, otherwise, it will bring about a lot of friction which is not possible when the regular authorized City Officials handle the matter. I also find, that the people here are opposed to additional taxation at this time, and I do not think it wise to take on this enormous development at present. We have the most adequate Airports here at Miami of any City in the United States, and there is no real reason for all the talk about the immediate need for this proposed Airport Island.

In regard to harbor facilities, we now have far more dockage and warehouse capacity than is being used and what we most need principally, is the deepening and the widening of our channel, also the enlargement of our turning basins. These matters we are pushing to the utmost through the cooperation of General Taylor, who is representing us in Washington. For the above reasons, the City of Miami is not suffering for want of this desirable development at this time.

I had a large part in planning the proposed Airport and Transportation facilities across the Bay to Virginia Key, and connections with Fishers Terminal Island, and also connections with Biscayne Key to the South, however, these plans have been worked out for future necessities to combat

April 6, 1939.

2000/for
the Hollywood propaganda to the effect that we did not have proper expansion of our port facilities. Our effort along this line has been successful, although not so advertised, or made public, and which matter you will please consider confidential.

I am very sure that it would be a hard job to put over a bond issue here with this proposed project, even though all interests were pulling together, however, with any influential faction of the people fighting the project, I am very sure that it would be impossible to successfully vote a bond issue.

I wish to assure you that there are many people here, with influence who have expressed themselves as being thoroughly against this proposed Port Commission, and the authority which they are asking for the Commission, and I hope that you will realize that this proposed plan is not for the best interests of the Tax-payers, and Citizens of Miami, and the rest of Dade County.

A fight in the open which is bound to come about, will undoubtedly delay the creation of transportation facilities across Biscayne Bay many years, as to that may be accomplished through proper cooperation by the interested parties, and with the City officials of this City.

A lot has been said about cooperation between Miami and Miami Beach, it is true that cooperation is important to these two communities, and I am for cooperation 100%, however, I am for equalized fair cooperation and it is very apparent that the Beach interests have never taken into consideration what might be called equalized cooperation.

The main trouble with some of our friends across Biscayne Bay, is the fact that they want the people on this side of the Bay, taxed for 99% of anything they want, and then they want to get 100% control.

April 9, 1929.

I feel it my duty as a City Commissioner, to protect the Tax-payers interest of this City while I am in said office, and will do my utmost to do so.

Yours very truly,

E. G. Sewell, Mayor

EGS/p

THE ALTON BEACH REALTY COMPANY
OCEAN AND BAY FRONT PROPERTY

MIAMI BEACH, FLA.

Part of MIA Return to CF Fisher Copy to [unclear]

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

Mr W. P. Smith
Mayor City of Miami,
Miami, Fla.

Dear Sir:

For several months the proposition of an adequate harbor for the City of Miami or rather the Port of Miami, has been considered in many ways and in as thorough a manner as is possible when working out preliminary plans.

It is very evident that the harbor and terminal facilities now in use and considered for immediate future development are not of sufficient size and scope for the needs of the City of Miami today without thinking of the future. Already as inquiries are made regarding an extension of the present municipal waterfront ownership, it is found that the cost of the land in the neighborhood of the present docks and piers, is almost prohibitive for industrial developments. Also to extend a commercial waterfront along the present highly developed residential section of the bay shore seems to be a step backwards and not in the direction of the building of the city we wish to have.

Therefore it would seem that any plan looking to the development of the commercial waterfront in a location away from the section of the city that is already highly developed and that will permit the fulfillment of the projected plan of transforming much of the older portion of the city waterfront into a civic center as well as providing for the continuation of the municipal terminals already in service, would be an ideal one.

Not only does any harbor or port development scheme require the approval and sanction of the Federal Government, but the War Department now offers the services of its Board of Engineers to criticize and help develop any proposed plan for the betterment of any municipal harbor or dock improvement. Any port scheme that has the approval of the War Department also receives the support of the Government in the way of deepening the channels and entrances to the harbor. It follows that any scheme receives support and assistance from the Federal authorities in proportion to its nearness to the existing desired depth of water in the ocean and also that the nearer any proposed development of the Port of Miami is located to the westerly end of the present Government Cut, the successful completion and operation of the port may be expected that much more quickly.

THE ALTON BEACH REALTY COMPANY
OCEAN AND BAY FRONT PROPERTY

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

MIAMI BEACH, FLA.

-2-

The accompanying tentative plan and the scheme outlined herein is presented to you for the careful consideration of yourself and the city council with the view and the expectation that this will be but a first step toward a deep water Port of Miami with terminal facilities exceeded by none.

By a study of the accompanying map that is drawn to scale and shows the information available at this time, it will be seen that it is planned to create a harbor by dredging the area bounded on the north by the Causeway viaduct; on the east by the present bulkheaded shore of Biscayne Bay; on the south by the present south line of the Government Reservation; and on the west by the proposed holdings of the City of Miami and the present land near the Causeway viaduct. This will form a harbor area of one hundred and forty acres as indicated on the map.

Roughly speaking, a harbor is a sheltered body of water of sufficient depth to enable ships to enter and find protection from the storms of the high seas. If to the harbor we add terminal facilities, we have a port, and the value of the port is determined by the efficiency with which the traffic is handled. There must be the proper relation or balance between the movements by water and those by land. In the scheme here presented, the various commodities moving through the port from inland, would travel by railway or highway, over the Causeway and the land adjacent, to a bridge or viaduct with a draw over the municipal channel to the proposed terminal of the City of Miami and its piers or continue over another bridge with a draw to the land included in the proposed development south of the Government Reservation. The land between the Reservation and Norris Cut is now owned by myself and associates and will be included in the holdings of the Peninsula Terminal Company, a corporation now being formed. This company will be glad to sell half or part of the rights and holdings of this company to the City of Miami at cost for it is the purpose of this movement to secure a real port for the City of Miami that will aid and keep up with the rapid growth of the city.

From available data it is estimated that it will require one million and a quarter cubic yards of material to fill the proposed City of Miami property and the proposed area south of the Reservation if the land is raised to the elevation of six feet above mean low water or sealevel. It is also estimated that there is one and a half million cubic yards of material lying above the rock in the proposed harbor area of 140 acres. At twelve cents a yard, it would cost \$180,000 to move this material into filled areas. There are very few known soundings to rock but it is evident that the depth of water above rock at low tide would be from 11 to 16 feet.

THE ALTON BEACH REALTY COMPANY

OCEAN AND BAY FRONT PROPERTY

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

MIAMI BEACH, FLA.

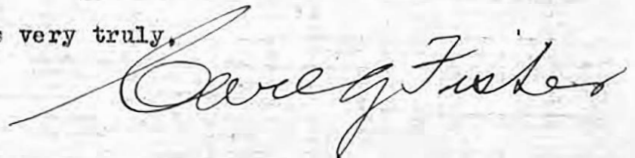
-3-

As the first step towards the considering of this scheme in all its various phases, I would suggest the formation of a Port Commission, by a resolution of the Miami City Council and followed by a similar resolution passed by the Miami Beach City Council, and composed of the Mayor of Miami and one member of the Miami City Council and the Mayor of Miami Beach and one member of the Miami Beach City Council, these four members to elect a fifth member of the Port Commission. It is intended that the project shall be one of the City of Miami but the Miami Beach membership is included that the Commission may be supported by the authority of two municipal governments which will be a great advantage when the Commission confers with the Government engineers.

The Port Commission should be instructed by each Council to investigate the feasibilities of the proposed development; to adopt a scheme of port improvement; discuss this plan with the proper Government engineers and authorities; secure all possible approval from the Government engineers; and present the results of its investigations and plans with its recommendation in the form of a report to the City Councils, for consideration and action by the Councils. The Port Commission should not have any authority to bind the municipalities in any way, the purpose of the existence of the Commission being to secure and compile the data necessary for a careful and accurate report upon the development of an ample port for the City of Miami. The Commission should be given the time necessary to obtain sufficient data, that the recommendation may be full and complete, and subject to a change and revision by the Federal authorities.

The idea of the Port Commission is one that appears to have the advantages of placing a duly authorized committee at the head of the movement for a better harbor and port, and I trust you and the City Council will give the matter prompt and careful consideration for the need of a larger port is becoming very urgent.

Yours very truly,



Copy to Dean



Miami Beach, Florida
 May 24, 1929

President
 THOS. J. PANCOAST

Governors
 F. LOWRY WALL
 C. W. CHASE, JR.
 A. H. PATTEN
 S. GROVER MORROW
 R. L. ELLIS
 W. B. LEDDY

Secretary
 CHAS. W. CHASE, SR.

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



Dear Mr. Fisher:

Enclosed find copy of a letter I am this day sending to Senator Fletcher and Mrs. Owen.

It is quite possible that legislation on free ports will come to the attention of the present Congress. Therefore, if interested, it would be well for you to pull every string possible to have your island made into a free port.

I should like to hear from you in relation to same and, if it is your desire, everything in the power of this Chamber of Commerce will be done to have a free port designated for Miami Beach.

Sincerely yours,

Chas. W. Chase Sr.
 Secretary,
 MIAMI BEACH CHAMBER OF COMMERCE

CWC
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Enclosure

MIAMI BEACH Assessed Valuations	
1915	\$ 224,000.00
1916	335,120.00
1917	647,500.00
1918	882,745.00
1919	2,579,600.00
1920	3,933,700.00
1921	5,640,112.00
1922	6,235,539.00
1923	8,222,465.00
1924	12,260,250.00
1925	44,094,950.00
1926	66,758,465.00
1927	50,362,350.00
1928	44,087,050.00

Official Survey of Building Transactions from Jan. 1 to May 11, 1929		
Improved	195	\$6,100,000
Unimproved	215	3,200,000
Rents, leases	825	1,007,500
Totals	1,235	10,307,500

Building Permits from Jan. 1 to May 11, 1929, compared with same months in 1928		
January	\$258,650	\$ 80,160
February	260,600	227,384
March	853,325	859,600
April	404,125	475,280
May	110,495	341,500
Totals	\$1,887,095	\$1,985,914

WEATHER REPORT: 8 A. M. today 80°. Yesterday, highest 83°; lowest 77°.
 "The most healthful spot on this continent, if not in the World."

May 24, 1929

Sen. Duncan U. Fletcher,
The Senate,
Washington, D. C.

Dear Senator Fletcher:

If during the present special session of Congress there should be passed a law enabling legislation permitting the establishment of foreign trade zones at ports of entry within the jurisdiction of the United States, and the Tariff Act is so amended as to permit under proper safeguards the creation of such zones within its jurisdiction, we respectfully request that you give consideration to the two islands south of the government cut that are within the limits of Miami Beach for such purposes.

Fisher's Island composed of 19 $\frac{1}{2}$ acres now having upon it an United States Reservation, and Virginia Key containing 541 acres, we believe to be more admirably fitted for free port purposes than any similar territory in the United States. On the north part of Fisher's Island there is now 25 feet of water, and the cities of Miami and Miami Beach are considering the deepening of water surrounding the two islands for port purposes.

The strategic value of this location would make such a free port easy to protect and foreign ships could without loss of time leave their cargoes thereon for distribution by tramp and other steamers to all parts of the Gulf of Mexico, Cuba and South America.

Please find enclosed the portion of the map of Miami Beach which shows the location of these Keys.

We ask in the name of the two cities of Miami and Miami Beach your earnest consideration of this matter.

Most sincerely yours,

MIAMI BEACH CHAMBER OF COMMERCE

June 3, 1928.

Mr. C. W. Chase, Sr.,
Miami Beach Chamber of Commerce,
Miami Beach, Florida.

Dear Mr. Chase:

Thanks for yours of May 24th. I agree with you that the best location in Florida for a free port would be Peninsula Terminal Island. We have known this for years.

I don't think the name, "Fisher's Island", is good.

The fact that the Government has a reservation there for their own buildings is a big point. There is the location, deep water, and everything which makes it admirable for this purpose.

We have thought about a free port for ten years but we have never found anybody who could give the subject enough direct time -- we have all been too busy. We will thank you very much for your efforts along these lines. Go ahead and do everything you can, and if anything comes of your efforts we will be glad to do something for you.

Very truly yours,

COF:T

July 1, 1929.

Fishers 31

Mr. W. K. Vanderbilt,
Grand Central Station,
New York City.

Dear Mr. Vanderbilt:

I have a letter from Mr. Duffy regarding property you want, namely, 60 feet west of your present property, also 2-3/10 acres north of your property.

I have wired Mr. Duffy today as per enclosed copy.

We want to assist you in every way we can to improve your property. As things are shaping themselves up at the present time, it looks like it will be necessary for us to have a boulevard connecting with Virginia Key. It is improbable we will have a railway there for many years. However, we must maintain a right of way to connect Virginia Key at some time in the future.

Very best regards.

Sincerely yours,

CGF:T



Miami Beach, Florida

Freeport

July 24, 1929

President
THOS. J. PANCOAST

Governors
F. LOWRY WALL
C. W. CHASE, JR.
A. H. PATTEN
S. GROVER MORROW
R. L. ELLIS
W. B. LEDDY

Secretary
CHAS. W. CHASE, SR.

MIAMI BEACH
Assessed Valuations

1915	\$ 224,000.00
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1923	8,222,485.00
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1926	66,753,466.00
1927	50,362,350.00
1928	44,087,050.00
1929	47,990,850.00

Building Permits from Jan. 1 to
July 1, 1929, compared with
same months in 1928

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February	250,500	227,384
March	353,325	859,600
April	404,125	475,280
May	110,495	1,085,200
June	401,600	1,105,195
Totals	\$1,788,695	\$3,832,809

Mr. Carl G. Fisher,
Montauk, L. I.,
New York.

Dear Mr. Fisher:

While nothing definite has been accomplished regarding the Foreign Trade Zone, in the interest of which I have been working for several years, a growing interest is being displayed in the U. S. Senate in regard to it and I am this day writing a letter to the members of the Senate Finance Committee in the hope of adding to their interest in the establishment of such ports, copy enclosed.

If among your wide circle of acquaintances there are others who might be interested in aiding us, please send us their names and we will do all that we can from this point toward that end.

Sincerely yours,

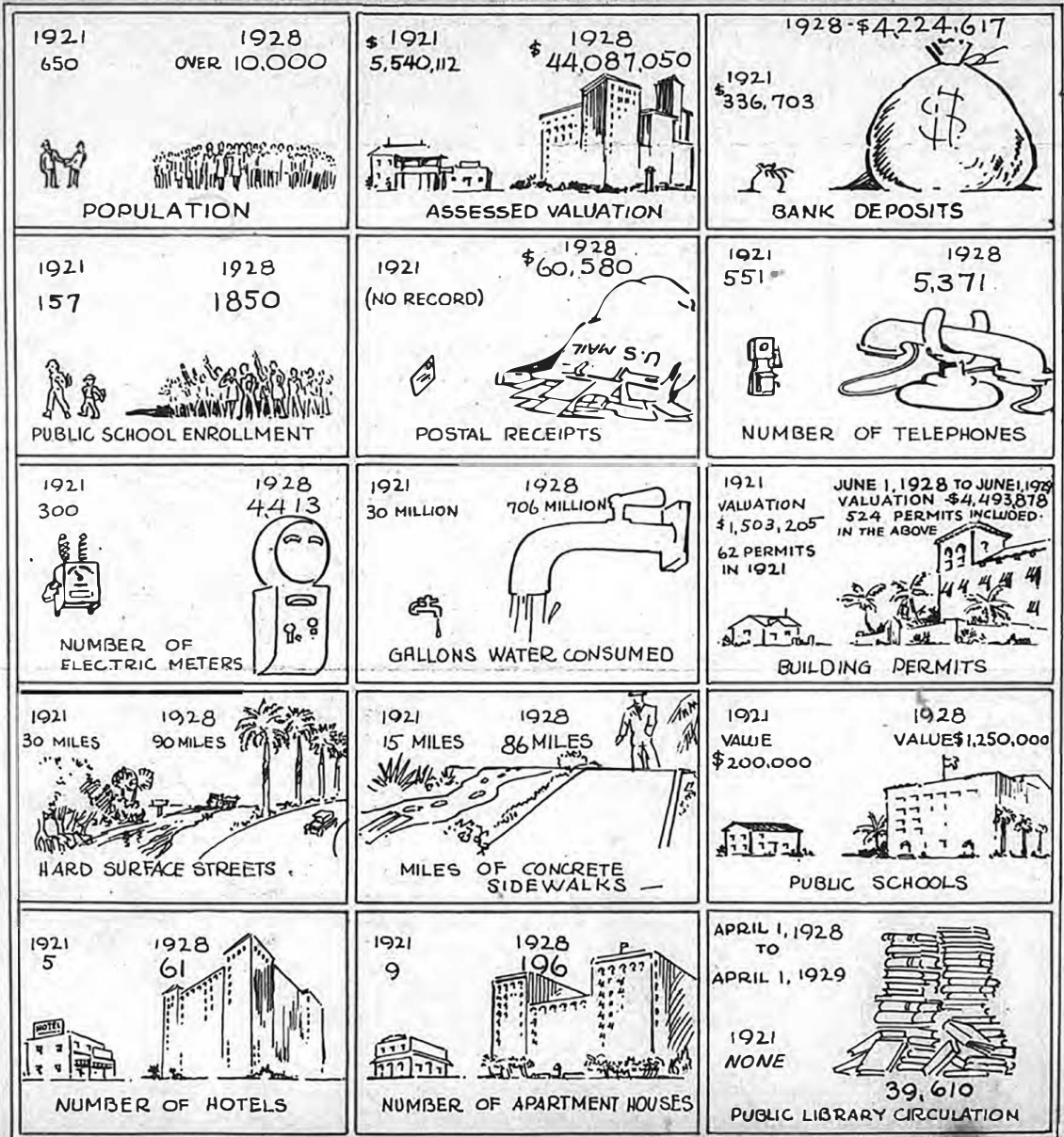
Chas. W. Chase Sr.
Secretary
MIAMI BEACH CHAMBER OF COMMERCE.

CWC:o



WEATHER REPORT: 8 A. M. today ° Yesterday, highest °; lowest °.
"The most healthful spot on this continent, if not in the World."

IN SEVEN YEARS 1921 TO 1928! THE GROWTH OF MIAMI BEACH



Copy

July 23, 1929

Hon. Elmer Thomas,
Member - Senate Finance Committee,
The SENATE,
Washington, D. C.

Dear Senator Thomas:

We respectfully request your most earnest consideration of legislation permitting the creation in American Ports of Foreign Trade Zones, into which foreign materials and goods may be transported for manufacture, repacking and other necessary handling before shipping to foreign destinations, without the expense and delay generally occasioned by passage through the customs.

Please consider our own case, for instance. Daily we can gaze out into the Gulf Stream and see many ships from European ports which are bound for Havana, Cuba, where their cargoes are unloaded and reshipped by tramp and various ocean carriers to ports on the Gulf of Mexico, South America and through the Panama Canal to various destinations in the Pacific. If we had at the entrance to our harbor a Foreign Trade Zone, much of this business now lost to America would come to the Port of Miami.

We have at the entrance to our harbor an island upon which there is already established a Government Reservation and this island, we believe, would be better fitted for a Foreign Trade Zone than is offered by any other part in the United States, since little time would be lost by the incoming steamers and protection of goods discharged on that island would be so easy of accomplishment.

The establishment of such a zone at the entrance to the Miami Harbor and such zones likewise in other ports, by local bodies at their own expense, under approved Federal regulation, would provide part of the equipment needed by the United States for a diversified international trading business and would, we believe, prove of lasting benefit to American industry, American commerce and American merchant shipping.

Hon. Elmer Thomas
Sheet No. 2
7-23-29

Our Chambers of Commerce and the people of the Miami Area who are deeply interested in the future of our port, which we believe will in time prove one of the greatest in the nation, sincerely ask for your consideration of the establishment of Foreign Trade Zones in ports of the United States.

Sincerely yours,

MIAMI BEACH CHAMBER OF COMMERCE,

Secretary.

CWC:s

Montauk

July 29, 1929

Mr. C. W. Chase, Sr.,
Miami Beach Chamber of Commerce,
Miami Beach, Florida.

Dear Mr. Chase:

I have your recent letter. I don't know of anybody I could refer you to at this time who could help us. Our principal friend in Washington has just left for Europe and will not return until September.

I like the statistics you have on your letterhead. I think, however, the statistics should be at the top of the sheet and the officers' names spread across the top line so it will give more room for other statistics on the left side of the page.

I am writing Pete about this today.

Very truly yours,

CGF:T

August 10, 1939.

Mr. Paul Kunschik,
The Carl G. Fisher Company,
Miami Beach, Florida.

My dear Kunschik:

With reference to the tax matter coming up in Washington in reference to Peninsula Terminal Island, whereby they do not wish us to set up as an expense the cost of the bridge or approach to the said Island from the mainland:

When I planned this Island I was lead to believe there would be no trouble or difficulty in getting a bridge from the mainland at Miami Beach to the said Island across the Government cut. Accordingly, plans were laid to build this Island with the prospect of getting said bridge. We interviewed several Government employees, made some sketches and worked it up to the point when we were informed the Government would not allow a bridge to be put over the Government cut. My next step was to look for some other bridge approach to this Island.

Accordingly, a little later on the "Orr Plan" was suggested for Miami, which was to build a second causeway from the Municipal Docks paralleling said deep water channel to each other and to make a docking space for boats and this second causeway was intended to reach across the Bay and connect therewith the Peninsula Island with a bridge.

This Orr Plan was approved by the City Commission of Miami and had received several favorable comments from the Government. Plans were made to put it into effect, but for some political reason opposition arose and this plan was abandoned.

My next step was to work with Mr. Warfield,

Mr. Paul Kunschik,
August 10, 1929,
Page 2.

President of the Seaboard Airline Railroad to construct a causeway across the Bay and connect with the Peninsula Island with bridge and approach, whereby the Seaboard would have a sea outlet for large vessels and be connected with the mainland with this causeway and railroad. Mr. Warfield assured me everything was set ready to go. He had practically completed his arrangements for his request to the City for connection to a bridge and on to our Peninsula Terminal property, when quite suddenly he died. We at once approached the management to carry out his plans but they found themselves in a financial shortage so they could not go through with the proposition.

About two years ago the Airway Association felt the need of a landing place in the Bay and they promulgated plans whereby it was suggested they use the Bay Bottom for a landing field, to be connected with a causeway to the mainland at Miami. Plans were drawn, hearty cooperation was offered; and during the last Legislative session in Florida a bill was passed, and it is already confirmed, giving the City of Miami this Bay Bottom to build this island. There was also passed at the same session of the Legislature a bill of the Airport and Harbor Commission whereby authority is given for this Commission to superintend and have jurisdiction over the waterways in and around Miami Beach, including the right and power to build this Airway landing field. This bill is now up for referendum. They feel sure of its passage and are encouraged by the general tone of the public towards the promotion of this Airway field, which joins up to the Virginia Key. In this program it is proposed that a bridge will be erected to connect Virginia Key with Peninsula Island, thereby making ready for immediate use the deep water at Peninsula Terminal Island and connecting with the mainland at Miami by causeway or bridge on which will be railroad tracks for freight cars, etc.

Mr. Paul Kunschik,
August 10, 1929,
Page 3.

To make good my ideas and my word to the buyers of Peninsula Terminal Island property, I have maintained a ferry system back and forth at a loss of several thousand dollars each year. I have also contributed largely and bountifully to the support of the advertisement and promotion of each of the several projects, namely, the "Orr Plan", Warfield Seaboard plan, and last but not least the Airway Port Commission.

The Island in its present location and isolation is not saleable until we get mainland connection, and after several years of continuous work I believe I am ^{now} about to reach my reward in having this Island connected with the mainland by a causeway.

As soon as one project for a bridge or connection failed me, I have set about looking further for other approach or connection. I have been diligent in every way possible to obtain this connection and my failure has been beyond the power of man.

I have made oath and affirmation to the above statements and wish you to present this to the Government in defense of our plan to set up the cost of the bridge as a part of the expense of the development of Peninsula Terminal Island.

Very truly yours,

CCF:T

Personally appeared before me, a
NOTARY PUBLIC of the County of Suffolk, State
of New York, CARL G. FISHER, who stated under
oath that the above statements are true and
correct to his best knowledge.

My commission expires

ACH NEWS

shire; Hiram Bingham, Connecticut; Frederick M. Sackett, Kentucky; Furnifold M. Simmons, North Carolina; Pat Harrison, Mississippi; William H. King, Utah; Walter F. George, Georgia; David I. Walsh, Massachusetts; Alben W. Barkley, Kentucky; Elmer Thomas, Oklahoma, and Tom Connally, Texas.

The Miami Beach Chamber of Commerce informed the senators that daily many ships are in the Gulf stream off Miami Beach from European ports, bound for Havana where their cargoes are unloaded and reshipped by tramp and various ocean liners to ports on the Gulf of Mexico, South America and through the Panama Canal to destinations in the Pacific.

Mr. Chase pointed out that if there was a foreign trade zone at the entrance to Miami's harbor, much business now lost to America would come to the port of Miami.

Some of the larger nations of Europe have in their leading ports a zone set up into which imported goods may be received without the usual formalities of customs entry. Despite the successful experiences of these nations, none of these zones have been established in the United States.

The enactment of legislation creating foreign trade zones in this country was proposed some years ago, when the Miami Beach Chamber of Commerce urged that the two islands south of the government cut be considered a trade zone or free port.

A foreign trade zone is an extension or simplification of drawbacks and bonded warehouses in that it embodies their advantages and eliminates their delays and difficulties. Under the zone plan, an area, such as the islands south of the government cut, would be declared a free zone supervised by the government.

No duties would be collected as long as the goods remained within the zone or even if they were re-exported from it. In addition, the goods could be used in the manufacture of some product by private establishments which would be attracted to the zone and the finished product could be sent out of the country. Duties would be collected only in the event that the original goods or the finished product was taken out of the zone and put into domestic consumption.

"A zone established here would stimulate our manufacturing and distributing industry," Mr. Chase said. "Tonnage, both inbound and outbound, through the port would increase, and broader and more intimate relations with other countries, especially those of Latin America, would result.

"Every trade association and civic group should join hands and bring the united strength of all Metropolitan Miami for the establishment of a trade zone on the two islands south of the government cut."



Miami Beach, Florida

October 14, 1929

President
THOS. J. PANCOAST

Governors
F. LOWRY WALL
C. W. CHASE, JR.
A. H. PATTEN
S. GROVER MORROW
R. L. ELLIS
W. B. LEDDY

Secretary
CHAS. W. CHASE, SR.

Mr. Carl G. Fisher,
Montauk, L.I.,
New York.

Dear Mr. Fisher:

MIAMI BEACH Assessed Valuations	
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1925	44,094,950.00
1926	66,758,465.00
1927	50,862,350.00
1928	44,087,050.00
1929	47,990,850.00

The enclosed clipping from the MIAMI HERALD of yesterday will give you some idea of the work which this Chamber of Commerce is doing in regard to the possible making of your island, at the entrance to the Miami Harbor, a Foreign Trade Zone.

We are hoping that this matter will be brought up in the U. S. Senate in December and it might be advisable for you to endeavor to interest as many of your own friends as possible who may be in the Senate or have influence with them, in order to secure a favorable vote.

Building Permits from Jan. 1 to
July 1, 1929, compared with
same months in 1928

January	\$258,650	\$ 80,150
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June	401,600	1,105,195
Totals	\$1,788,695	\$3,892,809

Sincerely yours,

MIAMI BEACH CHAMBER OF COMMERCE,

Chas. W. Chase Sr.
Secretary.



CWC:mo

WEATHER REPORT: 8 A. M. today 80°. Yesterday, highest 83°; lowest 74°.
"The most healthful spot on this continent, if not in the World."



Miami Beach, Florida

October 29, 1929

President
THOS. J. PANCOAST

Governors
F. LOWRY WALL
O. W. CHASE, JR.
A. H. PATTEN
S. GROVER MORROW
R. L. ELLIS
W. B. LEDDY

Secretary
CHAS. W. CHASE, SR.

Mr. Carl G. Fisher,
Montauk, L.I.,
New York.

Dear Mr. Fisher:

Pursuant to letters already sent you regarding the attempt to make of the islands south of the Government Cut a Foreign Trade Zone: -

It is expected that Senator Jones will again introduce his measure for Foreign Trade Zones in the Seventy-first Congress when it convenes in regular session in December and from all that I can learn it is expected that same will pass.

When Congress shall have provided for the establishment of these zones or ports their location will be decided by the Secretary of Commerce upon application made by a "public corporation" which is defined in Senator Jones' bill as meaning "a State, a legal subdivision thereof or a municipality, or a lawfully authorized public agency of a State or a municipality."

The application for the establishment of the enterprise must set out the location and qualifications of the area in which it is proposed to establish a zone, showing the land and water area, the means of segregation from customs territory, the fitness of the area for a zone and the possibility of expansion of the zone area. Also the facilities and appurtenances which it is proposed to utilize. Also the time within which the applicant proposes to commence and complete the project and the methods proposed to finance the undertaking.

If the application is granted by the Secretary of Commerce or upon appeal from his decision, by a board consisting of himself, the Secretary of the Treasury and the Secretary of War, the Grantee (defined in the bill as "the public corporation to which the privilege of establishing a foreign trade zone has been granted") will be required to provide and maintain:

"Adequate slips, docks, wharves, warehouses, loading and unloading and mooring facilities.

MIAMI BEACH
Assessed Valuations

1915	\$ 224,000.00
1916	355,120.00
1917	647,500.00
1918	832,745.00
1919	2,579,600.00
1920	3,983,700.00
1921	5,540,112.00
1922	6,235,630.00
1923	8,222,466.00
1924	12,260,250.00
1925	44,094,950.00
1926	66,763,455.00
1927	60,862,350.00
1928	44,087,050.00
1929	47,990,850.00

Building Permits from Jan. 1 to July 1, 1929, compared with same months in 1928

January	\$268,850	\$ 80,150
February	260,500	227,384
March	358,825	859,600
April	404,125	476,280
May	110,495	1,085,200
June	401,600	1,105,195
Totals	\$1,788,595	\$3,832,809



WEATHER REPORT: 8 A. M. today 78°. Yesterday, highest 78°; lowest 74°.
"The most healthful spot on this continent, if not in the World."

Mr. Carl G. Fisher
Sheet No. 2
10-29-29

"Adequate transportation connections with the surrounding territory and with all parts of the United States, so arranged as to permit of proper guarding and inspection for the protection of the revenue.

"Adequate facilities for coal or other fuel and for light and power.

"Adequate water and sewer mains.

"Adequate quarters and facilities for the officers and employees of the United States, State, and municipality, whose duties may require their presence within the zone. (In this case quarters, I believe, could be maintained in Government Reservation.)

"Adequate inclosures to segregate the zone from customs territory for protection of the revenue, together with suitable provisions for ingress and egress of persons, conveyances, vessels and merchandise.

"Such other facilities as may be required by the Secretary of Commerce, the Secretary of War and the Secretary of the Treasury acting jointly."

Please advise me if it is your desire for us to continue to work in behalf of this project, also if the Chamber of Commerce shall endeavor to interest the City in the matter, also if you will have your engineer prepare the necessary plans for the project.

I have been working for a number of years hoping that this plan may go through and the time is now approaching when I shall need help from others to get things started.

The City of Key West is working hard to have a Foreign Trade Zone made there, but I do not think that they have a location such as now exists, with necessary changes, on the two islands south of the Government Cut.

Very truly yours,

Thos. H. Chase, Jr.
Secretary,

MIAMI BEACH CHAMBER OF COMMERCE.

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER <input checked="" type="checkbox"/>	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER
Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.	

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

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

AUGUST 16, 1929

PAUL KUNSCHIK. THE CARL G. FISHER COMPANY. MIAMI BEACH FLA

WOULD SUGGEST YOU GET ORR TO MAKE SWORN STATEMENT ALONG
THE LINES SHOWING OUR ENDEAVOR TO GET LAND CONNECTION FOR
PENINSULA TERMINAL ALSO WOULD SUGGEST YOU SEE CLARK AND
SEE IF HE CAN MAKE SWORN STATEMENT SHOWING OUR ENDEAVORS
TO GET LAND CONNECTIONS. PERHAPS ORR COULD SUGGEST ANOTHER
PERSON TO MAKE STATEMENTS. WILL BE AT MONTAUK UNTIL MONDAY
NIGHT

IAC:T

IRVING A COLLINS

CHARGE MONTAUK BEACH DEVELOPMENT CORP.
CHGE. (CGF CO)

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	<input checked="" type="checkbox"/> DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER
Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.	

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IRVING A COLLINS

CHARGE MONTAUK BEACH DEVELOPMENT CORP.
CHGE. (CGF CO)

CARL G. FISHER
MIAMI BEACH, FLORIDA

December 10, 1929.

Mr. W. S. S. Rogers, Vice President,
The Texas Company,
17 Battery Place,
New York City.

Fisher 351

Dear Mr. Rogers:

For your information we wish to advise that we are now in a position to furnish Car Ferry Transportation to Peninsula Terminal Island, which makes it possible for you to use your Island location for terminal facilities. This car ferry will transport tank cars from the island to the Florida East Coast Railway connections on the mainland, enabling you to supply your bulk and package stocks not only to Miami but other east coast points which gives you a decided advantage in freight rates to these points, resulting in enormous saving in your transportation costs to your east coast bulk plants.

We are buying a car float and rail material to install immediately. While we have not definitely determined the actual transportation costs for delivering these tank cars to and from the island to the mainland, we estimate that this cost will not exceed ten dollars per car -- provided, of course, we get a sufficient volume to enable operating the car ferry at this low cost .

From our limited knowledge of your operations in the Miami area, we are inclined to the opinion that on your local business alone the advantage in supplying your tank customers in this area from the island at the cost mentioned above, plus the ten dollar per car switching charge now in effect in the Miami area, you would save at least One Hundred Dollars a car on this character of business. This is not considering the additional saving accruing from shipments to east coast points from the Island Terminal.

If you are in a position to consider this matter favorably and will so advise, we shall be pleased to give you any additional information required.

CGF:T

Very truly yours,
Carl G. Fisher

THE CARL G. FISHER PROPERTIES

Foster Ed

MEMO TO Mr. Carl G. Fisher
Copy to Mr. Collins
FROM Paul Kunschik

DATE May 5, 1930
SUBJECT The Peninsula Terminal Company
property

Complying with your request I wish to advise that we have collected on sales of The Peninsula Terminal Company property \$1,294,223.16. There remains due today ~~\$436,683.56~~ of this amount \$133,008.56 is collectible. The balance represents contracts now in process of foreclosure or in litigation one way or another. In a few instances suit has been brought against us to force refund of moneys collected. Just what the outcome of these suits will be remains to be seen.

We have expended on the property \$2,749,204.00. This includes land costs and development.

As of November 30, 1929, Mr. Chase appraised the unsold property as worth \$10,472,610.00. This does not include the property represented by the contracts under foreclosure referred to above, which on the same basis of appraisal is worth about \$125,800.00.

With reference to the ferry boat we are maintaining a regular service between the Causeway and the Island at a loss of about \$950.00 a month, exclusive of depreciation and extraordinary maintenance charges.

If there is anything further you care to inquire about, I shall be very glad to submit our statements.

Paul Kunschik
PAUL KUNSCHIK

PK:MKH

10 m
B.

THE CARL G. FISHER PROPERTIES

Fisher Sl.

MEMO TO Mr. Fisher

DATE May 5, 1930

FROM _____

SUBJECT The Peninsula Terminal
Company property.

Complying with your request, I wish to advise that we have collected on sales of Teh Peninsula Terminal Company property \$1,294,223.16. There remains due today \$436,683.56.

We have expended on the property \$2,749,204.00. This includes land costs and development.

In addition to the regular ferry service, there is electricity, water and telephone connection with the island. There is 25 feet of water on the north side of the island, 300 feet wide. There is a turning bason at the northwest corner and there is a channel 200 feet wide, and 18 to 20 feet deep on the west and south sides.

With reference to the ferry boat, we are maintaining regular service between the Causeway and the Island at a loss of about \$950.00 a month, exclusive of depreciation and extraordinary maintenance charges.

ROBERT H. TYNDALL.

W. K. VANDERBILT
New York Central Building
New York

May 27th, 1930

Mr. J. P. Duffy,
304 Fisher Building,
Miami Beach, Florida.

Dear Mr. Duffy:

Your letter of May 21st has just been received and I have carefully looked at the maps enclosed and there are certain objections to the layout as I see it as shown, if you intend interesting people to purchase this property to develop it for yacht basins or high class residential sites as apartment and club houses, etc.

The proposed railway which runs across Morris Cut to Virginia Key and parallels the proposed high class residential district along the Atlantic seaboard, would to my mind make this district almost unsalable, as I do not think anyone would wish to purchase property with the danger of cars being shunted in front of their residence. I have marked this particular section A to B.

A similar condition exists at proposed future expansion point marked C to D. In fact, if you will carefully look into the layout as planned nearly every street is encumbered with a railway and I do not think it will be possible to sell property to yacht owners under those conditions.

My suggestion would be eliminate railway from A to B and D to C; close up street as shown in shaded blue between the two proposed commercial purposes plots, which would tend to give privacy to the property restricted for yacht purposes and proposed future expansion on the southwesterly side of the Island; remove tracks from A to B and close up passage between the southerly proposed commercial purposes plots and establish an easterly proposed private commercial purposes plot as shown in red pencil. The result would be that the commercial interest would be restricted to the center and the northern part of the Island, leaving free the United States Government reservation, the proposed apartment and club house sites on the Atlantic coast and the yacht basin and proposed future expansion on the southwestern side of the Island. There would be a highway for those residences or whatever they might be, from D to B via C without the objection of railway tracks and the two closed roadways shown in dark blue would shut off vehicle traffic from the Parkway, as it might be termed, keeping it in the commercial subdivision section.

If you find that the lot marked "proposed future expansion" is to be commercialized, it will be very simple to have a clause inserted in the sale of this land allowing for the laying of the rails from point D to lot No. 5 and the prominent lots would still be in the same position of being able to reach the ferry via route C to B without objectional feature of travelling on a railway track.

This suggestion as given is in line with your request in your letter to me of May 21st.

Yours very truly,

(Signed) W. K. VANDERBILT

OIL CAR FERRY

APPROVED BY CITY

Miami Herald — June 10
Commission Authorizes Officials

To Confer On Construction.

The city commission yesterday authorized Frank H. Wharton, city manager, and Ernest Cotton, director of public works, to confer with officials of the Peninsular Transport Company to arrange for the construction of a floating bridge or pivotal barge on one of the municipal docks as the first step in the establishment of a railroad ferry to operate between Miami and Fisher's Island terminal, carrying car loads of gasoline and oil.

The oil company, in a letter to the city commission, asked permission to construct the floating bridge over which railroad cars could be shifted from the mainland to the railroad ferry. The work will be done at no expense to the city.

City officials said that the oil company will equip a barge with double tracks capable of transporting four or six tank cars at a time. The oil company will be compelled to run spur tracks from the trackage already on the municipal property to the dock selected for the barge.

The city will derive a revenue of \$1 for every car placed on the ferry or taken off. A similar ferry is in operation at Key West, Mr. Cotton said.

THE CARL G. FISHER PROPERTIES

Fisher 351

MEMO TO Mr. Fisher

DATE June 10, 1930

FROM E. H. Browder

SUBJECT Car Ferry Float Landing

For your information, Sunday morning I met Mr. Collins at the office and discussed with him and Mr. Kunschik the prospective terminal proposition, concerning which I wrote you under date of June 7th.

Yesterday Mayor Reeder, Messrs. Irving A. Collins, Dan Mahoney, Duffy and myself had a conference on a possible location at the City of Miami docks for our car ferry float. Mayor Reeder seemed to think there would be no objection to granting a permit in this connection. Therefore, we prepared formal application to the City Commissioners, a copy of which you will find attached, which was presented to them yesterday afternoon and received favorable action, as you will observe from the newspaper clipping appearing in today's Miami Herald. The news story is slightly confusing in that it mentions an oil company had made application for this permit instead of the Terminal Company, which does not interfere with our plans in the least.

Mr. Colline received your telegram approving the action of our committee, which is greatly appreciated by all of us.

Today, Mr. Duffy and I, in conference with Mr. Cotton, Director of Public Service for the City, selected a location at the City Docks for our car ferry float landing. This location will now be submitted to the City Commissioners at their next meeting in formal application for a permit to construct same, and we are sure that we will meet with no opposition unless something happens in the meantime unforeseen at this time. We also discussed the location selected with Major Brown, the Government Engineer, and he had no objection to same. He assured us that there were no navigation hazards in connection with handling our car ferry float.

The representative of the refining company interested in a terminal location on the Island will be here on Friday of this week, and we hope to have some favorable action to report as soon as we can confer with him.

We are continuing our efforts to obtain all information possible concerning our car ferry float, as we will necessarily have to proceed immediately with the construction of same or leasing or buying one if we are successful in closing our negotiations with our terminal prospect. We shall, of course, do nothing definite until all detailed information is submitted to those concerned here and yourself.

With best wishes and kindest personal regards.

E. H. Browder
E. H. Browder.

June 9, 1950.

To the Honorable Members of
The City Commission,
City of Miami,
Florida.

Gentlemen:

The Peninsula Terminal Company is desirous of making a connection at the City of Miami docks in order that it may discharge rolling cargo, such as tank cars, etc., to the municipal siding, and respectfully requests that the City Commission extend to it a permit for a proper landing at a location suitable and agreeable to the Commission.

It is the intention of The Peninsula Terminal Company to load these cars on a car ferry float at their Harbor Terminal Island and tow same over to a landing place on the Miami side. The Peninsula Terminal Company agrees to bear the expense incurred in the building of a suitable landing.

Respectfully submitted,

Irving A. Collins,
Vice-President.

THE CARL G. FISHER PROPERTIES

Fisher Isl.

MEMO TO Mr. Fisher

DATE June 13, 1930

FROM E. H. Browder

SUBJECT _____

Referring further to the proposition outlined in my letter of June 7th, a representative of the refining company who are interested in terminal facilities at Miami, is in town today.

In addition to the one or two acres on our property under consideration for a terminal location, these people are interested in acquiring an additional ten-acre tract for the purpose of building a refinery here. They seem to feel that \$25,000.00 per acre for a refinery location is entirely too high. Would you be interested in making a better price on ten acres? If so, what would be your best proposition, say, for all cash, and/or on terms, and/or some kind of a lease with option to purchase within a specified time.

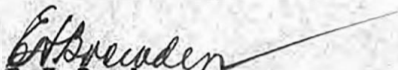
As previously advised, on the one or two-acre location for terminal facilities, they will probably not wish to buy outright. However, they have suggested that they would prefer a ten-year lease instead of five, with option to purchase. We quoted them, as you know, \$1,200.00 per annum net to us on a five-year lease. If the question of a ten-year lease is to queer the deal, would you be agreeable to making a ten-year lease at the same rate or perhaps a little higher rental, say \$1,500.00 per year for the additional five years, net to us?

These people seem to be interested in both the terminal location and the refinery location, either of which would mean much to us. You can well appreciate what a refinery would mean to Miami, and especially on our property.

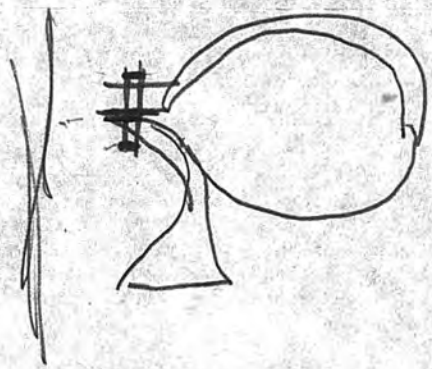
I am to have another conference with them Monday, and shall appreciate your wiring me Monday, if this letter reaches you, or as soon as same is received, advising fully as to these propositions.

As stated before, any activities started on the Peninsula Terminal property will, I believe, be very beneficial to us, and if we can successfully locate a refinery on the Island believe it would be a trump card to obtain whole-hearted support from the City of Miami on anything we might wish to do.

Anxiously awaiting your advice.


E. H. Browder.

EHB/IE



all-rate
Cable-
ess its de-
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above or preced-
g the address.

The filing time as shown in the di-

Received at

WESTERN UNION

SIGNS

DL = Day Letter

NM = Night Message

NL = Night Letter

LCO = Deferred Cable

NLT = Cable Letter

WLT = Week-End Letter

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

MIAMI BEACH FLORIDA
JUNE 17, 1930

CARL G. FISHER. MONTAUK NEW YORK

SHALL APPRECIATE YOUR ADVICE REGARDING PROPOSITION
SUBMITTED MY LETTER 13th

E. H. BROWDER

June 18, 1930.

Mr. E. H. Browder,
Peninsula Terminal Co.,
Miami Beach, Florida.

Dear Mr. Browder:

We had a conference last night as per wire sent you. Considering a refinery would be more or less smokey and smelly, as a big part of their product is tar, we don't believe we want a refinery on the island.

There is no reason, however, why we cannot continue to furnish such accommodations as the Belcher Company have, and I think we should go ahead with our arrangements for a car ferry immediately. In fact, these items of the car ferry were given some time before I left Miami Beach to proceed with and we certainly want to have this car ferry in operation before the first of November.

We would lease to these particular people one to two acres for five years at \$1,200.00 per year for the inside property, with an option to purchase at the end of a five or ten year lease. We don't like a ten year lease but for any part of five additional years the lease should be \$2,000.00 per year.

However, we want it very thoroughly understood before we make any move or any lease that we are dealing with thoroughly substantial company who are amply able to go ahead with their plans. We don't want to make arrangements with a company which is not properly financed.

Yours,

CGF:T

Fidelity Union Saver
Fidelity Union Saver Co.

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

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Received at

EASTHAMPTON
JULY 17, 1930

Fisher Isl.

E. H. BROWDER. FISHER PROPERTIES. MIAMI BEACH FLORIDA

WE HAVE DECIDED WE CANNOT RISK REFINERIES ON THE ISLAND.

WE WILL ENTER INTO NEGOTIATIONS FOR THE OTHER PROPERTY ONE

TO TWO ACRES AT TWELVE HUNDRED DOLLARS PER YEAR FOR FIVE YEARS

DISLIKE THE TEN YEAR PROPOSITION BUT IF ANY ADDITIONAL PART OF

FIVE YEARS WANTED RENT SHOULD BE NOT LESS THAN TWO THOUSAND

PER YEAR

FISHER - COLLINS

MIAMI BEACH BAY SHORE CO.

MEMO TO Mr. Carl G. Fisher DATE July 25, 1934
FROM Irving A. Collins SUBJECT _____

Dear Carl:-

I attended to the several commissions you gave me, one of which was to see Margaret. I went up to see her but met her on the road and only talked to her a few minutes as she was in a hurry. I thought she would be in the office yesterday before she sailed for New York. She looked well and I hope her journey will be quick and safe to Montauk.

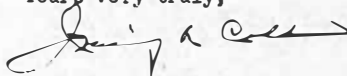
I went over several affairs with Fred and told him that his letters were O.K. We went yesterday to see Calkins to make further arrangements about the suit, the details of which Fred will tell you when he sees you, I suppose in a few days. He now is at North Wilbraham and he expects to be there the rest of this week. No doubt he will get in touch with you just as soon as his sister-in-law gets better.

We had a meeting yesterday with the City Council of Miami Beach with reference to the Free Port and are going to have a combined meeting with the Council of Miami Beach and the Council of Miami to make an application. Of course, hardly anyone knows what it is all about and they are very much excited as to the responsibility or liability of the city in this application. The real application will cause and compel a lot of work to be done, such as engineering, drawing of plans, etc. Some money will have to be raised to prepare this preliminary application.

Things are quite quiet down here and I can't say that it is very cool, although there is a nice breeze going if you can always face and sit in that breeze. I am planning to get thru and leave here Saturday night and hope to see you soon.

With kind regards, I am

Yours very truly,



IRVING A. COLLINS

IAC:MKH