

**Port of
Miami
II**

**[see also map
drawer R2G]**

Case of Fisher, Personal

HEARING BEFORE COL. FRAZIER AND GOVERNMENT
ENGINEERS, FT. LAUDERDALE, FLA., MARCH 2
1 9 3 1 .

PORT EVERGLADES PROJECT

Part Everglades

MR. FISHER:

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PUBLIC HEARING, March 2, 1932.
City Commission Room, Ft. Lauderdale, Fla.
Presided over by Col. L. V. Frazier
U. S. District Engineer.

Most of the data furnished to the Engineers was contained in a brief, portions of which were read by the different members of the Broward County Port Authority, and others in its behalf. There were only four copies of this brief and it was impossible for us to obtain a copy. In order to put the information before the Govt. Engineers within the limited time, those presenting the different portions of the brief, read therefrom very rapidly and it was, therefore, impossible to get a verbatim report of everything read. We will include in this report the important excerpts from each reading, also the additional information given, as well as the questions propounded by Col. Frazier, Col. Brown, and the different members of the Port Authority, together with the answers given thereto.

Mr. Thomas E. Swanson, Chairman of the Broward County Port Authority, conducted the hearing on behalf of the Port Authority, the other member of the Board, being John D. Sherwin, A. J. Ryan and Floyd L. Gray.

After Col. Frazier declared the meeting open, Chairman Swanson made the following statement:

Mr. Swanson: As chairman of the Port Authority and on behalf of our citizens, we want to express our thanks and hearty appreciation to you (addressed to Col. Frazier) on your visit to this port district. The hearing we are about to have is fraught with weighty responsibilities both on the part of the army engineers and the citizens of south Florida. On what we have to say today, the Port Authority has grave concerns, in that our commission has here the honorable members of the Board of Engineers, who will pass on our petition.

We shall only press our claims for Government appropriations so far as warranted on absolute facts. You are an arm of the Government; we apprehend your honorable body is not concerned in the slightest with what I believe or don't believe; what you are interested in are cold facts and these are what we propose to give you today. We have asked each witness to confine himself strictly to the facts and if any witness attempts to wander in the realms of conjecture, we will remind him of his direlection.

We desire a 400 foot channel with a 500 foot entrance. We desire our turning basin to be completed to a depth of 35 feet to its entire area of 1200 X 1200 feet. We desire proper breakwaters. We will show, by evidence, that we are asking no more than the engineers have indicated. We realize that we are the port of the greater Miami district and Port Everglades is the north gateway of this area.

We shall show by a resolution passed by the Miami Chamber of Commerce that it favors our project. Our committee for investigation of the Port Everglades matter have made a comprehensive report.

The following resolution was presented before the Miami Chamber of Commerce and unanimously adopted: "The Board of Directors of the Miami Chamber of Commerce most heartily approve the development of Port Everglades and to this end will lend all moral support." Signed by Dale James, Secretary.

I might add, Col. Frazier, if there are any discrepancies, we were forced to complete this brief hastily last evening and this morning and we will make all proper corrections.

We desire to offer this resolution of the Miami Chamber of Commerce and have it made a part of this record. The personnel of the Chamber of Commerce Board of Directors is the same as when the above resolution was adopted.

Port Everglades is naturally recognized as the port of Miami according to the following advertised sailing of the United Fruit Line: "Leaving Miami, Port Everglades, Florida."

In addition, there is one Oil Company using Port Everglades for South Florida distribution.

We shall give you a concise history of Port Everglades project from its inception, showing development, tonnage, construction, etc.

I want to introduce Mr. Floyd L. Wray, one of the Port Commissioners.

Mr. Wray:

Many times in the past five years during the construction of Port Everglades and since that time, the question has been asked: "Why Port Everglades?" Those who first projected the idea and those later on, firmly believe the undertaking was justified. It will be my endeavor to explain the reasons why such a plan was thought to be not only sound, but necessary. One of the reasons for saying it seemed to be a necessity was because it was impossible at Miami to find sufficient docking space for the operation of ships in unloading cargoes. The reason Port Everglades was established was answered in 1926 when so many ships were unable to enter the port of Miami. Several photographs which we offer as an exhibit, show conclusively the lack of docking space, rather than lack of depth of water that caused the congestion. Officials began looking elsewhere for docking space where necessary depth of water was located. This photograph is dated Nov. 29th 1926.

(Note: As nearly as I could tell from the glimpse of the photo offered as an exhibit, it was taken in 1926 covering all the boats anchored outside when the Miami channel was blocked)

Mr. Wray, continuing: The following article from the Miami Herald, issue of March (?), 1926: "Three freight ships operated into Miami by the Baltimore & Carolina S. S. Co., were ordered to be relieved from service because of inadequacy for docking space in Miami. The B. & C. Co. are limited to two ships in port at one time. This line operated the largest number of ships to Miami of any line now; there is a total of ten ships now being operated. Two ships now being built at Baltimore will be laid up. The superintendent of the Company stated he expects to find uses for these ships on other lines."

I would like also to introduce several bits of evidence by way of testimony of leading citizens of Miami to prove the need of another harbor in this vicinity. What I am trying to do is to show you that Miami has great interests which she must protect. Here is a statement made by E. C. Hemph:

"I refer to providing a water front, not only to attract our winter visitors, but because our citizens demand it as a right. No plan of harbor development would be acceptable which did not have as one of its features the possibility of a clean water front, free of commercial shipping. If the present plans are developed, it would naturally lower the grade of the bay front and would spread north and south along the drive. It would have a bad effect on realty values".

We have an objection submitted by a number of Bay Front property owners stating that the undersigned property owners on Bay Front Drive object to the Orr Plan, also the Sewell Plan, which would tend to decrease their property values:

This objection is signed by the following;

F. W. Reider; Wm. I. Phillips; Hamilton Michelsen; Kalston Brothers; The Greater Miami Co; Gulf Refining Co; Miami Bank & Trust Co; Alcazar Hotel; Biscayne Bay Steel Co.

Statement of Engineer Garris, who, according to his own statement drew the Sewell plan in 1921:

"I drew the so-called Sewell plan for harbor development in 1921; this plan would appear to be a very serious menace to traffic conditions; more development will only aggravate these conditions, destroying the beauty of the Bay Front and hampering the development of same. The proposed abandonment is necessary."

This was the cause for the abandonment of the Sewell plan.

Statement of Waldeck & Co. made at that time.

"In the location of the proposed bridge from Pier No. 3, and ultimately with Fisher's Island for the harbor and the development of Virginia says, it is going to cause serious congestion to vehicular traffic. It is not feasible to place a bridge across the Bay in the midst of our shipping and expect to take care of the Keys and Fisher's Island Development."

Col. Youngbird stated at that time: "It is very evident, whatever the decision, someone in the War Department will be damned."

The War Department did not approve any plan; Sewell or any other.

This is given to us by Miami Citizens. The residents of Miami and Miami Beach would resent and would no doubt defeat any plan which would change one of the best yacht anchorages into a small commercial harbor. It is quite plain at that time, 1925-26, no plan could be agreed upon for construction of harbor facilities at Miami or Miami Beach. Thus it would seem that the idea of another harbor having ample depth of water was actually conceived by Miamians, both present and future. No other location than Port Everglades is within easy reach of Miami and so admirably adapted to serve greater Miami. Some went so far as to suggest Turtle Harbor, more than seven miles from any railroad. I might also add that Miami Beach is rapidly closing the gap between that city and Port Everglades. Transportation facilities including water, highway and two railroads were under process of construction and every advantage for just what is needed now. Study of shipping and industrial needs, together with agricultural acreage to the west between Port Everglades and Okeechobee, as well as territory to the north of us as far up as Stuart and Melbourne, which did not have any deep water at that time, proves conclusively to us that if the harbor was built here, sufficient business already exists to make such an undertaking an immediate success. Speakers following me will prove the need of this harbor for far more extensive facilities than those now existing; will prove that this project at Port Everglades is a present necessity that will not only serve this immediate area, but will also prove to be of great benefit to the Miami area.

The tremendous growth of Los Angeles was attributed to deep water.

Within the past week a group of Miamians who have invested upwards of two millions of dollars have signified their intention of establishing business adjacent to Port Everglades; a deal of \$850,000. Some others at Tampa would like to establish a pre-cooling plant at Port Everglades.

There are few places adjacent to this harbor to hamper the growth of this harbor enterprise and would not interfere with any resident district. There is much acreage close by Port Everglades to be used. Port Everglades is a dream come true; a very evident necessity. People here are willing to lend every effort to make it so. We hope to induce the Federal Government to make appropriations. We are giving to the world a great harbor where there is great need for such an institution.

Question by Mr. Swanson: How far is Miami from Tangle Harbor?

Ans: Approximately forty miles.

I might add: this photograph showing so many boats standing outside Miami Harbor some of them passed out to the south of Cape Florida where the depth is approximately ten feet.

Note: Although the photograph was dated November 1926, Col. Brown didn't let that get by and stated before the meeting that regardless of the date on the photo, it was taken in 1926 at which time the Prinz Valdemar had the channel blocked.

Swanson then introduced A. J. Ryan; treasurer of the Port.

Mr. Ryan: Since our last permit, we have made a number of improvements, financed by the Port district. The first is a belt line railroad operated as a common carrier by the Port Authority. We submit our first rate, filed with the interstate commerce commission. It has a length of 4.2 miles connecting with both the F.E.C. and S.A.S. Railway, with double track along the dock. The cost of this road in full was \$95,302.78. This cost was held down by contract labor offered the port, and the lease of rails from the Florida Power & Light Company. This road is in operation now. I may say further that the Florida Power and Light Company had bought these rails to build their own track, but when the harbor began developing it was thought best to lease to us.

We also have here a steel warehouse, 75 X 620 when complete; the first unit is now in operation 75 X 120. The balance will be completed within the next thirty days. The cost of this warehouse is \$91,375.03. This was financed by \$42,121.02 cash; \$28,200 in bonds voted by the district and \$21,054 construction notes. This, we believe, will be ample storage for the next year or two. We have much space now available for bond storage. We are ready to negotiate for part of this space.

3rd. We have a platform on the north pier, at the west end and south side of the docks at a cost of \$68,000. We have bought special steel ties and other things to build our tracks at the south pier. Contract has been let for this construction. The cost of this is \$5,370.

We submit a financial statement as of Jan. 31, 1932, showing the cost of \$5,407,551 for the construction of this harbor. I wish to call your attention here, that no money has been spent by the government to date except about \$65,000 for maintenance, all of which has not been expended.

In document 357, 71st Congress, your board stated: "An unprotected channel of this width and draught, is too narrow for safe navigation and could not be used in stormy weather."

From Sept. 28, 1931 to March 1, 1932, I am filing ship schedules. There has been 32 vessels on this schedule and two others, a total of 34 ships coming into this harbor. It is evidently important that our channel be safe for ships in all kinds of weather. We have a number negotiating for projects here.

We would like to add these items as evidence when these negotiations are finished.

You have a brief history of this harbor. I wish to present as evidence here that this project is wholly held by the district. We have a total of 126 acres of land. We did not assume mortgages on any of this property.

That we are asking for is the completion of our turning basin to a depth of 35 feet at a cost of \$161,000; the width of our channel to 400 feet with 500 feet at the entrance at a cost of \$1,049,051; building break-waters at a cost of \$800,000. The reason I am giving you these figures here is to give the comparison of what the district has spent and showing what we are asking for you to spend; to show the comparison of the investment. The Broward Authority has spent \$303,000 on break-waters; the tax-payers have spent over \$5,000,000 and we are asking the government for \$1,800,000 for a harbor which can handle ships safely; which is bound to develop South American trade.

In conclusion, you will find the construction, since our last hearing, has been economical and the development on a large enough scale to gain assistance from the government. I believe the evidence following, will carry that out.

Question by Swanson: What number of steamships make regular use of Port Everglades?

Ans: The Baltimore and Carolina S. S. Co. Have a weekly schedule. The United Fruit Company has a schedule every two weeks; the Cunard Line has a schedule every two weeks--

Q: What about the Richfield Oil Tankers?

A: The Richfield Oil Company has found it economical to bring oil through this harbor; they have a ship coming in here about every sixth days to take care of the fuel supply for south Florida.

Q: Someone has stated there had been 34 ships to enter this harbor! does that include pleasure boats, yachts, etc.?

A: No, just ships on these three schedules.

Question by Col. Frasier: In other words, coast-wise ships. Where do these tankers bring oil from?

Ans: California.

Q: What is the draught of these tankers?

A: I think 27 feet.

Q: In maximum draught?

A: Actual draught is 29 feet.

Austin T. Drew. The boat that comes in has a draught of 29 feet.

Q: One boat Company? Ans. by Drew: Yes, sir.

Question: Frasier to Drew: What other boats have they?

Ans: There are two other boats coming in to Port Everglades; one 600 feet long and one 520 feet.

Q: How has oil been brought in heretofore?

- Ans. The first brought was through Jacksonville terminal; this was found very costly to transfer products in to Jacksonville and redistribute to South Florida. On account of the depth in Miami Harbor, they would not trust any tankers to come in to Miami Harbor. The only available place for entrance of Richfield Boats was Port Everglades, so the first tanker came in here in October. Prior to that they were forced to discharge on barges. On the first trip of the Hugenot in October there was considerable comment about bringing a boat of this size into Port Everglades, but after careful examination by their engineers, they allowed the Hugenot to make the first trip in here. It was so successful, they have been bringing it in regularly. The next boat to come in had a 78 beam.
- Q. How many tanker trips have been made?
- A. Two. Regular trips every sixth days from now on.
- Q: Have you made a forecast of how much oil you will bring in?
- A. About six million gallons per year.
- Q. How do you distribute from here?
- A. Taken over by tank cars; we are erecting a storage at boat now with a capacity of 750,000 gallons. We are marketing through South Florida by tank cars and trucks. As soon as completed, we will be able to use the in-land water way.
- Q. Can you give me an idea of what district will be covered; how far north and South and West?
- A. As far north as Daytona; as far south as Key West; after October, we will go to Cuba either by tank car or by boat.
- Q. What saving per barrel do you estimate is made by bringing oil in to Port Everglades rather than in to Miami under present conditions?
- A. We had a rather expensive cost in bringing gasoline in to Miami inasmuch as we were forced to lease equipment belonging to other companies; it would not net be fair to use that cost of the operation; this is a matter of record. It was almost a prohibitive cost which could have been cut down had we gone in to that as a permanent proposition.
- Q. In other words, to make a comparison, we should make a comparison with your company and some others established?
- A. The saving now as against Jacksonville or Miami is almost 3/4¢ per gallon which is a considerable item on any large gallonage.
- Q: By Col. Brown: Are you handling general commercial grade of gasoline, or aviation gas?
- A. Full line; aviation, motor and ethyl. Our largest account is the Pan American Air Lines; we have been supplying them for seventeen months. One of the things we had to be careful about was to get their gasoline in here and have it get to them in proper condition. Using Port Everglades, we will pump directly from

ship into storage tanks and deliver directly to Pan American Tanks. Handling in Miami made too much re-pumping. The method of handling from ships to barge, was they would pump from their large tankers to barge, haul barge to dock in Miami where it would have to be pumped to tank cars, transport the cars down to storage tanks and pump into storage tanks, then taken out of storage tanks and hauled in trucks for delivery to the Pan American Air Ways. Coming through Port Everglades, you pump direct to storage tanks and from then in to drucks for delivery to Pan American Air Ways.

Capt. Shuman, Pilot at Port Everglades:

Q: By Swanson; Mr. Shuman, you can describe the channel conditions to Port Everglades and the turning basin?

A: I have not prepared any statement on this. I understood mostly my statements would be in answer to questions you would ask me. If you have any, I would be glad to answer them.

Q: You are the regular pilot of Port Everglades?

A: Yes, sir.

Q: By Col. Frazier: Do you have, or have you had any difficulty in bringing in any ships?

A: Yes, sir; on one occasion I refused to bring in the Caladenia of the Comand Line. The length of the ship and the narrow width of the channel with wind blowing approximately 35 miles on the beam, caused taking too much chance in the channel.

Q: The difficulty was caused by wind rather than current?

A: Adverse wind. One condition arises inward on the Florida coast, in close to shore. We have a set of tide in shore direction one knot per hour. This day the wind was northeast causing a tide set of one knot per hour. That condition arises on the whole Florida coast any where in close to shore; outside it is different.

Q: Your channel width is approximately 200 feet?

A: Yes, sir.

Q: What width do you think would bring in any ship safely at this time?

A: 400 feet.

Q: 400 feet from the sea in?

A: Yes, sir.

Q: Even without jetties?

A: Without jetties. I would like to state that reefs are an advantage to stop the set of the tide; they break tide set and make it more safe. Breakwaters I should have said.

- Q: With 400 feet channel, is it your opinion that these breakwaters are necessary to give safe entrance to these ships?
- A: My opinion is that it would be an advantage in having breakwaters in adverse weather conditions; would make more safety in bad weather. Under normal conditions they would not be so important. 400 feet at normal times with our short distance would be sufficient without breakwaters. It would be an additional feature in my opinion.
- Q: Isn't it true, except in so far as the weather is concerned, the jetties have no effect on the matter?
- A: Only in this way, it would help to reduce the ground swells to some extent.
- Q: With a cross current of one knot per hour, would there be any difficulty in entering a 400 foot channel?
- A: No, sir, I would not deem it any difficulty.
- Q: Do you ever have any more than one knot per hour?
- A: I have never noticed more than that. That set only occurs when we have strong winds; it is only with adverse winds we have that set.
- Q: With 35 feet in depth in the channel, what draught would you consider safe to bring in?
- A: With 35 feet on mean low tide, I would say I could safely handle a ship of 34 feet draught.
- Q: Do you consider any difference in depth between channel at outer end and inner?
- A: I should think the same draught all the way in the channel as well as the turning basin. In one instance in reference to that our turning basin here is only completed 850 feet North and South and the width is 1200 feet. We have to turn these ships in a distance of 850 feet; any ship drawing over 28 feet of water. The Caledonia turns 650 feet and only allows 200 feet to turn which is not allowing very much to back and go ahead. We have handled successfully in that distance. If the channel was any shallower it could not be negotiated. That ship has made three successful trips in here, drawing at most 27 1/2 feet.
- Q: Do you use tugs?
- A: One tug in turning; that is the only ship we use tugs on; all the others I turn without tugs.
- Q: By Col. Brown: How far do you carry this swell; do you carry it any distance in to the channel?
- A: That all depends upon weather conditions.
- Q: In a fairly stiff breeze?
- A: Comes all the way in to the shore line.

Q: You feel effects of it?

A: Yes, all the way in to the shore line; in ordinary times we don't feel that swell inside at all.

Q: Break-waters would have a tendency to break the swell?

A: Yes, and also the formation of these two reefs out there. In normal times, we have no ground swell in the channel.

Q: (Frasier) Could you give me an idea about what percentage of the time these adverse conditions would obtain?

A: About three days each month to my observance during the winter season.

Q: In other words, about eighteen or twenty days per year?

A: Not over eighteen or twenty days per year. We have these swells when we have the most shipping--in the winter season. One more thing I believe I would like to say regarding the condition of the channel. I have been connected with the channel when we built the channel and I have kept a close watch of the conditions and to my personal knowledge, we checked up yesterday from the shore line clear out to the sea; the shallowest place we could find was 37 feet; no shoaling since it was done. On the inside a sand bar left with the break-waters being in their present condition, washing down when we have strong north-east winds, washed over this jetty and caused this bar to wash to a small extent in to one edge of the channel. To my own personal knowledge this is the only point that there has been any shoaling and it doesn't extend all the way across.

Q: In this particular case, you refer to the south jetties?

A: Yes, sir. Both our jetties have become in bad condition and when we have strong winds water washes right over them.

Q: Is it your idea that when the jetty repairs are made that will prevent such shoaling?

A: Yes, sir.

Q: Any difficulties in bringing in a vessel of 34 feet in calm weather?

A: You mean conditions of the channel at the present time?

Q: Yes,

A: A vessel of 34 feet draught would not be safe to handle at this shallow; 30 to 31 feet is about the maximum to bring in. Where the shoaling is there is only 200 feet in the channel and leaves only 150 feet to bring in the boat.

Q: Have you any trouble in seeing the channel markers from the bridge of the Caledonia in bringing it in?

A: Yes I have. We have requested a change in the bulls eyes to make the centers black so as to give you black on a white background. On the large ships,

the channel being so narrow, the only way you can see the buoys is to look ahead. You can't see them on either side, caused by present narrow condition of channel in ships of wide beam.

Mr. Swanson: May we check over a couple of questions Mr. Wray? Tel Col. Frazier here with reference to the break waters--

Mr. Wray: The marine superintendent of the Cunard Line stated there were three features which made them hesitate about coming in to Port Everglades and in here. Lack of construction of the break waters, stating that under present conditions they were quite a serious menace rather than a help and should be built up to approximately twelve feet. The width of the channel and size of the turning basin. Laid particular emphasis they were afraid of our present break water condition. If constructed their ships would be materially assisted in negotiating the channel safely for the 1/2 to 3/4 miles from the end in to the jetties.

Q: Was his objection based on the fact that they were not sufficiently completed to offer protection, or that he regarded them as a menace?

A: Based on two points; in present condition, a menace; if completed they would be a great help to their ships. He stated the immense super-structures of their large ships caused a wind pressure and if the current were eliminated, it would prove much assistance to them in negotiating the channel. I believe if these break-waters are completed, it will prove to be a very excellent harbor of refuge to small craft in time of heavy weather coming in.

Swanson called on Mr. Wm. Ketchin.

Mr. Ketchin: To try to bring before you the extent of tonnage, of agriculture actual and potential, I am introducing our sections under the heading of: "Past" "Present" "Future" and "Brief Facts."

First, I wish to say that the soil at the lower edge of the Lake will grow anything that can be grown in this section. On One hundred eighty acres out in section 7, township 37, south of range 44, east, between April 18th, 1931 and June 16, 1931 without fertilizer. 11,603 crates of tomatoes, 21,000 hampers of beans, making of tomatoes 284 tons; of beans 370 tons or a total of 654 tons, which is 3.64 tons average per acre.

Present: Farm produce. During the calendar year past, there have been shipped from this territory the following number of cars of farm produce; Palm Beach County 6130 cars; Hendry County 214 cars; Glades County 116 cars, and Okechobee County 131 cars; making a total of 6591 cars. Allowing a minimum figure of ten tons to the car, we have 65,910 tons. In the above statement, I wish to call your attention to the fact that 23% of all produce came from Palm Beach County; only 2% from north and 6% from Hendry; in other words, 98% from the south edge of the lake.

New sugar this season is estimated at 30,534 tons; an estimate of 14,000 acres of cane at 30 tons to the acre and 140 pounds of sugar to the ton of cane. On my own farm I have produced 50 tons of cane to the acre without fertilizer. All the sugar is grown on the rich land at the south end of the lake.

Future: Depends upon proper out lets of shipping and water control. The rich lands lie south from the south portion of the lake and extending south to the New River Canal and would be very profitable if the canal can be opened to navigation. But there are around 200,000 acres of land that will produce hundreds of thousands of tons of produce, reaching an annual tonnage of 510,970 tons.

Brief Facts: Soil. North of Palm Beach County the soil is very thin, much less of muck and requiring much water and fertilizer to produce. Palm Beach and Broward Counties have heavy muck, some places as thick as eight feet. This soil is so rich no fertilizer is necessary to produce abundant crops.

The United Sugar Company controls large acreage; they have a capacity of 4000 tons of cane per day at 145 pounds of raw sugar per ton of cane; tonnage of cane per acre, thirty; acreage of cane now standing 14,000; season's tonnage of raw sugar 30,450 tons. There are about 20,000 acres in farming outside of the sugar company's holdings.

Q: Mr. Ketchin, in what parts of Glades, Hendry and Palm Beach Counties is tonnage produced?

A: Very close around the lake; comes from here north to Palm Beach canal and running about to Clewiston, not getting very far from the lake. There are also some very rich muck lands in the central part of the county.

Q: How much of the New River Canal is open for navigation?

A: None on the lake end. From Ft. Lauderdale up there is 26 miles; from the other end it is choked up with hyacinths.

Q: Is there about 12 feet depth?

A: It is estimated it runs from 8 to 10 feet.
(The above questions were asked by Mr. Swanson)

Q: By Col. Frazier: What is the character of the soil along the canal between Ft. Lauderdale and the end of the navigable portion?

A: That seems to have been the natural out-let for the whole glades and it seems north of the New River Canal must have been the center, because coming to the canal the muck is deeper and richer; going north, it is sandy.

Q: Is there considerable acreage adjacent to the canal?

A: Runs out there for, I don't know, about three or four miles now I should say.

Q: Is it cultivated?

A: No, no way to get out.

Q: You have the canal, haven't you?

A: Yes, but it is blocked.

Q: Regarding the lower portion?

A: There is quite a little cultivation there.

Mr. Fray: The area between the North New River Canal and the South New River Canal is known as the Davis area. It is very extensively cultivated; there are 100 to 125 individual growers farming from 5 to 30 acres. In addition to that there are at the present time approximately 114,000 citrus trees in this area, most of them put out

put out within the past six years. This soil is different from the soil at the lake because the lake muck is deeper. This muck here ranges from fifteen inches to seven feet deep and is under-laid with sand sub-soil. Muck is 90 percent organic matter. Citrus trees need minerals as well as muck. Sand supplies the deficiency there. It is also used for growing vegetables.

Q: How do the farmers market their produce from this area?

A: Over roads along the south side of the North New River Canal and on both sides of the South New River Canal.

Q: Do they market any by canal?

A: Not at the present time.

Q: Do you know why?

A: Not sufficient volume as yet. Many trees are only just coming into bearing now.

Q: What other products do they raise?

A: In addition to citrus in this area, the Davie area, most every kind of winter vegetable.

Q: How much tonnage in that area?

A: Never been a record made of the tonnage in that area because this produce is used principally in Miami on the curb market there and in the grocery stores.

Q: How long before these orange trees will come into bearing?

A: Some of them bear now. A packing house opened up last month for the early oranges and the tangerines; the principal shipments to be made later.

Q: Can you tell us what the tonnage in citrus fruit will be within the next two or three years along this canal?

A: There are in the neighborhood of between 1100 and 1400 acres of citrus now. They should produce two cars to the acre when eight years old. Some are as much as 16 years old; others from three to five years.

Q: While on this subject of tonnage for the port, is there any other district besides this that will furnish citrus fruit for Port Everglades?

A: In my opinion, this entire area, sometimes described as the Kissimmee Valley area, which has water and rail transportation to the Okeechobee district, is all Port Everglades territory. The center of the citrus industry in this state is in this area. There will be, this year, approximately 17,000 cars shipped from the state and 12,000 cars will be shipped from this area.

Q: How are these shipped to the north, by rail?

Q: At the present time, yes, sir, although the rate by rail is in excess of the rate by water. Establishment of a pre-cooling plant at Port Everglades will greatly

facilitate shipping by water, which will save from forty cents to sixty cents per package.

Q: Can you explain the reason why they make such large shipments by rail from that territory clear to the north when they could ship by rail to Jacksonville and by coast-wise from there?

A: They are beginning to realize that fact now; in fact Jacksonville has not had the facilities until just recently for refrigerated shipments as they have at the present time. From as far as Lakeland, they are taking citrus fruit to Jacksonville for water transportation.

Q: Is it your idea this Kissimmee Valley citrus would come all the way down here by water?

A: Either by water or by the high-way that comes down this way, known as route 36. I may also say growers around the lake have found it profitable at the present time to truck their produce over to Lake Worth and on down to Miami and ship by water from Miami rather than ship by rail. If and when this road is constructed into Port Everglades, it will lessen that distance by half and they will find it profitable to make trips to the port here by truck and go back empty.

Q: Under these conditions, the Kissimmee Valley fruit would have a much shorter outlet to go east to Ft. Pierce rather than to come to Miami or Port Everglades?

A: They could take advantage of either route.

Q: By Col. Brown: Previous to 1922 they had considerable traffic from the lake to Ft. Lauderdale; can you say why that was interrupted?

Answered by Wm. H. Marshall, Commission Merchant.

Mr. Marshall: Transportation from the Lake Okechobee district was only by boats; then the county road was established; some years later the railroad entered Okechobee area and about that time the canal began to fill up with hyacinth and the drought period of 1918 caused shall water so that the bottom of the boats dragged which seriously hampered such transportation and besides the growers were not able to provide tonnage. Dams were placed in the canal with a view to control the water and by the declaration of the drainage board this was termed a drainage canal instead of transportation. The canals were closed and accumulations have filled them. Those canals used to bring in as high as 30 car loads at a time. Some on boats as low as 5¢ per package; if water had been deeper the cost of transportation would have been very probably handled at 5¢ per package. This canal is closed and has seriously impaired water. As has been explained to you, trucks carrying fruit as far west as Clewiston come to Miami and they find it profitable to do that at times. With the state here I would like to answer their question as to why they would not prefer to go to Ft. Pierce. Ft. Pierce, naturally, has much less water for coast wise shipping; it does not have enough for refrigerated steamers. This port would be a much greater inducement either for coast wise or export. There would be no comparison. As to Tampa, the haul is too long; it takes two days from Tampa to go around; it would also be three days for the larger steamers to go to Tampa. You might also state that same answer would apply to all tonnage originating in that area. Take phosphate mills; they are all produced with deep water facilities and heavy steamers importing

commodities from Europe naturally come here for fertilizer materials; they could come here and distribute much more economically. It would make this a port of commerce for the world instead of just coast-wise. With the canals and the roads along side, it would be a wonderful factor to serve the nation and the world; with the commodities of our country here, it will reduce the coast, naturally giving them food at less cost.

Q: If you had both canal and road, which would carry the greater tonnage?

A: Perishable could be handled by truck to a great extent; staples such as potatoes, by water. Trucks from Okeechobee here from 12 to 14; barges could break that perhaps; for the ten hours run it would be much in favor of the barge unless highly perishable.

Q: Would the introduction of refrigerated barges be feasible?

A: Very practical. Take a barge leaving Okeechobee on a 12 hours run; if it could arrive at this side just long enough to come to the ship pre-cooled, it would be a great saving after facilities have been established for pre-cooling in transit. When you put vegetables in a temperature of 40 degrees, they will keep indefinitely. Barges will be brought with cheap power and refrigerating facilities. The barges which bring these commodities could serve to relieve the pre-cooling plant here. Pre-cooled commodities unloaded to pre-cooling plant here could be done at less expense to the plant and transportation. You would find if that canal was completed to sufficient depth and width that the cost of bringing a car load of 500 packages from Lake Okeechobee by pre-cooled barge would not exceed \$50 per load and delivered.

Q: These vegetables grow on the south side of the lake; how would they get to the St. Lucie Canal to be transported to Ft. Pierce?

A: They would have to cross the lake and ships to cross the lake would have to be sea-worthy. Competition would not be serious with Ft. Pierce.

Q: By Mr. Ketchin. The citrus fruit growing on the north side of the channel; can that be shipped with the same facilities?

A: When the channel is completed the fruit will be carried along the south side of the lake. If the citrus fruit could reach that channel, they could go to Ft. Pierce, but if they have to cross the lake it would be dangerous proposition. When the railroad came into Moorehaven; we undertook to transport across the Lake from south bay to Moorehaven and we had great difficulty as the lake gets rough and destroys crops. It would be dangerous to cross the lake unless there would be an inside channel.

Mr. Swanson then introduced Mr. John D. Sherwin, one of the commissioners.

Mr. Sherwin. This statement is not compiled by myself, but by the traffic department of Port Everglades. It is one of the few deep water ports in the world located close proximity to traffic lanes. It might be compared with Los Angeles; in order to have a harbor within the corporate limits of that city, they extended the city limits so as to take in San Pedro. Port Everglades is located 20 miles north of Miami and it would be well for Miami to extend its limits to include Port Everglades. Port Everglades is one of the greatest shipping centers of the world. The Florida East Coast and the Seaboard Air Line connecting directly with the harbor assure adequate transportation.

Located on the logical line of established travel between the metropolitan centers of eastern United States and the producing centers of South America, the port is a potential gateway for the commerce of a tremendous tributary area. Eighty per cent of the consuming public of the U. S. live within a 1250 mile radius of the port, assuring a quickly accessible market for important and providing a vast contributing area to draw upon for exports. The coastwise and Latin American commerce of the United States totals approximately \$4,000,000,000 annually and the central location of Port Everglades, with respect to this great volume of traffic, indicates its importance as a growing shipping center. Port Everglades is the only port on the South Atlantic with a 35 foot depth, the only port of its type south of Norfolk, Virginia, and it is closer by several hundred miles to the Pacific Ports than either the Gulf or Atlantic Ports. It is also closer to the Gulf Ports than any other port in the United States. It seems, therefore, it would justify the United States Government to spend a few thousand dollars and help us out. It could be done cheaper than at any other port.

The following is a table of comparative distances to Latin American ports:

Note: Here insert the first table of distances on page 7 of the Port Everglades Booklet.

Also the following is a table of comparative distances with world ports:

Note: Here insert the second table of distances on page 7 of the booklet.

Considerable transportation cost can be saved if Port Everglades had proper depth and width of channel. Approximately 3000 car loads per season are shipped out of Ft. Lauderdale. 50% reduced to tons would mean 1500 car loads, equal to 15,000 tons per annum from Port Everglades. Palm Beach County ships 6130 car loads of fresh vegetables per season, approximately 50% destined to eastern markets. This is the logical port through which to ship them. In addition, there is shipped from Okeechobee County 116 cars and from Okeechobee County 131 cars, and from Hendry County 314 cars, a total of 461 cars of fresh vegetables. 80% would move through Port Everglades. These figures are taken from the 1930-1931 fruit & vegetable report.

Palm Beach County consumes 25,000 tons of fertilizer, shipped through Jacksonville. Approximately 30% would move by way of Port Everglades. The north end of Dade County consumes considerable fertilizer and approximately 30% of this would come through Port Everglades instead of through Jacksonville. Figures in our Statements are furnished by one of the largest distributors in the State of Florida; they are qualified to give correct information. There are several large lumber mills capable of handling 50,000 to 150,000 feet of lumber daily. Port Everglades can handle this lumber at a reduction in transportation cost. This lumber is moved in by rail and may be considered as potential tonnage. This costs the shippers of this section many thousands of dollars annually; shippers and receivers are being forced to pay high rates. All rail, truck and water rates are shown in our statements. Total car load shipments are shown. We wish to call your attention to the fact that savings in charges through Port Everglades would amount to approximately \$250,000 per year. Vegetables from Palm Beach County can be handled through Port Everglades and save \$350,000 per year. Port Everglades has benefited growers in the port district. Prior to opening these facilities they had to pay the rail rates. As soon as this port was open, the railroad companies reduced rates 90% per ton. Rail and water rates, plus trucking charges, are less than all rail rates. It has been estimated business interests in the port area saved \$22,800 in transportation charges since September.

The reduction of these rates range from 17% to \$1.33 per hundred pounds. We have shown how the commodities necessary in this district have to come in mostly by rail and gives an idea what the saving can be in case they had proper facilities at Port Everglades. A total saving to shippers in this port district of approximately \$850,000 per annum.

Swanson introduced Capt. S. D. Lawrence, Engineer.

Capt. Lawrence:

Before Capt. Lawrence began his statement, Col. Frasier interrupted and asked Mr. Sherwin the following question:

Q: What do you base your trucking rates on: is there an established rate on trucking lines?

A: Yes.

Col. Frasier: Excuse me, Capt. Lawrence, you may proceed.

Capt. Lawrence: The original design of Port Everglades was outlined in the first permit for construction, which was modified in the second permit. At the present time the construction status of the harbor is as follows:

We have one slip 300 X 1200 feet. We have a turning basin 1250 X 1200 feet, approximately 850 X 1200 feet to a depth of 35 feet. Parts only dredged to from 33 feet to 18 feet; the undredged area is in the south portion of the turning basin. The channel, proper, leading from the turning basin to the sea-ward contour was originally dredged to a depth of 35 feet, and is about 210 feet wide on the bottom. We have an entrance bulkhead which entrance on the sea-ward has been protected by native stone jetties. We have no breakwater above the surface of the sea.

Auxiliary harbor facilities consists of railroad heretofore mentioned. There is in operation by the Baltimore & Carolina Steamship Company a steel warehouse 75 X 120 feet and an additional 500 feet about to be completed. We have, of course, provided roads, etc., and these are already provided in excess of our present business. The light house department has made the necessary markets, etc.

Conditions here warrant additional harbor facilities. The harbor has now advanced to a point where the government should consider giving its assistance. Under the government agreement for the turning basin and repairs to jetties, necessary dredging to 35 feet which is already in the hands of the Engineer Department, there are the following specific items which the government should take into consideration: Dredging to 35 feet over the entire area of the turning basin; widening the channel from 210 feet bottom width to a width of 400 feet, with an entrance 500 feet in width; completion of the breakwaters in accordance with the permit now in effect. There is submitted herewith a drawing showing the relation of the different items above; these are based on survey of engineering department in 1931. Cross-sections have been produced; we have these if you care to have them. The survey of December 1928-1931, is the basis of the estimates which we have prepared. The original turning basin is as shown on the drawing; the dredging to a uniform depth of 35 feet was not completed by Broward County on account of lack of funds. There is uncompleted dredging to the extent of 173,863 cubic yards; the cost of the dredging is \$161,413. Regarding the channel; the present channel connecting the turning basin with the sea is 210-feet on the bottom, which is reasonably protected by the jetties when they are repaired. This leaves an unprotected channel 3153 feet in length. The original design brought forth that this channel should be widened to 400 feet. This would

involve the removal of 1,130,415 cubic yards. Taking up the widening of the entrance; that question has been referred to several times. This additional width would reduce the danger to ships entering and it should be 600 feet. It is thought this entrance would provide the desired condition for approach from the sea. For providing the three items above there would be a total of 1,324,971 cubic yards, which if treated as an entire dredging contract, it is estimated the dredging could be done for approximately \$1,310,468. That figure is based on the assumption that the break waters are completed first with the idea of giving reasonable protection in that way. In case the break waters are not completed first, the additional cost of ~~less~~ dredging the channel would be approximately \$267,384. You can see that if only the channel is provided without the break water, the dredging would cost quite a little bit more. This additional amount is slightly over 60% of the estimated cost of the break water themselves. Taking up the break waters under the last permit secured, it is estimated that satisfactory break waters to fifteen feet, with heavy coping and with the native stone core, would represent an additional expenditure to the government of \$606,000. Broward County has already spent \$607,556 in connection with dredging of the channel. In describing the new permit in accordance with which we are requesting federal aid the plans for the break waters which the United States Government is requested to provide, call for two of these break waters from 4500 ft. to 5200 ft. in length and 1000 feet apart at the entrance. Filled with native stone laid on foundation of rocks extending below elevation 12 feet; to have granite coping below mean low water.

The total amount for the channel and break water cannot properly be set up as the total amount contributed by Broward County, a slight portion of it, can be charged directly to break water construction. The cost of dredging the channel- \$864,525. We are asking the government for \$606,000 toward completion of the break waters. A total of \$5,407,551.47 has been expended by the Broward County Port Authority. The total for which the Port Authority is asking federal assistance is \$1,816,464, approximately only one-fourth the total amount required for the project. Since the Port Authority has already expended \$5,407,551.47, it is only relatively a small portion of the total amount.

In view of the immediate need to shipping of imports and exports, it is felt that the request which we have made is justified. This is considered reasonable when made to serve not only the immediate vicinity of Port Everglades, but also the entire lower east coast of Florida. There has been a saving showed of \$650,000 per year in rates. If capitalized at 8% per year, you can see what the annual saving would mean. The amount we are asking for toward the completion of this unit is only \$1,816,000, approximately 12 1/4% which would be repaid by capitalizing of one year's savings. It seems to me it is a very reasonable request.

Mr. Swanson next introduced Mr. W. J. Cousins, Jr., Executive Secretary of the Hollywood Chamber of Commerce.

Question by Swanson: I would like to ask you about the tonnage here for dairies, how many dairies are there in the port district.

A. In the west of Hollywood, where I went through, there were seventeen dairies I found.

Q. You mean west of the Hollywood line, now just south how many are there?

A. At least seven that I know of.

Q. How many miles north of Miami?

A. About nine miles.

Q: North of Miami City Limits?

A: I should say north of 13th Street, about 17 miles.

Q: Do you know the number of dairies in Palm Beach County?

A: No, I don't.

Q: Do you know whether the two counties have in the neighborhood of seventy-five to one hundred?

A: In the Palm Beach area, down through Broward, I should say about seventy-five.

Q: Have you any check showing the amount of dairy feed shipped into this port?

A: I made a check in dollars and cents and I found out in one year in the region of Hollywood there was \$169,896 spent for feed alone, all shipped in feed, a lot of it beef pulp from Baltimore. There is 2136 acres devoted to this dairy district alone, west of Port area. The payroll for the year amounted to \$70,000. There are over 3000 head of cattle just west of the area. Produces 5200 gallons of milk per day, valued at over \$669,368 per year and this year there will be a 10% increase. Many men say they have some surplus which they think of canning for shipment. Other dairies west of Ft. Lauderdale I have not checked on and those south of here and north of Miami I have not checked on. These would all depend upon Port Everglades for feed to be shipped in.

Q: What percentage of these dairy products are used in Miami and Miami Beach and not in Broward County; lets put it, all in Dade County?

A: About 70% is sent to Miami.

Q: These 7 dairies in the north end of Dade County, don't they now ship their feed through this port?

A: The majority of them do; from Battle Creek through Port Everglades.

Swanson next introduced Mr. W. T. Eller, Secretary Ft. Lauderdale Chamber of Commerce.

Mr. Eller: The points which I am going to make are outlined in my first paragraph.

It has been said by persons unfriendly to Port Everglades there is no necessity for Port Everglades. There is a large population in Palm Beach, Broward, and Dade Counties, with Port Everglades in the center. This population has increased 31% in the past ten years. Not only is Port Everglades in the center, but transportation facilities all converge at this point. The population of these three port district counties shows as follows: Broward County 1920-5135; 1930-20094. Dade County 1920-42000; 1930-142,955. Palm Beach County 1920-18000; 1930-51,781. Making a total in 1920 of 65,642, and in 1930-214,830.

(Note: The total population for 1930 totals correctly at 214,830, but there is a difference of 1407 in the 1920 total given by Mr. Eller)

Capt. Lawrence: Regarding the height of the breakwaters; the breakwaters above mean low water is six feet; the 15 feet heretofore mentioned represents volume of stone to resist height of stone. The height is correctly 6 feet above mean low water.

Mr. Swanson: In conclusion, before summing up, I would like to have the phosphate testimony of Mr. Marshall stricken.

Mr. Swanson: Summing up:

We have shown first the availability of Port Everglades as a deep water harbor for Miami and South Florida.

We have shown the docking space and warehouse storage for the territory of Port Everglades.

We have shown the distance from Miami to Port Everglades to be 23 miles and that Port Everglades is ideally located to serve Miami and South Florida.

Leading citizens at Miami and Miami Beach abandoned the Sewell plan because of the fact it would decrease property values.

The chamber of commerce of Miami passed a resolution that it would lend all possible support. (Note: The resolution read--"Keral support.")

It appears, therefore, that it is a generally recognized fact that Port Everglades, at the north entrance of Miami, is the only logical port for the south end of Florida. Our citizens have already spent over five millions of dollars. We have shown vast sums of money expended for the port, warehouse, railroad, etc. We have shown the present and potential tonnage of the Lake Okechobee section.

There was shipped from this territory 6191 cars of produce; we also pointed out the sugar industry; We have shown Palm Beach County shipped 3000 cars of fresh vegetables each season. We have shown that a very large amount of fertilizer comes into this district annually. Witness have also testified of dairies in this district and the large amount of feed shipped through this port. Rate differentials have been shown you. Saving of transportation through Port Everglades would amount to \$250,000 per year. Saving on vegetables from Palm Beach County, \$300,000; a saving of over a half million dollars. We have shown by Mr. Miller the growth of the county. The amount invested by these three counties amounts to over \$29,000,000. As to the extent of these improvements Capt. Lawrence has pointed out, and needed improvements of only \$1,816,000 and also that the citizens have spent on these improvements over \$5,000,000. If this is done, the government will have invested only about 25% of the amount of money required to make Port Everglades a harbor.

We are now entitled to government aid in completing our harbor. This port is actually open for business. Between Sept. 25, 1931 and March 1, 1932 there have been 34 ships entering and leaving Port Everglades; from 250 to 575 feet in length and from 13 to 29 feet draught with beam of 65 to 70 feet. Freight tonnage in five months is 3145 tons. Ship gross tonnage 163,592 tons. This port opened for passenger service and in two months and five days 1644 passengers entered and departed from Port Everglades.

Considering this business in the very short time and considering the future business in Latin American trade, it would seem to me the time has arrived when this port should be completed. In this connection I would call your attention to the fact that with these ships having a 70 foot beam, it makes navigation perilous.

Therefore in view of the facts submitted we respectfully ask the earnest consideration for the completion of Port Everglades as outlined in House Document #357.

We certainly appreciate the honor you have given us.

At the conclusion of the above summation and before Col. Frasier could ask if any one else desired to be heard in the matter, Mr. Wm. H. Marshall again arose and

addressed the meeting as follows:

"I didn't expect to be called upon when I came and I had not given it thought, but relative to handling vegetables from the Lake Okechobee area and the direction of food commodities on the area; this is the center of production of peppers, squash, string beans, etc., and the production of beans was more than double last years production.

Now the point I want to touch is this; there is many cities in the United States of 50,000 and up to 100,000 and 200,000 that will not take a solid car load of any one commodity. With the barge facilities on this canal and pre-cooling barges, there can be a great quantity of vegetables brought down here and assembled here, those mentioned and such other vegetables as will come in about fifteen commodities. To take these vegetables from the lake by truck would give you six hours before being pre-cooled, while in barge service it wouldn't take but thirty minutes. That system would add to our tonnage and would go to the cities throughout the United States east of the Mississippi River. It would give us an added tonnage of at least ten thousand car loads which could be mixed with the others and we would not have a city in the United States what could not take mixed car load of these commodities. We could give to small cities throughout the Eastern United States vegetables, something that they do not have in the winter time at all; cities east of the Mississippi that don't see a bunch of carrots or beets in the winter-tes expensive for them to get. These ten thousand car loads, pre-cooled by these barges that bring loads here, with this mixed car feature would feed people in smaller communities that cannot be reached now. It will bring into operation ten thousand car increase to supply people who now do not get it and give us these facilities for this port in addition to all other statements which have been given. You can readily understand small villages or cities cannot pay these charges and therefore they don't buy.

I would consider this would be worth five million dollars annually. Many families who cannot pay the price will then be able to buy them and it will be a saving in time, of many hundrede of thousands of dollars. It will ride on greater and greater as demand increases, as far as we can imagine. This will be the center of distribution to ship to cities south and east; north and east and everywhere.

With this work completed, it will make this possible because there (the Lake Okechobee area) is where they grow more cheaply-there on the lake where frost doesn't kill.

Mr. Fray mentioned that crops from Miami and also from Tampa are negotiating for the establishment of a twenty car pre-cooling plant at the harbor. We are not at liberty to give out names as yet as the proposition is in a formulative state. They state it would take sixty days to get the material on the ground and another nine; days to get it completed. The pre-cooling plant will probably not be completed for use this year.

Q. Frasier: Someone stated the Florida Power and Light Company owns an eighty acre site adjacent to the harbor; is there any other owned by private interests?

Ans. Mr. Fray: Yes, property adjacent to the harbor on the south is owned by private interests. There are a number of parcels on the north also owned by private interests. 37 acres belongs to an individual west of the slip; fifteen acres south of the road on the belt line under negotiations.

Q: This property you spoke of south of the basin; this is held by the terminals isn't it?

A: It is held by other individuals who are now clearing up titles. Five acres east of the railroad and south of our main drive in to the harbor is leased to an oil company with an option to buy for oil tanks. There is also a deal being worked on now for an oil refinery but we cannot give this information now. After all these proposed items have reached the point of completed negotiations, we will be glad to furnish you this information as additional data for this project.

Col. Frasier: Does anyone else desire to make any statements?

There being no reply to the above question, Col. Frasier then declared the hearing closed.

Reported by G. E. Ter Eush.

Union Skin

Part

December 9th 1931.

Mr. C. M. Keys,
39 Broadway,
New York City.

Dear Clem:

I know you will be interested to know that an eight hundred thousand dollar (\$800,000) appropriation has been passed for widening of our channel here, which will be of considerable benefit to the Penn Terminal Company.

Please note, that on next Tuesday a very important meeting of all parties concerned, Miami interests, Beach interests, and property owners south of Penn Terminal Island, will be held for the purpose of making application to the War Department for thirty-five (35) feet of water, and with the digging of this new channel, to create a twelve hundred acre flying field, with a separate causeway to the south, coming into Penn Terminal Island from the south.

This will also be a very desirable connection, and is what we have been trying to accomplish for ten years. The recent completion of a harbor to the north of us, only eighteen miles, has finally awakened interest in this new proposal, and we have every assurance that this will be favorably acted upon by Government engineers.

You will receive this letter some time on Friday. If you have a representative here, who is not connected with Pan American interests, and representing entirely your own company, and if you think this improvement would be beneficial to your air interests, it will help a lot to have this representative get in touch with me, and I will then ask him to attend this meeting.

The completion of this project is not a difficult one, and will mean immediate success to Penn Terminal properties.

In the meantime we are experiencing a 25% loss in hotel reservations, and also on our golf links, and this is general in this part of the country. However, if we can accomplish the securing of thirty five foot depth of water, we can afford to ride through a dull season.

Yours,

G. G. FISHER

CGF-HM

Port

December 12th 1931

Hon. Fred A. Britten,
House of Representatives,
Washington, D.C.

Dear Fred:

On Tuesday evening there will be a meeting of all the principal interests in deeper water here at Miami. It is hoped that these interests will finally get together for a united program, asking the Government for 35 feet of water, and a turning basin.

We have some forty-five large ocean going boats passing us every week, that would be glad to make this a Port of Call; two of the principal Steamship Companies of America have had surveys made recently to see if it is practicable to stop and lighter their passengers into the harbor. Past experience with the S.S. ALEXANDER has shown definitely that lightering into this harbor from the Gulf Stream is very dangerous and impracticable.

The Eastern Steamship Company has put on for the first time for southern cruises, their new liner EVANGELINE as per booklet I am sending you under separate cover. However we need a direct connection to Europe. Our own Peninsula Terminal property is suffering a great deal through inability to make proper connection with deep water. The whole harbor and the whole southern part of Florida is suffering for want of deep water. We are particularly desirous of making a connection that will allow ships to ply direct between Miami and European ports.

Will be able to forward you some more definite information the early part of the week, which will help you and Mrs. Owen to get an idea of what our combined efforts are trying to lead up to, unless this meeting winds up in another division of opinion, political pull, and disorder. I am hoping for the best.

Very truly yours,

C. G. FISHER

Port
December 14th 1931.

Hon. Fred A. Britten
House of Representatives,
Washington, D.C.

Dear Fred:

Supplementing my letter of December 12th.

I have alot to talk to you about down here, on the deep water project. There are over one hundred large passenger ships that practically pass our front dock throughout the year. A great number of these have expressed a willingness that they would like to make this a Port of Call, and lately on account of poor passenger business they are more interested than ever.

It is important that we get thirty-five feet of water here for the good of the city, and this part of Florida. This part of the city is the only gateway of all Florida, and the southern United States. I will forward you more details very soon. It is part of our plan to make a thousand acre Island in the Bay south of the Causeway, dividing this island in two parts, distributing 500 acres for Government airport (perhaps this could be a Navy airport) and 500 acres for municipal airport.

It is going to be hard to toll which the different factors will get together on this project, as the starting of the third causeway from the City is the all important part.

One large United States Steamship Line has already made a survey of this port, and has even considered lightering passengers from an outside anchorage. However, the experience of the S.S. ALEXANDER here proved disastrous, and while lightering here during the greater portion of the year is practically safe and feasible, during the winter months, lightering is impracticable, and at one time, I believe twice, the S.S. ALEXANDER had to return to New York with her passengers.

I would like to have you here at the time we have a stockholders meeting if possible, but I will keep you advised regarding our meeting tomorrow, and just how we got along, and send you a copy of the various remarks made

Fred A. Britten - #2

at the meeting by some of the twenty-five most influential
men in this part of the country.

Yours,

C. G. FISHER

CCF-114

Part

December 14th 1931.

Mr. W. S. S. Rodgers, V.P.
The Texas Company
Chrysler Building,
New York City.

Dear Mr. Rodgers:

Mr. Browder has just returned from New York after a very confidential conversation with reference to the Texas Company property in this section.

We want to assure you that we are very receptive towards a consultation toward the ultimate solution of our present contract.

In the last few days, never was such progress made as at the present time, towards securing thirty-five feet of water allowing entrance of large vessels to have dockage and anchorage here, which will lead up to commerce from this port to all over the world, and if such a proposition is successful, then the Peninsula Terminal site will be valuable beyond conception.

If the deep water project which is deepening the channel from twenty-five feet to thirty-five feet, and from a width of from two hundred feet to three hundred feet, leading to a turning basin opposite the Peninsula Terminal Island, approximately eighteen hundred feet in diameter as the first leg, and the material taken from this development is to be used towards building an island of five hundred acres for government and municipal airport, goes through, and undoubtedly it will, then the Peninsula Terminal Island will become available for the use of storage tanks of oil.

We have already constructed an eight car ferry float, that we will be able to load cars on the island and discharge them on the Florida East Coast Railway for shipment through the State. The connection to the Florida East Coast Railway has already been made, and now we are placing rails on the island, so that these cars may be moved to any part of the island to receive loads of oil or other merchandises and would add that this equipment is new and of the very best type of construction.

Bids were made on last Wednesday for a \$65,000.00 Quarantine station on the Government property, which is part of Peninsula Terminal Island. This is the first appropriation of a series of appropriations which are necessary for a complete Quarantine Station. At the present time we are also figuring with several Dry Dock Companies, one of which is the largest in the United States, and in the event we get thirty-five feet of water into our Bay, we can then immediately close important transactions with one or two Dry Dock Companies; also at the present time, we are negotiating with a very large industrial plant, who have some twenty different plants in the United States and South American countries.

The picture set out by this thirty-five feet of water makes the Peninsula Terminal Island entirely different from what it was, because part of the program would be that this island would be connected with a bridge to Virginia Key and a bridge would then connect Virginia Key with the mainland south of Miami, two miles south of the present Causeway, so that it is planned that traffic of every kind, such as automobiles, vehicles, and railroad cars would then be connected on the mainland of Miami, with the Seaboard and Florida East Coast Railways, travel across this bridge to Virginia Key, then across to the Peninsula Terminal Island, thus giving land connection to the Peninsula Terminal Island, and that, together with deep water, makes the situation most ideal, and it might be that in your discretion it would be more advisable for you to have a location in the future on this Island, and would deem it wise to give up the site on which your present plant is situated on the Causeway.

If you would desire to buy the property on the Causeway, and we were to take back title on the Island and cancel the contract, we could then no doubt arrive at a fair exchange price.

If it seems advisable and becomes within the power of the City Council to order removal of those oil tanks now located in Miami Beach, we want to go on record that the disposition of the Causeway property on which your plant is now located, would in no wise reflect against us, and if conditions should arise whereby it would seem advisable for you to re-locate on the Island, then we would agree to allow in property value on the Island, the amount represented by the principal paid for property originally on the island namely \$135,000 plus the exchange price above referred to.

Texas Company - #3

We again want to assure you that we will be very glad to see any of your representatives here at the earliest possible moment, and try to arrive at some plan which will be practicable, suitable, and profitable to your Company, as well as straightening out the tangle we are now in. Any arrangements we will make with you will of course include cooperation with our car ferry as a float for your tank cars and any one of our three terminal points namely City Railroad Terminal, Penn Railroad Terminal on the Island, and Penn Water and Truck terminals on the causeway.

Yours very truly,

C. C. FISHER

Part

December 19th 1931.

Mr. John Oliver LaGorce,
National Geographic Magazine,
Washington, D.C.

Dear Jack:

It looks like we are going to get that flagpole after all, and I don't think we are going to have any opposition.

Can you pull one of your electric switches that connect with the proper department, and get me a list of the principle ocean going boats drawing from twenty-five feet up? I am presuming now that there is some department in Washington where this information can be had, which would save us one H--- of a job collecting the information for ourselves. If you are put to any expense getting this information, of course I won't pay it.

We are getting together some data for a real effort for thirty-five feet of water, and of course it is up to me to dig up the most difficult part of the data necessary for a prolonged and continuous howl to the Government. This is the last thing I can think of that I want to impose upon you with, and at that I hope you will pass it on to some clerk who can do it for me, and let me pay him for the time.

Hope to see you and Ethel soon. We are having perfectly marvellous weather, but a rotten selling season so far, but at that, do you know that Miami and Miami Beach, with Coral Gables stand fourth in building permits among all the cities in the United States for the month of November. When this little community can pass such towns as Pittsburg, Cleveland, Buffalo, Atlanta, and other cities of that type, I think we deserve a gold star, without nicks.

If you want to you can put this information on the first page of the Geographic at regular rates.

I sent you an anonymous note the other day regarding True Detective. If you will change the cover of your magazine, it will help some. How would a picture of an African Zulu shooting the tail off a Zeesabuck with a bow and arrow go for the first attractive title cover?

Regards,

Port

December 30, 1931

Mr. Irving A. Collins

Dear Irv:

There is a lot of reaction in favor of deep water since the CALEDONIA could not land here the other day, we are told that the passengers on the CALEDONIA almost had a riot when they found they would not be able to get off at Miami. I don't know how the Steamship people will be able to settle with their passengers, but I imagine the failure of this trip and possibly other failures to come into the harbor will be a severe loss to them on their passenger trade, and we certainly can expect some cooperation from them to work the deep harbor, and the people here are stirred up more than I have ever seen them on the subject.

We have a prospect for a piece of water front property on Penn Terminal this morning, but not a very strong prospect, so far everything is very quiet.

If you are not tied up in the north until after the 4th, I think it would be well for you to get down here as soon as you can.

I have written to Parke Haynes and to Humpage to see if it is possible to raise some money by offering the Sands Point note, or the 52nd Street property at an unusually low figure. If we can only find a prospective buyer who has some money to invest in assets of this kind.

Yours,

CGF-HM

Part

December 31st 1931

Hon. Fred A. Britten
House of Representatives,
Washington, D.C.

Dear Fred:

Enclosed please find copy of a letter that was written by Mr. Sewall, former Mayor of Miami, regarding the deep water situation here.

We have had several meetings of the important citizens of this community, and we are trying to get ready by the 6th to furnish blueprints and further briefs to our Senators and copies to you.

We are up against it, with a deep water harbor already completed twenty-five miles north of us, where it is comparatively easy to dig into thirty-five feet of water on the ocean side. However, there has been approximately seven million dollars expended on the Miami harbor, and our own Company has expended two million seven hundred thousand dollars on our diggings of channels, etc., and we are really in a vital spot with our investment in the Penn Terminal Company.

When we undertook to provide harbor facilities here we had no idea there would be such a long division of opinion as to where the turning basin and the port should be located, with the result that the Government has been compelled to spend large sums of money in providing deep water at a great distance from the harbor mouth. Probably there has been no great harm done, except there has been a delay in giving us adequate depths here for the type of ships we might connect with.

It seems to me with the increased interest in Southern ports that our Government would be greatly interested in providing a gateway here in the South that would be available for a large number of the Government ships to use, a big part of the year.

This subject is terrifically vital to our future interests here, not only from the standpoint of the city, but also as regards our investment in Hotels, because you will note by the clippings (of which I am sending you six) that eight hundred and fifty passengers had to be turned away from here the other day after the ship "CALEDONIA" had made all arrangements to come in here, and the Florida

2234
B
a

Fred A. Britten - #2

East Coast Railway had thirteen Pullman cars standing on a side track ready to transport these people to Palm Beach and back on a sight seeing tour.

Our hotels are suffering terribly this year through the general Depression conditions and lack of travel to this port, and it does seem to us that it is vital for us to offer some facilities as are offered by Bermuda, Nassau and Havana.

Hope you will do everything you can, and after you receive the prints some time next week, you can then advise me if there is anything further I can do to help out. I think we will have the support of Mr. Fletcher and Ruth Bryan Owen.

You will note the River and Harbor Bill carries an item of approving the widening of the ships channel across Biscayne Bay to 300 feet, however, no funds have been provided for this work. It is generally conceded by the interests here that it is not as vital to widen the channel as it is to dig a deeper channel. The ships coming in here at the present time are getting along very well with the present width of channel, but we need a deeper channel and harbor for vessels drawing thirtyfive feet.

If you can think of anything our committee should do to arouse more interest in this work, and get more assistance, I wish you would write me at once, and greatly oblige,

Yours,

CGF-HEM

Part

January 25th 1932.

Mr. John Oliver LaGorce,
National Geographic Society,
Washington, D.C.

Dear Jack:

I have just finished the hardest job I ever had in my life; finally we have gotten Miami and Miami Beach together asking the Government for deep water, and the program calls for action, and we believe we are going to get it.

We have prepared a beautiful brief, I will send you a copy in a few days. If this goes through, as I am in hopes it will, it will mean a great deal to me. Of course it means everything to Miami and Miami Beach.

We certainly have the Lord with us, and in this particular case, the assistance of the Good Lord was even more than equal to the endorsement of the Army Engineers for deep water. A Cunard boat arrived here ten days ago with eight hundred and forty people that they expected to land at Miami. The boat drew twenty-four feet of water, and on account of a swell in the harbor mouth, the Captain was compelled to pick up and go on to Havana and not stop at Miami.

I assisted as much as possible in advising that it would be dangerous to try and come into the harbor, and that it would be impracticable to wait until the Gulf Stream calmed down, and then the people of the country realized that a boat must have water enough to float in, and we commenced to get action. Its a long story, and I will enjoy telling you more details when I see you.

Yours,

C. C. FISHER

CGP-REM

Port

February 3rd 1932.

Mr. Harold E. Talbott, Jr.,
230 Park Avenue,
New York City.

Dear Hal:

Confirming our conversation of yesterday, I want you to feel that you have every cooperation from us, on any and all data that you want, both regarding this property and Montauk.

We have had a very unusually dull season up to the last two or three days. Our hotels and apartments have picked up I judge about ten percent in the last three days.

We feel that we have finally and definitely settled our deep water controversy here, and that the request we are making now from the Government is both a very logical one, and a necessary expenditure for the Government, to provide this port with suitable harbor facilities for both steamship and aeroplane service. We will have, when the job is completed, five hundred acres for a Municipal airport, and approximately five hundred acres to offer to the Government for an airplane base. This will bring our Harbor Terminal property into its proper place in the sun, after these many years of battling.

I think you should come down long enough to look over the entire situation yourself.

Yours,

C. G. FISHER

CCF-HM

Copy to:
Mr. J. E. Yonge,
Mr. E. G. Sewell

Part
March 1st 1932.

Mr. Albert Lasker,
4925 Collins Avenue,
Miami Beach, Fla.

My dear Albert:

You can do this community a lot of good if you will write to those people having political influence in Washington regarding our conditions here, and that we actually need assistance to deepen our Harbor, and to create a much larger airport than we have at this time.

The spoil or rather the material we take from the harbor basin will build the most beautiful airport in the world. This improvement is one by which the Government would get \$2.00 worth of actual results for every dollar they spend.

It is a long argument, but if you will read the Brief which I have mailed you, you will get all the high spots in our claims. Then if you will write to two or three people whom you know really could have some influence it will help.

We are advised that the Engineers look quite favorably on everything we ask the government to do, first because we have spent a great deal of money of our own in this Development, and also the fact that this point is the logical connection between all Latin American countries and the United States, and our facilities here are ridiculous compared with what we should have in times of peace, to say nothing of the possible future of War.

Yours,

C. G. FISHER

CCF-EM

Fisher 30

March 18th 1933.

Mr. Ronald Fairfax,
1131 South Jefferson Street,
Roanoke, Va.

My dear Mr. Fairfax:

Had a talk today with Mr. R. W. Reed and Mr. Collins regarding your letter and your conversation with Mr. Reed.

It is very easy for us to agree on the improvements which you want to make, both at the entrance to the ferry slips, also the exit to the ferry slips, or the entrance to Penn Terminal Island.

The road across the Penn Terminal Island is practically built now, as this Island is almost solid rock. The bridge heads, as you know we control, and we have a letter in the files of one of the principal owners of Virginia Keys which grants the right of way across the Island.

The details of these proposed improvements, right of way, etc. should be properly gotten together by your engineer, and as far as our property is concerned, submitted to us for our approval, and as I suggested Mr. Reed would be the best man qualified to make this layout for you and handle this right of way plan locally, and from an engineering standpoint properly.

Of course as we see it the two principal points stated by yourself, is the knowledge that you have a contract that is workable with the interests on the southern keys, also that you have funds to carry a project there for at least three years.

The location of the air field west of Virginia Key by the County and by the Government will actually put an enormous amount of new value and interest in your property as well as our own, so that we have a common interest in wishing you well with this promotion.

At the same time we have a very large and definite investment of our own to protect.

Mr. Ronald Fairfax - #2

The amount of service that you will require, is impossible to estimate; the extra crew service, the extra expense of qulok trips, and after hours trips needed to maintain the ferry service and the bridge heads is very difficult to estimate.

However, we thought that we could arrive at a very favorable plan for you in about the following manner:

You to pay us twenty-five thousand (\$25,000) dollars as a fixed sum for right of way across our property, including the right of way bridge head connections and ferry connections, and some sort of a fixed basis of a cost plus percentage for the amount of ferry service you would require.

Our investment, as I explained to you is two million eight hundred thousand (\$2,800,000) dollars at the present time in Penn Terminal property.

There is to be considered the wear and tear on the ferry, the necessity of deepening the water pipes, and telephone lines as and when thirty feet depth is voted by the Government. The maintenance of ferry slips, ferry boats, the doubling of the crews as necessary for night work, etc.

Our fixed investment as far as ferry, telephone and water at the present time, together with car ferries amounts to something like three hundred thousand (\$300,000) dollars, all of which would be available for your service, in a determined figure of cost plus, subject to your purchase of these units, if that is found most desirable, and to give our Company service on a cost plus basis.

In other words, we are anxious to see your plan succeed, and are willing to cooperate with you to the fullest extent, but we must know that you have sufficient capital to carry out your plans over a period of not less than three years.

I think the next step in the negotiations is for you to advise us of your financial backing, and if your plans for the purchase of the property can be completed there are many little kinks in these plans to straighten

Mr. Ronald Fairfax - #3

out, but they offer no serious troubles, however, they will require the assistance of administrative engineers, such as Mr. Reed, and the assistance of a good local lawyer for the proper writing of contracts, agreements, etc. not only with ourselves but with the County Commissioners, with the State of Florida, with the City Administration, with the Government, and with your proposed purchaser of property.

This is a job that should not be entered into with entanglements, and I wish to again repeat that we would cooperate with you as and when we feel that you are in a position to proceed with your plans, all of which should be kept closely confined to your own association, as well as ours.

Very truly yours,

CARL G. FISHER

CGF-124

Fisher 31
April 9th 1932

Mr. I. A. Collins

Dear Irv:

I have your wire and have answered as follows:

"SUGGEST YOU SEE BRITTEN AND MAKE FORMAL REQUEST FOR RECONSTRUCTION SO WE MAY BE ON RECORD REGARDLESS OF LAW WHICH I UNDERSTAND EXCEPTIONS MAY BE MADE UNDER PRESENT CONDITION OF OUR COMPANY."

We are going to get off a letter today to the Texas Company. I think now a good strong bluff on immediate suit will bring this matter to a conclusion.

They want more ^{mm} steel, and in spite of the fact that we have built the ferry to meet their requirements they now want to handle their materials by tank car. They do not want to go over to the Island under any conditions.

Finally when they complained of \$100,000 being too high for the small piece of land which we talked of, I offered to take the Meteor building off the ground and allow them \$20,000, which would make an \$80,000 payment for the ground.

They came back on me immediately asking how much difference, if any, we would want for an even trade. I told them there would be no difference.

Their attempt at trading was very crude, and I believe we are set to go ahead with the deal, but we cannot tell until Mr. Rodgers passes on same.

We are going to prepare a letter here today, which ought to make Rodgers feel under obligation to us, if he has any sense of fairness in his makeup, which I believe he has.

Copy will go forward to you tonight.

G. G. FISHER

GGF-PM

Fisher Island

THE TEXAS COMPANY

April 17, 1933.

Peninsula Terminal Company,
Fisher Building,
Miami Beach, Fla.

Gentlemen:

In conference today regarding a certain contract made and entered into by and between the Peninsula Terminal Company, and the Texas Company, June 7th 1933, concerning the purchase of a terminal location on the Peninsula Terminal Island property, and the proposed exchange of this property for a location on the causeway adjoining the present Terminal Company location, it is decided that we cannot come to an agreement.

Therefore, in consideration of the Peninsula Terminal Company refunding to the Texas Company the original purchase moneys amounting to \$135,000, we, the Texas Company agree to cancel the purchase contract and deed back to the Peninsula Terminal Company the original tract of land obtained from the Peninsula Terminal Company, and to vacate the present terminal location on the causeway.

It is agreed that the Peninsula Terminal Company pay on or before six months from date, deposit in escrow \$135,000 with the Miami Beach First National Bank, and or, The First National Bank of Miami, and or, any other National Bank designated by us.

It is further agreed that after this deposit has been made by the Peninsula Terminal Company we are to have one hundred and twenty (120) days in which to vacate the present causeway terminal location, and remove our buildings and equipment from said location.

Very truly yours,
THE TEXAS COMPANY

BY _____

APPROVED AND ACCEPTABLE

G.C. FISHER

November 22, 1932.

Mr. W. S. S. Rodgers,
The Texas Company,
135 East 42nd Street,
New York City.

My dear Mr. Rodgers:

We are having another very important meeting of the Deep Water Association on next Monday, and from this meeting we expect to send a resident engineer to Washington to be there for some time in the interests of deep water at this port.

Most of the funds subscribed to the Association by the two cities and by individuals have been used; our Company having spent up to the present time some \$10,000.00 in cash, and a considerably larger amount than this in other promotion work. Your Company and our own Company will derive larger benefits from deep water than any other two individual Companies. I think you should subscribe at least \$1,000.00 to this fund, which will be used by the Port Association.

Thirty-five feet of water will let into this harbor, right opposite your docks, some thirty ships that will use this harbor for a Port of Call, which are now unable to enter here.

Kindly let me hear from you.

Yours very truly,

O. G. FISHER

P.S. I hope you will decide to visit the Beach this winter, you will see many improvements.

OGF-FM

December 22, 1932

Irving A. Collins

Dear Irv:

It was very easy to see yesterday what we were drifting into. First a combination of a setup which was not practical to straighten out in the next twelve months.

Patterson is neither one thing or the other. He is not a first class engineer, and he is not a first class promoter, he is just a little bit of both, and he has already brought into the picture Vance Helm and Judge Southerland.

I think for our general protection, and to keep our records clear with the Port Association, that it is necessary to get the Port Association into a general meeting immediately, and let them know that we have not drifted away from them, and that we are not promoting on our own hook, a new plan, and that we have not given up hope of some plan to be worked out by the Port Association.

This suggested plan that has been given to us, whereby we may acquire R.F.O. funds to actually build docks and an exhibition building, and to incorporate them into one plan, I believe is good. I am quite sure that Patterson cannot show any returns on the investment that will satisfy the R.F.O. It will be necessary for us to arrange a series of offerings of land to the commission, and this is a comparatively simple thing to do, but it seems beyond Patterson to figure any plan to submit, and for this reason, he has Judge Southerland.

Now I feel that a letter must go immediately to Patterson, Albury, Judge Southernland, and Vance Helm, as follows:

"Confirming conversation of yesterday, we feel that before we proceed further in any negotiations or any plans regarding plans for docks and a harbor adjacent to the Penn Terminal Company's holdings, we must request -

- 1st - That no further work be done or no further effort be made by you or your associates, or whoever your associates are, until
- 1st - We confirm in writing the definite understanding which we have had, i.e. that we have no funds available for the promotion of this work.
- 2nd - That we do not permit you to solicit outside funds for the promotion of this work.

December 22, 1932

-2-

3rd - That we do not permit you to represent yourself in any manner as connected with any of our Companies in this work.

4th - That we insist that if you have a plan to be presented to us for our consideration that it be made in writing and presented before our Board within one week or yesterday at 6 o'clock December 28th, at which time we will have a meeting of the Greater Miami Port Association and we want you to definitely understand that the plan for this Port development must be approved by the Greater Miami Port Association before we will present it to the officials in Washington for assistance.

We wish further to impress upon you that payment for assistance in promotion of these plans will be decided upon by ourselves entirely in a written proposal, if, as, and when we decide that you have a proposal that is workable, and that is possible to promote, with the assistance of the citizens of Dade County, and with the R.F.C. assistance.

Otherwise we wish you to understand that we definitely do not want any more efforts or proposals submitted to us, until these questions have been thoroughly settled. We admit no obligation for proposals or plans that have been submitted to us, but we are willing to look at prepared completed plans and negotiate for same."

Yours,

O. G. FISHER

GGF-HB

Port

December 27th 1932.

Judge J. Julian Southerland, 1st Natl. Bank Bldg., Miami, Fla.
Mr. Chas. F. Albury, Pier 1, City Dock, Miami, Fla.
Mr. Vance Helm, Ingraham Building, Miami, Fla.
Major R. W. Patterson, Fisher Building, Miami Beach, Fla.

Gentlemen:

On December 22nd, I wrote Mr. Collins, an outline of my letter as follows, which is the general understanding we had at our last meeting December 21st.

*Confirming conversation of yesterday, we feel that before we proceed further in any negotiations or any plans regarding plans for docks and a harbor adjacent to the Penn Terminal Company's holdings, we must request -

- 1st - That no further work be done or no further effort be made by you or your associates, or whoever your associates are, until
- 1st - We confirm in writing the definite understanding which we have had, i.e. that we have no funds available for the promotion of this work.
- 2nd - That we do not permit you to solicit outside funds for the promotion of this work.
- 3rd - That we do not permit you to represent yourself in any manner as connected with any of our Companies in this work.
- 4th - That we insist, if you have a plan to be presented to us for our consideration that it be made in writing and presented before our Board within one week from yesterday at 6 o'clock (December 28th) at which time we will have a meeting of the Greater Miami Port Association and we want you to definitely understand that the plan for this Port development must be approved by the Greater Miami Port Association before we will present it to the officials in Washington for assistance.
- 5th - We wish further to impress upon you that payment for assistance in promotion of these plans will be decided upon by ourselves entirely in a written proposal, if, as, and when we decide that you have a proposal that is workable, and that is possible to promote, with the assistance of the citizens

-2-

of Dade County, and with the R.F.C. assistance.

6th - Otherwise we wish you to understand that we definitely do not want any more efforts or proposals submitted to us, until these questions have been thoroughly settled. We admit no obligation for proposals or plans that have been submitted to us, but we are willing to look at prepared completed plans and negotiate for same.

Communication has just been received from Mr. Collins today, endorsing this general understanding which we had at our last meeting, but which I prefer to have in writing. Any negotiations can be carried on better, if we clearly understand just what we are trying to do.

This letter has been delayed somewhat in getting to you, and we presume it will delay a few days the plans which you were ^{of} present to us for our consideration.

Yours very truly,

CARL G. FISHER

✓
COW-121

Copy to:
MR. I. A. Collins.

Port

December 29th 1932.

Mr. W. S. S. Rodgers, V.P.,
The Texas Company,
135 East 42nd Street,
New York City.

Dear Mr. Rodgers:

I have yours of the 20th.

So that you may be up to date on the deep water situation, wish to advise it as possible that our Association, i.e. Greater Miami Port Association may pool interests with the Airport Association, inasmuch as the air field in the Bay will provide a spoil bank for digging the turning basin, and inasmuch as the airport will be connected with the mainland by a Causeway, and have a toll charge, which will present refinancing possibilities, the Airport Association feel that they have a chance to help the deep water, and to help finance the airport.

The large holders of land south of the Penn Terminal property are also willing to assist, and we believe now that it may be best for us to unite with the Airport Association, which may assist their plans.

We have not been turned down by the engineers on our original request, but we do know we have very strong competition in Fort Lauderdale, by both the County and private individuals. Just now it is a job to keep up our expense account, and I was in hopes that your Company, being one of the large direct beneficiaries of the plan could help our expense funds.

Yours very truly,

CARL G. FISHER

CGF-HM

8
Fisher 151.
January 5th 1933.

Mr. Dan Mahoney,
Miami Daily News,
Miami, Fla.

Dear Dan:

We have finally closed the deal with the Texas Company for a valuable piece of property adjoining their present site on Penn Terminal Island. The write-up enclosed herewith is one that our Mr. Browder has written with the idea that it would call attention to our property with other oil Companies.

I realize it is rather flowery and longwinded, but at the same time it is all truthful and I believe you can run it, without damaging the general makeup of your very valuable sheet.

Yours very truly,

CARL G. FISHER

CGF-FM
Enclosure.

Port

January 10th 1933.

Mr. Chas. E. Albury,
Pier 1, Municipal Docks,
Miami, Fla.

Dear Mr. Albury:

I have yours of the 9th.

I agree with you thoroughly that it is important now for us to make an effort to go ahead with our 35 footchannel.

Alex Orr was in the other day, and he said he thought we would make better headway by combining our Port Association with the Airport Association, and his argument seemed to be very good. Have you talked with him, and have you any definite suggestions to make at this time for a combine of the Airport Association with ours? I would like you to have a talk with Orr at the earliest possible moment, and put your views to him regarding the importance of some quick action.

I trust you understood my letter to you recently regarding the efforts of Major Patterson and his associates. It seemed to me from my observation of reports that came in, or rather the lack of any plan whatever, that we were drifting into a rather dangerous situation with Major Patterson, Judge Sutherland, and Mr. Helm. I believe now that the atmosphere is cleared up for some move in the near future that may give us a fresh start.

Yours very truly,

CARL C. FISHER

CCF-HM

Part

January 20th 1933.

Mr. E. G. Sewell,
c/o E. G. Sewell Company,
127 N. W. First Avenue,
Miami, Fla.

Dear Mr. Sewell:

Your letter of January 16th addressed to Mr. Fisher reached his office on the day on which he was obliged to remain at home, because of an attack of the Flu, and although we have anticipated his return to the office each day since your letter was received, it now develops that he may possibly be confined for a further period of time; he has therefore requested the writer to acquaint you with the situation, so you may understand why he has not more promptly answered your letter.

Mr. Fisher appreciates your having written him, expressing your views in connection with the Engineers' Report, etc., and wishes me to advise you that, having studied the Engineers' Report, very carefully, and considering the matter from all angles, it is his opinion, having in mind the best interests of the community as a whole, that it is desirable to follow the lines of least resistance, rather than present to the Engineers for consideration an entirely new proposition. In other words, it is best to accept that which the engineers apparently are willing to recommend, and he is further of the opinion that if we do not take advantage of the suggested plan of the Engineers that we may not get anything; and on the theory that "half a loaf is better than no bread" it is better to take what we can get now, and then subsequently continue our efforts to obtain the ultimate, and he hopes and believes that upon further consideration you will agree with him.

He further wishes the writer to express his regret at not being able to personally and more promptly answer your letter.

With kindest regards,

Yours very truly,

THE CARL G. FISHER COMPANY

F. R. Humpage
Vice President.

FRE-HM

Part
April 24th 1933.

Hon. Fred A. Britten,
House of Representatives,
Washington, D.C.

My dear Fred:

Yours of the 19th.

Of course the Army engineers have known for years that it is silly to dig a long narrow channel from the opening in the ocean to the city of Miami. It seems impossible to conceive that the average mind does not grasp the general idea that the nearest possible point to the ocean frontage is the proper place for a harbor, especially under such conditions as exist here at the Beach.

Our Mayor apparently made some very foolish statements before the Engineers, and the engineers called him down properly, and the Mayor forgot that he had signed a bill before the Commission previously. In fact the Mayor turned out to be of no assistance whatever.

The army engineers have told me for year that the proper place for the harbor is on the eastern side of the Bay, and if we were able at this time to raise \$200,000 in order to offer a pier and docking place, we could, I think, get the harbor over here, which would mean a great deal to us. As you know, we have spent \$2,800,000. on this project, and some day we know we will get returns, but just when, it is hard to determine.

In the meantime we are being consumed by taxes, just like you would set fire to a hay stack. However, time will tell.

Yours,

CARL G. FISHER

CGF-FM

STATEMENT OF POLICY

We observe rigid standards of construction, beautification, and maintenance so that our displays will always be attractive and upgrade the surrounding neighborhood.

We believe in and support strict zoning based on sound community planning.

We locate our structures in urban areas only where business and industry exists, or is permitted under zoning.

We locate our structures with discretion and good taste with respect to frequency and concentration.

We place outdoor advertising displays only upon property we own or lease for that purpose.

Note: As a legitimate business enterprise we believe that ^{adhering companies} ~~we~~ are entitled to adequate compensation in the case of condemnation.

JOHN DONNELLY & SONS

Since 1850