

**Steamship  
lines -  
Havana,  
Montauk,  
etc.**

**RETURN NORTH**  
**VIA**  
**NASSAU**  
**(BAHAMAS)**  
**OVERNIGHT**  
**FROM**  
**MIAMI**  
**—**  
**60 HOURS**  
**TO**  
**NEW YORK**



**SAILING LIST and**  
**GENERAL INFORMATION**

**MUNSON**  
**STEAMSHIP LINES**

**GENERAL OFFICES**  
**67 WALL ST. NEW YORK**

**MIAMI OFFICE**  
**COLUMBUS HOTEL**  
**BUILDING**

# NASSAU

BAHAMAS

## Overnight from Miami

### NASSAU—The Isle of June

The British Colonial Island of New Providence is but a 185-mile voyage from Miami through the interesting waters of the Gulf Stream. In Nassau, its dreamy capital, business cars may be distanced for a week-end, and the casual traveler will find new scarce-trodden paths of beauty and romance.

Recreation without end awaits you there. Golfers reach mid-season form on the eighteen-hole course of the New Colonial Hotel (nineteen holes if desired) where Jock Hutchinson coaches your swing to perfection. Six championship tennis courts also adjoin the New Colonial Hotel with a professional in attendance. Carriage drives around the Island, over palm-bordered coral roads, excursions to the famous marine gardens in a glass-bottomed boat, long hikes to the shell beaches or to native Grants' Town afford body-building exercise in just the temperature and climate you have always longed to enjoy.

Then the swim in the invigorating sea at Paradise Beach, with the white surf breaking gently on the coral strand, to pep you up for tea in the wonderful tropical gardens of the hotels.

You may idle among the haunts of the old Buccaneers who "scourged the Spanish Main", and you will care as much about the troubles of the world as did those romantic old pirates after capturing a galleon laden with bullion.

Nassau offers wealth beyond Blackbeard's fondest expectations. In the form of robust health, yet within a time limit not exceeding from ten to twelve days; the busiest executive can well afford to make this investment in increased energy and insurance against loss of time from colds and grippe.

Frost has never visited this wonderful place, the coldest day registered for twenty-one years from November to May, being 60 degrees, and the warmest, 80 degrees—a variation of only 20 degrees.

# NASSAU

BAHAMAS

## Overnight from Miami

### THE NEW COLONIAL HOTEL

Charmingly located, directly overlooking the beautiful harbor of Nassau, is the coral-tinted New Colonial Hotel. Large, spacious and fireproof, this hotel is rich in beauty and appointment, offering accommodations unsurpassed by any Southern Hotel.

Balconies overlooking a turquoise sea—spacious verandahs—luxurious gardens and quiet, restful palm-bordered lanes—refreshments in a charming tea garden or dinner in the magnificent dining room—dancing every evening. Perfect cuisine and service amply justify the well known reputation of the New Colonial Hotel.

### THE ROYAL VICTORIA HOTEL

Characterized by the same management which operates the New Colonial Hotel, the comfortable Hotel Royal Victoria, situated on an elevation amidst the profusion of tropical gardens provides an enchanting panorama, from broad verandahs, of the quaint city of Nassau, the harbor and the incessantly changing, richly colored waters of the southern sea.

A distinctly home-like atmosphere pervades, the lobby is large and inviting and forms an ideal place for social gatherings. Rooms with and without baths are available. The structure blends harmoniously with the quaintness and charm of this old city reminiscent of the early British colonies.

Guests of the Royal Victoria Hotel are welcome to the use of the Colonial golf course, tennis courts and private bathing beach.

There is no bothersome examination by Custom Officials at Nassau, no passports necessary; you are received as friendly guests and greeted by a bright, happy, smiling people.



RUGGED SHORES AND CORAL TINTED BEACHES



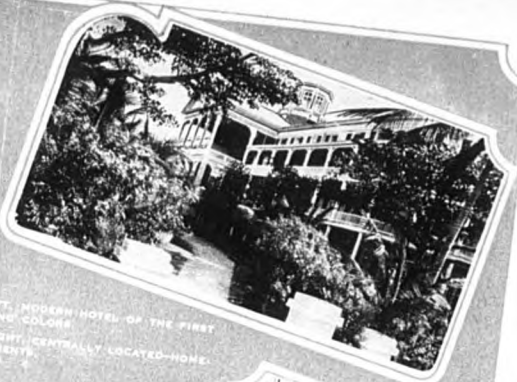
QUEENS STAIRCASE



QUAINT STREETS AND VINE COVERED VILLAS



**NEW COLONIAL HOTEL**—LEFT, MODERN HOTEL OF THE FIRST CLASS, FACING SEA OF EVER CHANGING COLORS.  
**ROYAL VICTORIA HOTEL**—RIGHT, CENTRALLY LOCATED—HOME-LIKE ATMOSPHERE—MODERN ENTERTAINMENTS.



**YACHTING**—ON MULTI-WIND WATERS IN SHELTERED COVES AND INLETS. BOATS ALWAYS AVAILABLE.



**S. S. MUNARGO**—THIS LUXURIOUS 18,000-TON LINER, EQUIPPED WITH ALL MODERN SAFETY DEVICES, POSES BETWEEN NEW YORK AND NASSAU, SAILING FROM NEW YORK FRIDAYS, AND NASSAU MONDAYS. THE TRIP REQUIRES ONLY 50 HOURS.



**FISHING**—THE WATERS AROUND NASSAU TEEM WITH PRACTICALLY EVERY KNOWN VARIETY OF FISH.



**GOLF**—ON AN 18-HOLE SEA-SIDE COURSE. VELVET-LIKE TURF GREENS. SPORTY FAIRWAYS. JOCK HUTCHINSON, PROFESSIONAL.



**TENNIS**—SIX MODERN CLAY COURTS ARE MAINTAINED FOR THE EXCLUSIVE USE OF GUESTS OF THE NEW COLONIAL AND ROYAL VICTORIA HOTELS. OFFICIAL TOURNAMENTS EACH SEASON.



**BATHING**—ALL WINTER THROUGH IN THE INDISSENT WATERS OF CORAL-UNITED BEACHES. PRIVATE BEACHES FOR GUESTS.

# NASSAU ALL-EXPENSE TOURS

## 3 DAYS TO 6 DAYS

Conducted and all-expense or non-conducted, including hotel accommodations, American plan, and steamer transportation, ranging from \$52.00 for 3 days to \$118.00 for tours of 6-day duration, depending on grade of accommodations involved and duration of tours, subject to the scheduled steamer sailings.

The all-expense tours sponsored by the Munson Line offer an innovation in travel luxury from Miami to Nassau, "England's Fairest Colony", not only providing splendid accommodations aboard the pretentiously appointed S. S. New Northland, but also including comfortable American plan accommodations at the famous Hotel Royal Victoria.

The guest will find the itinerary completely prepared and arranged in advance and will avoid all of the trifling inconveniences ordinarily experienced with a visit abroad.

Guests at the Hotel Victoria are conveniently situated to the wonder Paradise Beach, the golf courses and the downtown shopping district, and are welcome at the tea gardens, dance pavilion, golf courses, tennis courts and bathing beaches of the New Colonial Hotel, for which this excellent and distinguished house is noted.

*Detailed information is prepared in a separate folder which will be supplied upon application.*

**CONDUCTED TOURS:** In addition to the steamer transportation and hotel accommodations, conducted tours are offered at regular intervals of 3 days duration, which includes sponsored sightseeing of Nassau and its environs, transportations of persons and baggage to and from hotel, a boat trip to Paradise Bathing Beach where unexcelled bathing from a drifting white sandy shore may be shared. The admission to the Observatory Tower and visits in 7-passenger touring cars to Fort Charlotte, Fort Fincastle, Queen's Staircase, Military Barracks, Blackbeard's Tower, Bahamas Golf and Country Club, and Lake Cunningham are features included in the tour.

# NEW YORK *via* NASSAU

## NASSAU TO NEW YORK

The luxurious S. S. MUNARGO, 12,000 tons, maintains weekly sailing during the winter season, leaving New York on Fridays and Nassau on Mondays. This fine, modern steamer offers the utmost in travel comfort, making the 60-hour voyage a round of lasting remembrance.

## ONE WAY RATES OF PASSAGE BETWEEN NASSAU AND NEW YORK

Cabins 2, 6, 10, 14, 18, 22, 1, 5, 9, 15, 19, 23 per person	\$86
Cabins 8, 12, 16, 20, 24, 3, 7, 11, 17, 21, 25, 27 (per person)	\$90
All cabins without bath, upper and lower promenade decks and boat deck (per person)	\$100.00
Except Cabins 46 and 49, without bath (per person)	110.00
Cabins 50 and 53, with private toilet (per person)	125.00
Cabin 4 (per person)	110.00
Suites with private bath—minimum two fares required (per person)	175.00
Second Class (per person)	60.00

## ALL-EXPENSE TOUR

### MIAMI TO NEW YORK VIA NASSAU

Allowing three days and two nights at Nassau, and including hotel accommodations (American Plan) at the Hotel Victoria Hotel.

Guests sail from Miami on the S. S. New Northland Fridays at 3:00 P. M., arriving Nassau Saturday morning, stopping over Saturday, Sunday and Monday in Nassau, and embarking on the 12,000 ton ocean liner S. S. Munargo Monday afternoon, arriving at New York Thursday morning.

Rates of passage minimum first-class accommodations throughout, \$125.00 per person, plus \$1.00 tax.

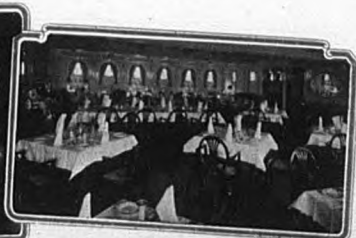
Tours providing superior accommodations may be secured at proportionately increased tariffs.



S. S. NEW NORTHLAND—MAIN SALON



BEDROOM WITH BATH



DINING SALON

# NASSAU

BAHAMAS

## Overnight from Miami

S. S. NEW NORTHLAND (5,400 TONS)

SCHEDULE SAILINGS—1929-1930

Initial Sailings: Leave Nassau December 28, 30, January 2  
Leave Miami December 29, 31

January 3 to January 31 (inclusive):  
Leave Miami Tuesdays and Fridays  
Leave Nassau Wednesdays and Sundays

February 1 to March 20 (inclusive):  
Leave Miami Mondays, Wednesdays and Fridays  
Leave Nassau Tuesdays, Thursdays and Saturdays

March 21 to April 2 (inclusive):  
Leave Miami Tuesdays and Fridays  
Leave Nassau Wednesdays and Saturdays

Sailings are scheduled for 3 P. M. from both Miami and Nassau and arrivals at destination are scheduled for early the following morning.

Rooms	PASSAGE RATES PROMENADE DECK	One Way	Round Trip
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 15, 16, 17, 18, 19, 20 (2 berths, no bath) per person		\$25.00	\$45.00
W, X, Y, Z (2 beds, no bath), per person		45.00	85.00
A, B, C, D (with bath), per person—minimum two fares required		62.50	120.00

### UPPER DECK

21 to 35, inclusive (3 berths, no bath), per person		\$25.00	\$45.00
Same, two persons in a room, per person		35.00	65.00
37, 38 (2 berths, no bath) per person		25.00	45.00
M to V, inclusive (2 beds, no bath), per person		45.00	85.00
E, F, I, J (with bath) per person—minimum two fares required		62.50	120.00
G, H, K, L (with bath), per person—minimum two fares required		62.50	120.00
Same, without bath, per person		45.00	85.00
Second Class, per person		15.00	25.00

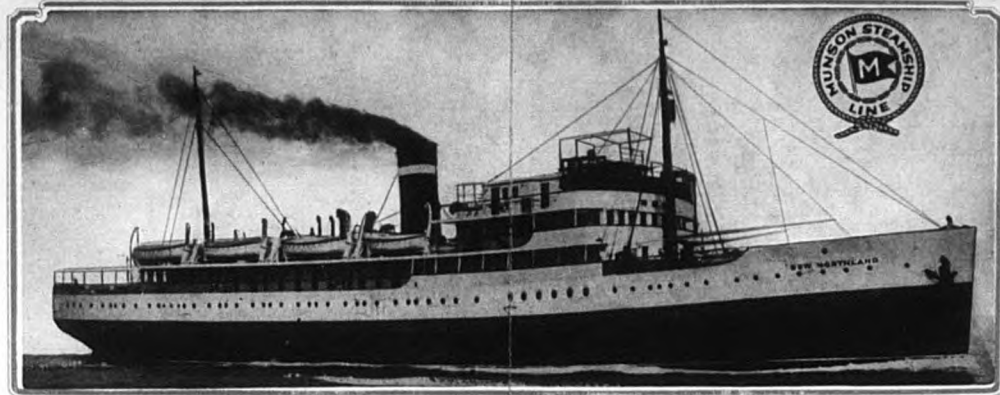
### BAGGAGE

FIRST-CLASS adult passengers are entitled to 20 cubic feet allowance for baggage; half-fare passengers—10 cubic feet.

SECOND-CLASS adult baggage allowance 15 cubic feet; half-fare passengers—10 cubic feet.

A charge of 25c per cubic foot is assessed for baggage in excess of indicated amounts allowed each passenger.

BAGGAGE INSURANCE: Passengers are advised to insure all baggage. Policies are procurable at current rates at the offices of the Line or at the Pier on sailing day. In accordance with ticket contract terms the liability of the Line is limited to \$100 per full first class ticket in the event of loss or damage to baggage.

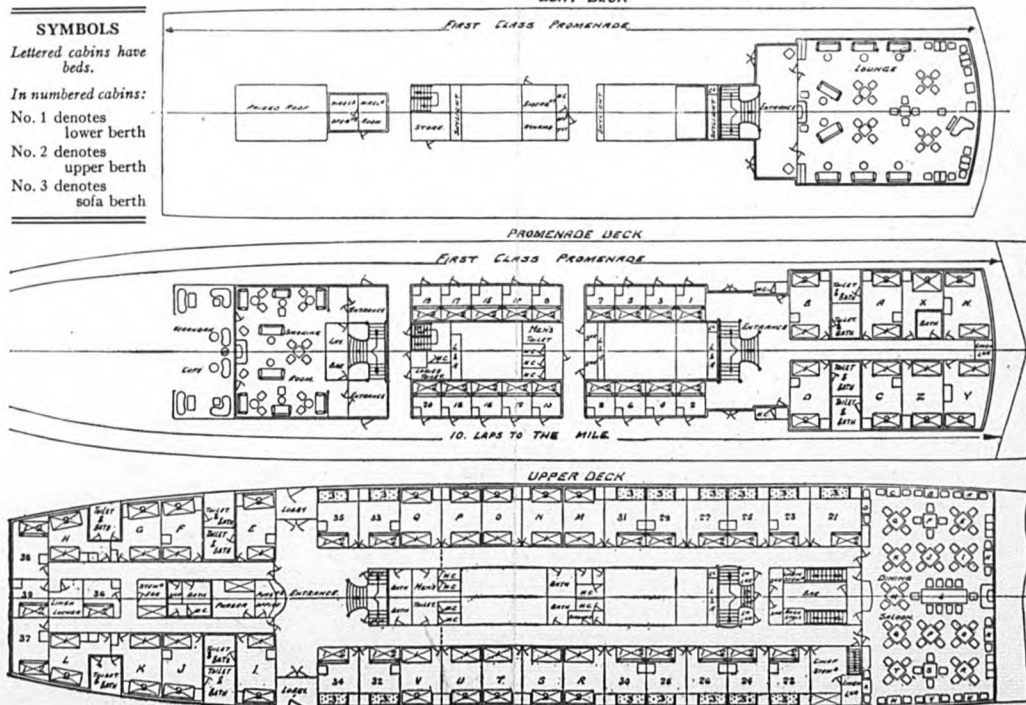


5,400 Tons

S. S. NEW NORTHLAND

Length 300 ft.

## Plan of Accommodations



## MUNSON STEAMSHIP LINES

General Offices: 67 Wall Street, New York

Miami Office: Columbus Hotel Bldg.

Nassau Agents, R. H. Curry & Co.

# NEW YORK to SOUTH AMERICA

Sailings from New York every alternate Saturday for Rio de Janeiro, Santos, Montevideo and Buenos Aires.

The sister ships AMERICAN LEGION, WESTERN WORLD, SOUTHERN CROSS and PAN AMERICA, of 21,000 tons displacement, operating in this service are magnificent vessels especially designed for tropical travel. Every cabin is situated with an outside exposure, all equipped with electric fans. Windows and ports are exceptionally large. Broad decks for promenading, outdoor swimming pool, verandah cafe, and sports deck, combined with unsurpassed cuisine assure one of a voyage of incomparable delight.

## HAVANA — NEW ORLEANS

This service provides sailings from Havana on Tuesdays, with return from New Orleans on Saturdays, and is maintained by the fast, modern S. S. MUNAMAR (7500 tons). All cabins are outside and amidships.

## PROGRESSO, YUCATAN FROM NEW ORLEANS

The commodious and comfortably appointed vessel S. S. Munplace sails every ten days from New Orleans. One way rates of passage in outside cabins \$50—round trip \$90. All-expense tours including hotels and sight-seeing in and about Merida, Progreso and Chichen-Itza are now available at a minimum rate of \$145 per person.

## GENERAL INFORMATION—NASSAU SERVICES NO PASSPORTS REQUIRED

PASSENGERS arriving by automobile will be met at our Piers in Miami by representatives of fireproof garages, who will take delivery of their cars at the Pier, and return same to the Pier on arrival of passengers from Nassau at a fixed charge of 60c per day storage.

EXCLUSIVE OCCUPANCY: The charge for exclusive occupancy for one person of any first class stateroom will be two first class fares.

REGULATIONS: Children under twelve years, half rates; one child under three years, free; each additional child under three years, one-half fare. Servants pay full rates.

REVENUE STAMP TAX: Levied by the United States Government on each passage ticket, one-way or round-trip, sold in the United States for passage therefrom to a foreign port. Tickets costing \$10.00 to \$30.00, inclusive, \$1.50 tax; costing more than \$30.00 and not over \$50.00, \$3.00; costing over \$50.00, tax of \$5.00.

RATES OF PASSAGE as quoted and schedule of sailings as indicated in this folder are for the purpose of information and are subject to change and cancellation without notice.

ALIEN HEAD TAX. The United States Government imposes a tax of \$8.00 per capita on every alien entering the United States certain classes exempted. This head tax will be collected from each and every alien passenger over 16 years of age by the Line's agents or purser.

ALIENS departing from Miami for a foreign port are required to secure sailing permits from the U. S. Collector of Internal Revenue, located in the Courthouse, Miami, Florida.

## MUNSON STEAMSHIP LINES

General Offices: 67 Wall Street, New York

Miami Office: Columbus Hotel Bldg.

Nassau Agents, R. H. Curry & Co.

AFTER FIVE DAYS RETURN TO  
MUNSON STEAMSHIP LINES  
COLUMBUS HOTEL BUILDING  
BISCAYNE BLVD. & N. E. FIRST ST.  
MIAMI, FLORIDA

Carl G. Fisher

P. O. Box, 837

Miami Beach Fla.

U. S. POSTAGE  
1c Paid  
MIAMI, FLA.  
PERMIT No. 14

SEC. 435 1-2 P. L. & R.

Havana 55

May 25th, 1920.

Mr. Harold Talbott, Jr.,  
Dayton-Wright Airplane Company,  
Dayton, Ohio.

Dear Hal :

Old Jess Andrew, the 'billard drinker', was down here Sunday, and we led our ponies over to Bob Hassler's field, about eight miles, and played a little scrub polo. I even went out yesterday and practiced hard - and I'm going to do the same thing right along. Tell Bob Bullock that the new pony he got for me is a beauty - in fact the best one I have, and I am finally going to try and have about five or six good ones like him.

I am certainly delighted to know that you are coming in on the Steamship Company. We may have just a little trouble in the start, in getting these steamships going right, but I am satisfied that before we finish they are going to be one of the biggest things in the United States. We have people down there by the thousands with money and no place to go - and there is no reason why a high grade, bang-up steamship shouldn't be loaded to the decks every trip. It will be one of the interesting things to help people get acquainted with that part of the country, and will help Miami and Miami Beach wonderfully.

Be sure and speak to your Father about 1000 pheasants - if he can let me have that many. Of course I will take any number he can let me have, and if it isn't convenient for him to sell them to me, I would like to have your advice as to where I should buy them.

I may be a little bit selfish in wishing that you would get more interested in the Steamship Company than in the General Motors - but I really believe that the opportunities for a Steamship between Miami and Havana, Miami and Nassau, and Miami and Jacksonville or Baltimore, offer a field of operation that will equal any automobile interests.

However, whatever you do, don't tie yourself up so that you can't come down and play polo and spend part of your time in outdoor exercise. As I look back on my work during the past ten years, I think I made quite a mistake in having too much business, too many railroad rides, too many quick lunches, meetings, heavy cigar smoke, etc, and not enough fresh air, polo and swimming.

I want to see you the day after the Race if you are going to stay over. I want to talk to you particularly about our lay-out at the Speedway.

Yours very truly,

06



55  
Cresby

June 2nd, 1920.

Mr. J. J. Cole,  
Cole Motor Car Company,  
Indianapolis, Indiana.

Dear Joe :

I am enclosing you a prospectus of an American Steamship Company which proposes to operate boats between Miami and Havana, and Miami and Nassau. It has been known for years that this service would be very profitable as soon as Miami had a harbor completed. The harbor will be in such shape that it can be used this Winter.

I have subscribed \$60,000.00 to the purchase fund of this first boat and am spending \$150,000.00 to prepare a dock and slip for this and other boats at Miami - and I feel that this is about all the cash that I can put into the enterprise at this time. The entire subscription was taken up, but for some unknown reason the Cubans, who had subscribed \$200,000.00, fell down on this amount, and we are about \$150,000.00 shy. I would like very much to have you consider taking \$50,000 or \$100,000.00 worth of this stock - or if you want \$150,000.00 worth of it, we can let you have it, which is all the stock available.

The earnings of this line, as you will note by the prospectus, are unusual, and I am satisfied that this is only the beginning of a series of these boats that will operate from Miami into the West Indies, and that this business is going to be very profitable.

Kindly drop me a note, and if you are interested in further particulars, will arrange to talk it over with you at any time, but whatever is done must be done this month. For it will be necessary for this Company to make a lease on this boat during the Summer months to an eastern operating company, and we want our plans completed well in advance of the operating season at Miami.

The boat in itself is a very good purchase ; it can be sold at the present time for considerably more than it cost. It has just been thoroughly refinished at an expense of \$350,000.00. The Government spent about \$450,000.00 for the boat after they had paid a very fair price for the hull, and they resold this boat to Mr. Cresby and Mr. Osborne, the purchasers, for \$200,000.00. This is an unusually low price on the hull and machinery. The Government, however, when they secured the boat as a passenger boat, transformed it into a Transport, and it was necessary for Mr. Cresby and Mr. Osborne to retransform it into a passenger boat, which, as I say, cost between \$350,000 and \$400,000.00. The boat is now entirely like new, from top to bottom, and will be operated by

Mr. J. J. Cole. #2. June 2nd, 1920.

Mr. Crosby, as President of our Company, who has been operating boats out of Chicago for the past 65 years - the Crosby Transportation Company boats and others.

The same boat, before it was sold to the Government, made from 12 to 15% profit, carrying passengers between Detroit and Buffalo for \$6.50 per passenger, a distance of 235 miles. We know that the boat can operate to more than half capacity at least, between Miami and Havana which is a distance of 250 miles, at \$25 per passenger.

Yours very truly,

GGP:R

October, 12th, 1920.

SS  
conf.

Mr. L. A. Young,  
Detroit, Michigan.

Dear Mr. Young:-

I am sending you herewith perspective of the Havana-American Steamship Corporation. We are going to sell about \$75,000 worth more stock in this country. Everybody in this company is in on the same basis. I have, with my associates, about \$165,000 worth of stock and we are investing \$125,000 in a dock for the steamship to land.

If you want about \$10,000 worth of this stock I believe it will be a good investment and you will feel like you have an interest in the steamship that drops into dock every other day and I really believe that eventually this company is going to show very large earnings. We are after another big vessel now and if it is secured we will sell another \$50,000 or \$75,000 worth of stock to pay for it.

Don't go into the thing unless you feel that it is a good investment.

Yours,

GCP:EM

# HAVANA-AMERICAN STEAMSHIP CORPORATION

GENERAL OFFICES

OPERATING BETWEEN  
MIAMI, FLA., AND HAVANA, CUBA

MIAMI BEACH, FLA.

54 West Water Street,  
Milwaukee, Wisconsin,  
June 23, 1921.

Mr. H. E. Talbott, Jr.,  
Dayton Securities Company,  
Dayton, Ohio.

Dear Mr. Talbott:

Under date of June 15th I sent you our note #39 which will be a renewal of our note #27 due on July 1st, \$12,500.00, in favor of Osborn & Company.

Osborn & Company are very anxious to have this note with all former endorsements in hand before the 1st proximo, and, as it will be necessary to forward this note to Mr. Fisher and then to Mr. F.H. Osborn in New York in the few days remaining, I would be pleased if you would give this matter your early attention and return the note by first mail, if possible. It may be more expeditious if you would forward the note direct to Mr. Fisher for his endorsement, in which event I would thank you to advise me.

Very truly yours,

*C. A. Keidel*

Treasurer.

CAK-S

HAVANA-AMERICAN STEAMSHIP CORPORATION  
BOND

Automobile Men

DAYTON WRIGHT COMPANY  
DAYTON, OHIO  
U. S. A.

DIRECTORS  
H. E. TALBOTT, JR.  
C. F. KETTERING  
A. P. SLOAN, JR.  
K. W. ZIMMERSCHIED  
G. M. WILLIAMS

OFFICE OF PRESIDENT

June 25th, 1921.

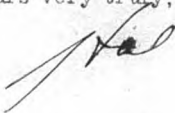
Mr. Carl G. Fisher,  
Indianapolis,  
Ind.

Dear Carl:-

I enclose herewith Note of the  
Havana-American Steamship Corporation to Osborn  
& Company for \$12,500.00. This is a renewal to  
take up their note due July 3rd.

I have endorsed this note for this  
renewal, and am writing that it is done with the  
understanding that Osborn will endorse it. Will  
you kindly endorse it and forward to Keidel in  
Milwaukee.

Yours very truly,



HET-JR/IH

Send to Keidel

Havana SS.

July  
1st  
1921

Mr. Harold E. Talbott,  
c/o Dayton-Wright Airplane Co.,  
Dayton, Ohio.

Dear Hal:

I am having Humpage draw up a deed for an Ocean front lot for you and we are charging this on our books to Commission and Expense. This lot has a market value now of \$15,000.00 and it will be better in another year or two.

I appreciate very much the work you did down East and I want you to accept this lot without saying anything more about it.

I received a letter from Keidel today saying that the Miami Bank and Trust Co. had refused to renew the \$15,000 note and that the Bank of Bay Biscayne had refused to renew \$25,000 note, which is not a whole lot more than I expected. Keidel wired me asking me what I wanted to do about the matter and I wrote him back that there wasn't anything to do except endorse the notes and get together and pay them. - I think the quicker they turn the steamship over to the bond holders, the better off we will all be.

There is a chance that the steamship might pay out if we go into business about January 1st, having it handled by a first class outfit, but it looks rather hopeless with all of the expense that has piled up on it, and right now, with the Government as competitors it doesn't look possible to sell the boat at any price.

Yours,

CGF:EM

HAVANA-AMERICAN STEAMSHIP CORPORATION

GENERAL OFFICES

OPERATING BETWEEN  
MIAMI, FLA., AND HAVANA, CUBA

MIAMI BEACH, FLA.

54 West Water Street,  
Milwaukee, Wisconsin,  
September 13, 1921.

Mr. H. E. Talbott, Jr.,  
Dayton Securities Company,  
Dayton, Ohio.

Dear Sir:

Referring to recent correspondence relative notes of Osborn & Company, \$12,500, and the Southern Bank & Trust Company, Miami, Fla., \$10,000, due October 1st and September 30th, respectively.

I have just received a letter from Osborn & Company saying that they could renew this note for another period of four months provided \$2,500 is paid in reduction of the present note.

I am enclosing two renewal notes for \$10,000 each and would be pleased if you would endorse both notes and forward to Mr. Fisher for his endorsement. I am sending Mr. Fisher a copy of this letter and am also writing him requesting that he return the notes to me after they have been endorsed by him.

In order to pay the accrued interest, payment on the principal of Osborn & Company note, stamps on renewal note, I will require \$3,131.64. This amount prorated among the four endorsers would require the payment by each of \$782.91 for which I would be pleased to receive your check to cover.

Very truly yours,

✓ CC To Mr. C. G. Fisher,  
434 No. Capital Ave.  
Indianapolis, Ind.

Treasurer.

CC To Mr. F.R. Humpage,  
Alton Beach Realty Co.  
Miami Beach, Fla.

BOND

Havana 55

November 22nd, 1921.

Mr. Harold Talbott,  
c/o Dayton Securities Company,  
Dayton - Ohio.

Dear Hal :

I have been going over the Steamship situation here with John Levi and Humpage - and personally, I am thoroughly satisfied that we are in a mess, and the quicker we get out of it, the better for all of us and the more money we will save.

There is just no use on figuring on Crosby and his organization to handle this job. They have absolutely no idea of expense and they seem to feel that the rest of us are going to eventually put this money up or probably buy them out. I don't know just what they are figuring on - but the conditions are such that I couldn't explain them to you in a dozen pages of typewritten letters.

They owe quite a bill in Havana and it is almost a dead certainty that the boat will be attached on its first run to Havana, and it certainly would be a harder thing to straighten up after the boat starts running, with the addition of a crew to pay, etc. than to let the boat lay idle and get it off our hands now. Twenty-five thousand dollars is not going to see the boat straightened out - than who is going to put up the balance? The boat will be broke from the minute it commences to operate - and it is almost an assured fact that some of the debtors here in town, in order to get their money, will feel that if they put an attachment on the boat that it will be paid rather than to delay them.

I am dead sure that I don't want to put in another five thousand dollars only to have our troubles multiplied. Putting in more money will multiply these troubles and put them all on a peak without straightening us out at all - and we are short enough now without seeing these additional funds go. Now if Crosby can see any way out to handle the boat and take it, the best thing we can do is to let him take it - and if he can't, the best thing is to let the boat go thru whatever course it will have to go thru to wind it up. There probably wouldn't be nearly as much notoriety and trouble in the boat going thru bankruptcy now as there will be if we advance the additional funds and just get the boat started and then have it tied up.

Aside from all this, we feel that we would be willing to lose another five thousand to see the boat running this coming season - but I am satisfied that Crosby and his outfit would continue to get us in deeper and deeper - and I am off of him : And I think you had better get off of him as quickly as you can.

CGF:R

Yours very truly,



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  
C479J 64 NL

DAYTON OHIO 30

CARL G FISHER

511

ALTON BEACH REALTY CO MIAMIBEACH FLO

I AM INCLINED TO AGREE WITH YOU LETTER NOVEMBER TWENTY SECOND  
REFERENCE HAVANA AMERICAN FEEL IT ADVISABLE TO SEE NEWYORK BANK WHO  
HOLD MORTGAGE AND THEIR REPRESENTATIVE FRASIER ANY ACTION TAKEN  
SHOULD BE TAKEN BY THEM WILL WIRE YOU FULLY AFTER CONFERENCE THERE  
WROTE YOU REFERENCE PROPOSAL TO FRED POST WOULD LIKE YOUR THOUGHT ON  
THIS MATTER BY END OF THIS WEEK BEST WISHES

H E TALBOTT JR.

*Beach 33*  
*for attn*  
*9:00 a*  
*mail*

NOV 30 PM 9 09

*Havana*

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

*Havana SP*

C55J 37 NL

AZ NEWYORK NY 2

1921 DEC 3 AM 6 26

CARL G FISHER

*534*

MIAMIBEACH FLO

HAVE HAD INTERVIEW WITH AMERICAN EXCHANGE BANK THEY ARE SENDING CAPT FRASSER DOWN TO ARRIVE THERE WEDNESDAY WITH LETTER TO YOU STOP AFTER INTERVIEW WITH HIM REFERENCE HAVANA AMERICAN AM WITH YOU ON ANY DECISION YOU MAKE

H E TALBOTT JR.

Tele. No. *33*  
 To *Mr. Talbott*  
 Time *7:55*  
 By *me* to be *mail*

## CLASS OF SERVICE DESIRED

Telegram	
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

New York City, 12/20/21

Carl G. Fisher,  
Miami Beach, Fla.

*Hawana 55*

Bank has been delaying decision reference receivership until principal creditors here have been seen stop Representative seeing Boston creditor tomcorrow morning and we should know by noon whether receiver will be appointed or trust fund provided stop Bank has agreed to put fifteen thousand in trust fund which makes total of forty thousand which should be sufficient for operation stop Give this information to Fraser and Keidel Address Yale Club until Wednesday evening.

H. E. Talbott, Jr.



*Clyde Steamship Company*

*Pier 36 North River*

*New York,*

Nov. 15, 1923

*H. H. Raymond*  
PRES. & GEN. MGR.

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

Dear Mr. Fisher:-

I enclose copy of letter I am writing today to Mr. A. A. Schantz, President and General Manager, Detroit & Cleveland Navigation Company, regarding steamship service between Miami Beach and New York, in reply to one received from Mr. Schantz.

Very truly yours,

r/s

*Clyde Steamship Company*

*Box 36 North River*

*New York*

Nov. 15, 1923

*Raymond*  
PRES. & GEN. MGR.

Mr. A. A. Schantz, P&GM,  
Detroit & Cleveland Nav. Co.,  
Detroit, Mich.

My dear Mr. Schantz:-

I have yours of the 12th inst., enclosing letter  
from Mr. Carl G. Fisher, which is returned herewith.

I know that Mr. Fisher wants a steamship service be-  
tween Miami Beach and New York and the Clyde Company is the logical one  
to give it to him for we operate a line between New York and Jacksonville  
with four sailings a week, and also have a freight service between Jack-  
sonville and Miami. We are now endeavoring to arrange for a high class  
passenger service between Jacksonville and Miami for this winter.

This is the best we can do until the two ships under  
construction come out, which will release two from the New York-Jackson-  
ville service to be assigned to the New York-Miami route. The two steamers  
we are building will be too large for the Port of Miami and will be employ-  
ed between New York and Jacksonville. We are watching the situation close-  
ly, endeavoring to take care of it, but at this time I do not know of any  
available vessels for the service.

As I know Mr. Fisher very well I am taking the liberty  
of sending him a copy of this letter so that he may be informed of our in-  
tentions.

Hoping to see you in Miami this winter, I am,

Very truly yours,

(SIGNED) H. H. RAYMOND

r/s

5



# Clyde Steamship Company

Pier 36 North River

New York,

Oct. 23, 1924

L. L. Raymond  
PRES. & GEN. MGR.

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

My dear Mr. Fisher:-

On the occasion of the arrival of the S/S "Apache" in Miami, our first direct steamer from New York, I am planning to entertain at dinner on the steamer on November 24th some friends from the Miami Beach Chamber of Commerce, Miami Chamber of Commerce, The Rotary Club, city officials, etc., and hope you will honor us with your presence.

I will appreciate it very much if you will suggest the names of a few friends to whom you would like invitations sent. The steamer's facilities necessarily being limited we will have to restrict the number of guests to seventy-five or eighty, but it is our purpose to have a general reception on board the "Apache" on Tuesday, November 25th.

With cordial regards, I am,

Sincerely yours,

Vincent  
Pumpo.  
r/s

RECEIVED  
Carl G. Fisher Properties  
OCT 27 1924  
Referred to \_\_\_\_\_  
Ans. \_\_\_\_\_

Nov. 4th, 1924.

My dear Mr. Raymond;

I will be very glad to be with you on November 24th, if I am in Miami at that time and can do so.

I am glad to see your boats running direct. Am sorry that you didn't put them on earlier. We will have probably over two hundred and fifty men of our own going down before your first boat leaves.

Yours sincerely,

Mr. H. H. Raymond,  
Clyde Steamship Co.  
Pier 36 North River  
New York City



# Clyde Steamship Company

Pier 36 North River

New York,

Feb. 3, 1925

H. H. Raymond  
PRES. & GEN. MGR.

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

Dear Mr. Fisher:-

With reference to your letter of December 3rd, regarding steamer reservations, and my reply of December 9th wherein I intimated that we might possibly change the ships in our Miami service.

As you are probably aware, we have now substituted the new steamer "George Washington" for the "Apache" and "Arapahoe", which steamer is scheduled to sail from Miami at daylight every Sunday morning.

We have reserved for your party on this steamer three parlor rooms, with baths, on March 29th, April 5th and April 12th. Without any disposition to hurry you in your decision it would be appreciated if you will advise me as early as possible which date you will select, so that we may release the accommodations not desired.

I was in Miami, for two days only, about two weeks ago, but did not have the pleasure of seeing you. Expect to be back there the latter part of the month when I hope you will be there and that I may see you.

With cordial regards, I am,

Sincerely yours,

H. H. Raymond

r/s



February 10th, 1925.

My dear Mr. Raymond:

Yours of the 5rd. I will definitely set  
date now for trip North on boat April 12th.

Best wishes,

sincerely,

Mr. H. H. Raymond,  
Clyde Steamship Co.  
New York City.



# PACIFIC STEAMSHIP COMPANY

H.F. ALEXANDER,  
PRESIDENT

Seattle, Aug. 18, 1925.

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

Dear Mr. Fisher:

Many thanks for your letter of the 12th, instant, and I am very glad to note the big business at Miami, and we feel fully confident of the results of our operations.

I think the arrangement we made with you should work out very satisfactorily for all concerned and I know that you will be very much pleased with the service we will give on the New York-Miami route. We want to feel our way and go ahead gradually, but we have other ships and, if necessary, we can increase our service.

I will be in New York in early October and shall hope to see you. I expect to make the first trip to Miami on the H.F. Alexander and will stay in New York and Miami most of the winter as I want to see that the ship is properly handled.

With kind regard,

Sincerely yours,

HFA

*H.F. Alexander*

August 24th, 1925.

Mr. H. P. Alexander,  
Pacific Steamship Co.,  
Seattle, Washington.

Dear Mr. Alexander:

I would like to go to Miami on  
one of your first trips about Nov. 1st., and would  
like to reserve three of your best staterooms with  
bath.

I don't know how the Railroad and  
Steamship lines are going to handle people this winter.  
At present they are practically to capacity.

Very truly yours,

CGP:PB

Steamships

August 24th, 1925.

Mr. Dudley Clark,  
212 W. E. First St.,  
Miami, Florida.

My dear Mr. Clark:

I have yours of the 17th, I doubt if this letter will reach you before you return to Boston. I would be glad indeed if you would build some place near my new home. We have only two or three lots left in that neighborhood, but of course others can be secured through a resale.

We can arrange to dock four or five Steam Ships south of the Government Out. Believe they would do good business this winter. It would be necessary to maintain a small Ferry back and forth to these Steam Ships.

Would be very glad to talk the matter over with you at any time.

Yours,

CCF:FB

MEMBERS OF THE  
NEW YORK & BOSTON  
STOCK EXCHANGES

TELEPHONES  
MAIN 40-81-82-83  
CONGRESS 8910

H. C. WAINWRIGHT & CO.

60 STATE STREET

BOSTON

ROBERT WAINWRIGHT  
J. DUDLEY CLARK  
WILLIAM G. FARRELL  
FRANK SEABURY  
WILLIAM H. SEABURY  
GEORGE W. VAILLANT

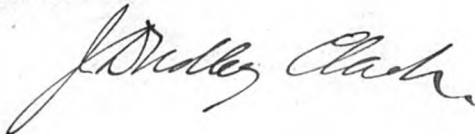
C.G.F.....No. 2.

and also I would like to see what lot you can sell me  
that you think would be suitable.

It is my hope to bring my four boys to  
Miami for the polo season later on. They are a darned  
sight better polo players than I am. I often recall  
the pleasant time you gave me at Miami last Spring, and  
am looking forward to playing again there.

With kind personal regards,

Sincerely yours,



JDC/ELF

BOSTON August 17, 1925.

Carl G. Fisher, Esq.,  
Port Washington L.I.  
New York.

Dear Mr. Fisher:

I was at Miami recently and called to see you at your office, but found you were away.

I am thinking very seriously of building at the Beach, and naturally would like to be near you. I have asked one of your men to write me, but have had no reply from him. I am leaving today for Miami again, and shall be at 212 North East First St., for the next week or ten days. Upon my return, if convenient, I should like to stop off at Port Washington and have a little talk with you. One of my polo playing sons is coming to Miami and will probably stop off at Port Washington with me.

Confidentially, I understand there is a prospect of the Eastern Steamship boats- the New York and the Boston-being taken to Miami for the Winter and docked there, to accommodate the crowds expected. I am very close to the Eastern Steamship crowd, and I believe if some arrangement could be made to dock them near the Beach, it would be a wonderful thing for them, and also for the Beach. This is one of the matters I would like to discuss with you,

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



# TELEGRAM

CHECK

TIME FILED

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

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

Aug. 21st, 1925 19

To J. Dudley Clark

Street and No. (or Telephone Number) 212 N.E. First St.

Place Miami, Fla.

Will be glad to see you and your son in Port Washington

when you return from Miami

Carl G. Fisher

SENDER'S ADDRESS  
FOR REFERENCE

SENDER'S TELE-  
PHONE NUMBER



# PACIFIC STEAMSHIP COMPANY

H. F. ALEXANDER,  
PRESIDENT

Seattle, August 29, 1926

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

Dear Mr. Fisher:-

I am very glad to know that you intend making a trip to Miami aboard the H. F. Alexander. The first sailing close to the date you have specified is to leave New York on November 2nd, Monday at 11 A. M. I have instructed Mr. E. G. McMicken, our Passenger Traffic Manager, to take the matter up at once with our District Passenger Agent, Mr. J. T. Danaher, 604 Fifth Avenue, New York and he will communicate with you direct, giving you the number of the staterooms which have been assigned.

I have also requested Mr. McMicken to see that you are furnished with some of the literature we are distributing regarding the New York-Miami service, which I think will be of interest to you.

I am more confident than ever that the Steamship H. F. Alexander will do big business between New York and Miami this coming winter and that our friends on the East Coast will be more than glad that we have helped them out.

With kind regards.

Sincerely yours,

*H. F. Alexander*

HFA



MESSAGE NI.

NIGHT LETTER: NL

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.

# TELEGRAM

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

WIS. symbol

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

Received at

42N M 283 BLUE

SEATTLE WN 1056A SEP 14 1925

CARL G FISHER

PORTWASHINGTON LI NY

OUR COMPANY REFINANCED FIRST OF YEAR WITH AUTHORIZED ISSUE OF FIFTEEN MILLION BONDS WITH FIVE MILLION ISSUED PRESENT TIME AND AN ISSUE OF FIVE MILLION SEVEN PERCENT CUMULATIVE PREFERRED STOCK PARTICIPATING UP TO TEN PERCENT WITH COMMON AND TWO AND QUARTER MILLION OF THIS WAS UNDERWRITTEN AND MILLION AND HALF OF IT SOLD THIS COAST STOP THIS LEAVES ABOUT THREE QUARTERS

SEP 14 1925

61.

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

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

Received at

42- 2ND

OF MILLION THAT WE ARE DESIROUS OF SELLING TO CLEAN UP OUR  
 UNDERWRITING STOP THE STOCK WAS SOLD TO PUBLIC AT NINETY  
 TWO FIFTY WHICH GIVES NET RETURN OF SEVEN POINT FIFTY SEVEN  
 STOP BROKERS PAID COMPANY EIGHTY SEVEN STOP THE STOCK HAS  
 BEEN WELL SOLD HERE AND WE ARE SELLING A LITTLE FROM TIME  
 TO TIME NOW STOP IT OCCURS TO ME THAT IF WE HAD SOME LIVE  
 BROKERS IN MIAMI WITH THE ADVENT OF THE H F ALEXANDER ON THAT  
 ROUTE WE SHOULD BE ABLE TO SELL A CONSIDERABLE BUNCH OF THIS  
 STOCK THERE MAKING STOCKHOLDERS OF A LOT OF PEOPLE WHO WOULD  
 BE FRIENDLY TO THE COMPANY AND AT SAME TIME DISPOSE OF BALANCE

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.

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

Received at

42-3RD

SEP 14 1925

100 MAR. ST. PORT WASHINGTON N.Y.

OUR STOCK STOP I WOULD LIKE YOUR VIEWS THIS MATTER AND IF YOU  
THINK IT WOULD WARRANT OUR PUTTING ON SOME GOOD LIVE SALESMEN  
IN THAT TERRITORY TO SELL THIS STOCK STOP FOR YOUR INFORMATION  
THE H F ALEXANDER FOR HER FIRST SAILING FROM NEWYORK OCTOBER  
TWENTY SECOND IS PRACTICALLY ONE THIRD SOLD OUT AT PRESENT TIME  
AND WE HAVE JUST OPENED OUR NEWYORK OFFICE SO IT LOOKS LIKE WE  
WILL HAVE FULL SHIP ON FIRST SAILING WHICH TO MY MIND MEANS  
CAPACITY LOADS STOP ALSO HAVE SEVERAL HUNDRED RESERVATIONS FOR  
FUTURE SAILINGS STOP WILL APPRECIATE TELEGRAM AS AM LEAVING  
TUESDAY AFTERNOON FOR SANFRANCISCO REGARDS

H F ALEXANDER

455PM

X / comp - hint. 2 y ✓

MIAMI 210 OCT 28 1944  
42-271

CARL D FISHER

PORTSMOUTH NH

THANKS FOR WIRE WILL BE ILL

BILMORE ONE PM 2 1/2

IF MORE CONVENIENT BEST

CLASS OF SERVICE	
TELEGRAM	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	X

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

NO.	CASH OR CHG
CHECK 212 NL	
TIME FILED	

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

SEPT 14TH 1925

17 N  
Ed & BS

H F ALEXANDER

PACIFIC STEAMSHIP COMPANY SEATTLE WN

ONLY REASON WHY YOUR STOCK MIGHT NOT SELL AT MIAMI IS THAT EXCITED BUYING HAS RAISED THE PRICE AND PROFITS UP TO ENORMOUS FIGURES ON SMALL INVESTMENTS. THE PEAK HAS BEEN REACHED AND NOW IS STANDING STILL STOP 7½ OR 8 PERCENT STOCKS ARE NOT CONSIDERED AT ALL AT MIAMI STOP PUBLIC PRIDE IN PARTICIPATION ON SHIP LIKE ALEXANDRIA WOULD PROBABLY SELL BALANCE YOUR STOCK AFTER FIRST OR SECOND ARRIVAL STOP OUR COMPANIES WILL SUBSCRIBE TWENTY FIVE THOUSAND DOLLARS TO HELP GIVE CONFIDENCE AND ASSIST YOU WITH YOUR PLANS STOP THINK IT ADVISABLE THAT YOU EXERT EVERY EFFORT TO MAKE FIRST ROUND TRIP RECORD BREAKING AND IF POSSIBLE BEAT TRAIN TIME AND PUT ON UNUSUAL ENTERTAINMENTS THEN AFTER FIRST TRIP ADOPT REGULAR SCHEDULE STOP IF YOU CAN HANDLE BY FREIGHT MEATS AND COMMERCIAL SUPPLIES IN QUANTITIES YOU CAN SELECT YOUR OWN CUSTOMERS FOR STOCKHOLDERS STOP SITUATION NOW SHORTAGE OF LABOR AND BUILDING ACCOMMODATIONS VERY SEVERE NO HOUSING ACCOMMODATIONS MIAMI BEACH OR MIAMI NOW STOP WE ARE BUILDING TWO NEW HOTELS FOR EMPLOYEES STOP WE HAVE LOANED YOUR STEVEDORES VACANT LAND FOR LIVING QUARTERS STOP WE ARE BUILDING FIFTY SMALL TEMPORARY HOUSES AND PUTTING UP ONE HUNDRED TENTS ON PENINSULA TERMINAL PROPERTY FOR LABOR. STOP WILL COOPERATE TO LIMIT BEST REGARDS

CARL G FISHER

Chas. G. Fisher

CLASS OF SERVICE DESIRED	
TELEGRAM	
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

NO.	CASH OR CHG
CHECK	
TIME FILED	

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

November 5, 1925.

Mr. H. F. Alexander,  
C/o The Admiral Line,  
32 Broadway,  
New York City.

We had marvelous trip down on wonderful boat. Just now we have some bad weather which is causing you serious delay. I would recommend that you have the advice and cooperation of Captain Charles Thompson of Miami and Captain R P Clark of Miami which will be given gratis. Mr. Clark particularly has had large experience in lightering also worlds of experience in tug boats steamship lines dredges etc. Your men here have not prepared sufficiently for emergency This should be done immediately and can be done without great expense. There is great confusion in handling baggage which should be remedied at once. The boat has a great name and can operate to great advantage here twelve months in the year. These same weather conditions may happen several times a year and preparations should be made to meet these conditions immediately. I dont think your present ferry is best suited for the service on account of poor steerage We will cooperate to the limit

PAID:  
CH. PEN. TERMINAL CO.  
W. U. STRAIGHT.

Carl G. Fisher

55

December 16, 1926

Mr. George La Boutilier  
V. P. Pennsylvania Railroad  
New York City, N. Y.

My dear Mr. La Boutilier:

I have just completed arrangements with Mr. D. A. Clarke of the Clarke Steamship Company to operate a new English Steamship under English registry between Miami Beach, Palm Beach, Nassau and Cuba on a weekly cruise. I believe this steamship is going to be successful. The boat is new with fine appointments and I think the management is thorough.

It is possible they could operate a boat to Montauk from Quebec during the summer season. I have asked Mr. Clarke to stop in and see you when he is in New York if this thought might be of interest to him and to yourself.

Merry Christmas and a Happy New Year.

Yours,

CGF:JD

Steamship Lines

December 23, 1926

Mr. E. N. Belcher  
Belcher Asphalt Paving Co.  
Miami, Florida

Dear Mr. Belcher:

Replying to yours of the 22nd, will you please take up with Clarke Steamship Company of Quebec, Canada, your facilities to furnish them with oil? They will arrive here on their first trip on January 7th. They expect to operate weekly cruises from the Terminal docks, between Palm Beach, Nassau, Havana and Miami Beach. If the operations are successful, they will continue same with two or three boats. I believe the plan is very good and I think it will be successful, and we want to help them all we can to establish touring pleasure boats from this harbor; in fact I believe in a short time we will have a half dozen weekly cruises with boats leaving our harbor. There is no other place in the world as attractive as various points in the Carabian Sea, and Miami Beach is the logical starting place for these cruises. We are working to the limit in trying to establish this as a base and we hope you will have your co-operation.

Very truly yours,

CGF:JD



ESTABLISHED-1915

ASPHALT-ROAD & FUEL OILS

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

MIAMI, FLA.

OFFICE & PLANT  
1217 NORTH BAY SHORE DRIVE

December 22, 1926.

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

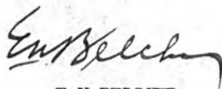
Dear Mr. Fisher:

Pursuant to my phone conversation with you of even date, relative to the fuel oil requirements of the ship which will dock at the Peninsular Terminal Island this winter, you can assure the operators of this vessel that we will be very glad to have the opportunity of taking care of their business. We will be very glad to quote them any time they desire; deliveries to be made alongside their vessel.

We trust that this is the information you desire.

Thanking you, I am

Very truly yours,



E. N. BELCHER  
PRESIDENT.

ENB:MTM

SS  
January 16th, 1927.

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

My dear Mr. Fisher:

It seems too bad that the S. S. "Orthland" is not going to dock at your Terminal. I can't for the life of understand why some person or persons told the owners or agents that they could not dock her on account of currents or tides when last year all kinds of ships were docked with not the least bit of harm done to any of them. I think that the docking facilities at the Causeway and Island are ideal. Where is there a harbor more ideal than Miami Beach? I have been around harbors all my life and have yet to find one that can dock a ship within fifteen minutes from the ocean.

I tried my best to convince the agent that no place in the country was laid out so perfect. I showed him that I docked all the Ford boats and numbers of others right there at all hours with ease. If people are going to keep up that kind of talk how can you be expected to keep up building to interest shipping to the Beach? What will they say when you complete the Long Pier that was contemplated last year? If they can find an excuse for not docking ships at the Causeway, they surely should suggest a means how they can dock them. Something is wrong somewhere.

I even showed them the advantage of Fisher's Island. Showed them the two fine ferry boats. Explained to them where the Ford steamer and the big railroad flat and the "Shinnicock" docked, and yet they agreed it was perfect, someone shifted their minds. The same thing happened last year a few time and I caught the big stiff that put the knock in and I put him in his place. I refused to do any ships at Miami excepting the Belcher Asphalt Steamer of ten thousand drums of asphalt because I had to keep the men busy and keep those men that came down with me easy minded.

Your friendship and kindness to me is better than ships and I never could stand for ingrates. I would like to see you compel whoever changed the minds of the steamship people give you a good reason why she can't dock at the Causeway as she only draws 14 feet of water, I am told.

As ever,

Your sincere friend,

Dick Butler.

February 16, 1927.

My dear Dick:

I have had yours of the eighteenth and turned it over to Mike Glenn to look into. We have not got very far with the investigation so far. I will let you hear if anything new turns up.

Thanks for your letter, just the same.

Yours,

Mr. Dick Butler,  
next Hotel,  
Miami Beach.

CGF:T