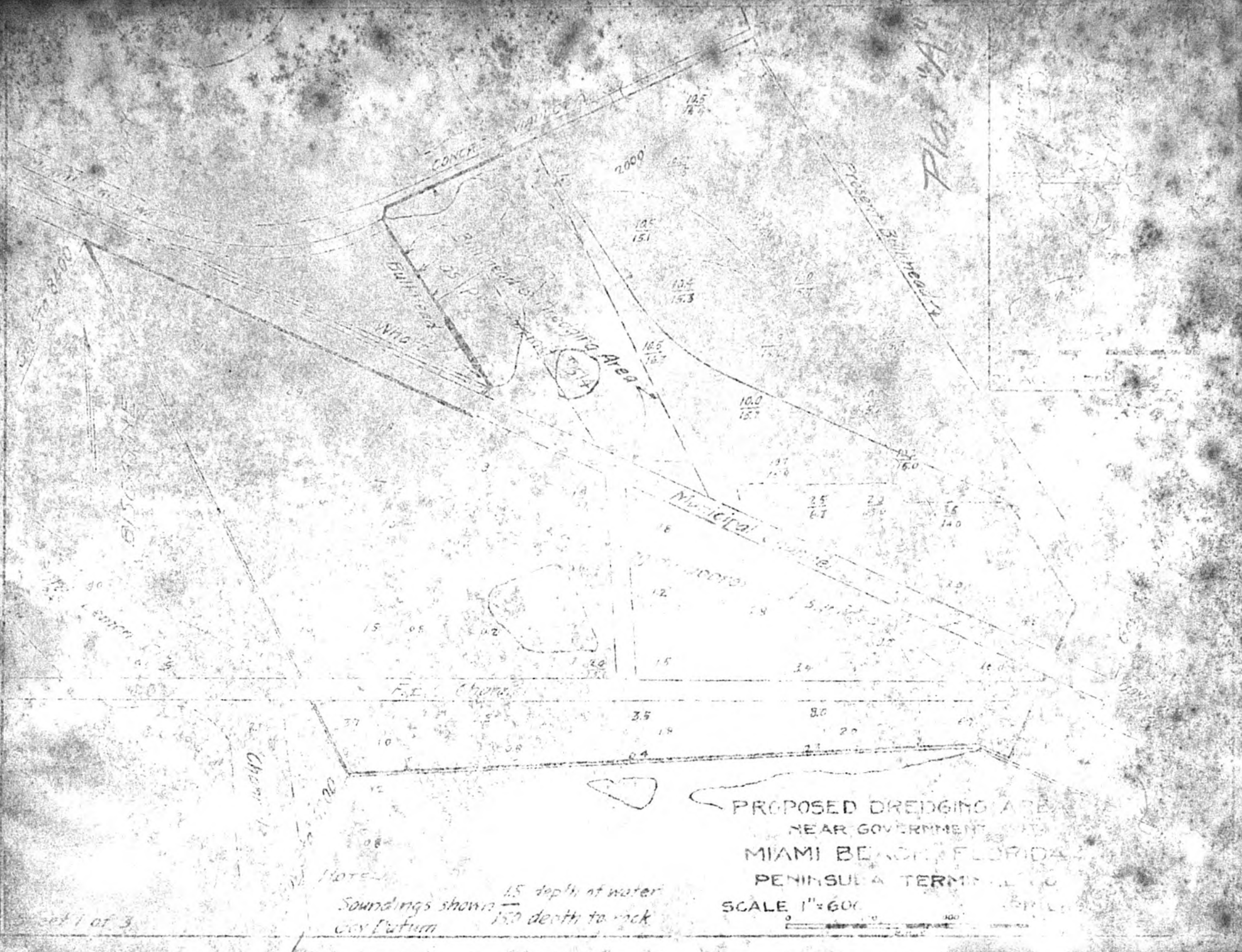


**Port of  
Miami - Free  
port  
controversy**



Prop. 4A

CONCR.

2000

12.5  
14.5

12.5  
15.1

13.5  
15.3

16.5  
18.3

10.0  
15.7

13.7  
14.9

11.2  
16.0

2.5  
6.7

2.2  
5.4

1.6  
4.0

Municipal

12

18

15

17

16

F.E. Channel

37

10

24

28

35

19

8.0

20

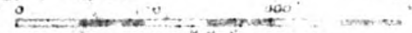
Chambers

Notes

Soundings show 1.5 depth of water  
 except where 15.0 depth to rock

PROPOSED DREDGING AREA  
 NEAR GOVERNMENT PIER  
 MIAMI BEACH, FLORIDA  
 PENINSULA TERMINAL CO.

SCALE 1"=600'



Sheet 1 of 3



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BISCAYNE

"BLUEPRINTS"

31 N. E. 1ST ST

PHONE 6211

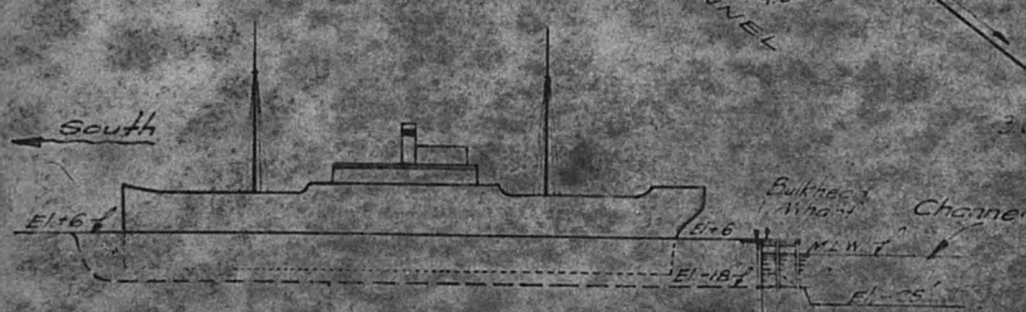
MIAMI, FLA.

ENGINEERING CO.







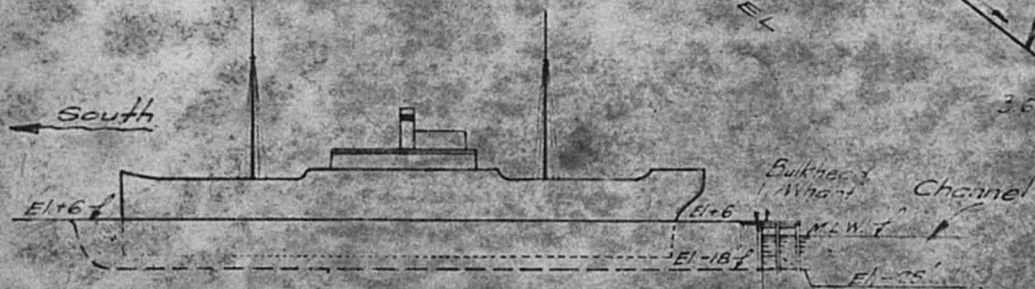
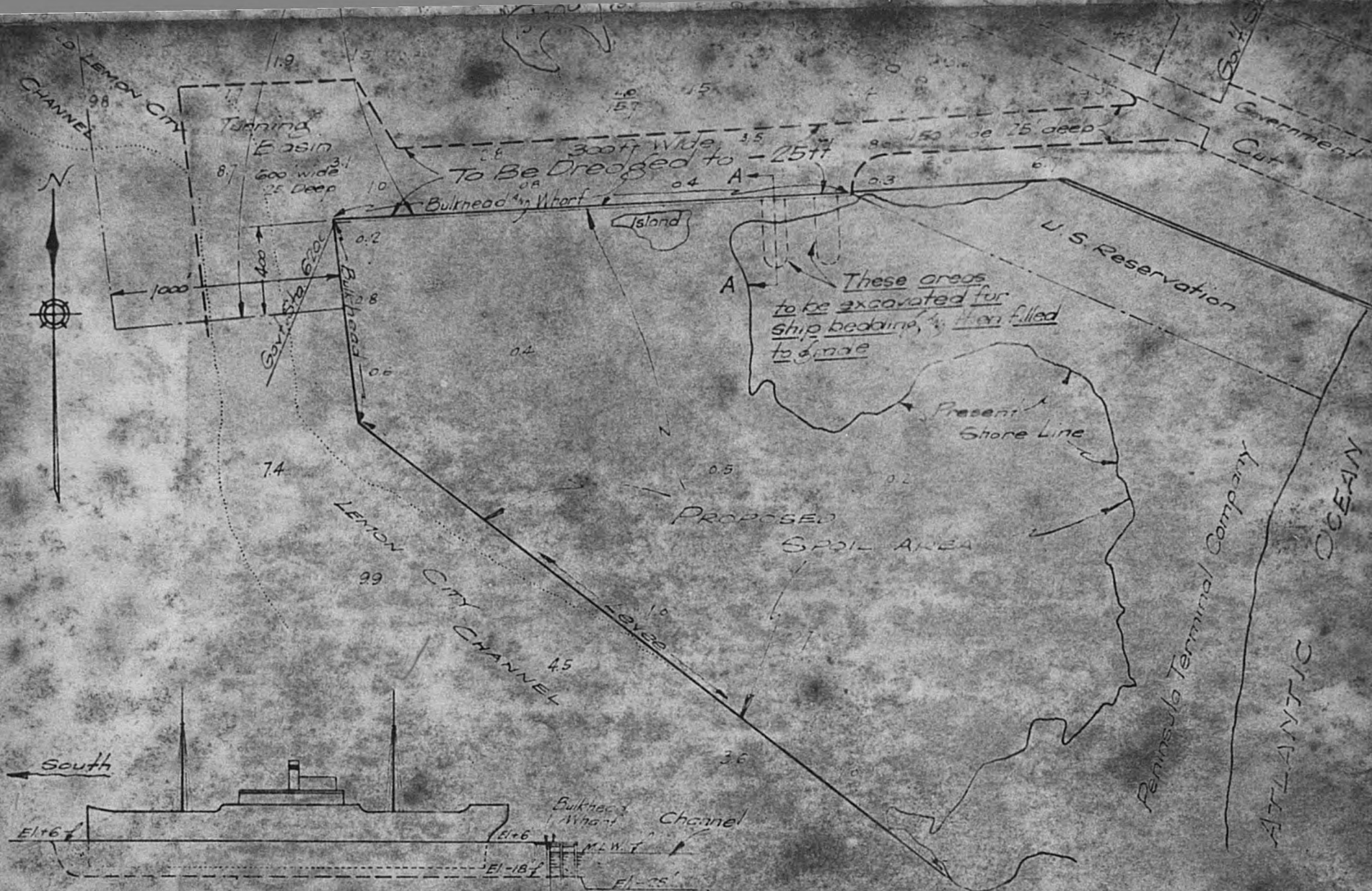


Side Elevation  
 Proposed Concrete Ship Bedding  
 At section "A A" ~  
 Scale in feet ~

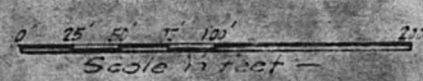
Proposed Dredging  
 Peninsula Terminal Company  
 Miami Beach, Fla.  
 W.S. Brown, Miami Beach, Fla.  
 Registered Eng. No. 19  
 State of Florida



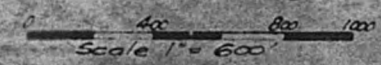




Side Elevation  
 Proposed Concrete Ship Bedding  
 At section "A A" ~



Proposed Dredging  
 Peninsula Terminal Company  
 Miami Beach, Fla  
 W.C. Brown, Miami Beach, Fla  
 Registered Eng'r No 19  
 State of Florida



January 1924  
 January 15



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LAW OFFICES OF  
HUGH C. DAVIS AND HUGH W. DAVIS  
1102 BANK OF COMMERCE BUILDING  
NORFOLK, VA.

Jan. 31, 1924

Carl G. Fisher, Esq.,  
President,  
Peninsular Terminal Co.,  
Miami Beach, Florida.

Dear Sir:

Supplementing personal memorandum written you on Sunday last, I report as follows:

1. The objectives given me by you in connection with your development of terminals at Miami Beach, pursuant to report of Mr. George M. Wells dated November 29th, 1922, returned herewith, appear to be as follows:

(1) To obtain prompt completion by the Government of a twenty-five foot channel five hundred feet wide from that depth in the ocean to near the outer ends of the existing jitties heretofore constructed by the Government and thence three hundred feet wide to a point nearly opposite the Northwestern corner of the Government Reservation adjoining your property;

(2) To obtain prompt construction by the Government of a connecting twenty-five foot channel two hundred feet wide along the Northwest face of the U. S. Reservation from the terminus of the Government main channel mentioned under the above paragraph (a) to a point opposite the Southwest corner of said U. S. Reservation.

2. With respect to item Number 1, I beg to advise that it appears from House Document Number 516, 67th Congress, Fourth Session, that the Chief of Engineers of the United States Army has recommended to the Secretary of War the construction of a channel twenty-five feet deep at mean low water, five hundred feet wide from that depth in the ocean to near the outer ends of the jitties, thence three hundred feet wide through the entrance reducing to two hundred feet wide across Biscayne Bay and following the route of the existing municipal channel, subject to the condition that local interests at Miami shall dredge and enlarge the present turning basin at the present Miami Municipal Dock to a depth of twenty-five feet. This

Page #2 - Fisher.

recommendation to the Secretary of War has been transmitted by him to Congress, and was referred, under date of December 21, 1922, to the Committee on Rivers and Harbors, and is now pending before such Committee.

Through the kindness of Mr. George M. Wells, I have been able to interview Brigadier General Harry Taylor, Assistant Chief of Engineers, United States Army. I found him deeply interested in this project. He advises me that in recent years it has been the practice of Congress to pass Rivers and Harbors bills at intervals of approximately two years, and that he is informed that it is the intention of the Committee to report such a bill during the current session of Congress. He has impressed on me the fact, however, that by no means all of the projects recommended by the Chief of Engineers are reported by the Committee or adopted by Congress, and that it is therefore highly important that this project be actively supported by those interested. Mr. Slemp has confirmed this view to me, and it therefore seems highly advisable that steps be taken by you at Miami (through the Miami Chamber of Commerce, I presume) to insure two things, namely, (a) that Miami be ready to make a definite commitment with respect to the construction by it of the turning basin opposite its Municipal Dock (made a condition of the Government's undertaking), and (b) that we have the unqualified and active support of the Florida delegation for this project (in this connection it would also be desirable for me to have strong letters addressed to the Florida delegation so that we can work in accord).

I regret to say that Mr. Dempsey, Chairman of the Rivers and Harbors Committee, to whom I have a letter from Mr. Slemp, has been ill for the past two weeks and confined to his room. He is expected, however, to go South the latter part of this week for a two weeks rest, and from the best information I can obtain, there will be no action taken on the Rivers and Harbors bill until on or about February 15th. I am of course undertaking to verify this, however, and will advise you of any information to the contrary which I can obtain.

In the same connection, I enclose herewith a list of the names and addresses of the Rivers and Harbors Committee so that you may concentrate any influence you may have on any of these individuals and so that you may provide for me a proper approach to such of them as may be known to you or your friends. This strikes me as important, as I am very sure that under existing conditions there will be a battle royal in the selection of the



projects to be recommended to Congress by the Committee, and we must realize that the Florida delegation is entirely Democratic. The only member of the Committee whom I know personally is Mr. Deal, of Virginia, who is a fellow townsman of mine and from whom I can hope for a measure of co-operation, but besides being a democrat and therefore in the minority, he does not, in my opinion, carry any great weight or force.

Superficially, it might occur to you, as it did to me, that our objectives could be more promptly accomplished by asking for an amendment of the recommendations of the Engineer above set forth whereby the deepening of the municipal channel and the municipal turning basin would be eliminated from the project and the Government channel diverted, as provided in the above item 2, to your property. This suggested itself to me both by reason of the economy to the Government and the probability that your terminals would meet all of the needs of the port for a long time to come. Aside from the probable controversial effect of this and the loss of municipal support, I am informed by General Taylor that this would require a return of the entire matter from the Committee to the Chief of Engineers, and would forestall any possibility of the project being considered in connection with the Rivers and Harbors bill of this session, which would result in postponing consideration of any phase of the matter for at least two years. Furthermore, I find that General Taylor is of the opinion that the municipal channel should unquestionably be deepened and the turning basin at the Municipal Docks provided for without delay. I have therefore abandoned any thought of making any such suggestion.

Finally, in connection with the project contained in item 1 and recommended by the Chief of Engineers, I must add that I gather from General Taylor that even though the project is contained in a Rivers and Harbors bill approved at this Session, their work cannot start for approximately one year thereafter, as it will be necessary to obtain the supporting appropriation at the next succeeding Session of Congress.

3. With respect to Item 2, namely, the connecting channel across the face of the U. S. Reservation, this divides itself into two items:

(a) The construction of such connecting channel to a depth of eighteen feet; and

(b) The deepening of such channel to a depth of twenty-five feet.

I am informed by General Taylor that this is true by reason of the fact that there has heretofore been authorized the construction of a turning basin eighteen feet deep at this point, that funds are available for this purpose, and that upon receipt from you of satisfactory assurance of the completion of your project as indicated in the Wells report, he is prepared to enter into contract with you immediately for the prompt construction of this channel, and is prepared to allocate funds and do this work without delay. It therefore appears desirable as to this sub-division that you prepare and forward me a definite statement of the precise commitments, if any, which you are willing to make in order to have the Government proceed with this work.

With respect to the deepening of this connecting channel to twenty-five feet, it is very apparent to me that General Taylor is in thorough sympathy with doing this work (the cost of this estimated by Wells to be \$83,164), and will co-operate with us to the fullest extent in obtaining Congressional authority to do so without delay. He suggests as a plan of procedure, in order to conform to the laws, regulations and red tape surrounding this character of legislation, that immediately upon the embodiment of the major project (item No. 1) in the Rivers and Harbors bill adopted by Congress, we cause the Committee to refer this project back to the Engineers for consideration of the deepening of this connecting link to our property, as an amendment thereto, whereupon General Taylor is of the opinion that prompt action will be taken by the Chief of Engineers to cause this item to be included in the next succeeding Rivers and Harbors bill - this involves a wait of two years for authority and perhaps an additional one year for appropriation and construction.

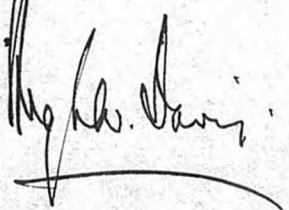
I discussed the question of our obtaining reimbursement in the event we proceeded with the work in advance of this legislation, but I am informed by General Taylor that there is no hope of effecting any such arrangement.

I am enclosing herewith the copy of blue print handed me by you, on which I have indicated Channel No. 1 (Government main channel), in green, and Channel No. 2 (connecting channel), in red, so that you may mark same on copies of blue print in your possession and may have a graphic picture of the location of the connecting channel as recommended by Mr. Wells. Please return this blue print to me with an extra copy of same so that I may have Mr. Wells verify or correct my understanding of his recommendation in this respect.

4. You will note from the above that it is my understanding of General Taylor's statements (a) that it will be something more than one year from this date before the Government can commence work on the main channel (marked in green on the attached map), (b) that the connecting channel can be constructed by the Government to a depth of eighteen feet immediately upon entering into contract with you, and (c) that it will be something more than three years from this date before the Government can commence work on the deepening of the connecting channel from eighteen feet to twenty-five feet; the above estimates being the minimum time required, assuming favorable action on the several projects at each step of the procedure. I am undertaking to verify this estimate of time, however, and will advise you when I am satisfied concerning same.

5. Save with respect to the element of time, which is discouraging, I am satisfied that the entire matter is in excellent shape to be carried forward, and that there is a strong probability of action being obtained in accordance with the foregoing schedule if the matter is followed up closely.

Very truly yours,



HWD:M  
Encs.



House Rivers and Harbors Committee.

S. Wallace Dempsey, of New York.  
Richard P. Freeman, of Connecticut  
Nathan L. Strong, of Pennsylvania  
Cleveland A. Newton, of Missouri  
James J. Connolly, of Pennsylvania  
M. Alfred Michaelson, of Illinois  
Walter F. Lineberger, of California  
W. M. Morgan, of Ohio  
William E. Hull, of Illinois  
George N. Segar, of New Jersey  
Thaddeus C. Sweet, of New York

H. Garland Dupre, of Louisiana  
Joseph J. Mansfield, of Texas  
John McDuffie, of Alabama  
John J. Kindred, of New York  
Homer L. Lyon, of North Carolina  
Joseph T. Deal, of Virginia  
Daniel F. Minahan, of New Jersey  
William E. Wilson, of Indiana  
William H. Boyce, of Delaware  
Hubert H. Peavey, of Wisconsin

A large, stylized handwritten signature or set of initials, possibly 'H. Sweet', is written in the lower-left quadrant of the page.



*The Texas Company*  
*Texaco Petroleum Products*

JACKSONVILLE, FLA., February 6, 1924.

SALES DEPARTMENT  
FLORIDA DISTRICT  
E. H. BROWDER  
SUPERINTENDENT

DISTRICT OFFICES:  
ATLANTA  
BOSTON  
CHICAGO  
DALLAS  
DENVER  
HOUSTON  
NEW ORLEANS  
NEW YORK  
NORFOLK  
OKLAHOMA CITY  
PHILADELPHIA  
PITTSBURGH

Mr. Carl G. Fisher,  
Miami, Florida.

My dear Mr. Fisher:

It again becomes necessary for me to invite your personal attention to the delay in removing the surplus dirt from our Peninsula Terminal Location. We have been patiently waiting for more than ninety days for this dirt to be removed from this location, enabling us to start our station construction work. It has been necessary for us to discontinue the services of one of our construction foremen, for the reason that we could not retain him on the pay roll any longer without having work for him to do. We still have men at Miami waiting to start this work.

I believe that you will agree with me that sufficient time has now elapsed to have had all of this surplus dirt removed, and sincerely hope that you will be in a position to give this matter your personal attention and arrange for prompt removal of this soil.

We are particularly anxious to start our construction work for our station facilities immediately so as to have them completed by the time the tanks for gasoline, now being constructed, have been erected.

For your further information, we desire to have a cargo of gasoline unloaded immediately upon completion of the storage tanks. This will not be possible until you have finished dredging the channel along our waterfront location. When discussing this matter with Mr. Brown recently in Miami he gave me the same information he has on previous occasions - that it was proposed to have the dredge proceed immediately to this location and finish digging the channel to the depth agreed upon. When I was in Miami about a week ago there was no sign of a dredge on this work. Therefore, the promise of performance is still unkept.

February 6, 1924.

We know that this is your busy time of the season, and do not wish to worry you unnecessarily, but this delay is costing us money every day, and I believe you will thoroughly appreciate our position in the matter, and realize that we have been very patient in waiting on your forces to fulfill their part of the contract - so much so that patience almost ceases to be a virtue.

I shall appreciate hearing from you at your earliest convenience, with some definite advice as to immediate and needed action.

EHB:WLH

Yours very truly,

*E. Asacales*  
Superintendent.



February 8th, 1924.

Mr. E. H. Browder,  
Texas Company,  
Jacksonville, Fla.

Dear Mr. Browder:

I have your letter of the 6th. I did not know that we had not cleaned up the Peninsula property, as I have not been down there for several weeks. However, I am writing a letter to Mr. Brown this morning which will get action.

Yours very truly,

CCF-mc

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

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

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

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

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

RECEIVED AT

CASINO 1100, ...

29MA RK 14

BC NORFOLK VA 1053A FEB 18 1924

CARL G FISHER

29  
MIAMI BEACH FLO

WAITING TO HEAR FROM YOU STOP MEANTIME VALUABLE TIME IS BEING  
LOST I FEAR

HUGH W DAVIS

1134A

*Fined*

DESIRED

Day Letter

Night Message

Night Letter

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

# WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.

Check

Time Filed

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

Feb. 18th, 1924.

19

To HUGH W DAVISStreet and No. (or Telephone Number) 1102 Bank of Commerce BldgPlace Norfolk, Va

~~WIRE RECEIVED. INTERNAL IMPROVEMENT BOARD AT TALLAHASSEE WILL MAKE IMPORTANT  
DECISION REGARDING RANDE ISLAND ADJOINING OURS TO THE WEST STOP I THINK  
IT NECESSARY TO INCORPORATE THIS COMPLETE PLAN IN ANY PLANS WE SUGGEST TO  
THE GOVERNMENT STOP REPORT OF ENGINEERS HERE WAS FAVORABLE STOP TALBOTT  
WILL WRITE YOU AT LENGTH TOMORROW STOP THE MOORE MCCORMACK COMPANY OF NEW  
YORK VERY ANXIOUS TO COOPERATE AND PUT THREE DELUXE STEAMERS ON BETWEEN NEW  
YORK AND MIAMI HAVANA STOP EDWARD HURLEY IN WASHINGTON AT SHOREHAM PLEASE  
SEE HIM~~

CARL G FISHER

SENDER'S ADDRESS  
FOR ANSWERSENDER'S TELE-  
PHONE NUMBER



LAW OFFICES OF  
HUGH C. DAVIS AND HUGH W. DAVIS  
1102 BANK OF COMMERCE BUILDING  
NORFOLK, VA.

March 26, 1924

Dear Mr. Fisher:

As I wired you on Tuesday, I had seen General Beach twice before I received your wire concerning Mr. Brittain. It was evident to me that General Beach was sympathetic with your needs and that the delay had been caused by the inevitable red tape surrounding Governmental action and particularly Army Regulations. The matter had to be passed on officially by Youngberg, and Youngberg's report was delayed.

At any rate, I am glad you wired me to see Brittain, because my interview with him was most satisfactory, and confirmed your impression as contained in your letter of March 21st to me, that he is a worker and will help us a great deal.

In fact, he seemed anxious to take a grip on the whole situation, and you may be sure that I shall keep in close touch with him and use him to the fullest extent.

I have a wire from him today saying that the extension permit has been granted, and that he has wired you direct, hence I am not wiring.

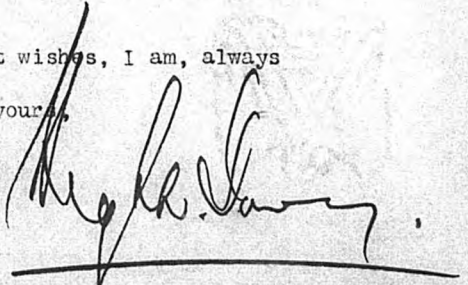
In connection with my interview with Mr. Brittain, I wrote him on yesterday as per the enclosed copy which I am forwarding you so that we will all keep co-ordinated on our objectives and the seriatim method of dealing with them required by the Statutes.

I had quite a talk with Mr. Dempsey on Monday, and I think there is every probability of there being a Bill, and of our requests being embodied therein. With regard to the Turning Basin, we are unable to do anything until the application made through Col. Youngberg arrives in Washington, which should be during the current week.

With warm regards, and best wishes, I am, always

Faithfully yours,

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



March 25, 1924

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

My dear Mr. Brittain:

First let me repeat that I am so very glad to have heard from Mr. Fisher and to have you confirm your willingness to help us with the Miami situation:

In connection with our talk on yesterday afternoon, I am enclosing herewith a copy of the proposal to be made to the Rivers and Harbors Committee. You already have a copy of the proposal made to the District Engineer with respect to the Refuge Basin.

As memoranda and index of our objectives in this matter, I confirm as follows:

1. We seek to obtain from General Beach a renewal of the permit for the dredging recently interrupted.
2. We desire to obtain action on the application to the District Engineer (above referred to) for the creation of a triangular Turning Basin, as indicated on the blue print in your possession. Major Fox, of General Taylor's Staff, tells me that there is no legal obstacle in the way of this. Hence our efforts should be directed at getting action in the form of allocation of funds and instructions for the work to proceed.
3. We seek to have the "Miami Project", now before the Rivers and Harbors Committee, included in the Rivers and Harbors Bill of the current Session of Congress, but to have the same included in such a way that the condition of local co-operation by the City of Miami eliminated as to so much of the proposed channel as extends Eastwardly from the Fisher Property to the Sea. See Document No. 516 - 67th Congress, 4th Session.
4. After the enactment of the Rivers and Harbors Bill with the said Project included therein, we seek to have the report of the Chief Engineer on said Project referred back to him for further report on the construction of a twenty-five (25) foot connecting channel from the main channel to the Fisher property, and the deepening of the Turning Basin (referred to in the above Paragraph 2) to a depth of twenty-five (25) feet.

I look forward with much interest to hearing from you tomorrow and hope to see you within the next ten days concerning the other matters.

I am going to act on your kind invitation and the enclosed letter from Mr. Fisher, and count on you to lead us out of this wilderness.

Again thanking you for your courtesies and assistance, I am

Faithfully yours,

(Signed) HUGH W. DAVIS

March 27, 1924

My dear Mr. Fisher:

I quote from a letter received today from Mr. Britten, as follows:

"Agreeable to our conversation on Monday, I telegraphed you this morning that General Beach had officially extended the dredging and filling permit for the Terminal Company Island, and I also telegraphed Fisher at the same time.

"The question of creating an eighteen foot triangular turning basin just west of the jetties is now receiving consideration by General Beach and I am inclined to believe that he will decide to do this in the very near future.

"I will see him again next week after he has had a little time to further consider my suggestion that he had all of the authority and money that was necessary under the law to do this very thing if he really wanted to."

I shall be in Washington again the first of the week and follow this matter through with Mr. Britten and General Beach.

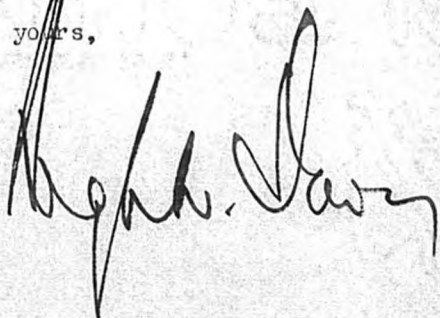
This man Britten is going to prove a Godsend if we can just keep him going at his present pace.

With warm regards, I am, always

Faithfully yours,

HWD:M

Carl G. Fisher, Esq.,  
Miami Beach, Florida.





March 29th 1924.

Mr. Hugh W. Davis,  
1102 Bank of Commerce Bldg.  
Norfolk, Va.

My dear Davis:

I have yours of the 27th. I am glad that you and Britten have gotten together. Britten is a ball of fire. He is one of the few public men that I have come in contact with that is anxious to keep work here going along the right channel. He will be a lot of help to us; so stay right with him.

Yours -

CGF-mc

RECORDED  
INDEXED  
MAR 31 1924  
U. S. DEPARTMENT OF COMMERCE  
BUREAU OF COMMERCE  
WASHINGTON, D. C.

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

March 26th, 1924

Mr. Carl G. Fisher  
Miami Beach, Florida.

My dear Mr. Fisher:

When I left Miami last Thursday night (March 20th) you and Mr. Brown were of the opinion that the desired extension of permit for dredging and filling the Peninsula Terminal Company's island had been granted and that at least this one of your various perplexing problems was temporarily out of the way.

In the event of a "slip-up" you were to telegraph me on Friday night in order that I might talk with General Beach on Saturday morning and assist in your desires in every way possible.

When no telegram was forthcoming on Saturday morning I naturally assumed that your permit had been extended.

On Monday your Mr. Hugh W. Davis of Norfolk, Va. called upon me (after he had had a conference with General Beach) when I was informed that the War Department was still waiting for its report and recommendation from the District Engineer at Jacksonville Florida and that no official extension of the contract had as yet been forwarded.

I offered to go immediately to General Beach with a view to convincing him of the urgency of this particular case which should have his immediate attention, with or without a recommendation from Jacksonville, but Mr. Davis convinced me that it might be best to wait until this Wednesday morning when a report from the District Engineer would certainly be in the hands of the Chief.

I called upon the General this morning by appointment and spent an hour with him going over the various conditions surrounding Miami and the East Coast of Florida and while he did not tell me that he had received a recommendation from the District Engineer, I am inclined to believe that he had.

*Confidential*

LOCKS OF  
AFFAIRS

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

Mr. Carl G. Fisher

-2-

March 26th, 1924

While I was in General Beach's office, a telegram was sent to the District Engineer officially extending the dredging and filling permit to the Terminal Company island and of which fact I immediately telegraphed you upon return to my office.

I am glad to tell you that General Beach is almost as optimistic about the future of Miami as you are and I hope that his successor will feel likewise, because you and those interested with you who are doing so much for that country, are entitled to every consideration and assistance from the Government, that is possible and commensurate with good business tactics.

I took up the question of the creation of a triangular turning basin on the inside of the jetties (instead of the oblong basin originally contemplated) and I am quite certain that this can be accomplished in the near future although the General desires to study the problem a little longer before making a definite decision; he did however say that there was plenty of work to be done down there pending this determination so that no time will be lost through a slight delay.

I will take this matter up with him again in the near future.

He was not quite sure about having sufficient authority and money in hand, but I feel that we will have no trouble in this direction.

There is some question about the Congress passing a general Rivers and Harbors Act during the present session of Congress.

I will run down this difference of opinion and give you my version of it in the near future.

Dempsey says that they will, while the steering Committee of the House indicates that they will not, so I have suggested to Beach that he go after the Committee and I will do likewise, for it is important to the city of Miami that the Government keep abreast of tremendous improvements that are being made down there, otherwise, commerce will move ahead of the channel and may promote serious difficulties.



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

Mr. Carl G. Fisher

-2-

March 26h, 1924

I am of the impression that a twenty-five foot channel from the ocean to the city of Miami should be constructed in the shortest possible time, with or without certain expenditures by the city of Miami for a turning basin. I am quite sure that this will be accomplished when Members of the House and Senate realize the importance of it.

The General said that he would grant no permits for dredging and filling until a comprehensive harbor plan had been agreed upon and that he had requested Dempsey to insert in the Committee Bill, a provision authorizing the War Department to make this survey.

I suggested that the War Department now had that authority under existing port and harbor laws and to which he replied that the Department was going ahead just as though the legislation was already at hand and that no delay will incur whether (or not) he has that legislation.

When the War Department survey and plan has been made, there will be hearings down there where opposition might prevail against the establishment of certain lines and I can see a considerable delay in projects requiring dredging and filling, unless one is very fortunate in their location.

General Beach is quite interested in his successor (the General goes out of office in June) and he is pulling all of his strings for General Harry Taylor, his logical successor while I am told that General Pershing is pulling a few strings in favor of Colonel Jadwyn, who for a long time was stationed at Chicago but who now is at Charleston, S.C.

Do you know Jadwyn and if so what are your impressions of him? I know him very well.

Beach was of the impression that any legislation pending to keep a 25 foot channel with triangular turning basin down at the entrance to the harbor, rather than the proposed turning basin at the City of Miami, would immediately bump up against a "snag" from the combined interests down there, exclusive of Miami Beach, and he hoped that this would not be ~~done~~ attempted.

OF  
MRS

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

Mr. Carl G. Fisher

-2-

March 26th, 1924

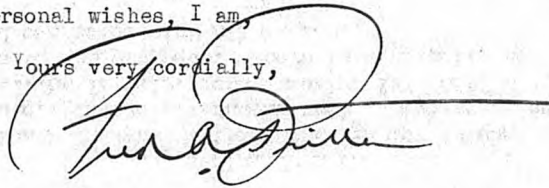
Mr. Brown said he was going to send me a list of the applications which were still pending for permits for the improvement of submerged land, in line with our conversation over telephone last Thursday night but as I have not heard from him, you and he have probably changed his mind to the contrary.

I am in the dark as to any other <sup>susp</sup>ension orders which may be effecting dredging and filling excepting as in the case of the Terminal Company Island.

It is quite probable that I will go to Chicago for a few days next week but will not leave before Monday so if you have something to tell me concerning the above conditions, it might be well to send a night letter Saturday or Sunday in order that I may know your desires.

With kind personal wishes, I am,

Yours very cordially,



FAB/MM

M.C.

March 29th, 1924.

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

My dear Mr. Britten:

I have yours of the 26th.....reading from the bottom up; I do not know Colonel Jadwyn. I think that Taylor is one of the best engineers in the government that I have ever come in contact with.....he is fair, acts quickly, is a hard worker, and wants to see progress. There is apparently no graft of any kind connected with his office.

The original location of the turning basin was very near to the point where we are asking for it to be located; in fact, within a few feet of this spot. We are bound to have opposition from certain elements in Miami on almost any program we provide.....I am certain that if we would start to do this job ourselves, at our own expense, we would have some opposition from certain Miami elements.

Regarding additional permits which Mr. Brown is interested in; I don't think we had better complicate matters with any other permits, except our own and the Rand permit - which is the Virginia Key Island just South of our Peninsula Terminal Company.

You seem to have the entire matter very well in hand; and Mr. Davis is much pleased with your co-operation.

We are going right ahead with our work and hope to have some bulkhead finished, which will allow oil steamers - at least - to come in next winter.

Yours -

CGE-mc



LAW OFFICES OF  
HUGH C. DAVIS AND HUGH W. DAVIS  
1102 BANK OF COMMERCE BUILDING  
NORFOLK, VA.

April 1, 1924

My dear Mr. Fisher:

I was in Washington on Saturday and checked up the Peninsula Terminal Company matters with Mr. Britten and with the Secretary of the Rivers and Harbors Committee.

The latter states very definitely that there will be a Rivers and Harbors bill introduced by the Committee and that the Miami project will be included therein, and that unless there is objection made by the engineers, there is a strong probability of our proviso being inserted without opposition or hearing. Mr. Britten, however, is rather disturbing in his report that General Beach is not so much in favor of our qualifying proviso as I thought. The truth of the matter is, I fear, that Britten himself thinks that the proviso may result in disadvantage to the Port of Miami, and it has been rather difficult to get him fully sold on the idea.

I found that Britten was leaving Saturday night for Chicago until April 9th, and that the matter would be taken up by the Committee, in all probability, during his absence. By reason of the confidential matter with General Beach, of which he wrote you and spoke to me, Britten is unquestionably the only man to deal effectively with Beach, and I ~~have~~ obtained his promise to see Beach in person before he left on Saturday night and to get Beach in line on our proviso. He was to let me hear from him, and will probably do so at his first opportunity in Chicago. Up to this time (Tuesday morning) I have not heard from him, and unless I hear during the day I shall get in touch with him by wire at Chicago.

The Turning Basin proposal has not yet arrived in Washington - I should like to know definitely if it has been forwarded with recommendation by Col. Youngberg - if you can get this information, please wire me. Britten tells me that General Beach is in sympathy with doing this work, and, as I stated to you in person, General Taylor, who we hope will be Beach's successor, has so expressed himself to me. Under the military regulations, Youngberg would forward the proposal to his immediate superior, Col. Jedwin, at Charleston. Britten knows Jedwin personally, and has written him to inquire why the matter does not come forward to Washington.

Page #2 - Carl G. Fisher, Esq.

I have a letter today from Brown quoting the character of authority issued by Youngberg for continuing the dredging under the existing permit - unless you wire to the contrary, I think it wise to wait until Britten's return before we undertake to have General Beach enlarge this authority.

I met Hal Talbot in the Union Station at Washington yesterday morning while on my way to an appointment in Baltimore, and only had a chance to talk with him a few moments. I hope to meet him, however, in Washington next week, at which time I shall go over the situation thoroughly with him.

With warm personal regards, I am, always,

Faithfully yours,

A handwritten signature in dark ink, appearing to read 'Carl G. Fisher', written over a horizontal line.

HWD:M

Carl G. Fisher, Esq.,  
Miami Beach, Florida.

P. S. Since writing the above, I have yours of the 29th with enclosed copy of letter addressed to Governor Cox. You may depend on it that I shall keep in the closest touch with Britten, as I agree with you that he can be of immense help.

H. W. D.

April, 4, 1924.

Mr. Hugh W. Davis,  
Norfolk, Va.

Dear Sir:-

Mr. Fisher has asked me to write to you explaining the present Harbor Terminal dredging situation.

A copy of the plat accompanying the original dredging permit is attached and is marked Plat "A". This shows that the Peninsula Terminal Company was given permission to dredge over a large area to approximate rock surface. A portion of this dredging work was done before the permit expired upon December 31st, 1923.

A request for extension of the permit was filed upon December 12th, 1923 and work continued upon the present project to obtain 25 feet of water in a channel 300 feet wide along the entire north line of the Harbor Terminal property of the Peninsula Terminal Company with a turning basin at the west end of this 300 foot channel.

An extension of the permit has not been granted and upon March 14th, all dredging work was suspended in accordance with orders from the District Engineer. After persistent efforts, permission to proceed with the dredging work authorized in the original permit was given by the Chief of Engineers, U. S. Army and transmitted through the District Engineer upon March 26th.

The work of removing the material to approximate rock surface over the 300 foot channel of the present project described above is nearly completed, thus finishing that part of the present project that was included in the original permit.

A plat, marked Plat "B", which is a copy of the plat that is a part of the aforesaid permit extension is attached. It is a matter of great importance to the Peninsula Terminal Company that the pending permit extension application be granted at the earliest possible date to enable the Company to continue the work of dredging the rock to the 25 foot depth of the present project.



Mr. Hugh W. Davis--Sheet #2

A steamship company is ready to place two 20-knot express passenger ships of the latest and finest type, in a service between this port and New York but is unable to make definite preparations for such a steamship line until permits and plans for 25 feet of water are assured.

This letter is a review of the situation that the great need and the importance of prompt action may be understood in a clear and definite way.

Yours very truly,

*W E Brown*

CHIEF ENGINEER }

A copy to  
Mr. Fred J. Britten,  
House of Representatives,  
Washington, D. C.

## House of Representatives U. S.

Washington, D. C.

April 17th, 1924

Major Hugh W. Davis  
Bank of Commerce Building,  
Norfolk, Virginia.

My dear Davis:

Agreeable to our understanding on Tuesday and subsequent to the departure of Congressman Sears (he expects to be away for a week or ten days) I have taken up that proviso with Members of the Committee on Rivers and Harbors and also with General Taylor.

I am quite certain that the proviso directing the War Department to proceed with the construction of the channel, irrespective of the attitude which might be taken by the city of Miami in its assurances to the Secretary of War for the dredging of a turning basin at the westerly end of the channel, is entirely unnecessary and will only add "legislation" to the project language.

I am assured by General Taylor that the mere passage of an ordinance by the City Council of the City of Miami indicating its (the City's) intention and promise of providing a turning basin, will be satisfactory to the War Department and will justify the immediate dredging of the channel from the easterly end.

General Taylor told me that the War Department was as anxious to proceed with this channel as is the City of Miami to have the work begun and I really can see no cause for apprehension concerning this project, once it has been authorized and appropriated for.

The city of Houston, Texas has spent five or six million dollars digging a channel and a harbor and only the other day celebrated the shipment of its millionth bale of cotton this year. The project is a tremendous success and worth many times its cost to the City.

House of Representatives U. S.

Washington, D. C.

-2-

*and*  
The city of Portland, Oregon has spent a tremendous amount of money in digging its own channel and so with various other Western southern cities, so I naturally feel that Miami is getting by quite reasonably under the proposed circumstances.

I have just had your second telephone call from New York at this point of my dictation and I am indeed glad to learn that permit has finally been received at Miami Beach for that twenty-five foot channel and turning basin because I have heard "murmurings" in opposition to the project of developing "docks and piers" at the east entrance to the harbor, as being detrimental to the City of Miami.

I will communicate with you again when I have heard from Colonel Jadwyn in the matter of that triangular eighteen foot turning basin just inside the jetties.

Until then my dear Davis, I am,

Yours very cordially,

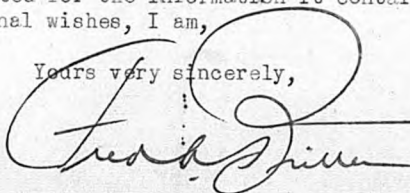
FAB/MM

M.C.

My dear Mr. Fisher:

This carbon copy of letter to Davis is merely submitted for the information it contains and with usual kind personal wishes, I am,

Yours very sincerely,





## PENINSULA TERMINAL COMPANY

STOCKHOLDERS

May 3, 1924

	Shares
CARL G FISHER	1,687 or 99
ALTON BEACH REALTY CO	5,820
JOHN LEVI	120
W.E.BROWN	120
C.B.FLOYD	50
F R HUMPAGE	100
J.N LUMMUS	100
W A KOHLHEPP	1
H E TALBOTT	2,000

Memo:

June 5th, 1924.

Mr. Kohlhepp

Fisher JS!

I wish you would build up the deposit in the National City Bank until you have about fifty to seventy-five thousand dollars there.

I have a copy of letter from Purdy, regarding tender for "EAGLE" and the estimate is correct.

The delay which Brown referred to, regarding Rand, is apparently his own fault. I wish you would prepare a letter, sending it on to Rand; whereby Rand agrees to co-operate with us to the extent of \$150,000.00 in the building of bridge and causeway, and to take stock in said bridge and causeway for this amount.

As the bridge will probably cost around \$400,000.00, we will have to arrange in some manner that our company has control and we can sell rights to the other companies to connect with our property if they would.

Also, I want a corrected map sent to me here, showing an easement in front of the Vanderbilt property to connect with a concrete viaduct to the south, which will eventually connect up with Derring and Matheson property. This viaduct and boulevard would be in front of the Vanderbilt property on the ocean frontage. As soon as you send me the map, I will then send it on to Vanderbilt and have his O.K. to same; but I want everything dropped until you send me the map. In fact, you had better send me duplicate so I can have Vanderbilt O.K. one for our files. We will want a sixty foot right of way in front of the Vanderbilt property.

I have yours of the 24th regarding Mrs. Hoffstein, and your action in the matter is entirely satisfactory.

I think we are going to purchase the furniture for the "King Cole" from Karpen Furniture Co., Chicago. They make very nice furniture, at very low prices as compared with some other people. I wish you would forward me a set of the plans here, or rather forward them to C.S.Krom, and advise me when you are sending them so the Karpen representative can go over these prices with Mr. Krom.

Please send Lee, Higginson & Company, 43 Exchange Place, New York, financial reports of March 31, of Alton Beach Company and Bay Shore Company.

Enclosed find letter from Geo. Demney, and a notice from the Treasury Department which you can attend to from that end.

CARL G. FISHER

THE PENINSULA TERMINAL COMPANY,

Miami Beach, Florida.

Office of Chief Engineer.

July 1924.

FROM:- The Peninsula Terminal Company  
To:- District Engineer, Jacksonville, Florida.  
SUBJECT:- Refuge Basin, Bisc. Bay, Florida,  
File No.: Bisc. Bay 41.

Dear Sir:

1. Referring to the letter of March 12, 1924, from this Company addressed to you; the oral information from the office of the Chief of Engineers that the construction of the proposed refuge basin was not considered a proper expenditure from Government funds; the suggestion from the officers of this Company that a portion of the reservation on the south side of the Government cut be sold upon condition that the purchaser be required, as part of the terms of purchase, to dig a triangular area in front of the land to a depth of twenty-five feet; and in reply to your letter of June 10, 1924, for further information that you may report upon the project:

2. A map in the form of a tracing and several blue prints is attached showing the area in the proposed purchase and in the newly located proposed refuge basin. From this map you will see that no portion of the present reservation is to be excavated; that the bulkhead and wharf, now being constructed under authorization, Jacksonville, files Permits 1161, will connect with the root or inner end of the south jetty or revetment; that the area of the proposed purchase will contain about 3.7 acres; and that the refuge basin will cover an area of about 10.8 acres.

3. If the proposed method of connecting the bulkhead of this Company to the revetment already constructed by the United States is not satisfactory to you, this Company requests that you direct such changes as you deem desirable.



To District Engineer - page 2.

4. As you are already advised, this Company is connecting a twenty-five foot channel from a point immediately west of the southwest corner of the Government reservation to the "Government Cut" shown on the enclosed map, thereby connecting its property with the proposed main channel of the Government to the Ocean.

This connection is approximately one hundred and fifty feet north of the northwest line of the United States Reservation property.

You are also advised of the very substantial character and extent of the development of its property now being carried on by this Company with a view to establishing large terminals for large vessels on said property of this Company.

It is highly desirable, not only to this Company but to shipping interests and to the public at large that the facilities at this terminal be made as ample and convenient as practicable, and it is obvious that the construction of a turning basin as indicated on the enclosed map within red boundaries will be of substantial benefit in these respects. It appears that the cost of dredging such a turning basin will be very considerable and the convenience and safety of shipping will be served by including in said dredging the strip approximately three hundred feet in width along the face of the northwest line of the Government reservation.

The only direct benefit of dredging this strip, however, will inure solely to the triangular parcel of property within the yellow boundaries shown on this map.

It has, therefore, been suggested that the Government offer said triangular parcel of property for sale, upon the condition that the purchaser not only pay the agreed purchase price but also execute satisfactory bond or other assurance that it will dredge the turning basin as indicated within the red lines to a depth of twenty-five feet as a part of the consideration for the purchase.

To District Engineer - page 3.

5. We are advised that private sale cannot be made of this property and that the same must be offered at auction. By reason of this condition, as well as the lack of accurate information concerning the cost of dredging, this Company is not now prepared to make a definite offer of a specific amount, but this Company does now agree that in the event the same is offered for sale, subject to said condition, it will agree to bid on said property; thereby at least insuring the completion of the dredging of the proposed turning basin without loss or expense to the Government.

Yours very truly,

THE PENINSULA TERMINAL COMPANY,

By

Agent.

MEMO.

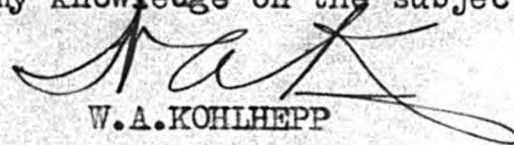
July 21, 1924

Part

Mr. Fisher:

The attached editorial of the Miami Life will no doubt interest you.

This paper is nothing but a scandal sheet but he has expressed himself in this editorial better than any of the papers to my knowledge on the subject of harbor development.



W.A. KOHLHEPP



## Maybe Carl Fisher Can Help Us

Everyone, almost, is agreed that deeper water will be of incalculable benefit to Miami.

Steamers of the Ward and United Fruit lines, in addition to others of more or less importance, would undoubtedly make Miami a port of call if the water depth was increased and suitable docking facilities provided. Translated into terms of dollars and cents, these liners would enrich Miami enormously by the passengers and freight they would bring. And the supplies they would buy—to say nothing of increased shipping facilities and inaugurating cheaper rates for raw materials and finished products.

We've heard a whole lot about the channel Miami is to have; the turning basin and the dockage, and we've seen prints and plans galore. But it's all in the dim, distant future. We've taken our plans to Washington, and unquestionably those who saw them are now fairly familiar with the geographical location of Biscayne Bay and the Government Cut. It has all been a mighty edifying and inspiring piece of work.

### Simply Politics

But now let's get down to business. Government aid for a harbor such as we want is just as much a matter of politics as securing an appropriation for a \$100,000 post office in a town of five thousand. There's a way of going about it—but it isn't with blue prints. If "Ev" Sewell could "deliver" Florida to the Republicans at election, we might have a chance of getting an appropriation very quickly. Washington has been modernized; they play politics there with an adding machine, not with an engineers' sketch.

So let's come closer to home;

look around and see if there isn't some way by which we can scoop out the bottom of the channel ourselves, get our own turning basin and dockage. We want those big ships to stop at Miami just as quickly as possible to bring people to fill up those million-dollar hotels and apartments we are building.

Quite naturally, if we aren't blinded by personal prejudice and a desire for individual exploitation, we think of the work being done at the Peninsula Terminal; the deep water that is going to be there, and the docks and turning basin. The Peninsula Terminal is nearer to the center of Miami than are the docks of Jacksonville to the center of that city. Miami needs to think quite a bit about the work being done across the causeway. It looks good—and just as surely as the interests of Miami and Miami Beach are intertwined one with the other, will the completion of the Peninsula Terminal profit both municipalities.

Carl Fisher is spending a lot of money to make this terminal. And Carl Fisher is a wealthy man; wealthier than many imagine, and it is just possible . . . . But we're skipping.

### Fisher Could Help

With all the docks that Fisher can provide and with the dockage planned for this side of the Bay, Miami would still have less wharfage than Jacksonville. That's a fact. So we need all we can get. And when we hear Miamians scoff at Fisher's project it convinces us that they are not sincere when they boast that Miami will not be long in obtaining a population of 500,000. That's a lot of people—a city that size would need all of Fisher's docks, deep water and his

turning basin, and that "Ev" Sewell's, too.

As we have already said, Fisher has a lot of money and Washington isn't going to lightly toss us the harbor we want. Maybe Mr. Fisher can help us out. Why not? It's a remote possibility, but still a possibility, that he might let his dredges do the work along that precious channel of ours. Maybe Miami would have to pay something. Even if it were a half million dollars it would be mighty cheap if we got the deeper water NOW, when we need it most to help us in our growth.

The question persists. Have Miami's commissioners or its civic leaders ever tried to co-operate with Mr. Fisher? Even an indication in this direction might work wonders. And it certainly could do no harm.

It is just a possibility, a possible opportunity, for some real co-operative, unselfish work. This is nothing more than the germ of an idea and it is not intended to be anything else. But it can easily be elaborated and a move in this direction might convince us that our deeper water leaders were

willing to cast aside self-aggrandizement for Miami's welfare.

Yes, Mr. Fisher will make some money from his terminals. He'd surely be a fool for tackling it if he didn't expect to. The Florida East Coast railway isn't operated for the pure love of it. But where would Miami be if it wasn't tied up to the rest of the world by Henry M. Flagler's twin ribbons of steel?

It's a case of give and take. Let's try it and see what we get.

C. A. S.

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C. A. S.

# Shall Miami's Only View of the Ocean Be Sold?



*By E. G. SEWELL, President of Miami Chamber of Commerce*



A SUBJECT OF VITAL IMPORTANCE TO EVERY  
LOYAL MIAMIAN



*Reprint from the "MIAMIAN", September, 1924*



# Shall Miami's Only View of the Ocean Be Sold?

By E. G. SEWELL, *President Miami Chamber of Commerce*

SHALL the 75,000 citizens of the city of Miami sit idly by while a few smart realty promoters carry out a plan which means that Miami's only view of the Atlantic ocean will be obstructed by the building of an island or the extending of the island of Virginia Key northward nearly to the Miami ship channel and thereby closing entirely the view through Norris cut, the only view of the Atlantic ocean from the city of Miami?

The citizens of the city of Miami are now expending approximately two millions of dollars on the creation of a new Bay Front Park and we all anticipate that it will be the most beautiful park in America.

Why will it be beautiful? We are located in the subtropical zone and we can grow the most beautiful palms, flowers and shrubbery here that can be grown in any part of the world.

We are over 500 miles south of Los Angeles and that is why our climate and beautiful tropical scenery excel all sections of the United States, and it is believed that all that is beautiful in tropical shrubbery will be shown in this wonderful Bay Front Park, which is costing our people two millions of dollars.

But that alone is not the reason that this new park will be beautiful, pleasant and attractive to all our great throng of visitors and to our home people. It is because this beautiful park will front on Biscayne Bay with its wonderful marine panorama. World travelers have enthused about the wide reaches and broad expanse of Biscayne Bay, comparing it to the Bay of Naples and other world-famous protected natural harbors.

One may sit in the new Bay Front Park and enjoy the sight through Norris Cut of seeing hundreds of coastwise and trans-Atlantic ships passing, there being 23 lines of ships which pass close in to shore going south at this point to avoid the Gulf Stream. Now with all the great expanse of land in this vicinity, and with all the ocean front property at Miami Beach and north to the state of Maine, and with all the islands that are being built north of the Miami ship channel in Biscayne Bay and with the thousands of lots which have been subdivided and have not yet been built upon—why is it necessary to close the only view which this great city has of the ocean itself?

Why should this "Wonder City" be ruined?

Why should the breeze be obstructed by heat-producing buildings on an island?

Why should the ocean view of this city be taken for money's sake by a few smart promoters?

What do these promoters care about the interests of the people who are living in Miami and making it a great city? What do they care for those who have produced the conditions which enabled them to succeed? What do they care about the view or the breeze in our two-million-dollar park? It is very apparent that money! money! is all they think of and all they want. They would sell Miami's birthright of beauty and attractiveness for a mess of pottage.

Money is not everything in this world, and even if it were, this scheme is unfair as it will enrich a very few at

the expense of 75,000 at present and will damage the other hundreds of thousands that are to make this great city their future home.

To fill that area opposite Norris Cut means to obstruct the free flow of the tides and in case of storms a serious condition might occur from the obstruction created by the proposed 438 acres of land where there is now 438 acres of water, except a few sand flats which appear when the tide is very low.

We would not object to a reasonable fill along the island of Virginia Key of say 100 acres, as such a fill could be made without any material damage to the interests of the people of Miami.

## Miami Created the Values

I would like to say something right here about the people and the interests of the people of the city of Miami. If it had not been for Miami there would be no great developments going on around Miami. There would be no values to the Bay bottom and the State Officials could not even give it away. There would be no demand for lots and the promoters could not sell their lots. There would be no demand for houses and there would be no houses built.

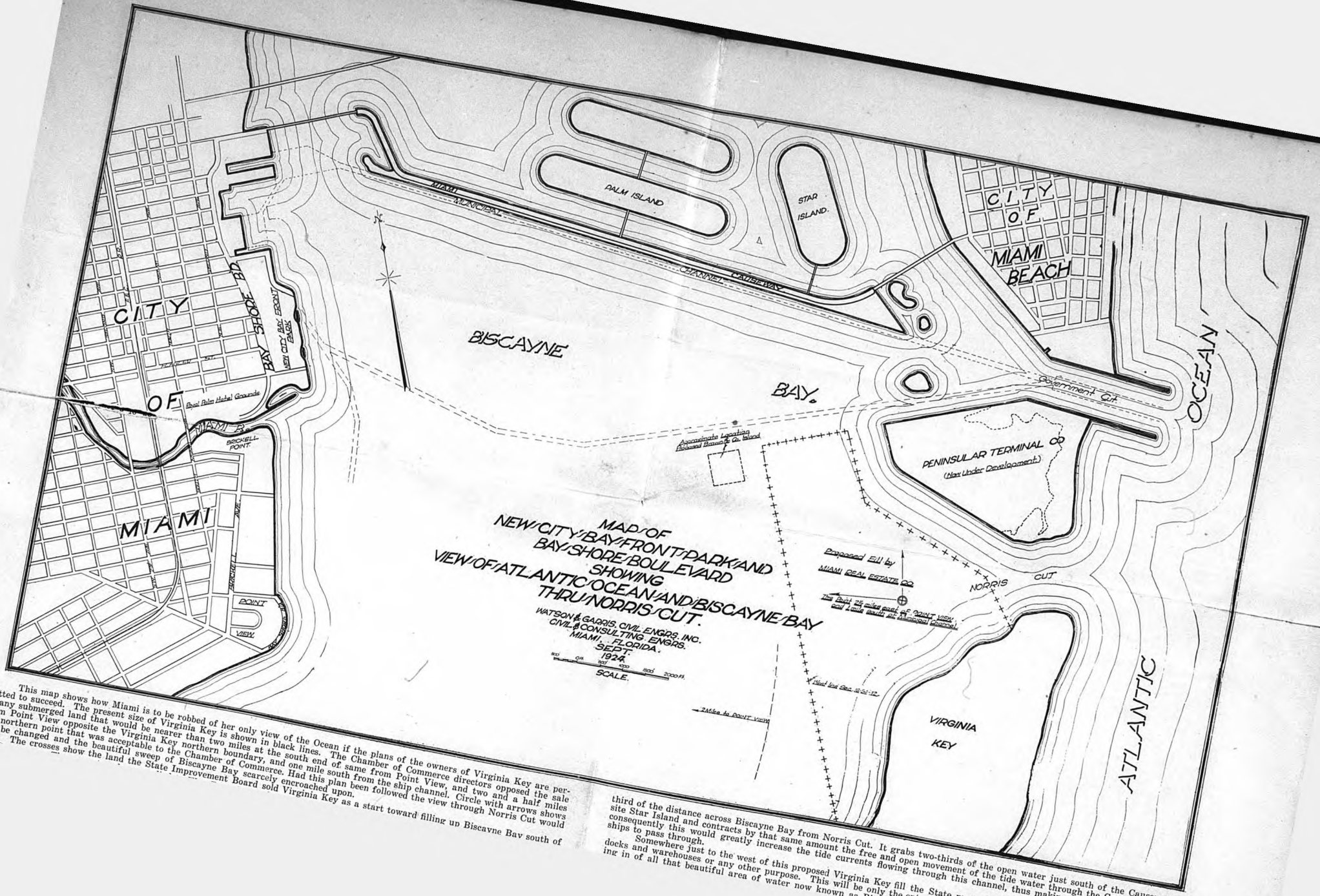
Please show me one subdivision that has successfully sold out a fair portion of their lots, that has not sold a large proportion of them to people in Miami, permanently or temporarily.

Please show me one promoter of a town or a subdivision within ten miles of Miami that has not relied on Miami for a large proportion of his customers, and in selling at a distance from Miami, cashed in on the fact that his property was near Miami, in order to sell it.

Again I say it has been the Miami people and the money with which the Miami people have backed the Chamber of Commerce that has created a great city here; that has created great activity here; has made values here; that has brought the people here who have created the demand for more buildings in and around Miami for 25 miles; and has made Miami's name famous all over the world.

It has not been easy for the Chamber of Commerce officials to collect this money from the people, nor has it been easy for the people to meet the demands of the Chamber of Commerce, and it was especially so when we were a very small town eight or nine years back. Some of us went out on the streets two and three weeks at a time, going from business house to business house and from hotel to hotel and to the professional men and to the realtors collecting the funds that were to put this town going at a speed that no other city has ever traveled. Many Miami citizens made great sacrifices in those days to help advance the city's interests, and it is the values created by this expenditure and this unselfish work that these smooth promoters hope to seize and "cash in" on for themselves.

When these funds were collected then the work had just begun for some of us. Results had to be obtained and it took hard study and good judgment to make every dollar do the duty of ten or a hundred. A total of \$828,000 has been collected and expended through the Chamber



MAP OF  
 NEW CITY/BAY FRONT PARK AND  
 BAY SHORE BOULEVARD  
 SHOWING  
 VIEW OF ATLANTIC OCEAN AND BISCAYNE BAY  
 THRU NORRIS CUT.

WATSON & GARRIS, CIVIL ENGRS. INC.  
 CIVIL & CONSULTING ENGRS.  
 MIAMI, FLORIDA.  
 SEPT. 1924.  
 SCALE.

This map shows how Miami is to be robbed of her only view of the Ocean if the plans of the owners of Virginia Key are permitted to succeed. The present size of Virginia Key is shown in black lines. The Chamber of Commerce directors opposed the sale of any submerged land that would be nearer than two miles at the south end of same from Point View, and two and a half miles from Point View opposite the Virginia Key northern boundary, and one mile south from the ship channel. Circle with arrows shows the northern point that was acceptable to the Chamber of Commerce. Had this plan been followed the view through Norris Cut would not be changed and the beautiful sweep of Biscayne Bay scarcely encroached upon.

The crosses show the land the State Improvement Board sold Virginia Key as a start toward filling up Biscayne Bay south of

third of the distance across Biscayne Bay from Norris Cut. It grabs two-thirds of the open water just south of the Causeway opposite Star Island and contracts by that same amount the free and open movement of the tide water through the Government Cut, and consequently this would greatly increase the tide currents flowing through this channel, thus making it much more difficult for ships to pass through.

Somewhere just to the west of this proposed Virginia Key fill the State proposes to sell ten acres to Brown & Company for docks and warehouses or any other purpose. This will be only the entering wedge to the sale by the State, and, if permitted, the filling in of all that beautiful area of water now known as Biscayne Bay that presents a wonderful view from the Causeway and from



of Commerce in the last nine years, \$502,000 of this sum, more than half a million dollars was raised by public subscription.

#### Promoter's Success Due to Miami

Again please show me most any amusement or outdoor sport that is going on within ten miles of Miami that does not depend on obtaining 85% of its financial patronage from the city of Miami.

Again show me any big promoter around Miami who has made a success of his promotion and I will show you a man who can thank Miami for 75% of the success of his project. Still—the promoters of Virginia Key have the nerve to try to fill up half way across Biscayne Bay and now have their plans for cutting off the only view of the Atlantic Ocean that the people of Miami have.

Now friends, I have seen behind the curtain and I know what is coming, and it is my purpose to enlighten the people of Miami and give you fair warning of what will happen unless you investigate this unfair proposition and rise up and oppose it with all your might.

Some months past the State Trustees sold to the owners of Virginia Key some 438 acres of Bay Bottom. This sale was opposed by your Chamber of Commerce, especially that portion of the bay bottom lying west of and in front of Norris Cut. Still the sale was made. Now I am informed that it is proposed to fill all that area in front of Norris Cut, and the only way it may be prevented is by your appeal to the War Department, as no submerged land or body of water may be filled without a permit from the Board of Engineers of the U. S. War Department.

It is the law and the rule of the U. S. Board of Engineers that they appoint a time and place and give a public hearing on all matters of this kind which are so vitally important to all the people.

I understand that the owners of Virginia Key will ask for a permit, or have asked for one, and that they have requested that hearing be held during the month of November, 1924.

#### Citizens Should Protest

Now every citizen of this City has the right to make a protest against this proposed Island fill and the despoiling of Biscayne Bay and this protest may be made at any time in writing to the District Engineer who is Colonel G. A. Youngberg, Jacksonville, Fla.

The official hearing will probably not last more than one day and everyone who is interested could not go on the stand and testify, and for this reason I would suggest to all who are interested in the future progress and prosperity of this "Wonder City", write to the District Engineer of the U. S. War Department at Jacksonville, Fla., and protest against the filling in of any island west of and in front of Norris Cut in Biscayne Bay and give your reason for protesting against said fill.

Please remember that this permit to fill is only a stepping stone to a greater calamity in store for the citizens of Miami unless this scheme is nipped in the bud.

#### Will Try to Bridge Ship Channel

The next step will reach out further than to the citizens of Miami. It will reach the growers and shippers of southeastern Florida as well as all shippers and consumers in the City of Miami. That will be the plan to bridge the Miami Ship Channel. If this be permitted and the further development of the Miami Harbor on the Miami side of Biscayne Bay be killed, and it would be if this plan of the Peninsular Terminal Company of Miami Beach and their

associates succeed, then every carload of freight received or shipped to or by the citizens of Miami and all of southeastern Florida, will pay an extra toll of from \$20 to \$50 per car for freight incoming or shipped from Miami Beach. The exception would be less than 3% who inhabit the peninsula east of Biscayne Bay. It will mean an extra haul of approximately six miles which every truck will have to make across Biscayne Bay and return. That is not the worst of it, friends. You will be asked to vote bonds to build more bridges, viaducts, causeways and islands to provide facilities to secure your freight, and then you will be called upon to build some more causeways, bridges and viaducts to the realty development of Virginia Key so that the promoters will have more easy money with which to go to Europe.

We should worry about the breeze across Biscayne Bay in the summer time if we had money and went to Europe every summer.

#### How the Scheme Is Worked

You older Miamians will remember how this game is worked.

First: The promoter interests a few prominent citizens or sells them some stock or lots at a very low price.

Second: They begin to place great advertisements in the papers about how valuable this new development will be to the public.

Third: Then they all begin to bring influence to bear on the County Commissioners for a Bond Election.

Fourth: They persuade the public that they should have a roadway or a bridge through or to the property. They make wonderful promises of what they will do for the community. For example start propaganda that Miami needs a bathing beach or ocean front park of her own, and they paint a gorgeous picture of what their scheme will accomplish. There is always some joker in the deck or the string breaks and the fish escapes.

Fifth: The public is busy with its own business and no one thinks much about it and the interested voters and their friends vote "Yes". The majority stays at home and the taxes increase.

Sixth: Then the sleepy public wakes up and finds that where they thought they had a wonderful scenic park or road, or at least had paid for the building of a road, such say along the ocean front, the property owners had decided to change the route after the values had been created through the expenditure of public funds. Then the public must travel on a back alley.

Now friends, do you believe in repeating a bad bargain? If not, then wake up and study this question and then act.

Do your bit, it will help wonderfully.

I feel that it is time that the people of Miami watch their step on public matters as the game is such a large one here in realty development that very often the public does not realize how the influence is being handled.

Progressiveness is a great thing when directed in the right direction. It becomes a menace however, when the re-action is against the interest of the community.

The real estate operator is a most important man in the development of a city, as he ties the new-comer to the city by having him invest, and I have always endeavored to give due credit to them for their good work in the up-building of this city.

It is the promoter who takes undue advantage of the public who is the object of criticism.

I would feel guilty when acting as President of your Chamber of Commerce if I failed to warn the public of the great damage that will be done this City if the plan of closing Norris Cut and the plan of bridging the Miami Ship Channel are allowed to go through.

The Board of Directors of the Miami Chamber of Commerce has gone on record as opposing both of these schemes, but we must have the backing of the public in general if we thwart these well laid plans. The project has millions back of it and the promoters expect millions out of it. I do not see how any Miamian could favor these projects unless he was financially interested.

Now as to the proposition which I understand that Mr. Carl G. Fisher made to the Miami city commissioners a few weeks ago in regard to his company being willing to advance one-half of the money necessary to dredge a 25-foot channel into Biscayne Bay.

The "joker" in this proposition is that I understand that Mr. Fisher only proposed to assist in securing this channel to his own docks, and that would leave Miami in as bad a predicament as she would be without the channel, and in addition the city would be out the money expended.

It is my opinion that it is just another scheme to try and kill the Miami harbor. In other words Miami is asked to buy the rope to hang herself.

The U. S. Government will dredge a ship channel to the Miami municipal basin just as soon as a river and harbor legislative bill is passed, and we have every assurance from Washington that this bill will go through in December.

#### Miami Dock Plans Are Adequate

The plea is made by the promoters that Miami needs this island dockage development for her future shipping facilities. Please remember that Miami's future harbor development can be amply cared for in the plan as outlined in the June number of the "Miamian." This plan would provide 3½ miles of docks which would take care of about 75 ocean-going ships in addition to our present docks and room for an additional pier on the mainland. The plan for the new docks calls for a fill at the bend of

west causeway which would put all of our docks in the city limits of Miami in a compact area. All these plans have been approved by the directors of the Miami Chamber of Commerce, a former City Council and high Government officials, and our plan will stand the acid test.

The pending Rivers and Harbors bill in congress provides that the Federal Government will construct a channel 200 feet wide and 25 feet deep across Biscayne Bay to the Municipal basin, and without a doubt that bill will be passed at the coming session of Congress. We are also assured that Miami is entitled to and will receive support in getting a 30 foot channel with 300 feet width across Biscayne Bay soon as the 25-foot project is completed.

I wish to call your attention to the map accompanying this article, which shows the location of Miami's new \$2,000,000 bay front park and the boulevards along the city of Miami. You will please note that in looking eastward across Biscayne bay that the citizens of Miami now have a very plain view of the Atlantic ocean through Norris Cut, the opening through this cut being 1,500 feet in width. This is the only view which the citizens of Miami have of the ocean. Ships passing along their lanes close in shore are in very plain view.

You will please note the area marked XXXX, which is the proposed fill in front of Norris Cut. This is the area which we are objecting to being filled.

You will also note the proposed location of the 10-acre island west of Virginia Key proposed fill, and lying adjacent to the East Coast ship channel, which acreage the state is proposing to sell to Brown & Company. However, this proposed island fill is in the same class with the Virginia Key fill and all Miamians should protest against the location of any islands and unsightly warehouses at this point.

I stand ready to explain any of these important subjects to any committee or body of Miami or Dade County Citizens.

Yours for a greater Miami; a greater Southeastern Florida and an unobstructed view of the Atlantic Ocean.

E. G. SEWELL.



September 10, 1924.

Col. Gilbert A. Youngberg,  
District Engineer, U.S.A.,  
Jacksonville, Fla.

My dear Sir:-

Your letter of September 2nd, addressed to the Peninsula Terminal Company, Miami Beach, Florida, with respect to the proposed sale of the triangular portion of the Government Reservation on the south side of the Government cut at the entrance to the Miami harbor, was forwarded to me by the Company for reply.

The elimination of the proposed dredging condition being directly in conflict with the intention stated to me by both General Taylor and General Jervey at a recent interview, I took the liberty of calling on General Taylor in person on yesterday. To my great disappointment, he advised that legal difficulties called to his attention by his Solicitor in the department prevent advertising the property upon the condition that the purchaser carry out the dredging of the proposed turning basin.

I, therefore, took the matter up with Mr. Fisher in New York, in person, who is much disturbed at the changed plan and feels that the course now proposed may expose him to outside interference and hold-up in his large adjoining project. He is well aware, however, of General Taylor's desire, and your desire, to assist him, in any reasonable and proper way, consistent with the public interest, in his development of the port, and he is confident that you will protect him so far as possible from outside hold-up. He is entirely willing to pay a fair price for the property, but we are sure you will agree, that it would be most unfortunate for the proposed sale to be confirmed to any one who failed to provide the dredging of the contemplated turning basin. In this connection, I have called to his attention the statement in your letter that "the Government will reserve the right to reject any and all bids with a view to retaining ownership should developments prove such retention to be desirable".

#2---Col. Gilbert A. Youngberg.

9/10/24.

In view of the legal difficulties outlined by General Taylor, however, Mr. Fisher realizes that nothing can now be done save to advertise the property unconditionally, and directs me to request you to do so as promptly as possible. We presume that the terms of sale will be for cash.

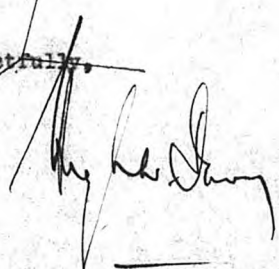
As Mr. Fisher will wish to act on this matter personally, his movements are somewhat uncertain, and communications via Miami require so much time in transit, we shall highly appreciate your forwarding to me, at the above address, a copy of the advertisement immediately upon publication.

Please permit me to thank you for advising us with your letter of September 2nd in advance of formal advertisement, and to assure you of the appreciation of Mr. Fisher and his associates of your consideration and courtesy in the premises.

I am,

Very respectfully,

HWD-T



C O P Y

WAR DEPARTMENT  
UNITED STATES ENGINEER OFFICE  
Fifth Floor, Masonic Temple,  
Jacksonville, Fla.

September 13, 1924.

Refer to File No. Bisc. Bay 41-

Mr. Hugh W. Davis,  
1102 Bank of Commerce Building,  
Norfolk, Virginia.

Dear Sir:-

I have your letter of September 10, 1924, in reference to the sale of a certain portion of the government reservation on the south side of the government cut at the entrance to Miami Harbor. On September 9th I received directly from Mr. Carl G. Fisher at Port Washington, Long Island, New York, a night letter, which is in agreement with your own letter of September 10th to the effect that the Peninsula Terminal Company will submit a sealed bid for the property, and will execute the dredging originally contemplated as a condition of the purchase.

While the United States has authority to sell this property, I do not understand that the Engineer Department is particularly anxious to dispose of it, but that its decision to offer the same for sale was occasioned by the plan of the Peninsula Terminal Company to utilize the tract in connection with its upland terminal development and its turning basin in the harbor. I realize that should this tract of land fall into the hands of certain speculators and promoters the results might not be in the interest of the United States, or in the interest of the Peninsula Terminal development.

Under the circumstances, it occurs to me that the Peninsula Terminal Company might possibly effect a lease for the upland and obtain a War Department permit for the dredging.

As a precedent, I would say that since 1908 the Charlotte Harbor & Northern Railway Company has leased from the War Department a tract of about six acres, comprised within the U.S. Military Reservation on Gasparilla Island, Lee County, Florida, and has constructed thereon a small hotel, boarding house, cottages, and other buildings necessary for the accommodation of its employees, and certain structures for the storage of railway material, naval stores, phosphate rock, lumber, coal, and other articles of commerce. The lease was drawn for a term of five years and has been renewed on a number of occasions, though it is legally revocable at will by the Secretary of War at any time.



Leases of this character are of a stereotype form and contain certain conditions designed to fully protect the interests of the United States, but it is probable that if the Peninsula Terminal Company should succeed in leasing the tract under discussion it will be able to accommodate its plans to the legal requirements, without incurring any appreciable loss, should the Secretary of War for any reason have occasion to revoke the lease. In view of this phase of the question, I shall defer advertising the property until you have had opportunity to discuss with the Chief of Engineers the possibility of leasing the tract.

Yours very truly,

(Signed) Gilbert A. Youngberg,  
Lt.Col., Corps of Engineers,  
District Engineer.

Copy furnish:-

Mr. Carl G. Fisher,  
Port Washington,  
Long Island, N.Y.

Fisher 51

LAW OFFICES OF  
HUGH C. DAVIS AND HUGH W. DAVIS  
102 BANK OF COMMERCE BUILDING  
NORFOLK, VA.

September 16, 1924.

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

My dear Mr. Fisher:-

Please note the enclosed copy of letter received by me today from Colonel Youngberg, together with copy of my reply thereto and copy of letter written to Kohlhepp today.

I cannot see that a revocable lease on the property in question would meet your needs, but I can see that if it were possible to get the Department to lease the property to you, and then advertise it for sale subject to the terms of the lease, it might result in shutting off outside bidding. At any rate, I am going to try one more shot at General Taylor, and will then communicate with you before advising Colonel Youngberg finally.

I am somewhat puzzled at the reference in Colonel Youngberg's letter to a telegram received by him directly from you on September 9th, and also by reference in a letter from Kohlhepp to a telegram which he refers to as follows:

"You no doubt received a copy of the telegram which Mr. Fisher addressed to Secretary of War Weeks, General Taylor, Britten, Brown, Youngberg and myself".

I received a night letter from you dated the 8th, in which you stated your intention to submit a sealed bid on behalf of the Peninsula Company, and I judge from the letter from Youngberg enclosed herewith that this is the telegram referred to by him and by Kohlhepp. You did not mention this to me, however, when I saw you at Port Washington on the evening of the 9th.

In view of the contents of this telegram and Colonel Youngberg's letter, you are quite right in taking the view that the Peninsula Company should submit a bid in

#2-----Mr Carl G. Fisher.

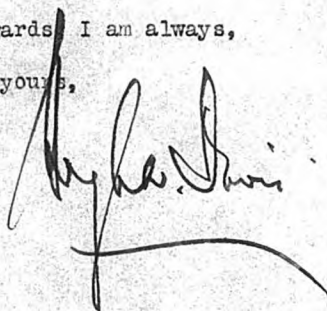
9/16/24

its own name, and not through a dummy as I suggested. So, I think we can go along with the idea, forgetting the plan I had in mind. I do not think we will lose particularly thereby, and, after all, your direct method of doing things is no doubt the better one - even in dealing with such unsatisfactory and unstable folk as government officials.

With warm personal regards I am always,

Faithfully yours,

HWD-T



P.S. Am leaving for Washington tonight  
to see Gen. Taylor. Will telephone  
you tomorrow.

HWD



Sept. 24, 1924

Lt. Col. Gilbert A. Youngberg,  
District Engineer, Corps of Engineers,  
U. S. War Department,  
Fifth Floor, Masonic Temple,  
Jacksonville, Florida.

My dear Sir:

In further reply to your letter of September 13th with reference to the sale of a certain portion of the Government Reservation on the South side of the Government Cut at the entrance to Miami Harbor:

The Chief of Engineers has been absent from Washington for some days, and returned on Monday. He was kind enough to see me yesterday and to discuss fully with me the contents of your letter of September 13th which I showed to him. I have also talked with Mr. Fisher and have a copy of his letter addressed to you under date of September 17th.

Mr. Fisher and I think that it would be impractical and unwise for him to make the heavy expenditures required for the proposed dredging merely on the basis of a revokable lease. With Mr. Fisher's approval, I therefore suggested to General Taylor the following course:

(a) That the Government and Mr. Fisher forthwith enter into a five (5) year revokable lease for the property in question at a rental to be agreed upon as representing a fair interest return on the present value of the land in question in its now existing condition;

(b) That immediately upon the execution of such lease the Government proceed to advertise the property for sealed bids, such sale to be made subject, however, to said lease;

LA 100-12 - Lt. Col. Gilbert A. Youngberg (9/24/24).

HUGH C. & HUGH W. DAVIS

1104 BA COMMERCE BLDG.

NORFOLK, VA.

(c) In the event Mr. Fisher is the successful bidder, he will thereupon immediately apply for a permit and complete the proposed dredging.

General Taylor, after calling in his office legal advisor, approved the foregoing plan, and directed me to request you to agree with us upon a rental basis, and to make formal recommendation to him for the rental of the property on such basis. Of course no advertisement for the sale of the property is to be made until after the proposed lease is entered into.

I should like very much to have your views as to the amount of proposed yearly rental, which views I shall immediately communicate to Mr. Fisher for his consideration and prompt reply.

I am,

Very respectfully,

HE/D:M

CC - Carl G. Fisher, Esq.,  
Port Washington, Long Island, N. Y.

W. A. Kohlhepp,  
Miami Beach, Fla.

BEACH CONSTRUCTION COMPANY  
1730 PURDY AVENUE  
MIAMI BEACH, FLORIDA



*Fisher Island*

VERMONT  
FLOYD

October 6th, 1924.

Mr. Carl G. Fisher,  
Port Washington,  
Long Island, N. Y.

Dear Mr. Fisher:

I am enclosing three small pictures of the  
Mausoleum we built for you south of the Government  
Cut.

I hope this is satisfactory to you, and  
no doubt it will be, as it is a rugged, rough look-  
ing structure, which is what you wanted.

Yours very truly,

BEACH CONSTRUCTION COMPANY.

*C. B. Floyd*  
\_\_\_\_\_  
President.

CBF:M



October 9th, 1924.

Mr. C. B. Floyd,  
Beach Construction Company,  
1730 Purdy Ave.,  
Miami Beach, Florida.

Dear Floyd:-

Yours of the 6th with photographs of the Mausoleum.  
Looks like it would hold me as long as necessary.

I do not want you or anybody down there to think I am  
crazy to build mausoleums, and I am going to explain  
to you why I have done it. It doesn't make any  
difference to me whether the last of me is left in New  
York, Miami or Indianapolis, as you know I have a  
mausoleum in Indianapolis, but in the event of my death  
I think it would be much better that burial services be  
had immediately available instead of making it necessary  
to take a long train trip for my relatives or other  
interested persons to Indianapolis, or say from Miami to  
New York. On the home property here, I have a place  
where I am going to build another one. My Mother thinks  
she would like to have her remains left here at the home  
spot and not in Indianapolis.

Yours very truly,

CGF:dm

BEACH CONSTRUCTION COMPANY  
1730 PURDY AVENUE  
MIAMI BEACH, FLORIDA



May 9th, 1924.

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

Dear Mr. Fisher:

I am sending you up blue prints on the Mausoleum that you wanted, and wish to hear from you before we start in working on this, because I have learned a lot about Mausoleums and want to get your decision on one or two points before we do anything.

This Mausoleum, as shown, is made as simple as possible and on piling, with heavy concrete walls and roof. The little window at one end with a bronze grille is all right. The door is made up with concrete slabs with bronze fittings, and the shelves inside can be built of cement slabs with a thin door in front to seal up.

There is one thing different about constructing a Mausoleum from any other ordinary kind of construction, and that is it should be built not only for one or two lifetimes but forever. Therefore, I believe that these concrete slabs for the shelves inside, while they can be built and reinforced to last for a long time, would, on account of the thinness of them, go to pieces eventually, unless we had shipped down from the north some very hard stone to make this concrete out of. As a substitute for these slabs, it might be the best thing, if you want this forever, to put marble or granite shelving instead, of a grey color, that would not look too fancy compared with the concrete interior. Also this same thing applies to the concrete slab doors. The most permanent door would be either a bronze grille gate or a solid bronze door. A concrete slab door would be very heavy and would probably not open readily if it remained closed for a great many years.

I am calling your attention to these things so that if you want a Mausoleum that is cheap and absolutely permanent, this would be the way to do it. The cost of this, with concrete slabs and concrete door with bronze hinges, would be \$ 3,964., allowing an item of \$500. for the expense of getting back and forth with men and material, due to the fact that it is going to be built on the other side of the cut. To build this with shelving inside of other than concrete, and bronze slab door, would cost about \$ 6,000. If you just wanted a bronze gate, it would be about \$ 400. less. A Mausoleum of about this size and a not very elaborate exterior, as is usually built, would cost about \$ 15,000.

Mr. Carl G. Fisher, Port Washington, N. Y. -2- May 9th, 1924.

I will wait until I hear from you before doing anything  
with this.

Yours very truly,

BEACH CONSTRUCTION COMPANY.

  
PRESIDENT.

CBF:M

Under separate cover:  
One set B/P (5)

Let me have plat of Harbor Terminal back  
showing location of Mausoleum. I have shown  
a possible location of it on this plat on  
ocean front along side Government Reservation



May 15th, 1924.

Mr. C. B. Floyd,  
Miami Beach, Fla.

My dear Floyd:

I have yours of the 9th. The location of the Mausoleum next to the Government property on ocean front is satisfactory; a small plot there 100 x 100 is all that is necessary.

Our Mausoleum at Indianapolis built entirely out of slab granite and bronze doors, marble shelves, etc. cost around \$13,000.00.

I think you are correct regarding the doors, but I am quite sure that if the outside walls of concrete will stand that the inside slabs will also stand. They will stand as long as it is necessary for me to worry about them; undoubtedly in a hundred years from now they will discontinue mausoleums and burials in the ground; and just now I can't see this \$15,000.00 cost, even if I felt like I was going to die tomorrow morning.

Yours -

CCF-ms

these terminals. Dredging above these terminals to Lanceford Creek does not appear to be justified. The board therefore recommends the provision of channels as favored by the division engineer. It considers that the repair of the jetties, being a matter of maintenance of the existing project, is not within the scope of the present report.

The Chief of Engineers reports that on account of the marked success of the jetties in providing deep water at the entrance, there exists a channel from the sea to the upper phosphate terminals at Fernandina which, with a few exceptions, has a controlling depth of 26 feet. The increased convenience to commerce which would result justifies the United States in undertaking some extension of the existing depth, which can be done at a reasonable cost. In view of the favorable conditions now existing, he states that the further improvement of Fernandina Harbor, Fla., is deemed advisable by extending the existing channel depth of 26 feet at mean low tide for a width of 300 feet from a point opposite Calhoun Street, Fernandina, to the south end of the Florida Terminal Co.'s development, together with the necessary small amount of dredging to a depth of 26 feet to remove the few shoals spots mentioned in the reports; at an estimated cost of \$54,000 for new work and \$5,000 annually for maintenance.

#### MIAMI HARBOR, FLA.

Miami is situated on the east coast of Florida, near the upper end of Biscayne Bay, about 360 miles south of Jacksonville and 160 miles north and east of Key West by water. The existing project for improvement by the United States provides for an entrance channel 300 feet wide and 20 feet deep at mean low water, from the ocean to the bay, protected by jetties 1,000 feet apart, and a refuge basin 18 feet deep in the bay near the inner end of this cut. This project has not yet been completed and the present governing depth is 17 feet. The city of Miami has dredged a channel 100 feet wide and 18 feet deep from the inner end of the entrance channel to a turning basin at the municipal dock, and another channel was dredged by the Florida East Coast Railroad from the entrance channel to another part of the city. Local interests desire a channel 25 feet deep to admit ocean carriers of the type regularly engaged in traffic through the Florida Straits and along the coast to the north.

The district engineer presents a project for a channel 25 feet deep, 500 feet wide from deep water to near the outer ends of the jetties, thence 300 feet wide through the entrance, reducing to 200 feet wide across Biscayne Bay and following the route of the existing municipal channel, and the extension of the north and south jetties 1,300 feet and 600 feet, respectively, at an estimated cost of \$1,605,000 for new work and \$25,000 annually for maintenance, subject to the condition that local interests shall dredge and enlarge the present turning basin at the municipal dock to a depth of 25 feet. It appears that local interests have agreed to do this. The division engineer concurs in the opinion of the district engineer as to the desirability of further improvement as proposed except as regards the initial development. He considers that it would be sufficient to provide at first channels 300 feet wide from deep water through the entrance and 150 feet wide across the bay, leaving additional widths for consideration later in the light of future commercial developments. The cost of this modified project would be \$1,162,000.

Jan. 1925

The Board of Engineers for Rivers and Harbors believes that the rapid development of southeastern Florida and the large present and prospective commerce in fruits, vegetables, and sugar demand increased facilities for coastwise transportation. It considers that Miami, from its geographical position and the fact that it is the commercial and financial center of the section, is the logical port to be provided with such facilities. It concurs with the district engineer as to the extent and manner of improvement, believing that the channel dimensions recommended by him are desirable to insure the safe passage of vessels over the rock bottom which will obtain.

The Chief of Engineers concurs in the views of the district engineer and the Board of Engineers.

#### BAYOU LA BATRE, ALA.

Bayou La Batre is a small stream entering Mississippi Sound about 10 miles west of Mobile Bay and 8 miles east of the Mississippi-Alabama State boundary line. It is not under improvement by the United States. At the mouth it is about 500 feet wide, and at the fixed county bridge, about  $2\frac{1}{2}$  miles above, it has a width of about 100 feet. A narrow channel with depths in excess of  $5\frac{1}{2}$  feet exists for about three-quarters of the distance between the bridge and the mouth. The limiting depth over the bar and in the lower  $2\frac{1}{2}$  miles of the bayou is about 3 feet at mean low water. The mean range of tide is 1.75 feet. During heavy north winds the water surface is lowered about  $1\frac{1}{2}$  feet. The desires of local interests range from a channel 6 feet deep to one 12 feet deep and 100 feet wide in the bayou and 150 feet wide over the bar.

The business of the locality consists in the handling and canning of shrimp and oysters and the manufacture of fertilizer and crushed oyster shells. It is the largest shrimp and oyster canning and shipping point in Alabama, and one of the largest on the Gulf coast. During the season of 1921-22, a period of about eight months, the commerce amounted to about 15,000 tons. Much of the product of the five canneries is now shipped by rail. It is claimed that increased channel depth will increase the business on the stream 100 per cent or more and provide a valuable harbor of refuge for small boats. Most of the sea food handled here was formerly handled at Biloxi, but it has been diverted to this point by a law forbidding the shipment out of Alabama in their raw state of shrimp and oysters taken in State waters.

The district engineer submits alternative estimates on two projects differing as to channel width. For a channel 6 feet deep and 100 feet wide from the bridge to deep water in Mississippi Sound he presents a figure of \$42,626.25, with \$9,000 annually for maintenance. He recommends the alternative project providing for a channel in the bayou 6 feet deep and 75 feet wide except where the existing depths are 6 feet or more for a least width of 50 feet, and a channel 6 feet deep and 100 feet wide over the bar, at an estimated cost of \$20,358, with \$3,000 annually for maintenance, provided local interests contribute 50 per cent of the initial cost and 50 per cent of the cost of maintenance, and provided suitable places for deposit of dredged material. This measure of cooperation appears to be satisfactory to the interested parties.



Part of Mica

LAW OFFICES OF  
HUGH C. DAVIS AND HUGH W. DAVIS  
1102 BANK OF COMMERCE BUILDING  
NORFOLK, VA.

Jan. 23, 1925.

My dear Mr. Fisher:

Explanations and excuses are tedious, but if you received my wire from the thriving city of Denmark, S. C. you will understand my failure to reach Jacksonville. Leaving on the Seaboard train which was due to arrive Jacksonville at 9 A. M. Wednesday morning, and which was on time at Raleigh, N. C., some time during the night we got awash and there was grave uncertainty for some eight hours as to whether or not the cars would have to be bailed or we would have to pick a few houses out of the windows. At any rate the train only arrived at Savannah at one o'clock and I saw no use in proceeding further, so returned direct to Washington, wiring Kohlhepp to advise me the result of the bidding. I received his wire stating that you had bid \$35,000 for the property, which had been duly forwarded to Washington. It struck me as a large amount, but I am always willing to concede that you have a sixth sense, and in this instance I am convinced that you are entirely right in bidding a large amount.

I called on General Taylor, but both he and the Assistant Chief, General Jadwin, were out, which resulted in my having some talk with Major Fox, General Jadwin's Assistant, who is in direct charge of this matter.

He confided to me that your friend Seawell of Miami, together with the entire Florida delegation in Congress, has been vigorously protesting against the sale of this property by the Government, but that "they (meaning the Chief of Engineer's Office) fully understand that Seawell's objection to the sale of the property is a part of his general objection to your carrying out the proposed terminal development at the cut and only grows out of his disinclination to have these terminals in competition with the mainland".

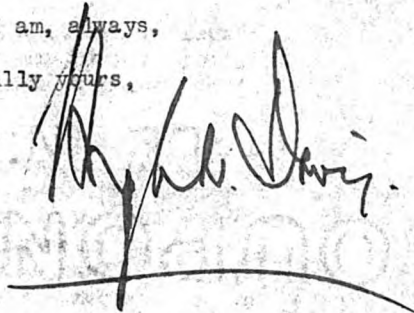
He further stated that in the ordinary course of events this sale could be confirmed in approximately ten days - the recommendation from Youngberg passing through the Division Engineer at Charleston in about four days to the Chief's office, then to the United States Real Estate Board at Washington, and thence to the Secretary of War, for approval in the absence of a claim being made on the property by some other department of the Government. I immediately took up the matter with Britten

Page #2 - Fisher - 1/23/25

and he will follow the matter through closely both with General Jadwin and the Secretary of War. In view of the large amount of other property owned by the Government in this locality, he does not anticipate any serious trouble from the claims of any other department of the Government. He is well aware with me, however, of the possibility of such a claim being used on Miami's behalf for the sole purpose of interfering with your project. He promises to watch the matter closely, and I shall keep in close touch with him and will do everything possible to expedite the matter. The amount of your bid will afford a strong background for us to work from.

With warm regards, I am, always,

Faithfully yours,



Carl G. Fisher, Esq.,  
Miami Beach, Florida.

LAW OFFICES OF  
HUGH C. DAVIS AND HUGH W. DAVIS  
1102 BANK OF COMMERCE BUILDING  
NORFOLK, VA.

February 9th, 1925.

Carl G. Fisher, Esq.,  
Miami Beach, Florida,

Dear Mr. Fisher:

I enclose confirmation of telegram.

Britten has just called me to say that Secretary Weeks promised him in person today that approval of purchase could be expected not later than Monday next, notwithstanding protest of Florida delegation.

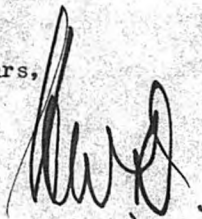
He cautions ~~that~~ neither you nor I should let this be known until its accomplishment, hence the warning in my telegram.

If you have initiated any action pursuant to my last letter, I think it just as well to let it carry on, as our experience has shown that nothing is accomplished in this matter with the War Department until finally buttoned up. I shall be here and in Washington until this is closed, and will then come down for a few days if agreeable to you, and we can talk about the bridge permit. Until this matter is closed, I think it highly desirable to make no stir concerning the bridge, as the confirmation of this sale and the permits already issued for channel work will be stepping-stones in the desired direction.

With warm regards,

Faithfully yours,

HWD.



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# **CORRECTION**

**THIS DOCUMENT  
HAS BEEN  
REMICROFILMED  
TO ASSURE LEGIBILITY**



*The Information and  
Image Managers*

Part of Mia

LAW OFFICES OF  
HUGH C. DAVIS AND HUGH W. DAVIS  
1102 BANK OF COMMERCE BUILDING  
NORFOLK, VA.

Jan. 23, 1925.

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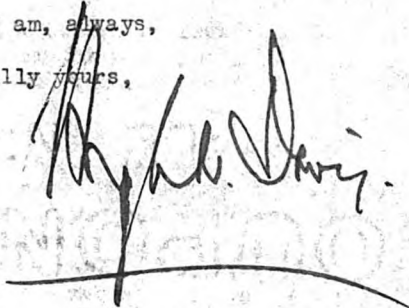
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Page #2 - Fisher - 1/23/25

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With warm regards, I am, always,

Faithfully yours,

A handwritten signature in dark ink, appearing to read 'Carl G. Fisher', written over a horizontal line. The signature is stylized and somewhat cursive.

Carl G. Fisher, Esq.,  
Miami Beach, Florida.



January 25th, 1925.

Dear Hugh:

I have yours of the 23rd. I had an idea that something might happen, so I wired for you to come to Jacksonville; then we sent a special messenger from here; then we notified the government in advance; then we had our messenger leave early enough to wire back that he had arrived in Jacksonville....so that between the bunch of us we got through.

Of course, we paid a big price for the land, but I didn't want to under bid or have to buy the land back from somebody who might attempt to hold us up.

Wish you and Florence would find time to come down and stay with us a week or ten days and shoot a little golf.

Yours,

Mr. Hugh W. Davis,  
Norfolk, Va.

LAW OFFICES OF  
HUGH C. DAVIS AND HUGH W. DAVIS  
1102 BANK OF COMMERCE BUILDING  
NORFOLK, VA.

February 9th, 1925.

Carl G. Fisher, Esq.,  
Miami Beach, Florida,

Dear Mr. Fisher:

I enclose confirmation of telegram.

Britten has just called me to say that Secretary Weeks promised him in person today that approval of purchase could be expected not later than Monday next, notwithstanding protest of Florida delegation.

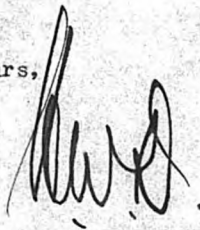
He cautions <sup>that</sup> neither you nor I should let this be known until its accomplishment, hence the warning in my telegram.

If you have initiated any action pursuant to my last letter, I think it just as well to let it carry on, as our experience has shown that nothing is accomplished in this matter with the War Department until finally buttoned up. I shall be here and in Washington until this is closed, and will then come down for a few days if agreeable to you, and we can talk about the bridge permit. Until this matter is closed, I think it highly desirable to make no stir concerning the bridge, as the confirmation of this sale and the permits already issued for channel work will be stepping-stones in the desired direction.

With warm regards,

Faithfully yours,

HWD.



---

Fisher 131

February 12th, 1925.

PERSONAL.

Dear Hugh:

We have a letter direct from Sinclair Company and we have wired them that they had better drop down immediately. Things are moving very fast and property that we have for sale one day is not for sale the next day. We are prepared to make them a very reasonable proposition if they are in a position to take it up at once. We are spending about \$75,000.00 a month on this property and will in four months be able to present them a very unusual proposition, and one which they can not duplicate later at several times the present prices. We hope to have a call soon from their Mr. Fuller.

Just have yours of the 9th. Everything going along O.K. Certainly that was a dirty trick of the Miami Chamber of Commerce to attempt to play on us - after all their loud talk wanting deep water; and after all the loud talk of the Senators and Representatives wanting deep water; after years of time and money they have spent....to go to work and deliberately protest the actual digging of deep water for a turning basin and for a protection to shipping, is one of the meanest political and silliest economical tricks that I have ever come in contact with.

Some day the citizens of Miami will wake up to the fact that it would pay them to hire a first-class man as President of the Chamber of Commerce, even if they paid him a million dollars a year he would be a cheaper man for the county....even if Mr. Sewell presented the county with one million dollars a year they would be loosing money. I take take maps and a piece of paper and prove to any sensible set of men that Mr. Sewell through his silly manipulations has cost the citizens more than twenty-five million dollars in harbors, in terminals and in real estate in the last seven years.

Yours,

Mr. Hugh W. Davis,  
Norfolk, Va.



Part of Mia

Virginia  
Key

card

*Confidential*

April 22, 1925

My dear Mr. Rand:

After some difficulty and delay, I am able to report the status of the Virginia Key situation as follows:

By Executive Order No. 4062, the President transferred to the Interior Department jurisdiction for the sale of this property. The Interior Department surveyed the property with a view of ordering its sale, and pending the completion of the survey received from Nathan Mayo, State Commissioner of Agriculture, application for the surrender of the property to the State as property held by the State under the provisions of the Act of the Florida Legislature approved September 28th, 1850.

This application of the State Commissioner of Agriculture bears date July 3rd, 1924, was filed in the Gainesville office of the Interior Department, and bears Serial number 018809.

Accompanied by Mr. Britten I had a long and very satisfactory conference on yesterday with the Acting Secretary of the Interior, and he indicated every disposition to cooperate in any reasonable and proper way.

We requested him to defer any action on the application of the Commissioner of Agriculture until I could communicate with you, and he assured us that action would be suspended for any reasonable time required for this purpose.

The Interior Department construes the Act of September 28th, 1850, above mentioned, to entitle the State of Florida to patent any given body of land the majority of which is submerged - therefore it would appear that the technical decision of the Department's position on the application of July 3rd, 1924, would depend upon whether or not the majority of this property is submerged. Obviously if you have made arrangement to acquire the title from the State of Florida to the area in question (and the date of the application indicates that this may very possibly be the case and the application may have been made at your suggestion), the easiest way to accomplish your present purposes is for us to



Folder 351

WAR DEPARTMENT  
Office of Chief of Engineers  
Washington

February 26, 1925.

Mr. Hugh W. Davis,  
1102 Bank of Commerce Building,  
Norfolk, Va.

Dear Sir:

1. I may advise you that the offer of \$35,000 of the Peninsular Terminal Company, for the purchase from the Government of the triangular piece of land of about 3.5 acres lying just south of Government Cut at Miami Harbor, has been presented to the Secretary of War, and he has considered it advisable to accept this offer, subject to certain conditions. The Judge Advocate General has accordingly been requested to prepare a deed transferring the property to the Peninsular Terminal Company.

2. In order that the Government may have free access to its remaining property on the south side of the Cut from Miami Harbor, it has been considered necessary to make provision for the retention of an easement 50 feet wide along the northern part of the area which it is proposed to sell. The purpose of this easement is merely to permit free access to the Government property from the harbor side, and should not, I think, interfere with any plans which the company may have for the development of their property.

3. I trust that you will convey this information to the people in Miami who are interested in the sale, so that they may realize there is no further necessity for representing to the Secretary or to myself, the advantages arising from the sale.

Very respectfully,

(Signed) H. Taylor,

Major General, Chief of Engineers.



97MI HO 246 BLUE SUB FIX 243 WBS STANDARD TIME INDICATED ON THIS MESSAGE.

SM WASHINGTON DC MAR 2 1925

CARL G FISHER.

Fisher JS

MIAMI BEACH FLA

SUBJECT TO YOUR APPROVAL HAVE AGREED WITH TAYLOR AND JUDGE ADVOCATE ON FOLLOWING RESERVATION IN DEED THEY ARE NOW PREPARING FOR IMMEDIATE SIGNATURE OF SECRETARY OF WAR QUOTE RESERVING HOWEVER TO THE UNITED STATES AN EASEMENT FOR USE BY THE UNITED STATES FOR GOVERNMENTAL PURPOSES ONLY AND JOINTLY WITH THE GRANTEE AND ITS ASSIGNS FOR THE MOORING OF VESSELS AND A RIGHT OF WAY FOR PASSAGE BETWEEN THE SAID VESSELS AND THE PROPERTY OF THE UNITED STATES ADJOINING ON THE EAST THE PROPERTY HEREBY CONVEYED OVER AND UPON THE TRIANGULAR PORTION OF THE PROPERTY HEREBY CONVEYED, BOUNDED AS FOLLOWS ; BEGINNING AT THE NORTHEASTERLY CORNER OF THE PROPERTY HEREBY CONVEYED ; THENCE SOUTHWESTERLY FIFTY (50) FEET ALONG THE

TAL TELEGRAPH - COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT.

TELEGRAM

DELIVERY NO.

BUILDING.

FLA

Telegram unless otherwise indicated by signal after the number of words:—"Blue" (Day Letter) "N.L." (Night Letter) or "Nite" (Night Telegram) 16DbI-84300

STANDARD TIME INDICATED ON THIS MESSAGE.

FEET TWO C G FISHER

EASTERLY BOUNDARY OF SAID PROPERTY ;THENCE AT RIGHT ANGLES THERETO AND ALONG A LINE PARALLEL TO THE SOUTHERLY BOUNDARY OF THE PROPERTY HEREBY CONVEYED TO A POINT IN THE NORTHERN BOUNDARY THEREOF;THENCE EASTERLY ALONG SAID NORTHERN BOUNDARY TO THE POINT OR PLAGE OF BEGINNING; PROVIDED, HOWEVER, THAT UPON THE SALE OR LEASE OF ANY OF THE SAID ADJOINING PROPERTY BELONGING TO THE UNITED STATES, THIS RESERVATION AND EASEMENT SHALL THEREUPON BE TERMINATED. END QUOTE I ESTIMATE FRONTAGE OF LESS THAN ONE HUNDRED FEET WILL COVER GOVERNMENT JOINT USE WITH YOU WHICH TAYLOR SAYS WILL BE VERY OCCASIONAL ONLY BUT WHICH HE INSISTS IS NECESSARY TO HIM STOP YOU WILL NOTE FROM ABOVE THAT NO COMPETITION CAN BE CREATED THEREBY AND NO RAIL OR ROADWAY RIGHT OF WAY IS PROVIDED WIRE NORFOLK

HUGH W DAVIS

1210A

# TELEGRAPH - COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT

# TELEGRAM

TELEGRAMS  
TO ALL  
AMERICA



CABLEGRAMS  
TO ALL  
THE WORLD

RECEIVER'S NUMBER
CHECK
TIME FILED
STANDARD TIME

Opposite the class of the telegram will be the cost telegram.

Following Telegram, subject to the terms on back hereof, which are hereby agreed to.

Form 2

MARCH 3rd 1925

HUGH W DAVIS  
NORFOLK VIRGINIA

TELEGRAM RECEIVED      THIS REQUEST FROM GOVERNMENT IS SATISFACTORY  
ACKNOWLEDGE RECEIPT OF THIS WIRE

CARL G FISHER



LAW OFFICES OF  
HUGH C. DAVIS AND HUGH W. DAVIS  
1102 BANK OF COMMERCE BUILDING  
NORFOLK, VA.

Fisher 551

March 3rd, 1925.

Carl G. Fisher, Esq.,  
Miami Beach, Florida,

Dear Mr. Fisher: PENINSULA TERMINAL COMPANY.

I enclose confirmation of telegram sent you yesterday, to which I have your reply today, approving reservation, which approval I have confirmed to Washington, both directly to the Judge Advocate who is preparing the deed and through Britten.

I judge that this will get the matter closed during the week, and meantime Britten agrees to do everything possible to push it through without delay and I shall follow him up closely.

Perhaps it might have been possible to have forced through the confirmation of the sale without any reservation or exception, but I doubt it, as General Taylor was very emphatic in his position but willing to concede the four points which I think are satisfactorily covered in the language used in the reservation going in the deed, namely:

- (a) use by the United States is for governmental purposes only;
- (b) use is joint with you and your assigns, with no priority to Government;
- (c) property affected is a very small triangle in the Northeastern corner of your property, which will in no way interfere with the layout as proposed in the rough sketch furnished me;
- (d) upon the Government's disposing of any of its adjoining property, or leasing same,

Carl G. Fisher, Esq., Peninsula Terminal Co. #2, 3/3-25

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the easement is at an end.

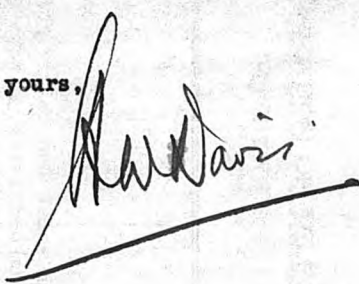
From General Taylor's statements yesterday, there seems no doubt but that the Rivers & Harbors Bill will be passed today. You will get confirmation on this, however, long before this letter reaches you.

Beginning tomorrow, I shall undertake to assemble the requested data concerning the operation of terminals here, etc. and will submit to you in connection therewith a tentative proposal to be made the Sinclair people.

I am going to take my pen in hand and write you personally my thanks for the hospitality of your lovely home.

With warm regards,

Faithfully yours,

A handwritten signature in dark ink, appearing to read 'Carl G. Fisher', is written over a solid horizontal line. The signature is fluid and cursive.

HWD.

CONFIRMATION OF TELEGRAM

WASHINGTON D C  
MARCH 2 1925

Carl G Fisher  
Miami Beach, Florida.

Subject to your approval have agreed with Taylor and Judge Advocate on following reservation in deed they are now preparing for immediate signature of Secretary of War. Quote Reserving, however, to the United States an easement for use by the United States for governmental purposes only, and jointly with the grantee and its assigns, for the mooring of vessels and a right of way for passage between the said vessels and the property of the United States adjoining on the east the property hereby conveyed, over and upon the triangular portion of the property hereby conveyed, bounded as follows: Beginning at the northeasterly corner of the property hereby conveyed; thence Southwesterly fifty (50') feet along the easterly boundary of said property; thence at right angles thereto and along a line parallel to the southerly boundary of the property hereby conveyed to a point in the northern boundary thereof; thence easterly along said northern boundary to the point or place of beginning; provided, however, that upon the sale or lease of any of the said adjoining property belonging to the United States, this reservation and easement shall thereupon be terminated. End Quote. I estimate frontage of less than one hundred feet will cover Government joint use with you which Taylor says will be very occasional only but which he insists is necessary to him. Stop. You will note from above that no competition can be created thereby and no rail or roadway right of way is provided. Wire Norfolk.

Hugh W Davis



LAW OFFICES OF  
HUGH C. DAVIS AND HUGH W. DAVIS  
1102 BANK OF COMMERCE BUILDING  
NORFOLK, VA.

March 3rd, 1925.

*Fisher*

Carl G. Fisher, Esq.,  
Miami Beach, Florida,

Dear Mr. Fisher:

I tried to catch up with the Rt. Hon. C. Bascom Slemp last week in Miami but only succeeded in doing so when we woke up in the same car Sunday morning, some four hours late enroute to Jacksonville. It seems that he was busy with the purchase of some fifty thousand acres of muck land and is very enthusiastic over its possibilities. I suggested to him that I felt sure you would be able to give him some valuable tips on drainage or put him in touch with engineers who had profited from their experience under your direction. No doubt he has gotten in touch with you.

At the same time, he has gone hog-wild on St. Augustine and has asked me to look into a project there with him - and if, after looking into it, it seems worth while, I should like to bring it to your attention. I have got to get a foot in somewhere down there as after our week with you Florence will unquestionably desert me if I keep her out of Florida very long - as for me, the bug bit me two years ago and this past week ended all hope of any recovery.

With warm regards,

Faithfully yours,

HWD.

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

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

# WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

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

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

**RECEIVED AT** 801 FIFTH ST., MIAMI BEACH, FLO

A98MZ 1 8

TELEPHONE 474

BC NORFOLK VA 1121A MAR 5 1925

CARL G FISHER

95 MIAMIBEACH FLO

PRESIDENT HAS SIGNED BILL WITH MIAMI PROJECT INTACT

HUGH W DAVIS

1154A

Fred Weede  
Secretary Miami Chamber of Commerce  
Miami Florida

1925 Part

My dear Mr. Weede:

Permit me in this meagre manner to express my sincerest congratulations to you and the members of your enthusiastic organization on ~~the~~ your achievement of successfully bringing about the final passage and adoption of that portion of the rivers and harbors bill ~~that~~ which allots an appropriation for deeper water in the approach ~~to Miami~~ from the ocean to Miami.

~~It is with much pleasure that I learn that the bill which provides for the deepening of the harbor at Miami Beach has been passed by the House of Representatives. It is a great relief to me to know that the bill has been passed and that the harbor will be deepened. I am sure that the people of Miami will be very glad to hear of this success.~~

Deeper water and increased navigation can be only of great benefit to the community and it is to be regretted that the ~~present~~ <sup>problem of financing</sup> ~~project~~ which might have had a successful solution in 1921 with the result that the largest boats would ~~not~~ be entering the harbor, could not have received wholehearted support at that time.

The new harbor project, when it is completed, will be a great ~~is~~ factor in the future development of both Miami and Miami Beach and you are to be heartily congratulated on your success.

May the work be speeded with the enthusiasm that has characterized your activity in urging passage of the harbor appropriation, is my sincere wish,

Carl G. Fisher.



March 5th, 1925.

Mr. Fred L. Weede,  
Secretary Miami Chamber of Commerce,  
Miami, Florida.

My dear Mr. Weede:

Permit me in this meagre manner to express my sincerest congratulations to you and the members of your enthusiastic organization on your achievement of successfully bringing about the final passage and adoption of that portion of the rivers and harbors bill which allots an appropriation for deeper water in the approach from the ocean to Miami.

The new harbor project, when it is completed, will be a great factor in the future development of both Miami and Miami Beach and you are to be heartily congratulated on your success.

May the work be speeded with the enthusiasm that has characterized your activity in urging passage of the harbor appropriation, is my sincere wish.

Yours truly,

CGF:K.

March 12th, 1925.

Fisher 51

Mr. Hugh W. Davis,  
#1102 Bank of Commerce Bldg.,  
Norfolk, Va.

My dear Hugh:

I have yours of the ninth. I certainly  
would not be interested in buying a boat.

The new outlay of slips and bulk heading  
adds \$980,000.00 to our expense account  
on the Terminal property, but I am satis-  
fied it will be the best in the long run  
and just what we need. I will pass this  
other information along down to Hal.

Yours,

GGF:K.



Fisher 151

May 21st, 1925.

Mr. Wm. K. Vanderbilt,  
Grand Central Terminal,  
New York City.

My dear Mr. Vanderbilt:

We had completed all the excavations on the southern side of our property when I left the Beach, giving you a complete twenty foot channel up to your property. We had also started a crew to clean off the old mangrove and get the property in shape on the Beach side as we thought we would pump some rock over this property which acts as a filler and holder of the sand and at the same time has valuable nutrition for trees and plants.

We expect to have bulkhead completed so that your property will be ready for you within the next sixty to ninety days. We already have twenty-five feet of water from the Government Cut, three hundred feet wide, to the westerly end of property, from this point on to your property there is twenty feet of water.

We are having some little trouble with sand washing in the entrance of our twenty foot channel from the east and if this continues to annoy us we may find it necessary to move you back one hundred feet or so and to put a jetty of some kind in the sea to the east.

We are in hopes that we can avoid this expense and trouble.

Yours very truly,



Fisher Isl.

May 25, 1925.

Mr. S. B. Eckert, Sales Manager,  
Sun Oil Company,  
19th Floor, Finance Bldg.,  
Philadelphia, Pa.

Dear Sir,

Following our conference Friday, I wired our Miami office to forward you a blue print of the lay-out of the Harbor Terminal, which is marked "Proposed Lay-out, Scheme D," and I trust that you will have received same by the time this letter reaches you.

You requested quotation on two propositions as discussed during your visit. The prices which I quote below are subject to acceptance as a whole as we will not consider the sale of the water front without the adjoining acreage, nor the sale of the acreage, or any part of it, without the sale of the water front, at these special prices.

Parcel No. 1 -

150 feet of water front immediately East and adjoining the Texas Company's property, extending 520 feet to the street, as indicated on the plat, and the two lots 300 feet by 200 feet immediately across the street and adjoining the Texas Company's acreage on the East. The price on this property is \$1,500 per lineal foot of water front and \$25,000 per acre for inside property, the water front being computed with a depth of 200 feet and the remainder of the property computed on an acreage basis. After eliminating the water front, there is approximately 3.85 acres to be computed on an acreage basis which will represent a total cost of approximately \$321,250.

Parcel No. 2 -

200 feet of water front immediately West of the Texas Company's water front, together with a parcel 200 feet square immediately across the street from this frontage and an area 200 feet square in the Northeast corner of the tract marked "Industrial Site," making the three tracts each 200 feet square divided by two streets, as indicated on the plat. The price on this property is

\$1,500 a front foot for the water front extending 200 feet back to the street, and \$25,000 apiece for the two inside tracts of 200 feet square.

As you will note from the plat on this frontage, we have constructed a wooden piling, planked wharf of creosoted material, the cost of which will be added to the above prices. The total price on this parcel will be \$350,000, plus the cost of the wharf, which is really nominal.

The terms of sale will be 20 percent cash and the balance in equal payments maturing in 1, 2, 3 and 4 years, bearing interest at the rate of 7 percent per annum, sale to be handled on a sales contract you to receive a good and sufficient warranty deed upon completion of the payments with abstract of title showing the property clear and free of all encumbrances.

In the contract of sale, and also deed of conveyance, there will naturally be included an easement under the streets dividing your property for the laying of pipe lines and the necessary connections between your acreage and the water front. It would also contain a provision carrying a standard overlapping agreement on the water front such as we have included in the Texas Company's deed, as well as an easement for a belt line railroad to cross this property when we succeed in getting rail connections to the island. I am having a copy of this portion of the Texas Company's deed prepared which will be forwarded to you within the next few days.

In connection with this property, I would call your attention to the fact that we have completed dredging channels to the North, West and South of this property as follows:

A channel 300 feet wide, 25 foot depth, on the Northern side upon which the property quoted above fronts; a channel 200 feet wide and 25 feet deep on the Westerly side, and a channel 200 feet wide and 20 feet deep on the Southerly side of the property.

I am enclosing herewith our latest engineer's progress map, showing the condition of the channels and property from which you will note that the Eastern extremity of the 300 foot channel has, at the present time, a channel 150 feet wide and 18 feet deep. As indicated on the map, the dredges are now working in this territory

dredging the channel to a depth of 25 feet and approximately 400 feet wide, connecting with the Government Cut. This dredging will be pushed with all possible expediency and should be completed in the very near future.

As you will note on the plat, we are also starting work on the construction of a slip 250 feet wide and 800 feet long near the entrance to the Government Cut. We contemplate, at the present time, constructing warehouses about this slip and using it for a public dock for both freight and passenger ships.

The Government Cut, at the present time, has a full depth of 20 feet and will be dredged to a depth of 25 or 30 feet in the very near future, which will permit large vessels to use our terminals at a much earlier date than the dockage across the bay.

For your information, we can give immediate possession to the tracts discussed above and can place this property in condition for you to start construction of tanks or warehouses within 30 days after closing the contract of sale. We are willing to include in the contract of sale a guarantee of the early completion of the 25 foot channel now being dredged near the mouth of the Government Cut.

Due to the many demands which we are receiving for this property, we are compelled to limit this offer for 15 days acceptance. However, should you find it necessary at the end of 15 days to request additional time for the completion of your examination, or for making your necessary arrangements, we will be glad to grant you a further extension on this quotation provided it does not interfere with any negotiations which may have been started in the meanwhile.

In view of the recent transactions of water front with which you are familiar, you realize that these prices are special prices and it is needless for me to warn you that these prices will be much higher in the very near future. Awaiting your early advice in the matter, I am,

Very truly yours,

CGF:JYG.  
Enclosure.



*Part of Mia*

M E M O.

June 22, 1925.

Mr. Fisher:

At the Rotary Luncheon in Miami last week, the Miami City Manager said he was never so surprised in all his life when Governor Martin vetoed the harbor bill, as he had promised the City Commissioners of Miami that the bill would be signed and they thought they were absolutely secure in obtaining its passage.

It only goes to show what can sometimes be accomplished if you keep after the thing and never quit.

*Cwl*  
C. W. CHASE JR.

CWC:AMT

# A WARNING

and

*A Matter of Interest to be Read by Every Loyal Miamian.*

I feel that it is my duty to again warn the citizens and tax-payers of the City of Miami of the great danger of destroying Miami's greatest asset as per the plans which I understand have been formulated by the City Engineer to place docks and warehouses in Biscayne Bay approximately one thousand feet south of the Ship Channel and right in front of our new Bay Front Park which is costing over two million dollars.

This unsightly view would also be right in front of over fifty million dollars worth of hotel properties which accommodate our visitors.

I was astounded a few days past when informed by City Engineer Cotton of the plans to throw the spoil bank of the Ship Channel to the south and create a dock and warehouse area all along same across the Bay and to run railway freight cars out on this proposed fill. I could hardly believe that such a plan would be entertained by the City Commissioners, but I have information that they are actually considering it.

We would also like to cite your attention to the fact that if Mr. Cotton's plan is carried out by placing an island and warehouses south of the Ship Channel, that this will kill the attractiveness of our most enchanting driveway across Biscayne Bay on the present Causeway. You would then view freight cars and warehouses to the southward, instead of a clean, clear vista of the breeze-swept waters of the bay.

I think it is about time that the citizens of this City begin to think for themselves regarding further harbor and bay improvement plans, otherwise you will wake up to find that the goose that laid the golden egg has been killed.

I believe that you will agree that Miami is considered to be a beautiful City. I also believe that you will agree with me that Miami is attractive to people who visit here. Now what is it that makes Miami attractive to the visitor and to you? Is it not that beautiful expanse of water in front of our City with a glimpse of the Atlantic Ocean through Norris Cut?

I also believe that you will agree with me that the visitors to this City expend more money than is received from any other source by our citizens. (I estimate that they expended here last year, over 50-million dollars for their current expenses and pleasures and another 50-million dollars for realty investment and which amount will probably reach 200-million dollars this year).

Now the question is whether or not we should try to preserve Miami's natural attractiveness and hold this most valuable tourist business or whether we propose to sit idly by and allow our

greatest attractive feature, Biscayne Bay, to be filled up right in front of your expensive park, right in front of your main hotel section and right in front of your main business section with warehouses, docks and freight trains on an artificial island. Such a procedure will drive all the best paying tourists to the Beach or some other resort, and then what will happen to your high-priced property values when you get a cheap clientele?

Did you ever stop to think what makes the values in Miami business and hotel property? If you analyze it you will find only one reason. That is the fact that Miami now has the call on a high-class clientele of visitors, in fact, the highest class clientele in America. Now, if we lose that class of visitor we will lose our values. We will also lose the high-class business, as the other cities around here are bound to have an abundance of hotels and business establishments.

And now please remember that it is the citizens and tax-payers of the City of Miami who have been taxed to bring about all the improvements in the past and who will be taxed if this plan is carried out to build something that is not necessary at that location and which will kill the values on the property that is being taxed.

Friends, please remember that nothing ever went up so high that it would not come down when you took the foundation out from under it. Our foundation as a high-class resort, is our climate and our beauty and without the beautiful Bay—we would not be here.

Substantiation of my argument is offered by the leasing of a certain piece of property in New York last month. It is located on West Twenty-third street, and in 1895, was leased for \$24,500 a year. It was leased last month for \$4,500 per year, a loss of practically 600 per cent. Why? Because the clientele of Twenty-third street, in 1895, has moved to Fifth avenue in 1925, with a resultant decrease in property values.

The same argument can well be applied to Miami, should the proposed plans of the city be carried into effect.

Now, Mr. Cotton tells me that the reason for this unreasonably damaging plan is the fact that we need big harbor facilities and he considers the idea of docks running across Biscayne Bay along the Ship Channel the best one. It is very strange that Mr. Cotton would try to put over a plan of this kind when five members of the Board of U. S. Government Engineers told him in my presence that his plan was not practical for Miami but that the plan which was prepared at the request of the

Miami Chamber of Commerce by M. B. Garris, former Government Engineer, was the only practical and economical plan for this City's further harbor development.

When General Lansing H. Beach, Chief of U. S. Government Engineers, was here last year our situation was thoroughly explained to him and he advised that the plan as proposed by the Chamber of Commerce was the only practical plan for this City. Last January when members of the Board of Engineers were here they were accompanied by Captain F. T. Chambers, terminal expert for the board. He had been studying our situation from maps and while here he took a special interest in looking over our situation for further harbor development. He advised your President, Mr. Cotton, City Engineer, and other members of the party present, that the plan suggested by Mr. Cotton was not practical and that the plan as suggested by the Chamber of Commerce was the only feasible plan for this City.

The proposed freight yards and docks would do another great damage to this City if located opposite the new Bay Front Park, that is, they would practically ruin our ideal yacht basin.

We have also been informed that it is the plan to place sewer disposal plants out on this proposed island (that will mean that they will use Miami's front yard for sewer disposal purposes.)

Mr. Cotton states that the plan which we had prepared includes slips which are not easy to enter and he gives this as his reason for wanting to extend Miami's docks across Biscayne Bay, using what is known as marginal wharves.

The plan which we have for docks at bend of Causeway is the same as used by New York City—America's greatest port; the same plan as used by such cities as Savannah, Baltimore, Philadelphia, Galveston, Boston, Seattle and San Francisco.

Why should we worry if we have as good a plan as those cities and also save the attractiveness of our beautiful Biscayne Bay and to say nothing of saving our realty values and our volume of business.

Now we are also fighting for something else; we are fighting for the port of Miami. To be able to compete with the other ports which are being developed along the Florida East Coast and other points north, we must have an economical discharge of freight for entry and an economical plan for loading ships with fruit, vegetables and other cargo for export. Now, the extra handling of freight is very expensive and every extra mile of trucking is expensive, especially in traffic congestion. Under Mr. Cotton's plan the docks would extend along south of the ship channel across the Bay and I suppose in this manner would finally reach the other side. (In fact I believe that this is the influence that is causing Miami's harbor and park to be jeopardized). Now, when freight would be unloaded from the eastern end there would be an extra haul of three miles or six extra miles which a truck would have to run.

I have been told by Mr. Norman Graves, Manager for the Baker & Holmes Company, possibly the largest shippers in Miami, that it would cost him easily 33 per cent. extra if he had to bring his merchandise from the other side of the Bay

by truck. This means that groceries and building material would have to be sold at a higher price to every consumer.

This would also mean that the shipper of fruit and vegetables would have the burden of an extra six miles to truck his products.

This would also mean that the other ports would have a great advantage over the port of Miami.

Now as to Mr. Cotton's excuse about providing big facilities for port development. He claims that he will get about two miles of docks along the face of the canal and expects to get ships back of the fill in some way (possibly expects to have them jump over his warehouses and freight trains in some manner).

At any rate he would only have two miles that could be used without dredging another ship channel.

The plan as offered by the Chamber of Commerce with four slips 1650 feet long would give over three miles of dock facing. If we reduced the plan to three slips 1650 feet long as shown by map this would still give us approximately two and one-half miles of dock-facing and this plan would confine all of our shipping in one area and within a third of a mile of the other docks.

Now can anyone explain or show why it is not best that Miami develop all of her docks on this side of the Bay that it is possible to develop before we run off across the Bay with a new fangled idea? And especially so when we will be able to develop fully as much practical useable dockage on this side of the Bay where we now own 125 acres of submerged land which we secured through Senator Watson some years past from the State for this purpose.

Now a dock is not worth a nickel without railway facilities and we understand from Mr. Cotton that he proposes to run a railway track out from one of the City piers to his proposed island docks.

This simply means that they are trying to kill Miami's harbor facilities on this side of the Bay, as when they run a viaduct for railway tracks through the middle of Miami's ship basin we might just as well throw up the sponge and say good-night to our harbor on this side of the Bay.

Under the plan which the Chamber of Commerce submitted a railway track would be extended across just south of the present viaduct to the new fill and dock area immediately east. It is true that the City would have to condemn a strip of the land of the Belcher Asphalt Paving Company for this purpose.

Now as to cost of the proposed improvement—I understand that the cost of the plan proposed by Mr. Cotton would be about twelve million dollars (do you know how much money that is?)

We are also informed that they have a scheme for selling the material which would be excavated. This scheme is nice to talk about and to camouflage the issue on but it is very doubtful if very much could be realized on same as it would depend upon the quality of rock and sand and economy of handling same. I do not believe that anyone will put up a bond to pay a fair price for this stuff and the chance is that the tax-payers



would be left with the bag to hold as they have in some other instances.

Now under the plan of the Chamber of Commerce the development of the dock area at bend of Causeway would cost less than two million dollars and you would not be taking a chance of selling the dredged material.

It would be very simple to put dredges to work pumping out the ship basin in front of the Municipal Docks as per required conditions of the Government appropriation bill and dump the excavated material over the new dock area east of bend in causeway and thereby secure a fill for nothing, and the only expense would be that required for bulkheading.

Under this plan the motor way would continue to east side of fill before turning south to the present causeway.

Sometime past we advocated the taking over of the Venetian Way by the County and Cities of Miami and Miami Beach, widening the west end of same to 100 feet for all automobile traffic and using the present causeway at west end viaduct for trucks.

Now as to the material to be excavated from the widening of the Ship Channel which we hope will be started at a very early date, this material could be pumped across the present causeway to the north side of same and used as a fill and thereby double the width of the Causeway without cost except for bulkhead and paving.

A Committee from the Chamber of Commerce appeared before the County Commissioners and asked that this plan be carried out or rather asked that they request the Government Engineers and the City Commissioners of Miami to have the material deposited at above location. This, the County Commissioners have done.

Under such a plan the Causeway would be made wide enough to take care of the present congestion. This is especially needed on the north

side of Causeway since the extra street car tracks are being laid in this roadway.

I have noted with interest that Mr. Carl G. Fisher is now advocating islands south of the Causeway; (I thought so!) Are we to assume that this is the beginning of Mr. Fisher's island plan and also his plan to have a railway run over to his island which he proposed for Miami's docks?

What right has Mr. Fisher to make plans for blocking off the breeze and view of the bay and Ocean from the City of Miami?

If his interests were on this side of the Bay, would he recommend such a ruinous plan for this City?

It is up to the property owners of Miami to protect their rights and to see that no deal is made with Mr. Fisher or anyone else that will take away from this city its attractive bay view or to do anything that will hurt our port facilities on this side of the bay.

Now can any open minded, loyal Miamian read the above facts without favoring the Chamber of Commerce plan for further harbor development?

The plan for which we herewith submit map will accommodate five times as many ships as the present capacity. I feel that this will be ample capacity until Miami has reached a population of near one million people.

If you think the Chamber of Commerce plan the right plan then sit down and write a letter to Mayor Parker A. Henderson, and tell him what you think.

Remember that some plan will be adopted at an early date and you must act at once if you are to save beautiful Biscayne Bay and your Money.

Yours for a Greater High-Class Miami!

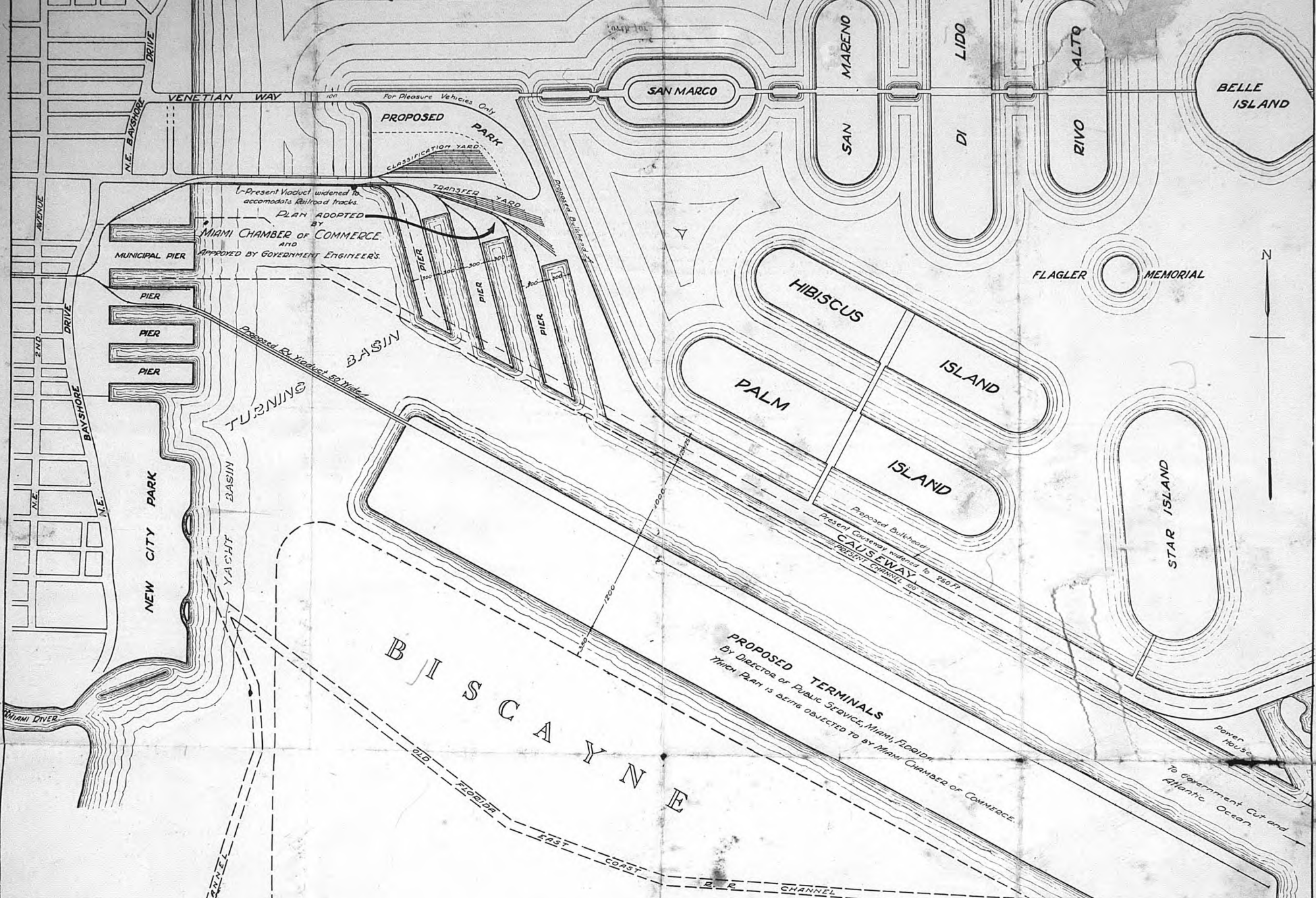
E. G. SEWELL, President,  
Miami Chamber of Commerce

P. S.—Please send a copy of your letter to the Chamber of Commerce.

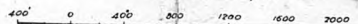
B.G.F.

This is interesting  
also attached clippings

that



PORT DEVELOPMENT  
 PLAN PREPARED  
 FOR THE  
**MIAMI CHAMBER OF COMMERCE**  
 BY  
**M. B. GARRIS**  
 CIVIL ENGINEER.



Power House  
 To Government Cut and  
 Atlantic Ocean

PROPOSED TERMINALS  
 By Director of Public Service, Miami, Florida  
 Which Plan is being objected to by Miami Chamber of Commerce.

Proposed Bulkhead  
 Present Causeway widened to 150 FT  
 PROPOSED CAUSEWAY  
 PROPOSED CHANNEL

Present Viaduct widened to  
 accommodate Railroad tracks.  
 PLAN ADOPTED  
 BY  
 MIAMI CHAMBER OF COMMERCE  
 AND  
 APPROVED BY GOVERNMENT ENGINEERS.

For Pleasure Vehicles Only  
 PROPOSED  
 PARK  
 CLASSIFICATION YARD  
 TRANSFER YARD

MUNICIPAL PIER  
 PIER  
 PIER  
 PIER

HIBISCUS  
 ISLAND  
 PALM  
 ISLAND

STAR ISLAND

BELLE ISLAND

FLAGLER MEMORIAL

SAN MARCO

MARENO  
SAN

LIDO  
DI

ALTO  
RIVO

VENETIAN WAY

N.E. BAYSHORE DRIVE

PIER

PIER

PIER

PIER

PIER

PIER

PIER

NEW CITY PARK

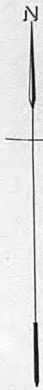
TURNING BASIN

YACHT BASIN

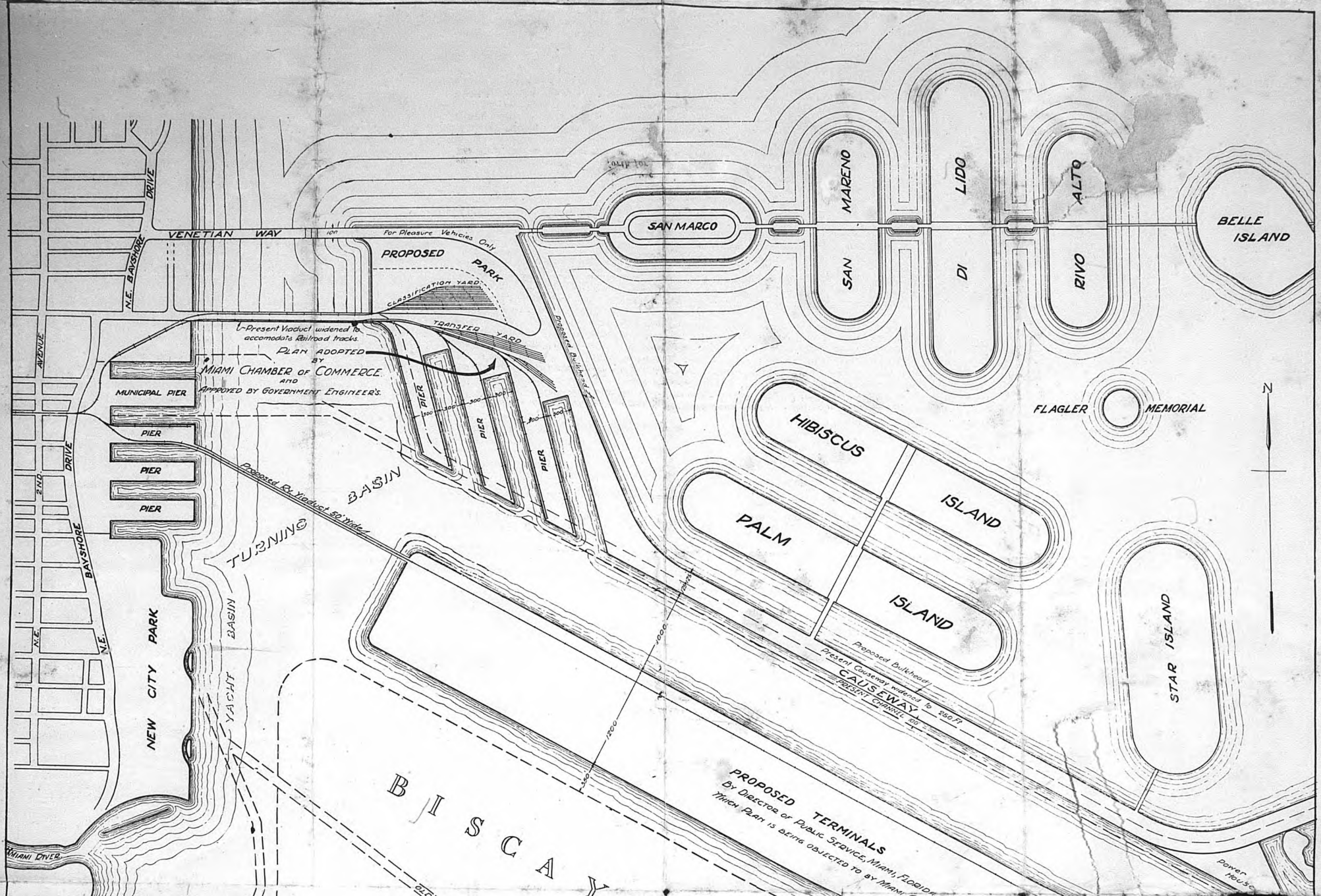
BASIN

B I S C A Y N E

B A Y







VENETIAN WAY

MUNICIPAL PIER  
PIER  
PIER  
PIER

NEW CITY PARK

TURNING BASIN

Present Vessel widened to accommodate Railroad tracks  
PLAN ADOPTED BY  
MIAMI CHAMBER OF COMMERCE  
AND  
APPROVED BY GOVERNMENT ENGINEERS.

PROPOSED PARK  
CLASSIFICATION YARD

TRANSFER YARD

B I S C A Y E

SAN MARCO

MARENO

SAN

LIDO

DI

ALTO

RIVO

BELLE ISLAND

HIBISCUS

ISLAND

PALM

ISLAND

STAR ISLAND

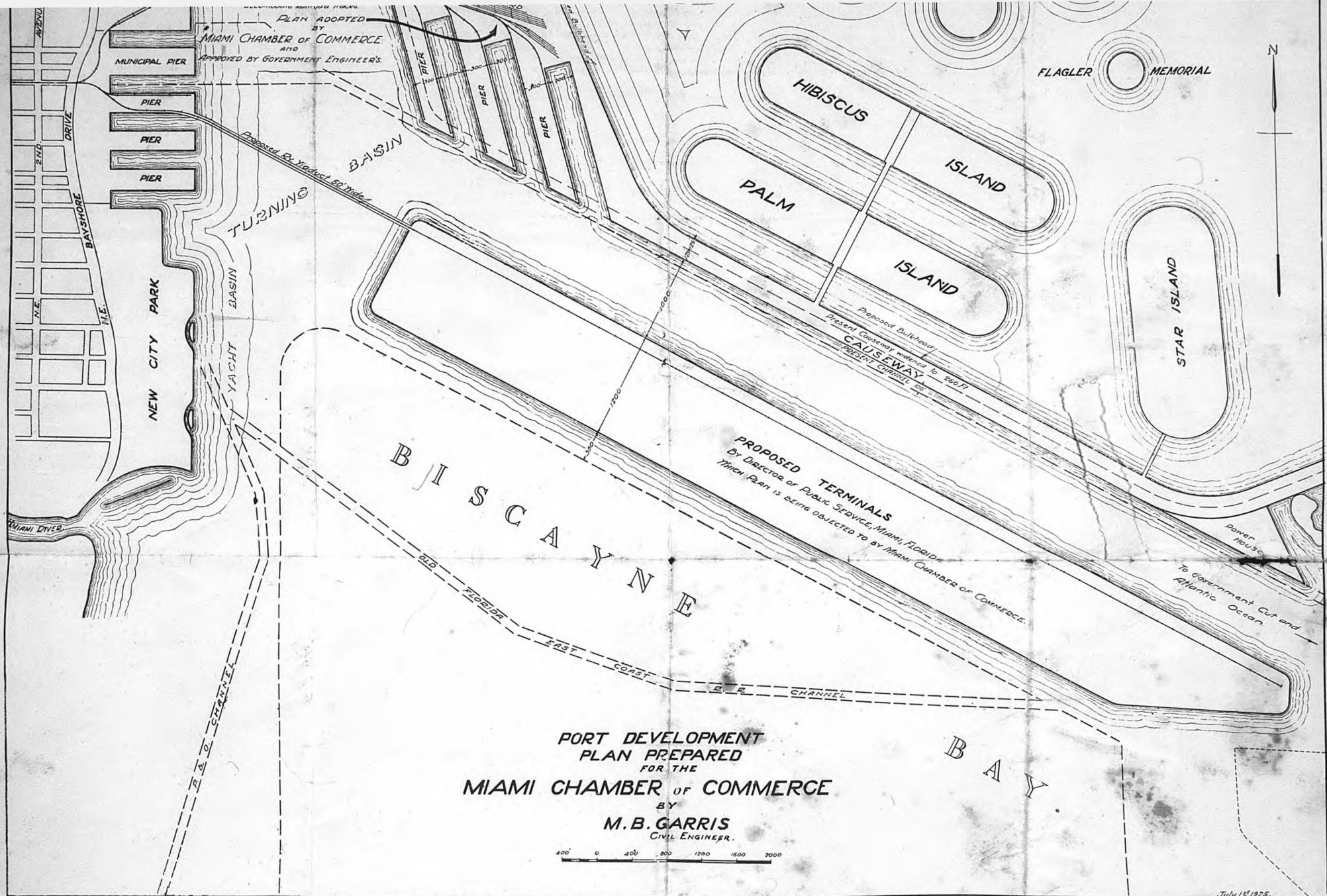
FLAGLER MEMORIAL



Proposed Bulkhead  
Present Causeway widened to 100 FT  
CAUSEWAY  
PRESENT CHANNEL 60 FT

PROPOSED TERMINALS  
By Decree of Public Service, MIAMI, FLORIDA  
When Plan is being objected to by MIAMI

power poles



PORT DEVELOPMENT  
PLAN PREPARED  
FOR THE  
MIAMI CHAMBER OF COMMERCE  
BY  
M. B. GARRIS  
CIVIL ENGINEER.



MIAMI RIVER

B  
I  
S  
C  
A  
Y  
N  
E

**PROPOSED TERMINALS**  
By Director of Public Service, Miami, Florida  
*THIS PLAN IS BEING OBJECTED TO BY MIAMI CHAMBER OF COMMERCE.*

power house

To Government Cut and  
Atlantic Ocean

E. R. CHANNEL

OLD  
FLORIDA

EAST  
COAST

E. R. CHANNEL

B  
A  
Y

**PORT DEVELOPMENT  
PLAN PREPARED  
FOR THE  
MIAMI CHAMBER OF COMMERCE  
BY  
M. B. GARRIS  
CIVIL ENGINEER.**



July 1st 1925.



## *Shall We Spoil the View of Biscayne Bay?*

The basic idea, according to harbor experts, (and which has been followed out in the Chamber plan) is to keep all docks near the wholesalers and retailers and the Municipal railroad by utilizing the 125 acres of submerged bay bottom land owned by the City at the bend of the Causeway for a series of modern docks and warehouses, as per the above map.

This plan would give Miami an additional dock frontage of approximately two and a half miles and with the building of the new 1,000 feet pier by the City and two piers by the F. E. C. Railway Company, there would be provided more than five times as much dockage as the city now has, or a total of over four miles, which should be ample for this city until we have reached near a million population.

This plan also calls for doubling the width of the Causeway across the Bay, and taking over the Venetian Way, widening the east Viaduct to 100 feet. The Causeway could be widened with but very little expense as it is just a matter of dredging and pumping material from north of the present Causeway.

This plan has been approved by Captain F. T. Chambers, terminal expert for the Board of U. S. Government Engineers and other members of the Board, who were in Miami last winter.

You will note the proposed fill south of the ship channel, to which the Chamber of Commerce and its experts object, would make an island about two miles long in the middle of the Bay. We understand that railway tracks to carry freight trains; warehouses and docks and even a sewerage disposal plant are proposed for location on this island.

We are opposing this plan for the reason set forth in the article accompanying this map.

You will please view the situation carefully and we believe you will realize that the plan as outlined by the city is being put forth for other reasons than the harbor development of Miami. The city's plan actually provides less dockage space than that proposed by your Chamber of Commerce.

We understand that the plan advocated by Mr. Gotton would cost approximately Twelve Million Dollars whereas the Chamber of Commerce plan would cost less than two million dollars.

City officials will have to adapt some plan before the Government commences the work of widening and deepening the channel, hence our effort to get this matter before the people who have a right to express their views.

Miami Life  
10-10-25

### EV'S LOSING HIS GRIP

**E**V SEWELL, at Virginia Key hearing before the county commissioners, boldly accuses Commissioner Cecil Watson of "representing the beach interests." And Ev was pretty peeved about it.

Come to think of it, it is pretty bad for a commissioner to represent any part of his constituency. A county commissioner should have learned by this time, just as the directors of the chamber of commerce, and the city commission, and the war department, and the governor, and the legislature, and the business men of Miami, have learned, that the nasal drawl of Ev Sewell is the only voice in Miami that should be heeded.

It just occurs to us that Ev's day of usefulness to the city in the capacity of chamber of commerce president is just about done. His eighth term as head of that institution doesn't seem to have been as effective as heretofore. He has selected a secretary who is, to put it mildly, unpopular. The director of publicity, Paul B. Mason, left last week for a better job in the northern part of the state—and the season is almost upon us, with its demand for plenty of publicity throughout the north. Things are rather disorganized in the chamber of commerce building.

Perhaps Sewell, now devoting his energies in venting his spleen against Carl Fisher, Fred Rand and Miami Beach in general, hasn't time any more to devote to his pet institution. At any rate, he is stretching his sovereignty rather far in trying to dictate what sort of developments Miami Beach should or should not have. It strikes us that Miami Beach is getting about big enough to take care of itself and perhaps take some sort of action, legal or otherwise, to restrain Ev's activities in that direction.

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### MIAMI'S "SLUMP"

**F**OR the benefit of those individuals who have seen fit to point to Miami and Florida as on

RW  
Part of Mia

Nov. 10th, 1925.

My dear "Uncle Billie":

I want to tell you how much I appreciate your taking the time to write me your endorsement of the open letter that I gave to the newspapers in the form of an advertisement, in an effort to bring to the attention of the people of greater Miami the urgency for immediate action in getting proper harbor facilities so that Miami can take it's place as a really great city with both railway and water transportation to and from the rest of the United States.

I suppose no man can become even moderately successful without making enemies of people who are so narrow and small in their own souls that they are not capable of creating another man with a project for the good of all the people, because they themselves are incapable of a definite policy along any lines of public good. There is so much to be done to complete this great project and so few hours in the day to do it that there is no time for these petty discussions that give no results and retard progress.

What you write me is very encouraging to me - but, thing how much greater the value would be if you would write such a letter to the Herald or the News and give through their columns your endorsement of this harbor matter, because your friendships and acquaintances are so wide in Southern Florida that anything that you say has a very powerful effect on people in all walks of life. I might say to a dozen people that you endorse my effort to get them action and begin work on this harbor, but think what it would mean if thousands of people heard what you have to say, so that when the issue comes up they can say to themselves that anything that you endorse must be supported because they know you and what you stand for.

I don't think you realize the important place that you occupy in the heart and minds of the people of this section, but don't let your modesty stand in the way of doing a great public good.

With renewed thanks and all good wishes,

Sincerely yours,

Mr. W. S. Witham,  
Miami Bank & Trust Company,  
Miami, Florida.



Nov 1925

Fisher Island

M O R T G A G E   D E E D

THIS MORTGAGE DEED, Executed the 25th day of November, A. D. 1925, by the METEOR TRANSPORT & TRADING COMPANY, a corporation organized and now existing under the laws of the State of Florida, party of the first part, hereinafter called the Mortgagor, to THE PENINSULA TERMINAL COMPANY, a corporation organized and now existing under the laws of the State of Florida, party of the second part, hereinafter called the Mortgagee,

WITNESSETH, That for divers good and valuable considerations, and also in consideration of the aggregate sum named in the promissory notes, of even date herewith, hereinafter described, the said Mortgagor doth grant, bargain, sell, alien, remise, release, convey and confirm unto the said Mortgagee, its successors and assigns, in fee simple, all that certain tract of land, of which the said Mortgagor is now seized and possessed, and in actual possession, situate, lying and being in the County of Dade, State of Florida, described as follows, to wit:

Beginning at a point which is fifteen hundred and eighty feet (1580 Ft.) North (N) of and two thousand fifteen feet (2015 Ft.) West (W) of Southeast (SE) corner of Section 4, Township 54 South, Range 42 East; which is the inter-section of the face of parapet with the center line of Viaduct Roadway; thence South (S) sixty-seven (67) degrees, five (5) minutes West, fifty-eight and seven-tenth (58.7) feet; thence South (S) thirty-one (31) degrees, forty-three (43) minutes East, eleven hundred thirty-four and two-tenths (1134.2) feet; thence North (N) sixty-four (64) degrees, thirty-one (31) minutes West, eight hundred thirty-two and six-tenths (832.6) feet to the point of beginning; thence from the point of beginning North twenty-five (25) degrees, twenty-nine (29) minutes East, two hundred seventy-four and eight-tenths (274.8) feet; thence South (S) thirty-one (31) degrees, forty-three (43) minutes East, four hundred sixteen and four-tenths (416.4) feet, along a line which is parallel to and two hundred twenty (220) feet southwesterly from the East (E) property line of Causeway Land; thence South (S) twenty-five (25) degrees, twenty-nine (29) minutes West, forty nine and three-tenths (49.3) feet; thence North (N) sixty-four (64) degrees thirty-one (31) minutes West, three hundred and fifty (350) feet to the point of beginning, of the Tract herein described, containing one and three-tenths (1.3) acres, more or less.

TO HAVE AND TO HOLD the same, together with the tenements, hereditaments and appurtenances, unto the said Mortgagee, and its successors and assigns, in fee simple.

AND the said Mortgagor, for itself and its successors and assigns, doth covenant with the said Mortgagee, its successors and assigns, that said Mortgagor

is indefeasibly seized of said land in fee simple; that the said Mortgagor hath full power and lawful right to convey said land in fee simple as aforesaid; that it shall be lawful for said Mortgagee, its successors or assigns, at all times peaceably and quietly to enter upon, hold, occupy and enjoy said land; that said land is free from all incumbrances; that said Mortgagor, its successors and assigns will make such further assurances to perfect the fee simple title to said land in said Mortgagee, its successors, and assigns, as may reasonably be required; and that said Mortgagor doth hereby fully warrant the title to said land and will defend the same against the lawful claims of all persons whomsoever.

PROVIDED ALWAYS, that if the said Mortgagor, its successors or assigns, shall pay unto the said Mortgagee, its successors or assigns, those ten (10) certain promissory notes, of which the following in words and figures are true copies, to-wit:

(10 notes for \$12,500.00 each, dated November 25, 1925, payable to the order of THE PENINSULA TERMINAL COMPANY, on or before five years after date, with interest at the rate of eight per cent per annum from May 1, 1926)

and shall perform, comply with and abide by each and every the stipulations, agreements, conditions and covenants of said promissory notes, and of this Mortgage, then this Mortgage Deed and the estate hereby created shall cease and be null and void, otherwise to remain in full force and effect.

AND the said Mortgagor, for itself and its successors and assigns, hereby covenants and agrees:

1. To pay all and singular the principal and interest and other sums of money payable by virtue of said promissory notes, and this deed, or either, promptly on the days respectively the same severally become due.



2. To pay all and singular the taxes, assessments, levies, liabilities, obligations and incumbrances of every nature on said described property, each and every, and if the same be not promptly paid the said Mortgagee, its successors or assigns, may at any time pay the same without waiving or affecting the option to foreclose or any right hereunder, and every payment so made shall bear interest from the date thereof at the rate of eight percent. per annum.

3. To pay all and singular the costs, charges and expenses, including lawyers' fees, reasonably incurred or paid at any time by said Mortgagee, its successors or assigns, because of the failure on the part of the said Mortgagor, its successors or assigns, to perform, comply with and abide by each and every the stipulations, agreements, conditions and covenants of said promissory notes, and this deed, or either, and every such payment shall bear interest from the date at the rate of eight percent per annum.

4. To keep the buildings now or hereafter on said land insured in a sum not less than the amount specified herein by the notes hereinbefore described, or to their full insurable value, in a company, or companies to be approved by said Mortgagee, and the policy or policies held by and payable to said Mortgagee, its successors or assigns, and in the event any sum of money becomes payable under such policy or policies, the Mortgagee, its successors or assigns, shall have the option to receive and apply the same on account of the indebtedness hereby secured, or to permit the Mortgagor to receive and use it, or any part thereof, for other purposes, without thereby waiving or impairing any equity lien or right under or by virtue of this mortgage, and may place and pay for such insurance or any part thereof, without waiving or affecting the option to foreclose or any right hereunder, and each and every such payment shall bear interest from the date at the rate of eight percent per annum.

5. To commit, permit or suffer no waste, impairment or deterioration of said property or any part thereof.

6. To perform, comply with and abide by each and every the stipulations, agreements, conditions and covenants in said promissory notes and in this deed set forth.

7. If any of said sums of money herein referred to be not promptly and fully paid within thirty days next after the same severally become due and payable or if each and every the stipulations, agreements, conditions and covenants of said promissory notes and this deed, or either, are not duly performed, complied with and abided by, the said aggregate sum mentioned in said promissory notes shall become due and payable forthwith or thereafter at the option of the Mortgagee, its successors or assigns, as fully and completely as if the said aggregate sum of One Hundred Twenty-five Thousand Dollars (\$125,000.00) was originally stipulated to be paid on such day, anything in said promissory notes or herein to the contrary notwithstanding.

IN WITNESS WHEREOF, the said party of the first part has caused these presents to be signed in its name by its President and its corporate seal to be affixed, attested by its Secretary, the day and year above written.

Signed, Sealed and Delivered  
in the presence of:

(SIGNED) J. P. DUFFY

(SIGNED) J. ATWOOD WALKER

CORPORATE SEAL

METEOR TRANSPORT & TRADING COMPANY

By (SIGNED) W. RAYMOND GALLAWAY  
President

ATTEST: (SIGNED) CLIFTON A. SAWYER  
Secretary

STATE OF FLORIDA )  
                  :     SS  
COUNTY OF DADE  )

I, an officer authorized to take acknowledgments of deeds according to the laws of the State of Florida, duly qualified and acting, HEREBY CERTIFY, That W. RAYMOND CALLAWAY and CLIFTON A. SAWYER, respectively, as President and Secretary of the METEOR TRANSPORT & TRADING COMPANY to me personally known, this day acknowledged before me that they executed the foregoing mortgage as such officers of said corporation, and that they affixed thereto the official seal of said corporation; AND I FURTHER CERTIFY that I know the said persons making said acknowledgment to be the individuals described in and who executed the said mortgage.

IN WITNESS WHEREOF, I hereunto set my hand and official seal at Miami Beach, said County and State, this 30th day of November, A. D. 1925.

(SIGNED) J. W. BEVILLE  
Notary Public State of Florida at Large  
My Commissions Expires: 4-25-28

NOTARIAL SEAL

Feb 1926

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

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

# WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

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

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

Received at Western Union Bldg., 801 Fifth St., Miami Beach, Flo. ALWAYS OPEN

1926 FEB 13 PM 2 35

MZA510 210 1/60 WASHINGTON DC 13 1248P

CARL G FISHER 430

MIAMI BEACH FLO

CONCLUDING TELEPHONE CONVERSATIONS DURING WEEK HAD CONFERENCE  
TODAY WITH TAYLOR AND JADWIN CAUSEWAY PIER STOP YOUNGBERGS APPROVAL  
CONCURRED IN BY THEM IN GENERAL PRINCIPLE AND PROMPT RESULTS WILL BE  
OBTAINED IF YOU WILL WIRE ME ANSWERS FOLLOWING ITEMS ONE FULL AND  
DETAILED DESCRIPTION OF PROPOSED IMPROVEMENTS ON DECK OF PIER  
INCLUDING ARRANGEMENT TRUCK ROADWAY AND WAREHOUSES TWO BOTH TAYLOR

*(Eng Proposal)*

AND

10



CE	SYMBOL
TER	BLUE
MESSAGE	NITE
NIGHT LETTER	N L

# WESTERN UNION



# TELEGRAM

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

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Received at Western Union Bldg., 801 Fifth St., Miami Beach, Flo. **ALWAYS OPEN**

1926 FEB 13 PM 2 35

MZA510 2/80

JADWIN THINK EFFICIENCY IN USE AND GENERAL GOOD OF HARBOR REQUIRE  
PIER SHOULD BE WIDENED TO TWO HUNDRED AND FIFTY FEET STOP THREE DO  
YOU OBJECT IF ADJACENT EASTERN CUT IS REDUCED FROM THREE HUNDRED TO  
TWO HUNDRED AND FIFTY FEET <sup>AND</sup> FOUR DO YOU OBJECT IF THEY REQUIRE THREE  
HUNDRED FEET <sup>no</sup> SAME CUT FIVE HAVE YOU TITLE TO SUFFICIENT BOTTOM TO SO  
EXTEND EASTERN CUT FIFTY FEET EAST IF REQUIRED STOP WITH THESE  
QUESTIONS SETTLED AND AFTER PUBLIC HEARING THEY

	SYMBOL
	BLUE
MESSAGE	NITE
NIGHT LETTER	N L

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# WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
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Received at Western Union Bldg., 801 Fifth St., Miami Beach, Flo. ALWAYS OPEN

1926 FEB 13 PM 2 35

MZA510 3/70

HAVE ORDERED YOUNGBERG TO HOLD IMMEDIATELY PERMIT WILL ISSUE WITH BOND OF PENINSULA COMPANY AS PRINCIPLE FISHER AND KOHLHEPP AS SURETIES TWENTY FIVE THOUSAND TO INSURE DIGGING TWENTY FIVE FEET UNTIL GOVERNMENT CHANNEL DUG THIRTY THEN THIRTY BY US STOP ALSO DISCUSSED PURCHASE OF RESERVATION SOUTH GOVERNMENT CUT STOP FIND THEM RECEPTIVE STOP HOW MANY ACRES IN RESERVATION AND WHAT PRICE CAN WE OFFER STOP ANSWER SHOREHAM TODAY NEWYORK MONDAY

HUGH W DAVIS.

Pawn Term

MAY 21st, 1926

MEMORANDUM

Mr. Davis to Mr. Fisher--

Regarding your instructions to make an offer of \$10,000.00 per acre for the Federal Government holdings immediately south of the Government Cut and adjoining your Harbor Terminal property.

Inquiry developed that while General Jadwin is disposed to consider the sale of this property favorably, his present superior, General Taylor is not so favorably disposed.

As General Taylor retires in June and will be succeeded by General Jadwin as chief of engineers, I am postponing action in the premises until that time.

H.W.D.

HWD-C

2 Champ. -  
2 Gatch -  
1 Gin -  

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THE CARL G. FISHER PROPERTIES

Fisher 351.

MEMO TO Mr. Carl G. Fisher

DATE December 6, 1926

FROM J. P. Duffy

SUBJECT Backfill on Belcher Asphalt Paving Company's lot, Harbor Terminal.

Attached is a map of Harbor Terminal which shows the position of the proposed tanks of the Belcher Asphalt Paving Company. The area indicated in red was dredged out to a depth of minus 20 feet to free the concrete ship "Sapona." You will note that this dredged area laps over into the Belcher lot, and until this fill is made will prevent their getting the full use of these tanks.

Please be advised that the Belcher Company expect a tanker on December 14th, and request that we take immediate steps to fill this area in order that they be able to get full use of their property. Due to the fact that they request that this fill be made as soon as possible, I talked the matter over with Captain Clark, of Clark Dredging Company, and we agreed that the quickest solution would be to take this necessary fill from that area in the Harbor Terminal which is indicated in green on the attached map.

20,000 yards of fill is necessary to put the Belcher lot in shape. The reasons for using the area indicated in green are:

1st. There is no bulkhead along this point, and it is intended to ask permission to put in this bulkhead in the near future in order that we may take advantage of the dredges working in the new Miami Channel, thereby getting this necessary fill for nothing.

2nd. This area indicated in green will be the shortest pump for a dredge, thereby making this fill at a minimum cost.

Please be advised that at present it would be impossible to go outside of our property lines for the reason that our permit does not cover any area from which we could get this fill and would cause us, in case we decided to go outside of our channel, to apply in the regular formal way to the Government Engineer, and as you know this is a long drawn out process.

I am unable to find anything in the contracts which stipulate who is to pay for the re-filling of the "Sapona" lot, but I understand from Captain Clark that he had a verbal agreement with the officials of this company to the effect that when he made the necessary cut to free the "Sapona" if he would pump that fill back on our low land, that this company would pay him for the re-filling of this lot. I did not sit in at this conference, so do not know any of the details. Captain Clark also informs me that he can make this fill in two days, and quoted a price of \$1,000.00 per day for his dredge, making this job cost \$2,000.00, or 10¢ per cubic yard.

Please advise me what disposition you wish me to make of this matter.

*Concerned*

*J. P. Duffy*  
J. P. DUFFY

\$1,000

*Mr. Fisher*



E. N. BELCHER, PRESIDENT  
 S. M. TATUM, VICE-PRESIDENT  
 I. E. SCHILLING, SECY. TREAS.

MIAMI, FLA.

OFFICE & PLANT  
 1217 NORTH BAY SHORE DRIVE

*Fishes Island*

December 8, 1926.

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

Dear Sir:

Confirming our conversation of even date, in reference to filling to grade our property on the Peninsular Terminal Island, this is to advise you that it will be satisfactory to us to post-pone filling this property until a later date, or until we have completed our foundation for the oil tanks, which we are erecting, also bulk-head along the East boundary of the property.

I think this arrangement will suit your plans, inasmuch as you are a little undecided, as yet, as to just what you expect to do with the property adjoining ours on the East. I think that, probably by the time we are ready for this fill to be made, your plans will be more mature and we will be able to save you the additional cost which you would be put to at this time, in case you bulk-headed and filled the property.

Very truly yours,

*E. N. Belcher*

E. N. BELCHER  
 PRESIDENT.

ENB:MTM

LAW OFFICES  
**A. FRANK KATZENTINE**  
ATTORNEYS' AND COUNSELORS  
714-15-16 CONGRESS BUILDING  
TELEPHONE 2-4995  
MIAMI, FLORIDA

W. SANDERS GRAMLING

June 29, 1931

Mr. Carl G. Fisher  
Montauk  
Long Island, New York

Dear Mr. Fisher: In Re: Free Trade Zone.

Up to this moment I have been unable to obtain a copy of the bill, sought to be introduced regarding the above subject, from C. W. Chase, Sr., but there are any number of similar bills prepared and available for our use; therefore, at this time, it would be unnecessary to forward to you the one prepared here, and too, I think it best that this bill be gone over very carefully at the first conference with the representative who is to introduce same in Washington.

In 1926, during the first session of the Sixty-Ninth Congress, a bill entitled "To provide for the establishment, operation, and maintenance of Foreign Trade Zones in ports of entry of the United States, to expedite and encourage foreign commerce, and for other purposes" was introduced. This bill was reported on by the committee on commerce, to whom it was referred, favorably and the committee recommended the passage of the bill without amendment.

There have been several efforts made to obtain the passage of bills creating "free ports" but the one above referred to seems to have been well steered, and indeed well prepared; therefore, it is my opinion that we should consider this bill as a basis for our further work.

The Chamber of Commerce of the United States, Washington, has been strongly in favor of free zones in the United States, and their facilities, properly used, should be of great assistance to any group seeking passage of legislation on the subject.

*J. Collins*

Handwritten marks and scribbles in the top right corner of the page.



CGF  
P.2  
6/29/31

At the time of the introduction of Bill #366 during the session of 1926, both of which have hereinbefore been referred to, Herbert Hoover went on record, as Secretary of Commerce, very strongly recommending the passage of the Bill, and from an analysis of his letter to the Senates' Committee on Commerce, he should be of great help now to parties seeking passage of "free port" legislation.

Andrew Mellon in the past, speaking from the standpoint of the Treasury, has also, from the viewpoint of that department of the Federal Government, perceived no objection to the passage of "free port" legislation.

It would seem that with proper handling in the House of Representatives and in the Senate we would have a fair chance of getting away with the passage of our bill at this time, because of tariff troubles, which, since 1926, have become more than arduous to the administrations and are now probably at a high peak.

I think the proper procedure to follow is:

1. Talk over in detail a programme with the representative in Washington who is to help us.
  - (a) At the time of the conference, seek his counsel as to the advisability of getting in the help of organizations, such as the United States Chamber of Commerce, etc.
2. Prepare a brief, but rigidly to the point, pamphlet showing:
  - (a) The general advantages of free zones from the standpoint of commerce, foreign and domestic, warehousing, etc.
  - (b) From the position of customs and protective tariff, and the advantages from this viewpoint.
  - (c) Strongly show the natural advantages of Miami Beach from a geographical location, and other natural advantages.
  - (d) Definition of free zones and a short argument in their favor, especially arguing their economic advantages.

CGF  
P. 3  
6/29/31

3. It would be my idea to furnish our helpers in Washington with this pamphlet for distribution, and by all means keep ourselves available to help the representatives in any capacity they may deem advisable and necessary.

I, personally, do not believe the usual hullabaloo of our local organizations to be of benefit, therefore, I would suggest subject to the approval of the representative in Washington, a quiet, but effective effort, without the publicity usually attendant to any end sought by we Floridians.

I am unable to state what my fees would be in this connection, but in the event you desire to go forward along the lines suggested here, or ones you might have, and feel that I can render service, at the time of the conference with the representative from Washington, I will be happy to reach a conclusion with you concerning any charges made by myself, and I hasten to assure you that my fees will be utterly reasonable.

I further beg to advise that all of the laws available are those of foreign countries, but possibly they can be followed in a general sense to our advantage.

I am taking the liberty to enclose you herewith a prepared pamphlet and copies of two letters, which I mentioned to you in my letter of June 18, 1931, as an "alternative suggestion" concerning Peninsular Terminal, and I believe the idea merits, at the least, careful consideration. The author has been with Adkins, (Soledad) of Cienfuegos for many years and is considered an authority on sugar. I am underscoring some passages.

The Jones Bill, which I understand is the one Mr. Chase has, needs amendment, and in the near future I hope to obtain it, and I will forward it along promptly with any recommendations that I might have.

Very truly yours,

LAW OFFICES

A. FRANK KATZENTINE.

By: *A. Frank Katzentine*

AFK:ES  
Enc.

MEMORANDUM

FROM MR. FISHER

TO Mr. Collins

DATE July 6, 1931.

SUBJECT Free Trade Zone

Enclosed herewith correspondence on the subject of the Free Trade Zone, which Mr. Fisher requested that I forward to you for your information.

It would be appreciated if you would return the correspondence to this office when you have finished with it.

*H*  
Harry J. Harris  
Secretary to Mr. Fisher

h