

**Vanderbilt,  
W. K.**



ON BOARD EAGLE

Dear Mr. Fisher,

I want to

thank you for having sent  
sketch IV over to Eagle this  
morning with Charley Thompson.

We had a great day!

Fishing the reef just this  
side of Turtle Harbor and

a fine run down to  
Caesars Arch - You have  
got an ideal boat for  
these waters.

Again thanking  
you on behalf of my  
sister and myself - I  
remain -

Yours very truly  
W.K. Handwick

Feb. 4<sup>th</sup> 1921.

THE ALTON BEACH REALTY COMPANY  
OCEAN AND BAY FRONT PROPERTY

MIAMI BEACH, FLA.

May 20, 1922

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

FH-20-3-5-20-22

celeb

Mr. Carl G. Fisher,  
729 N. Capital Ave.,  
Indianapolis, Ind.

My dear Carl:

I talked with Captain Thompson on the telephone, and he mentioned having had a talk with W. K. Vanderbilt, who had expressed a desire to secure something about where our Peninsular Terminal Company's properties are located. I asked Captain Thompson to come over, so that I could see just what they had in mind.

I am enclosing herewith an official map of the City of Miami Beach, and you will note that it has been red-penciled, showing the approximate location of the dockage which Vanderbilt is interested in. That would approximately take in lots 4, 5, and 6, or Lots 5, 6, and 7, as shown on our lay-out of the Peninsular Terminal Company's properties.

Captain Thompson says that Vanderbilt would like to get hold of an area about 300 feet square. He also stated to Captain Thompson when talking with him, that he had in mind building his own dock and dredging from the Miami Canal at a point about opposite our present Causeway dock over to the proposed dock.

In my talk with Captain Thompson, I gained the impression that Vanderbilt had no set ideas as to this dredging. An arrangement might be made with him to dredge from the Government Cut along the lines which we have laid out to do our own dredging, to the point which I have indicated in red.

Captain Thompson further states that Vanderbilt intimated that he would start work right away; that he would put in a concrete wall, and do a first-class job in every way; and that he has in mind making a rather nice looking place of it, where his boats would be, and in fact making the place sort of headquarters for his boats.

FH-20-S-5-20-22

I understand from Captain Thompson that he was very enthusiastic when he left here, about his fishing trip, disliked very much to leave, and is coming back here in August. I have asked Captain Thompson to send you some of the pictures which he took while on this trip with Vanderbilt.

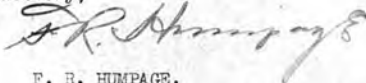
Now, it strikes me that if you take this matter up with Vanderbilt, that he would a good deal rather deal with you direct, and you can make him a proposition and probably get him interested to the point of doing the dredging or at least a good portion of it, from the Government Cut down to the point where he desires the docks to be located. It is not unlikely that if you desire to sell him either a little further East or West of the location which he has marked, that it will be just as satisfactory to him as the particular spot which he has picked out. In fact, I gain the impression that he is not set on this particular location.

For fear that you have not an extra copy of our Peninsular Terminal property lay-out, I am sending you a copy in this mail, so that you will have everything before you.

You can address Vanderbilt in care of the Grand Central Terminal, New York City. I think possibly you have his address, but in any event Captain Thompson says this is his correct address.

If Vanderbilt could be interested in this proposition, and you can make a deal with him, it certainly would be a corker from many standpoints.-- not only the added interest, but the following which he has would permit of much more quickly and satisfactorily financing the whole proposition.

Sincerely,



F. R. HUMPAGE.

*Vanderbilt*

December 3, 1927.

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

Dear Irv:

Mr. Vanderbilt left here Tuesday/. He gave us an order to build him a small cottage on his property, to put a swimming pool on the property, to put a ten foot concrete wall around the property, then fix up a dock and dredge and pump out in front of his property the material which was washed in by the hurricane; also to fix up an electric light and filling plant for the pool, which we will have completed in seven weeks. This will be some improvement on the island.

I went over with John the other day to the island and we went very thoroughly into the situation of the water, electric lights and telephone, and we finally figured out a plan as follows:

We can install large tanks in our ferry boat up to 100,000 gallons capacity if necessary, but not more than 15,000 or 20,000 would be necessary -- probably 10,000 would be plenty at this time; certainly it would be all that we need. We can fill the tanks at the slip on this side, go across and pump the water into a storage tank on the other side and then distribute it there and have a first class water supply at an expense to us of less than the interest would be on the proposed pipe across the government channel. We can undoubtedly get permission to put our telephone wire across from this side to a central post in the middle of the island opposite our plant and from there on take it over through the Fen property.

Underneath the water tank which we propose to put up, we can install a husky Delco electric light plant which will furnish lights to Belcher, all that we want, and we would also have plenty to furnish Vanderbilt with light if he does not decide to use his own plant from the boat. He will seldom be on the property without his boat tied to the head of the dock in front of his property.

Mr. Irving A. Collins,  
December 3, 1927.  
Page 2.

This will let us out for the time being with a supply of electricity, water, telephone, etc. on the island and we can probably get out of the whole job in this manner for \$10,000 or \$12,000, giving us first class water, telephone and electric light service. The water barge can be added to if necessary, as well as the electric light plant at very small cost.

Now what do you think of this plan for saving \$65,000 or \$70,000, and still get the results? Let me hear from you.

Yours,

CGF:T

W. K. VANDERBILT  
GRAND CENTRAL TERMINAL  
NEW YORK

December 27th, 1927.

Mr. Carl Fisher,  
Miami Beach,  
Florida.

Dear Mr. Fisher:-

I am in receipt of Warranty Deed for piece of  
property on Harbor Terminal Island, for which I thank you,  
and remain

Sincerely yours,

*W. K. Vanderbilt*



January 9th, 1928.

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

Dear Mr. Vanderbilt:

Mr. Fisher has received your letter of December twenty-seventh, with which you enclosed check for ten dollars.

As you had previously sent check for one dollar, the agreed price of the land at Terminal Island, Mr. Fisher directs that this check be returned to you. I enclose the check with Mr. Fisher's endorsement.

Very truly yours,

T

Secretary to Mr. Fisher.

January 13, 1928.

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

Dear Mr. Vanderbilt :

We hereby acknowledge receipt of the  
following checks:

R. G. Witters Company, Jan. 30th (Balance for swimming pool)	\$4,819.00
R. G. Witters Company, Jan. 10th (For Wall)	13,468.00
R. G. Witters Company, Jan. 10th (Swimming Pool)	5,000.00
G. O. Reed, Inc., Jan. 14th,	<u>1,500.00</u>
Total	<u>\$ 24,787.00</u>

Very truly yours,

Robert H. Tyn dall.

RHT:T

January  
18  
1928.

Mr. W. K. Vanderbilt  
Grand Central Terminal  
New York City

My dear Mr. Vanderbilt:

I want to thank you for a copy of a very beautiful book just received this morning. I know that I am going to enjoy it thoroughly.

I am sorry that I haven't an opportunity to make the same trip, and at least see all the strange things which you encountered on this trip.

Very truly yours,

CGF:JD

March 27, 1928.

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

Dear Mr. Vanderbilt:

We have on Miami Beach a thoroughly first class bank with all the facilities that go with a modern bank. The Miami Beach First National Bank is associated with the First National Bank of Miami, Mr. E. C. Romfh, the President of the First National Bank of Miami, being the chairman of the board of both banks.

In view of your interests in Miami Beach, the officers of this bank would greatly appreciate it if you would open an account here. I have no doubt that you would find it a real convenience to you to have a local account here. I am enclosing a recent statement of the bank which will indicate to you the conservative way in which the funds of this bank are handled.

I will personally appreciate it if you should feel inclined to follow this suggestion and open an account here, even if it be but a small amount for the present.

Very truly yours,

T

March 12, 1928.

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

Dear Mr. Vanderbilt:

I inspected the work on your Island property the other day, and I noticed you are spending considerable money on the place in shrubs, trees, etc. I just want to be sure that you know that the surrounding property is quite liable to be commercial. I don't see how it can be anything else except that we could and would be glad to reserve some of the property adjoining your property, possibly a quarter mile of it, for others who might want to purchase private dock landings.

I hope to see you on your return.

Very truly yours,

CGR:T

March 27, 1928.

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

Dear Mr. Vanderbilt:

Our golf courses have been very crowded this winter, and it has brought the thought to some of our prominent men that a private Golf Club should be organized. They have in view several sites adjacent to Miami Beach, with the idea of buying one of them in the very near future.

The membership will be limited and, in fact, is made up almost entirely of the men who formed the Bath Club which you saw. They are selling memberships for five thousand dollars, with the hope that the men who take the Founder Memberships will have no dues, the same as in the Bath Club.

The thought occurred to me that you would want to join such a club and the men getting it up would like very much to have you as a member. They are going to close the membership in the next two weeks, and if you will write me in that time I will be glad to tell them your wishes in the matter.

Very truly yours,

P. S.

The Bath Club is a splendid success, is making money and prospects for the future are very bright.

T This membership is transferrable and

possibly would have a very fine earning value if and when you should want to dispose of it.

CGF:T

JCA-T



429 South Virginia Street,  
Reno, Nevada.  
April 9, 1928.

Mr. Carl Fisher,  
Montalk Development Company,  
New York City.

My dear Mr. Fisher:

I have given a letter of introduction to Messrs. W. J. Simpson and G. C. Burd of the firm of Victor H. Holland & Company, 29 South LaSalle Street, Chicago. This letter will probably be presented to you shortly.

Mr. Simpson worked for me in Los Angeles in 1923-24 in the financial department of my newspaper there and I have always considered him to be a very fine man. Mr. Burd I have only met just recently and though I know little of him, I understand he stands well financially.

A number of years ago, I almost formed a connection with Mr. Wm. B. Stout of the Ford Airplane Company of Detroit, to furnish for them airfields between the north and the south, but owing to financial conditions of my newspapers, I could not undertake this venture at that time. However, in those days I mentioned my proposition to Mr. Simpson, and practically out of the blue sky he came to me the other day and told me that he was about to launch an airplane project and would like to talk it over with three or four prominent persons in the east.

I told him that financially, at the present time, it would be impossible for me to take an interest in this project nor could I allow my name to be used. This would have to stand until after I had settled certain difficulties arising out of the bankruptcy of my former newspapers where, as you probably know, I lost personally and other persons lost, a vast sum of money.

The majority of losses of others will be taken care of in the settlement of legacies which I will some day inherit, and which I am arranging for the benefit of the creditors and stockholders of my former companies. I did not call, in those harrowing days, upon any of my former directors or officers to help me and I am taking the entire blame of the failure myself, even though I still do not believe I was personally responsible; but that of course, is all water over the dam.

These gentlemen who will present a letter of introduction to you will discuss with you the formation of a new aerial transportation company from Chicago to New York and from New York and Chicago respectively, to the south. One line going down the Atlantic Seaboard, the other the Mississippi, both meeting probably in Atlanta, Georgia and New Orleans, and catering to the east and west coast of Florida, and to a line which will probably be established at a later date between Florida, the Indies, South and Central America.

I wish to repeat here that I am not financially interested at present in this Company though at a later date if it is possible for me to see my way clear to do so, and if things shape up in the right direction, I might probably take an active interest. But I would appreciate very much if you would chat with these gentlemen because I believe they have a project that is really worth while and worthy of your earnest consideration.

With very best wishes,

Yours sincerely,

CV: P

Cornelius Vanderbilt



*Celeb*

April 24, 1928.

Dear Mr. Cornelius Vanderbilt, Jr.,  
429 South Virginia Street,  
Reno, Nevada.

Dear Mr. Vanderbilt:

I have yours of the ninth.  
I would be very glad to see either Mr.  
Simpson or Mr. Burd either here at  
Miami Beach or at my office in Port  
Washington, Long Island, where I expect  
to be within the next ten days.

We are making plans here  
now to get the government interested in  
a larger airport. We have at the present  
time a splendid field for landing in  
Lake Montauk but we have no landing  
available for land machines, except at  
considerable cost in preparation of same.

Very truly yours,

CGF:T

W. K. VANDERBILT  
GRAND CENTRAL TERMINAL  
NEW YORK

April 11th, 1928.

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

Dear Mr. Fisher:-

Your letter of March 27th in reference to opening an account in the Miami Beach First National Bank has been received.

In another few months when they are a little further on with the building and I find it necessary to draw checks frequently at Miami, I shall be glad to open an account with this institution, and in the meantime, remain

Sincerely yours,

W. K. Vanderbilt



Sent copy to Mr. Wall.

W. K. VANDERBILT  
GRAND CENTRAL TERMINAL  
NEW YORK

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Sincerely yours,

*W. K. Vanderbilt*



Sent copy to Mr. Wall.

W. K. VANDERBILT  
GRAND CENTRAL TERMINAL  
NEW YORK

April 11th, 1928.

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

Dear Mr. Fisher:-

Your letter of March 27th regarding the new Golf Club you propose building on Miami Beach, has just been received.

I should be very glad to take a membership and stand ready to send my check for \$5,000 to the Secretary at the time I am called on.

Thanking the membership Committee for having thought of my name, I remain

Sincerely yours,

*W K Vanderbilt*



Copy sent to Mr. Fred Tod

April 12, 1928.

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

Dear Mr. Vanderbilt:

Thanks for your telegram of the eleventh. We are very glad to have you as a participant in our new Golf Club.

We think the building of this Club is going to be very successful, and while this investment is not probably considered as an investment at this time, I believe that in the future the original investments in memberships will show a very good sale and profit if it is necessary or desirable to dispose of them.

At the Beach here, we are all very glad to note that you take so much interest in our development and what we are trying to do.

Very truly yours,

CGP:T

W. K. VANDERBILT  
GRAND CENTRAL TERMINAL,  
NEW YORK

May 17th, 1928.

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

My dear Mr. Fisher:-

Since writing you the other day Mr. Duffy again brought up the question which he and I discussed once before in my office regarding the easement that I was to give you in connection with the additional piece of property that I was discussing the purchase of, for right-of-way through that particular parcel to allow you, as I understand it, to comply with a verbal understanding that you have had with Mr. Rand regarding a bridge across Norris Cut to Virginia Key.

Mr. Duffy tells me that from an engineering standpoint it has been suggested that this bridge be put across Norris Cut some 1,000 ft. or more to the westward, or where it would extend over to the proposed filled land of Virginia Key, as shown on the blue print. If that were done I would feel like going ahead and spending this additional money which runs up into quite a large sum, but I do not feel at this time that I care to undertake the

purchase of the new piece or the building of a house on my present property if a bridge should be thrown across Norris Cut right at my door. It would necessarily have to be raised somewhat so that from the top of the fill and the bridge motorists would be able to look right onto my grounds and the view from the house and the privacy of same would be much effected. In fact it would make it impossible for me to live there.

So far I have gone ahead with the improvements on the place, taking my chances as to whom my next door neighbor might be and I appreciate your willingness in cooperating with me as regards the suggestions that I have made in my letter to you of May 11th, 1928, and I also recognize the position in which you have been placed as far as the proposed bridge on the Norris Cut is concerned. These are negotiations that were entered into in the early stages of the development and unless the location can be transferred further to the westward as suggested I will have to consider abandoning the work that I propose doing.

Sincerely yours,

W K Lindholm

May 22, 1938.

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

Dear Mr. Vanderbilt:

I have yours of the seventeenth. I am sorry indeed that the conditions make it necessary for us to keep our agreements with the Rand Properties in reserving the right-of-way so near your property. In the event we built the bridge, it wouldn't necessarily be more than seven feet above high water, with the exception of an arch in the center which probably would be nine feet; but this would be more than a quarter mile from your property. In the event of a bridge being built, the value of your property would jump to such an extent that your investment in the house would amount to nothing.

Personally, I would very much prefer to see you build your house over on the peninsula somewhere around our Club House or our Golf Course. We have some beautiful property there and we can set you up in splendid shape for any size piece of ground you want, and almost any location.

Just consider that we will cooperate with you to the limit at any time.

Very truly yours,

CGF:T



Boats

May 21, 1928.

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

My dear Mr. Vanderbilt:

I have suggested that Mr. F.J. Brennan, part owner of the Tampa Marine Company, Tampa, Florida, who is organizing the Miami Dry Dock Company try and interest you to take a share of his stock. We have subscribed \$150,000. to this company.

The company has had success in Tampa and is thoroughly qualified to handle a dry dock at Miami. It is one of the big things we need there and can be very profitable. Owners of large boats, particularly, should be interested as a local first class dry dock will save the larger boat owners thousands of dollars each winter.

I am sending copies of this letter to Colonel Green, Colonel Thompson, and Mr. Joseph Adams, each of whom have boats of considerable size and each winter season it is necessary for them to take these boats long distances to have dry dock accommodations. Last winter it cost me \$2,500. expenses to go to Jacksonville for a dry dock, where a first class dry dock at Miami Beach would have given me the same service right at home for about \$750. to \$800.

I think an investment with this company will give first class dividends.

Very truly yours,

CCF:T

W. K. VANDERBILT  
GRAND CENTRAL TERMINAL  
NEW YORK

November 7th, 1928.

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

Dear Mr. Fisher:-

I arrived at Miami some days ago on board the ARA and made fast to dock, which has proved a great success. The work has been splendidly done and comes up to my expectations in every way. It is due entirely to the splendid cooperation that I received and the efforts of Mr. Duffy, who has done everything in his power to please and carry out Mrs. Vanderbilt's and my ideas to our entire satisfaction. He deserves a lot of credit.

As I shall in all probability not have the pleasure of seeing you ere my departure for a trip around the world, allow me to take this opportunity of wishing you and Mrs. Fisher a Merry Christmas and a Happy New Year.

Sincerely yours,

*W. K. Vanderbilt*



GRAND CENTRAL DEPOT  
NEW YORK

November 12th, 1928.

Dear Mr. Fisher:-

Many thanks for the painting which I have just received.

I note it shows W. K. burying a treasure on some, I take it, unknown key in the Caribbean or Pacific, but what has puzzled me considerably is where is Charlie. Is he doing the digging or the man in the background holding the gun.

Again thanking you for your kind thought, believe me

Sincerely yours,

*W K Henderson*

Carl Fisher, Esq.,  
Miami Beach,  
Florida.

TIFANY & CO

November 17, 1928.

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

My dear Mr. Vanderbilt:-

I have yours of the twelfth. If you will note Charlie is very thoroughly portrayed, but under new conditions in which you have never seen him before. Charlie Thompson, when he is scared, can look like a dying fish. All you have to do is look around and find somebody who looks like a dying fish and then you will locate Charlie.

I wish you every success on your "Around the World" trip.

Yours,

CGF:K.

May 24, 1929.

Celeb

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

Dear Mr. Vanderbilt:

First; I want to thank you for the prize selection of wild animals from the far east. I am sorry I was not prepared to handle the tiger, also that one of our little Teddy Bears died. We have a nice cage for the other one and he is very interesting. I am not sure whether he is going to be real friendly or not, but probably time will make a pet of him.

I am at Montauk for the rest of the summer and I hope you will drop in when you have opportunity and see the improvements we have made since you were last here.

Very truly yours,

CGF:T

Vanderbilt

December 19, 1931

Mr. W. K. Vanderbilt,  
Room 3246 New York Central Bldg.  
New York City.

Dear Mr. Vanderbilt:

Mr. Duffy came in to me with your telegram, regarding the condition of your harbor, and the entrance to same.

It will probably be necessary to spend four or five thousand dollars to clean both the approach to the North Side, as well as to the South Side of the Island.

We are desperately in need of funds, and have been hoeing a hard row for the past eighteen months as perhaps you know. We would like to do this job for you, have you pay for it, and deed you some property adjoining your property or other property on the island in payment.

A very strenuous movement is started now in asking the Government for thirty-five feet of water. When and as we have thirty five feet of water in our channel, our Penn Terminal property will be unusually valuable, and I feel that any further investment you make there will be taken care of in the future with the expansion of this harbor. We have a million dollars worth of sales on Penn Terminal property, as and when we can get thirty-five feet of water in the harbor.

Kindly let me hear from you, and oblige,

Very truly yours,

C. C. FISHER

CCF-HM

December 23rd 1932.

*Van derbilt*

Mr. W. T. Anderson,  
c/o Macon Telegraph,  
Macon, Ga.

Dear Bill:

I am glad that the President Elst is not on a yacht coming down this way now, while he is an old sailor, he would get his bellyfull on any yacht that I know of in the United States if he was in the Gulf Stream right now.

However, if the President should decide on a yacht, he could put in Miami Harbor, and we could furnish him a private dock. The Island is connected with a ferry that operates every hour, and we could refuse to carry anybody to the Island who doesnot have business there. Telephone connections and electric lights are on the ground.

You will note from the map in the enclosed book I have marked Mr. Vanderbilt's property. Mr. Vanderbilt selected this property so he could keep away from unnecessary bothers and visitors, and he has expended some \$250,000 on the property and beautiful cottages, swimming pool, tennis courts, etc.

This would make a splendid headquarters with splendid fishing inside the Bay during rough weather, and also only a short jump of fifty miles to a protected harbor on the Bimini side in the Grand Bahama banks.

If you check up, you will find we have almost anything that the President might want to make his stay here very pleasant. We also have three other private docks to offer him.

Did you receive a copy of the invitation from the Committee of One Hundred?

Merry Christmas!

Yours,

CARL G. FISHER

CGF-HM

December 23rd 1932.

Irving A. Collins

Dear Irv:

I just had a long talk with Alex Orr, and I find we have been given some very erroneous information. I have been told also regarding the close contact between Major Patterson and the Government engineers. Do not think this contact is as valuable as we have been led to believe. Also I do know now definitely that the plan presented to the engineers in our first brief has not been turned down, and that there has not been any effort made to turn it down, providing we continue to press our claims.

Orr will call a meeting right after the first and suggest that the deep water port association tie in with the effort of the Airport crowd, and that they combine with us. Their general spirit in the State is very strong, and their lobby for help is very good.

Orr claims that the Causeway can go half a mile south without opposition, and I told him that we were in favor of a toll on the present causeway, if by special act of the Legislature we could get same, and this money could be used for the purpose of helping to refund a loan they are attempting to make for rebuilding the draws.

He seems to think, and I agree with him that our combined forces will have a much stronger appeal than just the airport association, also the combined forces will add to our Airport Association some workers, who have some time to do something.

You can imagine I am very much relieved to learn that apparently there is no danger of our losing out to Lake Mabel, and their plan of refinancing with a toll on the causeway adds very much to our picture.

Alex is going to run down the last contact made with the engineers, and I will have all the information either tomorrow or next day.

I believe that the letter which I forwarded to you regarding Patterson, Judge Southerland, etc. should stand very positively because you could see at that meeting that our proposal, if we should decide to make it, will need a lot of work to be put in proper shape.

Also I learned definitely about Mr. Doherty. He has been advised to lay off any commitments to us on the Harbor for the present, and if he makes a commitment, it will be to the Airport Association. In connection with our combined efforts there is a chance that he might make such a commitment, but only through Alexander Orr and our Port Association.

This simplifies matters a lot for us for the present, also it is very fortunate that I had a talk with Sewell and also with Orr. We are now straightened out at least with Orr and Sewell, and while I don't think I can make them pull together, they are both individually with us. This is the little good news I can give you for Christmas.



December 23, 1932

Irving A. Collins

-2-

I looked over the Boulevard again yesterday, and I am sure of two things, we want to do quickly, and that is to give a coat of paint to the window sash on the outside, which is a small job, and should be done at least in a couple of days. I refer now to the window sash on the shop windows, on the first floor. We should have a good sized sign on the rear of the building, so that it can be seen down Dade Boulevard to the west. We should have a small sign on the corner of the way on the west, so people who do not see the sign on the roof, can see the sign on the wall, and I also believe we should have a small electric sign (Neon) on the front.

I believe this will warm up the outside appearance. The inside of the hotel is very good, but the worst impression is created from the general fading out of the paint on the store window sash, and also the chalked windows. I told Howe that the papers should be taken out of the windows and the chalk wiped off, and little muslin curtains put up on the bottom part of the windows about four feet high, so that they would give a tidy appearance to the windows and not necessarily denote that the stores are empty.

I am not any more anxious to spend money than you are, but I am sure these improvements should be made quickly. We are going to get a price on a sign, and Art thought a green burning light on the top of the hotel at night would be good, and I agree with him. This will be a very simple matter to attend to.

Art had 48 people last night, which is not so bad, but I believe a little dressing up will help a lot for new arrivals who don't know anything about the hotel.

Merry Christmas!

Yours,

CARL G. FISHER

P.S. Just had a call from Katzentine. It will not be necessary for him to go to New York. The witness they referred to is coming down here, and also they are going to send a couple of engineers to examine the building, and we are going to suggest that one of our own representatives be with the engineers at the time. This looks like they are at least going to make another stab at a settlement.

C.G.F.

*Vanderbilt*

February 18, 1933.

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

Dear Mr. Duffy:

Mr. Fisher has requested that I write and quote you a price on the two hundred and eighty (280) feet of steel bulkheaded property immediately adjoining the property of Mr. Wm. K. Vanderbilt at Harbor Terminal Island.

As you know, we have a moral obligation to Mr. Vanderbilt, to the extent that we will not dispose of this property next adjoining his property, without first determining whether the prospective buyer would be satisfactory to him as a neighbor, and in submitting this quotation to you, it is our understanding that it is to be passed on by you to Mr. Richard F. Howe, and furthermore that you are to first refer this to Mr. Vanderbilt before presenting it to Mr. Howe.

The steel bulkheading on this 280 feet which we have available for sale, cost us \$45.00 per foot, or a total of \$12,600.00, to which should be added additional improvements as follows - cost of 4 dolphins ~~\$1600.00~~ <sup>\$150.00</sup>, 8 mooring piles - \$120.00, back filling - \$2146.50, retaining walls \$1197.03, making a total of \$17563.53, and we quote a price of \$250.00 per front foot for the 280 feet of this improved property, making a total cost of \$70,000.00.

This price is of course a particularly low price, and were it not for the fact that we can use these funds most advantageously at this time, we would not, and have not up to this moment considered quoting this most unusually low price to Mr. Howe, whom we understand is well known and approved of by Mr. Vanderbilt as a neighbor.

Of course it is understood that this price is not to be quoted to anyone else without first obtaining our approval, inasmuch as this is a very special price made only because of the circumstances and conditions prevailing at this time, and is subject to prompt acceptance.

Yours very truly,

PENINSULA TERMINAL COMPANY

FRH-RM

F. R. Humpage

We are attaching herewith map of Harbor Terminal Island.