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KEY WEST, FL

MARCH, 1984

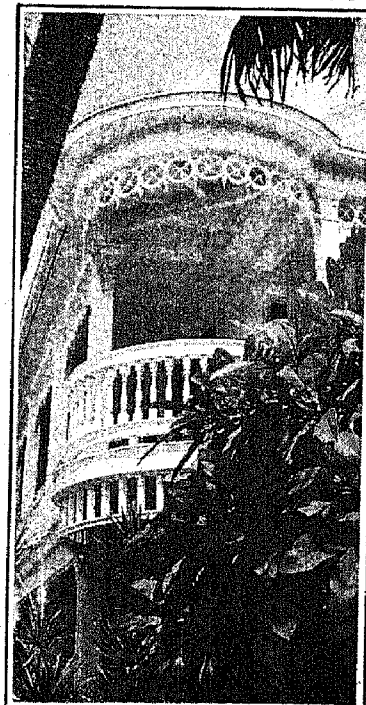




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FROM THE EDITOR

HELLO --

SAVE OUR NEIGHBORHOODS is holding an extravaganza at East Martello on Sunday, March 4 from 6 p.m. to 12 a.m. There will be live bands, hors d'oeuvres, door prizes, a bar, and a "Trash with Flash" auction. This will be a benefit to help pay off the enormous debts that this organization has incurred in its fight against the Sands project. For information, call Pat Green at 294-1646 or Gordon Smith at 294-1073.

THOSE OF US who have been fighting against the Sands project were shocked and appalled at the language that Mayor Richard Heyman used in defending his vote in favor of it. (Read John Leslie's article on the Sands in this issue.) Repeatedly our spokespeople had warned that permitting builder Austin Laber to start any type of work on the project before all building permits were in hand could give him vested rights. Repeatedly we were told by the City Attorney and Mayor Heyman that this would not be the case. In the Key West Citizen of February 24, it reads: "At his regular weekly press conference this morning, Mayor Richard Heyman said Laber had spent a total of \$389,553 on expenditures such as architectural fees, attorney fees, administration, site security, demolition, etc., since the Sands project was introduced to the City last spring. Mayor Heyman said that, according to Allen's legal opinion, Laber has proven he has right to proceed with construction of the \$8.5 (sic) million project." Being vested means that the Sands will not be subject to the 40' building height moratorium recently enacted.

THE MAYOR HAD stated often that he would follow the recommendations of the Planning and Restoration Commission. Even though this body voted against the project, the Mayor still voted for it. In the same Key West Citizen article, it reads: "...he (the Mayor) decided to approve the project when it was pointed out that the Planning and Restoration Commission (PRC) based its project denial on 'subjective considerations.' ... (The Mayor said)

speaking to Mr. Allen (I found) the PRC objections were subjective. They were based on scale, mass and height." When asked for specific reasons for their disapproval by the Mayor, the PRC responded (as reported by the Key West Citizen, February 19): "I'm talking the whole neighborhood, not Vernon Avenue. I'm sick of hearing about Vernon Avenue. It goes far beyond that," Janet Gates commented after the meeting. In explaining his vote against the Sands, Fred Shaw said that in his opinion, "the massiveness of the project is not in the spirit of the Comprehensive Plan." Since the Land Use Plan clearly calls for conformity to existing buildings in mass, height, and scale for new construction, the interpretation of the PRC would seem to be right on target.

THE MAYOR ALSO expressed concern that since the City had permitted Reflections, The Galleon and Pelican Landing to go through, a judge would probably rule against the City in a lawsuit if it fought the Sands in court. Mayor Heyman should be reminded that it was public unhappiness with these projects that helped elect him Mayor and led to the City being redesignated an Area of Critical State Concern.

Mayor Heyman has never shared our commitment against the Sands project as it has been presented. But he has repeatedly said that he would not vote for it if the PRC voted against it. He has continually shared our dismay at the way the Reflections, The Galleon and Pelican Landing got built. He has reassured us (via the City Attorney) that the Sands was not vested. He has told us that he wanted the project diminished in size and that he wanted the Vernon Avenue neighborhood saved. In light of all this rhetoric from him, it came as a great shock to hear his reasoning for voting for the Sands.

MOST OF US are not single issue people and we will be supporting the Mayor on many other important decisions. Most of us have no interest whatsoever in the talk of recall that seems so popular these days. But, unfortunately, all of us will carry

continued on page 65

Our cover artist this month is Ann Irvine. Her work can be seen at Guild Hall at 624 Duval Street.

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Alphonso DEAN

by PHOEBE R. COAN

HAVING SPENT A good part of his life as a physical education teacher and coach, Alphonso Dean (73) has retired from the physical aspect of his profession, but not from the mental gymnastics involved in helping people.

Descended from one of the oldest families in the Black community of Key West, he has the friendship and the respect of young and old alike.

Of Bahamian descent, he has a quietness and calmness with a feeling of satisfaction about his life here. He speaks compassionately and often in a "we" sense when remembering his boyhood days in Key West. His longish hair gives him an Indian look. Wearing a russet suede jacket, he carefully measures his words. Sensitivity shows in the dignified face. Memories arise before his mind like pictures in a scrapbook, long forgotten.

ALPHONSO ATTENDED The old Douglass School and graduated from Florida A & M with a B.S. degree in Physical Education and Health. He later taught at Douglass School, in New Smyrna Beach, Palatka and Lake Placid, Florida.

His wife, Mabel, now deceased, was a nurse for many years at the old Monroe General Hospital. She was also active in various organizations on the island.

HE NOW LIVES with his daughter, Myra Price; his second daughter, Mona Lisa Taylor, lives to the side of him in a separate dwelling with her family. Alphonso has 7 grandchildren and many squawky chickens that keep him company. He does maintenance work afternoons out on Stock Island, and remains active in community affairs.

As to his immediate family: "We had a good relationship, my wife and I. I shared the responsibility so that we were working together, without either one of us needing to be the dictator."

ALPHONSO'S DAD, GEORGE Dean, died when the boy was 7. He had been a horse and buggy driver - like a truck driver today - and was also a prize wrestler.

HIS BROTHER, GEORGE, who was a little older, taught math and social science at Douglass. The two brothers (Alphonso and George) looked so much alike, some people thought them twins.

VERY MUCH A part of the man who became a well-loved coach are his memories of old Key West. Carved into his mind like a Mario Sanchez woodcut, he lets the pictures flow into words,

and a sense of what was past becomes real.

"We were from spongers and fishermen, and we ate a lot from the sea."

"A crawfish was about 25 cents, and you could get 4 grunts for a dime."

IN THE OLD days nobody had refrigeration, so the fishermen would open their "well" on the boat so one could choose whatever he wanted for dinner.



From left to right: Front - Lloyd Price, Ramona Taylor, Pamela Taylor and Michele Taylor. In Alphonso's lap: Nicole Price
Above - Lamonte Price and Tyrone Price

Food back then was fresh as fresh could be.

Cows grazed at the foot of White Street, which was known as the "Butcher Pen." Each neighborhood had its own meat market where fresh beef could be gotten. Alphonso's mother would send him to get what she needed to feed the members of the family.

NOW HE IS the last one of that family left.

In those days, when Key West was young, livestock was kept in various spots on the island. Fresh milk was trucked around town daily. Cheese came from Cuba wrapped in a preserving silver paper. Produce was brought in by boats at Front Street: bananas, potatoes, rice and so forth. Merchants

would go down to the main market to bid daily on what they wanted for the little groceries. Therefore, without the wonders of modern preservatives and refrigeration, even poorer people ate high quality and healthy food, compared to these days of "plenty."

"LATER ON A lot of what we used came by steamship and freight, and it was cheaper. With the railroad we got produce from the mainland, and refrigerated cars went straight to the Armour plant on a side track - so that meat could be kept longer."

"A lot of our parents were stevedores. Boats would stop here enroute to Galveston, Texas, or to

New York. We'd get a lot of freight and the boat would come four times weekly. Many men made a living loading and unloading at Mallory Dock or at Trumbo Island. The Havana Special carried her cargo of pineapples, which later created a new industry in Key West with the preserving of the delicious fruit."

LIVE TURTLES WERE also shipped at that time to New York for slaughter on the Mallory steamship. Later on, with refrigerated trains, Mr. Thompson, who began the pineapple canning plant in the '30s, made his own ice and shipped fresh fish to New York. This, too, became big business at the time, Alphonso recalls.

A lot of industry, however, like

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the cigar factories, left Key West during the Depression of the '30s, yet Alphonso remembers, with a faraway look in his eye, that the old lighthouse still guided many boats into the busy port of Key West.

CHARCOAL WAS THE main heating fuel and it cost ten cents a basket. You could cook very slowly, but effectively. Your dinner would be cooking and heating your home at the same time. The houses had shutters or blinds that closed air-tight so that heat stayed in on a cool night and warmed you.

THERE WERE NO leftovers to contend with since you cooked only what you knew you'd need. The older men would dry and salt fish and beef, so everyone could have access to it if they wanted. Good fresh beans and greens would be gotten from up the Keys to balance out the diet.

A young man in those days could learn trades. An older woman would teach young girls cooking and sewing after school. By the time a youngster graduated from high school, he knew something about manual labor. Some of the kids grew up to be very successful at these trades.

ALPHONSO WAS APPRENTICED to learn carpentry and was trained in how to work with tools. To this day, he says, repairing fences and making tables are a most enjoyable pastime. Nowadays a few Key West young men and women accomplish professions, but many lack a trade. Alphonso suggests that with the burgeoning restaurant business, a cook's school would be a good idea. "We shouldn't have to import cooks, when young people could learn to be good at this and make a living, too."

Alphonso grew up on Thomas and Catherine streets, where baseball was integral to the daily life of a young

boy. This became the spot where a community center took root. The best of childhood to him was learning to play baseball. He gives special thanks to Mr. Roosevelt Sands, Sr., and Roy Edwards for their help. At one point there were 3 baseball teams playing 3 times a week. Later on, when he became captain of the baseball team for Florida A & M he remembered those early days. The team successfully played many of the semi-professionals at that time.

WHEN OFFERED AN opportunity to play with the New York Eagles, he changed his mind and worked instead as a recreational supervisor in Key West. Coaching became the work he loved most.

He spent 4 years in the service and was in charge of recreation for his battalion during that time. An idea of harmony and teamwork began to emerge from his varied experience.

He defines teamwork as the ability to work with others and follow leadership for the common good, so that a person can be an active good citizen. Teamwork has been an important part of his life's awareness.

IT WAS THROUGH the cooperative and caring efforts of his sister that Alphonso got the opportunity to attend Florida A & M. She had worked and saved the money so that both her brothers could go to college. Once there, Alphonso worked his way as a waiter in the student dining room, and kept up with classes, too. He also played drums in the band and for the chapel orchestra.

AS A COACH, Alphonso says that adults need to let young people have their say more, and not be too bossy. "You have to be a person they can come to - a person they can trust with a confidence. They need to be able to turn to someone who will be very

truthful. They need to know they could come to you at any time. To gain their respect, you have to be respecting yourself!" He feels one needs to be humble, but not too humble. Sometimes even coaches will come to confer with Alphonso. "You have to always remember, no two people are alike."

HE ALSO CAUTIONS that as a supervisor, parent, or friend to young people, it is important to stop a bad thing brewing before it happens. "You should be able to detect a storm coming. Then you should call both parties in to voice their grievances in order for a peace to be achieved." He gives counsel like a wise chieftain. His interest is dispassionate, but caring.

"NOT KNOWING ONE another causes many of the clashes that occur. Nowadays you don't always know people's attitudes and this can create misunderstandings and gaps."

"We had to be close to one another before the highway. It was a matter of depending on each other for survival. So we'd stick it out. At one time there were very few strangers."

HE REMEMBERS CHANGES that came with the building of the military bases, and the simultaneous moving to Key West of servicemen and construction workers. Some remained in Key West and are still here. The highway was developed, and as a result a new aspect of Key West came into being.

When a bed of shrimp was located after the war, shrimpers came to our shores also. Many of these fellows stayed on as well. At that time the cost of living here was more moderate than in other places.

ALPHONSO STILL FINDS living in Key West to be better than other places.

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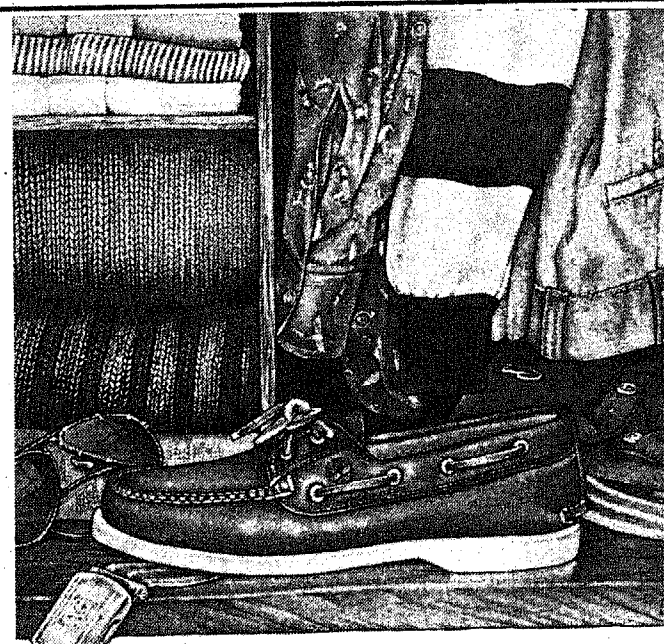
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He has resided in his home on Chapman Lane a good 50 years. Chapman Lane is a rambling countrified rock and dirt byway that spans for a good two blocks up from Johnson's Grocery.

"These old houses really were built well. The carpenters were craftsmen in the true Caribbean tradition."

He points out how the steep roofs transport water and wind away from the house, and how these individual homes have weathered the test of time. "If kept up they can last indefinitely."

RUMINATING, THE COACH mentions: "I always looked to those who were doing good and I tried to pattern myself after them. The men I played baseball with formed a core... We never fussed at each other - still don't."

From the past to the present day, Alphonso remembers how the whistle would blow from the Columbia Steam Laundry to mark the hours of the day at crucial points. It was a piercing whistle that reached the recesses of the island's life until it was complained of.

HE HIMSELF HAD cause to "blow a whistle" on developers, when no one else dared. It was the wrong kind of development as it was to deny him and his neighbors of their homes.

Myra, his daughter, tells how her daddy (in his 40s at that time) spoke up when city officials wanted to push through a plan to buy up the land to erect a project in the Chapman Lane area. A grant was in the offing for the monies, and a pittance was to be

paid to the property owners they were trying to "bully."

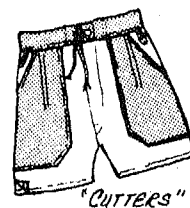
"They were ignoring what the older people were telling them, those city commissioners. I told them to listen, and that we did not want to move from our homes. I told them to leave us alone. There was space elsewhere for their project to be built."

THE NEXT NIGHT the entire black community showed up at the city court-house to speak with the officials. "They never did build that project. They never could agree about it."

Active in the community life, Alphonso was a past district deputy for the Coral City Elks Lodge #610, and still socializes there on weekends. Always a welcomed addition, many will seek him out for his inner strength and clear-mindedness. He also served as the first commander of the Black VFW post here.

ESSENTIALLY, ALPHONSO'S OUTLOOK involves the assurance that recreation is vital to good health. And good health is vital to a positive outlook on your life. Not everyone will want the same sports. But, to open up channels of activity so that a person can find some pleasure in a sport is what is important for a happier life. The coach feels that to a great measure it is the responsibility of the city and county governments to provide some of these outlets. This would be the good kind of development we would all use to improve the quality of our life. "If you are idle, your mind can fall into unwholesome ways."

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Alphonso enumerated some reasons for the lure of our city.

"Today there are strong attractions to Key West. You cannot help that people would want to come here."

"THE CONVENIENCE OF things is special. Everything you desire is close at hand, which simplifies your lifestyle. Weather is a mainstay. Getting to a job is easier and you don't need expensive winter clothing or fuel."

"We are gentler here. There is less violence to contend with. You can survive somehow. It is still beautiful."

A TRUE GENTLEMAN, Coach Alphonso is gracious and compassionate at parting, and assures one that indeed Key West, for all of it, is still a good place to be. His eyes sparkle with the openness of one who feels his way as much through his heart as through other sensibilities. This was noticed, interestingly enough, on Valentine's Day.

The storm whipped palm still standing gives me strength.

-- Michael Lewis

DINOSAUR TIME

by JOE CRUMPET

COLORFUL CHARACTERS, PRACTICAL jokes, and some downright strange doings were more the hallmark of Monroe County justice in the early years of the century than were dignity, three-piece suits and bustling lawyers with shiny, expensive attaché cases.

Justices of the Peace and their staunch sidekicks, the Constables, more or less ruled the roost along Whitehead Street where open-neck shirts and rolled-up sleeves were more the fashion than not.

ONE OF THE legendary JPs was Roy Hamlin, a tall, leathery Conch with a shock of silvery hair and bushy eyebrows who wore a white shirt with a stiff collar and an old sooty black tie "when court was in session." His Constable, Jose, was (Smokey Joe) Espinosa, a portly, well-liked Cuban who sported a pencil-thin mustache and was known as a natty dresser with a twinkling eye for a good-looking lady. Most of all, though, Smokey Joe was known for his excellent talents in the kitchen.

THEIR OFFICE WAS at the corner of Olivia and Whitehead, across from the Hemingway place, long before it became a tourist attraction. Lawyers in town referred to Hamlin's office as "the Supreme Court of Whitehead Street," because of the lofty way he meted out

"justice." Hamlin, through his lawyer pals, had accumulated a raggedy set of old and out-of-date lawbooks, very imposing to look at in their shelves behind his strewn desk.

He and Smokey Joe were privy to almost every domestic squabble in that side of town and on the other side of Whitehead Street; they ruled on fights, knifings, cheating husbands and straying wives, pregnant girlfriends and slippery bolita peddlers who failed to pay off, and there was a strong feeling along the street that Hamlin gave out "final decrees" on common-law marriages. The husband usually was ordered to pay something to his wronged "spouse," and Hamlin, it was rumored, slid a percentage of the "settlement" into his own cigar box on a shelf in the office.

AT THAT TIME, the state required JPs and Constables as a sort of first-line in the long criminal process, so all misdemeanors and felonies (except for first degree murder, which went to the grand jury) filtered first into the JPs' court. For many years this had the effect of making JPs and Constables a formidable political power in their districts and a grassroots key to vote-getting; they themselves also ran for election every four years.

IN HIS POLITICAL shoes there

were few equals to Hamlin's canny methods and "readings" of the political weather in Key West and the county. He knew his district like the back of his hand and, as the saying goes, knew where the bodies were buried. Espinosa was a valuable player on the team.

One election year Espinosa found himself opposed for reelection by a well-known bail bondsman, Jack Gray, who owned a late night saloon, the Downtowner. It was said to be more of a personal feud than anything else, and it was an open secret that on the second floor of Gray's barroom (the same building now houses a dive shop next door to the Bagatelle restaurant) was a popular hangout for card players and domino fans in town. They didn't use matchsticks to gamble with.

A CLOSE FRIEND of Gray's shrugged off the race, saying: "What is it, somebody owes some money on gambling and Jack can't collect. Smokey has the Ramos group with him; Jack don't stand a chance." And he didn't. Smokey won going away.

Soon after, Hamlin died on an election day in another year and the governor named Berl Pinder to replace him. Now Berl Pinder, at the time, was even more rotund than Smokey Joe -- they were trenchermen of the old school.

BERL SET UP his office at Virginia and Duval (now a hairdresser's) and there was a large kitchen in the back room. Smokey was in his element. Pinder's hearings were usually staged in the late afternoon about the time

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that Smokey would be cooking up a large pot of lobster 'chilau, spiced with onions and herbs, or maybe picadillo and yellow rice, and the tingling delicious smells would drift through the courtroom, driving all the spectators batty with hunger.

ONCE, JUST BEFORE Thanksgiving, Smokey was cooking a huge ham in the kitchen behind the courtroom, aiming at a private feast for Berl and himself and a couple pals, when he was called up front. At the time, a few of the practical jokers on the County Commission were outside the kitchen window. With help from a henchman inside, they lifted the huge ham off the stove and passed it out the window. Later that night, the county chiefs invited some of their friends for dinner and they devoured the ham down to the bone.

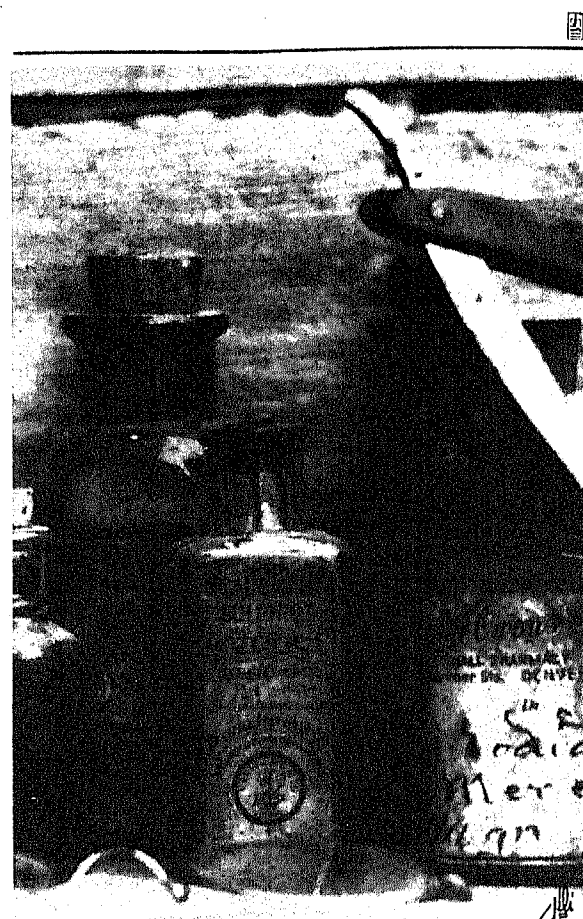
PINDER AND ESPINOSA, meanwhile, fumed and fretted about the thieves who'd snatch the very bread off their table.

The next day, by special messenger, the hambone was daintily tied in a pink ribbon and returned to Pinder's courtroom with a note: thank you -- from your pals.

Another of the JPs in residence, then, was Edelmiro (Meding) Morales whose Constable was the redoubtable Laura Johnson -- a gentle woman who packed a pistol in her pocket. Reason for the gun: Laura acted as a courier for the Customs service, occasionally.

THE DAPPER MORALES cut a well-recognized figure in town and had owned, at one time, a popular coffee shop on White Street and a cigar store in the foyer of the San Carlos theater. He handled some of the touchy cases -- one involved an extortion attempt on the late Sheriff John Spottswood and a scandal-dipped murder on the porch at Dr. Aubrey Hamilton's house, at the corner of Elizabeth and Eaton.

Seems like to many of us, that much of the color and good humor was lost in the legal-judicial community when the Florida Constitution was revised in the late 1960's and those civilian JP's and Constables like Morales, Pinder, Espinosa and the others were eliminated. Those good public officials used a lot of common sense when dealing with human beings. Today we seem to get more of the dry, dull, legal mumbo-jumbo instead of good humor and bright characters.



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TERM of Office

by ALDEN SOLOVY

SEVERAL MONTHS AGO the Code Enforcement Board ordered a man to tear down a new structure on his property or to move it alongside the original building. The new structure was cited for several violations of the city building code. To avoid the possibility of huge fines, the man had no choice but to move the new structure to comply with city laws. The incident is not unique, but it points up the magnitude of power vested in city officials who are not elected. There are about 20 such boards, each with different duties and varying degrees of power. They touch almost every aspect of daily living, from regulating the fees for riding city buses to insuring the quality of electrical and plumbing contractors.

"IN THEIR OWN domain, these boards are very powerful," said Joel Koford, city manager. "In our normal course of life we don't usually hear about them, but they are important."

The scope of these boards' activities is evident simply by examining

a list of their duties. They are: the Civil Service Board, formed by city charter, overseeing the city's civil service system; Code Enforcement Board, empowered through state law to enforce city building codes and associated rules; Community Redevelopment Agency, formed via state law allowing a city commission to sit as a redevelopment body for issuance of industrial revenue bonds; Condemnation Board, created by city ordinance to provide a review process for removing or demolishing buildings in the city limits; Contractors Examining Board, created by ordinance via state laws providing for the regulation and testing for the qualifications of contractors; Emergency Sewer Task Force, created by the City Commission to examine alternatives for sewer disposal and the rate structure; Housing Authority, created by state statute to regulate federal housing programs; Key West-Navy Land Use Committee, created by city ordinance to promote effective use of surplus Navy properties;

OLD MALLORY SQUARE Advisory Committee, formed by the City Commission to make recommendations on the appearance, activities, and management of Mallory Square; Special Commission on Election Reform, created by city ordinance to study election reforms for Key West; Mayor's Revolving Loan Committee, formed by city ordinance to administer low-interest loans to low-income households for upgrading housing; Old Island Restoration Commission, empowered through state law and the city charter to preserve the architectural integrity of the historic district; Planning and Restoration Commission, formed through state law and the city charter to make recommendations on the city's comprehensive land-use plan; Plumbing Board, formed by city ordinance as an examining board for plumbers; Port and Transit Authority, created by city ordinance to regulate mass transit and city ports; Redevelopment Agency, created by the state legislature to oversee surplus Navy property while in transition from federal to city ownership; Retirement Committee -- General Employees, created by the city to oversee retirement and pension plans for city workers; Retirement Committee -- Policemen and Firemen, created by the city to oversee retirement and pen-

sion plans for police and firemen; and Tree Commission, formed by state law and the city charter to regulate removal and protect city trees.

MEMBERS OF THESE boards are selected in different ways. For example, the City Commission currently appoints only one of five members of the Civil Service Board. The other four members are elected, with two members being elected by city employees and two by the public (although this method would change under proposed revisions in the city charter). In some cases, appointments are made from prescribed lists. For example, city commissioners select all five members of the Old Island Restoration Commission, but they are limited in who they may choose from. Commissioners select four of the five members from lists provided by the Key West Art and Historical Society, the Old Island Restoration Foundation, Inc., and the Historical Research Department of the Monroe County Public Library. The fifth member of the OIRC must be an architect. In other cases, like the Port and Transit Authority, the commission selects all members.

THE DEGREE OF power these bodies hold varies greatly. Compare the Code Enforcement Board to, say, the Tree Commission. The Code Enforcement Board, which is charged with making sure city building codes are adhered to, can levy fines of up to \$250 per day for failure to comply with codes. The Tree Commission, which protects the city's live trees from extinction, has no legal authority to enforce any of its decisions. The amount of control the city commission holds over an appointed body also varies. Compare the Key West Redevelopment Agency with either the Charter Revision Commission or the Special Commission on Election Reform. The City Fathers, who appoint three of five members to the Redevelopment Agency, will be consulted during

the process of developing Truman Annex and Tank Island, but have no authority to control the decision-making or the budget of the RDA. On the other hand, the City Fathers held the authority to review or reject the proposals devised by the charter revision and election reform commissions. The difference is that the Redevelopment Agency received its power through an act of the state legislature, while the election and charter commissions were given their duties by the city commission.

POLITICS PLAYS AN important role in appointments to these boards. Being the commissioner who sponsors an appointment to a city agency brings rewards. "It is recognized that this enhances political power," said Koford. The benefits come in two forms, Koford explained. First, a politician can keep friends among the voting public by calling in favors in return for sponsoring the appointment. "Say a citizen wants to get a permit, but he's not sure he'll get it. He talks to his elected official who can talk to his friend on the board who in turn works it out," Koford said. Second, a politician can use the record of a good appointee which the politician sponsored as proof of his own competence. "You have someone else's record to put on top of your own," the city manager explained.

"THIS IS ALL politics as usual," Koford added, explaining that the use of appointments for political gain is common to any community.

That use is fairly evenly spread among the commissioners if two factors are taken into account: two commissioners are so new that very few appointments have come up during their tenure, and by ordinance the mayor must be the sponsoring commissioner for some appointments. "I believe that any time an elected official has a strong political ally

on any board of the city, it's recognized as political power," Koford said. For that reason, commission minutes show a common practice of new city commissioners vying to install their own appointees.

THE POLITICS INVOLVED in appointments is clearly seen in the recent appointment to the Civil Service Board. Willie Ward, whose term on the board expired last November, lost his support on the commission when Commissioner Joe Balbontin nominated someone else for the post, Alexis Rivera. Seeing that the new commissioners would not support his candidate, Balbontin withdrew her name, placing his support with Ward. Meanwhile, Commissioners Emma Cates, George Halloran and Jimmy Mira each placed names into the hat for the open post. This time Mira nominated Ward, with the appointment failing two votes to three against. Halloran's candidate didn't even get a second to the nominating motion, and Cates' candidate -- Joan Dwyer -- won on a three to two vote.

THE CONTROVERSIAL APPOINTMENTS are relatively few, and these boards usually go about their business without fanfare. "They are almost intangible," said Koford, explaining that the press does not generally cover these boards unless some major issue comes up. But he added: "They are important. They affect us all."

\$500

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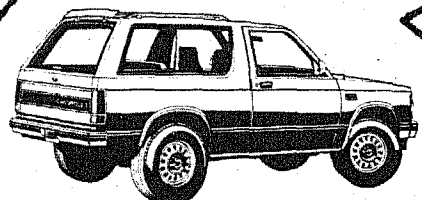
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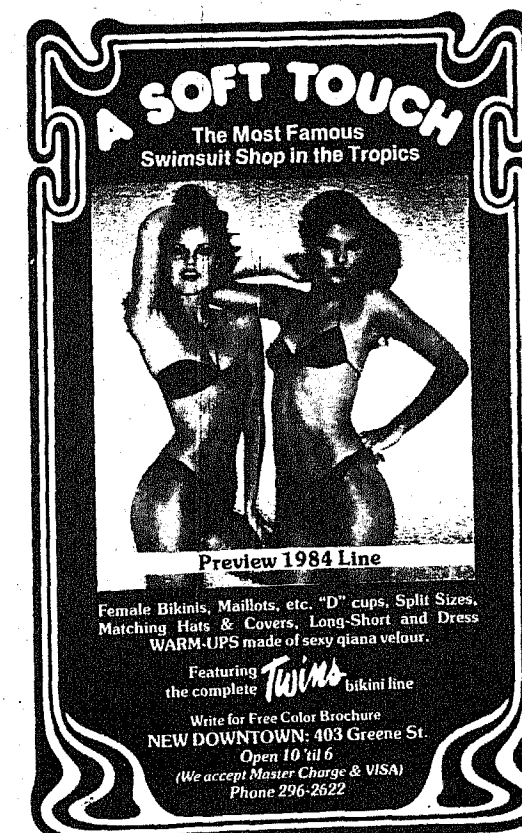
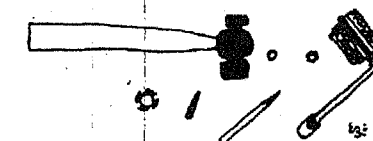
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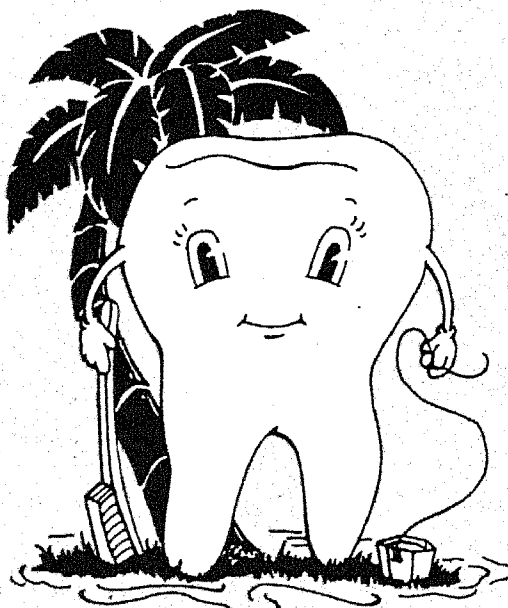
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I KNOW CHERNENKO. The new
leader of Soviet Socialist Russia.
Viewing his ascent to power on the
evening news awakens deep recogni-
tion and feelings for me. Later, in
the spa with some friends, I murmur,
"I know Chernenko. From Washington,
D.C. days. At the Soviet Purchasing
Commission. In 1942." Their outcry:
Write about it! The idea non-plusses
me. That time, those Washington years
of World War II, I suppose I view as
through a cloudy glass. I've put it
away. Let the grass grow over it.

ALL RIGHT. WHY not recall all
of it...Remember, then, it's early
days of the conflict with Nazi
Germany, and the Russians we then
perceive as our darlings. They are
our Front Line. Who can foresee that
today it would be so different? How
can that young gal, barely out of her
teens, not long out of college, how
can she in her gray suit and the red
blouse realize that the chubby,
seemingly young-middle-aged man
(whose chin has a little belly) is
"upping" up to the pinnacle, with
perhaps world peace in the palm of
his hand, come 1984?

I MAY NOT know the Chernenko
of today as seen by Malcolm Toon,
former ambassador to the Soviets,
Cyrus Vance, former secretary of
state, or Zbigniew Brezinski, Carter's
security adviser. But, at that time,
I do sit around with him and other
Russian acquaintances sipping Russian
tea with a spoonful of strawberry

preserves, the tea poured from a
humongous brass samovar. And, I
must confide that then he falls far
short of interesting me.

I suppose that it all happens
because my mother, Anna, on holidays
always industriously cooks fudge,
packing it in boxes and shipping it to
her congressmen. I arrive in Washing-
ton via Greyhound bus on my 20th
birthday. This is April 20th, spring
being the one dependable season of
ethereal beauty there. The marble is
all brilliantly white, the grass mint
green, the cherry blossoms lustrously
adorning Gravelly Point.

I HAVE LEFT being society editor
of the Carlsbad Current Argus; I am
bent upon earnestly aiding the war
effort. New Mexico congressman
Clinton Anderson remembers the fudge
and he springs for a navy bean soup
lunch with me in the wonderful,
aromatic Senate coffee shop. Every-
where, at all tables, sit America's
lawmakers, cabinet members, top
political peopledom. Paces and roles
familiar to me as followed in the pages
of the Kansas City Star, the Christian
Science Monitor and the Dallas Morning
News.

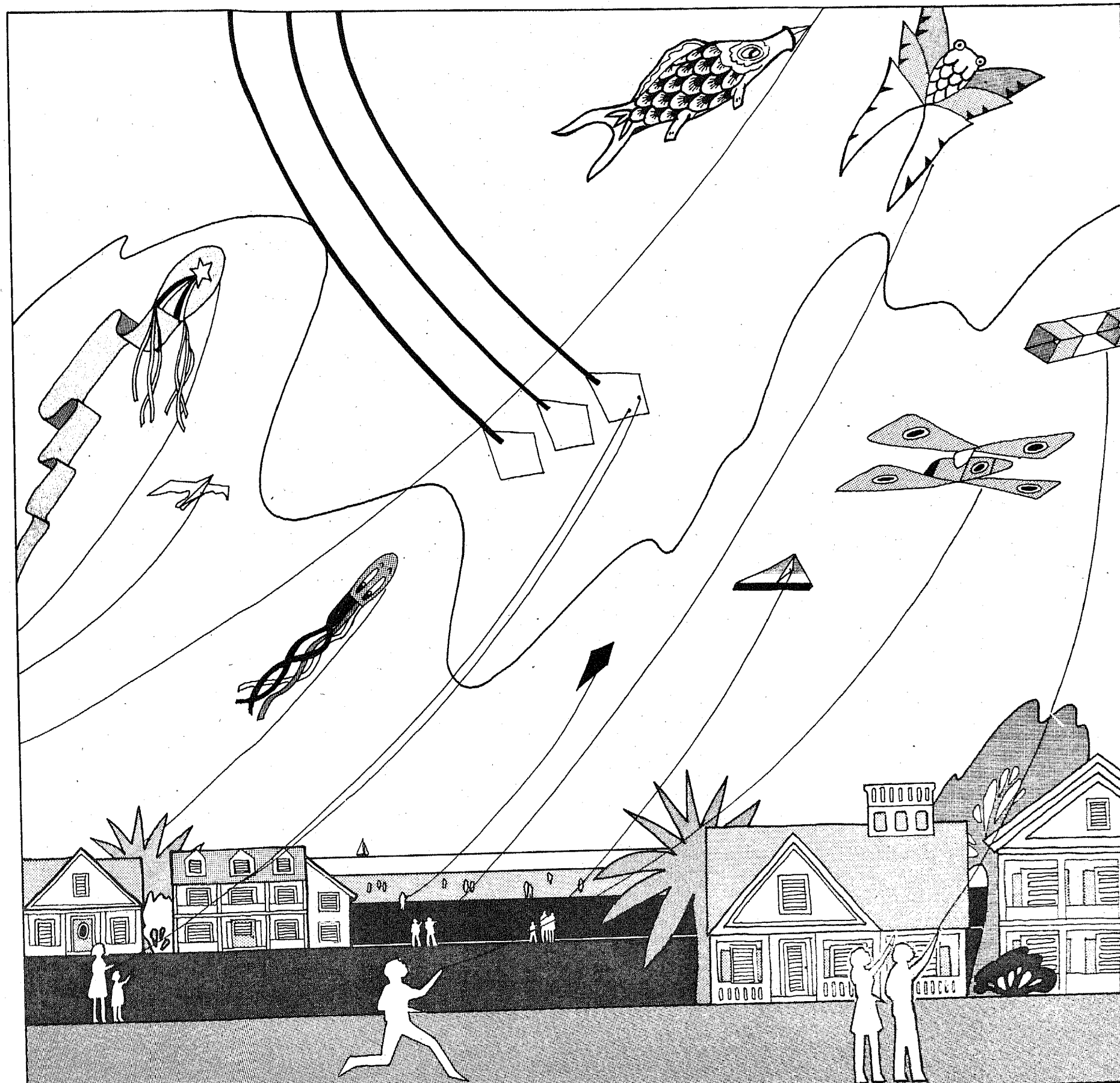
There I am, my hair worn in the
favored "finished neckline" of the day,
my earrings swinging with the thrill of
my surroundings. Before the soup is
finished, Clinton Anderson suggests a
rooming house for me on 16th Street,
N.W. - "Henderson Castle," once a
senator's home, a stately old yellow
brick mansion perched atop a hill.

THE CONGRESSMAN, DOUBTLESSLY
licking his lips at the memory of that
fudge, tosses in the tip that, down the
way on 16th Street, is the Soviet
Purchasing Commission. It's always been
known as Amtorg Trading Company in New
York City. They're reopening in
Washington. Our Lend Lease backs it;
we're "selling" the Russians everything.
Tanks to tractors, all for the war
effort.

Hardly have I set out home photo-
graphs of an Air Force navigator boy
friend and of mother and step-sister
who are back on the ranch when I brave
the Russian bastion. I am promptly
employed as "expediter" which post
unkindly might be termed a glorified
receptionist. Here I come to hold a
commanding view of a very frenetic,
wartime-in-Washington scene and soon
am cheerfully dubbed "Texas" by these
friendly, bearlike foreigners who have
seen Siberia. I've always been equipped
with a healthy curiosity, and here I
sit with the opportunity for minutely
studying the Russians like a skeleton's
finger under glass. I always have
wanted to know about them, as well
as about everything else under the
sun. As Robert Louis Stevenson wrote,
"You could wonder yourself crazy over
the human eyebrow!"

GENERAL ZHUKOV, BOOTED and very
resplendent in his "red" uniform,
looms larger than anyone, powerwise,
at the Soviet commission. My im-
pression: He is an iron peg hammered
into the frozen ground. His wife, who
is quite an important factor at the
commission, is a beautiful panther of
a woman and she goes out one afternoon
and purchases herself 26 bathing suits
from Jellef's department store. Most
other Russian ladies there are swart,
attired either in stark black or
stick gray, unfashionable garments,
though you can see that they are most
taken with the urge to consume and
acquire. I feel very kindly toward
some of them, and one invites me to
come and live a year in her home in
Russia.

MEANWHILE, AMERICAN BUSINESSMEN
are hopping about like fleas, passing
through the lobby where I preside, a
sassy little gal, making appointments



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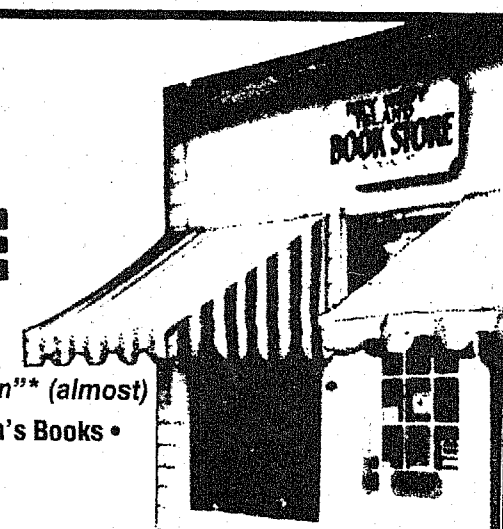
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and dispatching them upstairs for their encounters with the directors or their minions. A Russian restaurant downstairs serves heavy Slavic food, and after the lunches, our businessmen, well away with the wine, are helped into taxis by the still steady Russians who have polished off a quart of Vodka apiece and stalwartly face the remainder of a tough 18-hour day. One of the directors, the one in charge of heavy equipment, is Andrianko, who becomes my friend. He takes a liking to me and often finds reason to be at the counter where I hold forth facing the lobby. He is absolutely charmed by a pencil sharpener that he has bought and he always sees that my pencils are needle sharp.

THE FIRST TIME that I met Chernenko, it is A. who introduces him to me. Konstantin Chernenko. C. certainly falls short of grandeur and significance, if appearances count for anything. Of course, externals do not say it all, but C. looks a mess. No item of Connie's wear is neat. Nothing quite fits. Nothing goes with anything else. And this is a time and a city where you find a lot of attention given to sartorial fitness. And, he is all of a piece, rather blundering; if he walks through this spacious lobby and there sits just one woman waiting for a uniform salesman who is upstairs showing his samples, he manages to step on her toe.

ON A COUPLE of occasions, C. turns up where I am there with a few others having lunch or tea or a visit. He possesses a little English; all Russians there are being tutored strenuously in English classes as well as privately. C. has more English than he lets on.

I NOTICE THAT there is quite some contrast between C. and the

expansive A. with his pencil sharpener and his small, merry, deceitful smile from behind thick lenses, an image which still rises in my mind. A. grows more attentive, and once coaxes me to accompany him to Glen Echo, an amusement park where we take wild rides. Not many other jollifications, for the Russians are working incredibly long, hard hours, apparently in the fury of their lives. You feel every moment; you know that they are fighting for their homeland. This is coming on to the time when the Nazis rode into Russia. I come to feel the strength and the intensity of these Russian people, and God help anyone who gets in their way.

NOW, OF COURSE, I have grown a slow fondness for A., for I am new and a bit lonely in the city as yet. And you've got to think warmly about somebody special. I've always got to have somebody to feel nice about. However, the interest in A. comes to a screeching halt, because one afternoon, a man walks into the commission representing his office furniture company. Roland Blow. And, thus opens a segment of my life containing marriage and two children born in Washington. Or, possibly, here is why A. fades from my primary attention: perhaps, one day, my thoughts, with a snap and a click, slip into their proper socket. I get thinking. About how you must be true to your own heart, as well as true to your friends and must never feign nor falsify an emotion. About how all reality flickers out if you lose your moral weight. And, I resolve that I can not ascend the steep face of communism, that great desert of human potentialities. And so, I depart the Soviet Commission and go on to a job writing for the National Petroleum News located downtown in the Press Building, with assignments at O.P.A. on The Hill.

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I SEE A. and C. again only once - across a wide hallway, one of the corridors in a building near the Capitol, and they as well as I are occupied with our own affairs, so there is no contact.

Now, how can I have recognized in harmless-looking C. such greatness to come! I suppose that, at that time, I dismiss C., feeling that a wet rag passes safely by the fire. Old Pecos River proverb.

THE PICTURE SHOW: MARCH COMPETITION!

"FOCUS ON FILM"

THE OBJECTIVE:

To focus awareness of film in Key West - to encourage media enthusiasm for regular film reviews.

THE PLAN:

The Picture Show will purchase advertising space in "The Key West Citizen" for each Tuesday, Wednesday, Thursday of four weeks in March, commencing Sunday, March 4th. Each space will feature a selected review for one of the three films playing during the week at The Picture Show.

THE COMPETITION:

To enter, contestants will select a film they would like to review from The Picture Show's March calendar. They will need to see the film on its opening Sunday show, write their review of between 500 and 700 words, and submit it to The Picture Show by 3:00 p.m. Monday (the following day). All reviews submitted will qualify for the com-

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petition, whether favorable or unfavorable. Selected reviews will be published, but publication in the Citizen does not mean the entry has won a prize.

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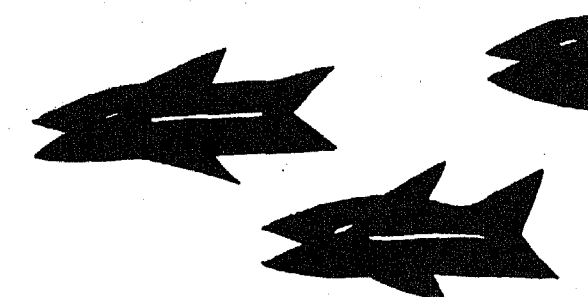
THREE RUNNERS UP PRIZES of a Picture Show Membership Card.

THE WINNERS:

The winning reviews will be those selected by the judges for standards of critical awareness, appreciation, understanding and concise, witty, enjoyable communication with the reader. The selections will be made at the end of the month, and the winning entry published in the April edition of "Solares Hill."

FURTHER INFORMATION:

Contact KIRSTEN MURDOCK or ANDREW DAVIES at THE PICTURE SHOW. 294-1448.



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MON.-FRI. 9-5

SAT. 9-12

Enough Said

By NANCY RANDAL

BEFORE I LEFT, Stan and I would talk. He's big city, too, born and raised there. He knew I was scared, afraid of smallness, bright colors, slowing down. "Go down and start something new," he'd say when I was through. He made puns about new keys in old locks. I was too distracted. "Take care of my house," I told him. "Watch my stuff, because I'll be back."

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THINGS STARTED LOOSENING UP. It was hot and slow here and I found a place to live. The place had a bed and a kitchen table with a chair, that's all. Right near the graveyard, where people would go parking at night. Such a variety of growing things. And everything in its own time.

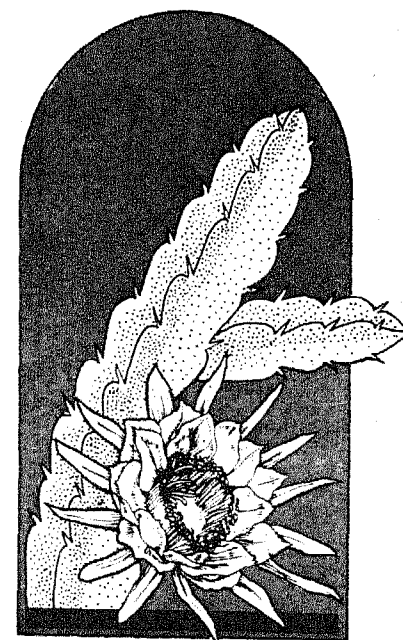
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I LOOKED AT a calendar and it was time to go home for the holidays. The City worked against me, so hostile so soon. I was chilled to the bone. My friends and I went over things over coffee. They smiled as

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COMING BACK WAS like diving into clean warm water. My favorite bar was gone, but it made me reflect on the paring down of my life. My apartment mirrored my state of mind as shaped by the island; clean, spare, well-lit. Ascetic, I like to think. I noticed that I didn't have a TV or stereo or even a phone. Only the three pieces of furniture and room. For myself. My thought about my life on two islands swirled around the rooms and returned to me. I wished I'd met Stan on the corner, to tell him about the progress, about keys opening locks.

WEEKS LATER. I'VE taken in still more sunsets and rises, discovered more of the island's secrets and my own. I move in my own rhythm, listening. I am productive this way. I've become part of the vegetation; another growing thing. And I am alone. Letters stop coming from the other island, people there have a too different rhythm now. But one thing comes. A small brown package. This is its second mailing, after one incomplete addressing. From Stan. A book. "Journal of a Solitude." The description on the jacket reads, "... a year in the life of a creative woman." The note in his handwriting says, "Enough said." Uncanny. Just like him. To be able to reach out over such a distance filled with silence and put his finger on my pulse. I have an urge to contact him, to tell him what's happened. Instead, I heed him. Enough said.



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AMOUNT OF DEPOSIT?			30
INTEREST RATE?			10
YEARS TO RETIREMENT?			
YEARS OF MONTHLY INCOME?			
SELECT COMPOUNDING METHOD			
DAILY 365/365			
MONTHLY 12/12			
OR 1 BREAKS?			
BALANCE AT RETIREMENT	\$69,328.42		
MINUS TOTAL DEPOSITS	\$60,000.00		
EQUALS INTEREST EARNED	\$9,328.42		
MONTHLY INCOME AFTER RETIREMENT	\$9,000.22		
TOTAL OF MONTHLY INCOME	\$1,080,026.40		
MINUS TOTAL DEPOSITS	\$60,000.00		
EQUALS INTEREST EARNED FOR THE LIFE OF YOUR FIRST FEDERAL I.R.A.	\$1,020,026.40		

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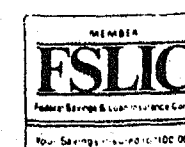
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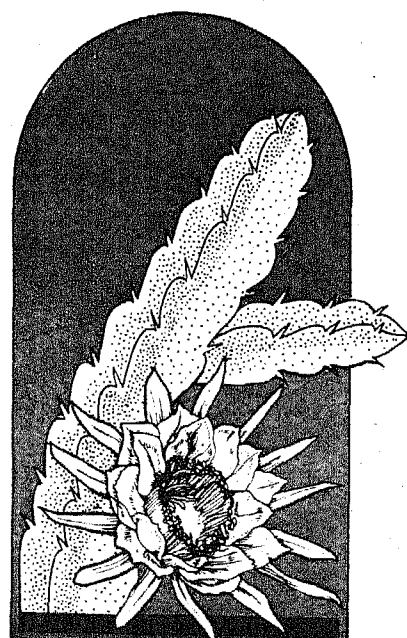
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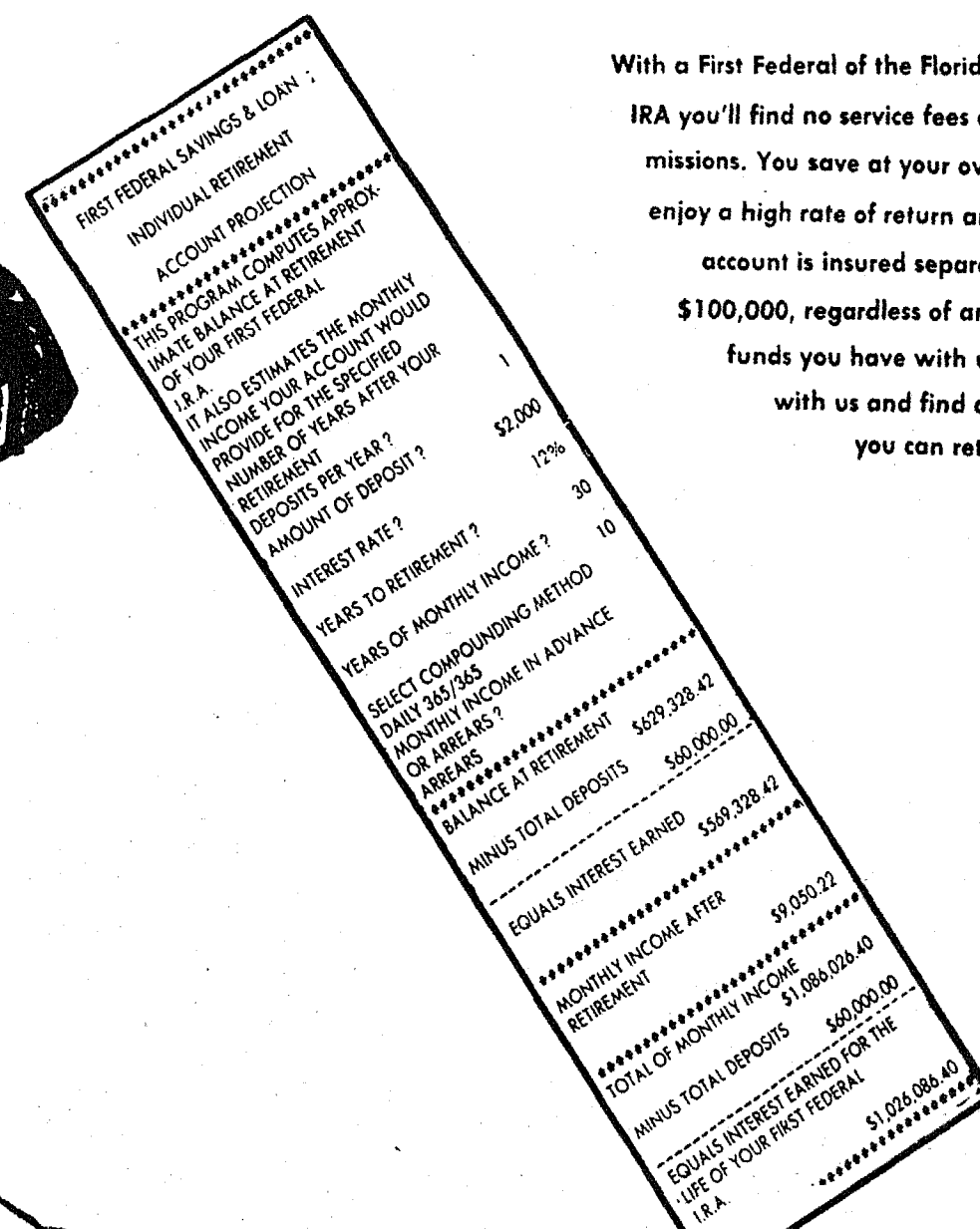
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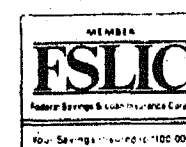
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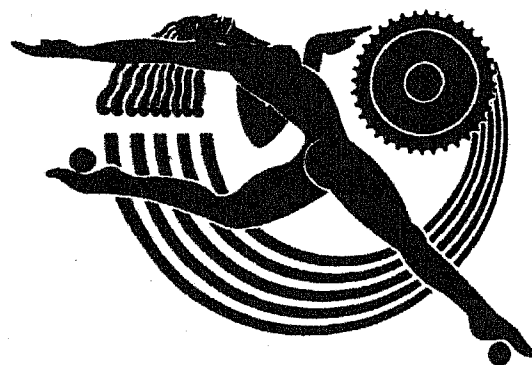
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What is "Cluster Housing"?

by GIL RYDER

THE PHRASE "CLUSTER Housing" is being bandied about as the solution to environmental problems caused by development in the Keys.

Residents of the Keys should ask some serious questions and demand serious, definitive answers before jumping on the "Cluster Housing" bandwagon.

Question #1: Just what is "Cluster Housing"?

Question #2: Just what is the environment?

THE ANSWERS TO these questions should be demanded, not of developers,

THE SAFETY AND WELL-BEING OF THE HUMANS NOW IN RESIDENCE SHOULD BE OUR PRIMARY ENVIRONMENTAL CONCERN.

but of the County Commissioners, because developers are not required to respond to Mr. and Mrs. Average Citizen, but the County Commissioners are. Mr. and Mrs. Average Citizen are in a position to vote Commissioners out of office, but they cannot vote developers out of anything.

Let's try to answer the questions ourselves by the simple expedient of looking in a dictionary.

Cluster: Any configuration of elements gathered or occurring closely together; group; bunch.

Housing: 1) Buildings or other shelters in which people live; 2) a place to live, a dwelling.

Environment: 1) Something that surrounds, surroundings; 2) The total

circumstances surrounding an organism or group of organisms, specifically: a) the combination of external or extrinsic physical conditions that affect and influence the growth and development of organisms; b) the complex of social and cultural conditions affecting the nature of an individual or community.

NOW THAT WE know what the words mean, it's easy to understand that "Cluster Housing" is simply dwelling units placed in groups or bunches. This can mean anything from single family homes, squeezed closely together, to enormous apartment complexes.

We also know that the environment includes a great deal more than the flora and fauna of any given area. It is the land beneath us, the sea around us, and the air above us.

The environment includes buildings, cars, aircraft, boats, pets, people, garbage, traffic lights, schools, stores, sewage, odors, sounds, sights and anything else that you can see, hear, feel, smell, touch or in any way be aware of.

PERHAPS THE GOVERNMENT and the developers will define "Cluster Housing" and "Environment" differently, but, should we accept a different definition?

"Cluster Housing" seems to be the latest buzzword to mollify the dissident citizenry and lure them into accepting the unacceptable - outrageous urban structures, totally unsuitable

for what should be a peaceful, serene chain of minuscule islands, bathed forever in natural beauty, clean water and clean air.

ANYONE INTERESTED in seeing a good example of cluster housing may do so by traveling along Atlantic Avenue in Key West, from the White Street pier to Bertha Street.

If, after your tour, you believe that that is the ideal appearance for the Florida Keys, by all means, communicate your thoughts to the County Commissioners.

IF, ALTERNATIVELY, THOUGHTS of seeing your community succumb to the buzzwords of the heavy developers and their cohorts, resulting in an environment that appalls you, you have three options: 1) Put on dark glasses, sit back and let it happen; 2) sell out and move away; or 3) prepare for a tough battle by getting together with others and fighting a never-ending war. If two thousand real environmentalists, living in the Keys, would join hands and checkbooks, each contributing one hundred dollars per year, the developers could be held at bay.

MANY WOULD FIND this solution unacceptable, saying, "Why should I pay one hundred dollars a year to fight a war my elected government should be fighting for me?" The response to that is all too obvious.

Citizen groups elect ladies and gentlemen to represent them before various segments of government and these representatives are treated (mostly, but not always) politely, and then, (mostly, but not always) absolutely nothing more comes of it.

DEVELOPERS ARE REPRESENTED by attorneys who are very astute. We need astute lawyers and the money to

pay for them, also.

Individuals in government fear lawsuits by developers, and they know very well that citizen groups are not likely to get involved in long, drawn-out, expensive lawsuits. Citizen groups have sued, but not for money. Perhaps that could change.

FAR TOO MANY people in government still believe the ancient lie, "Broaden the tax base and taxes will come down." Why then are taxes so high in New York City and so low in the Dakota Badlands?

AN INDICATION THAT growth causes higher taxes is shown clearly in a letter to the editor, published in the Miami Herald on January 7, 1984. The letter was from State Representative H. Lee Moffitt, Speaker of the House, concerning criticism of a speech he gave on the subject of Amendment One.

"Florida taxes are among the lowest in the nation. We rank 44th in per capita taxation. Yet we are plagued with unprecedented population growth that places tremendous strains on state and local governments to provide the schools, roads and other services needed to support this new population. The worst thing that could happen to Florida during a period of high growth would be the passage of Amendment One."

READ THE ABOVE quote over again, phrase by phrase, slowly.

Bear in mind that Rep. H. Lee Moffitt is not a famous "Bird Watcher." He is known as a highly respected, knowledgeable and capable Speaker of the House.

You might not think that the quoted paragraph was taken out of context. It was not. His entire letter was in defense of a speech against Amendment One, and the above quote was the most effective paragraph.

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THE ANSWER IS: It will not. The pseudo-logic of "Cluster Housing" is as follows: By placing dwelling units in groups or bunches, it will be possible to leave open spaces between these groups or bunches and thus have a less devastating effect on the flora and fauna of the Keys.

"CLUSTER HOUSING" IS an interesting theory, encompassing what might be called conceptual benefits for the flora and fauna, but it is not factual.

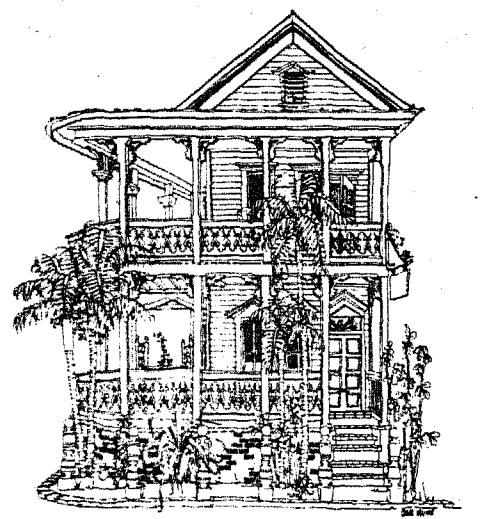
There are no laws on the books specifying that developers may not use high pressure sales techniques to fill these "Clusters" as fast as they can build them. Neither is there any law forcing developers to pay impact fees sufficient to offset the cost of the tremendously expanded services, mandated by the very fact of the development.

ENVIRONMENT IS FAR TOO IMPORTANT TO ALL OF US TO BE LEFT EXCLUSIVELY IN THE HANDS OF BIOLOGISTS.

TAXES, TOO, ARE a part of your environment. "Cluster" developers would no doubt be happy to donate a few acres of hardwood hammock or swamp for the protection of the flora and fauna part of the environment. They could probably deduct all or part of some estimated value as a business expense, but such donations will have little or no effect on the preservation of your environment.

THERE ARE NO laws, at present, limiting the population of the Keys, nor is there any indication that "Cluster Housing" will limit the population. It is far more likely to expand it rapidly.

Perhaps there should not be a law limiting population, but laws concerning housing might be enacted that would slow the growth to a tolerable level and give services a chance to catch up over a longer period of time.



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AN IDEAL CONCEPT would be to restrict all new housing units to one- and two-family houses. This would pretty much eliminate the developer of new tenements (cluster housing or perhaps some newer catch phrase) and high pressure sales techniques, but would not stop people who really desired to live in the Keys. They could purchase existing dwellings, or, buy a suitable lot and have a local contractor erect a house to suit their needs and desires.

HOUSING UNITS IN groups or bunches is not a new concept. New York City is full of it. A lot of people must like that environment - millions live there. But you do not, or your probably wouldn't be here.

Do we want to protect the environment for the benefit of sport and commercial fishermen? Most of us do,

but how much thought have we given to the effect of large-scale development on that environment? - not very much. Just picture large-scale development all along the waterfront of the Keys - literally thousands of people suddenly charging around in motorboats, neither knowing or maybe not caring about the importance of the environment beneath their craft, the damage caused by their turbulence, or the effect that turbulence has upon the fish and thus, one step further, upon the fishermen. By the time they realize the havoc they are causing, and behave in a sensible manner, the damage will be beyond repair.

FIRE HAZARDS, FIRE fighters, and fire equipment are a very important part of your environment, becoming more and more important as the population increases.

An interview with William Grimes,

Chief of the Big Pine Key Volunteer Fire Department, produced essential information that should interest all of us.

CHIEF GRIMES' CREDENTIALS are as follows: He is 57 years old, retired from the New York City Fire Department after 30 years of service, 14 years as Battalion Chief, Fire Prevention Coordinator for midtown Manhattan and South Jamaica, including the environs of Kennedy Airport, holds a bachelor's degree in Fire Science (John Jay College, New York City).

He has developed fire tactic programs for the National Fire Academy and served as instructor in various areas of the United States and Canada on fire tactics and arson.

HE IS ASSOCIATED with the Society of Fire Protection Engineers (headquarters in Massachusetts) as an expert in his field.

With that background, it could be safe to assume that the Chief knows what he is talking about.

Question: With the existing equipment and personnel under your jurisdiction, do you feel that building heights should be limited?

Answer: Yes. The limit should be 2 stories above ground level. In the case of most still houses, the area beneath the first floor living area should be counted as a story.

Q. Is space between houses an important factor?

A. Definitely. 50 feet would be an ideal minimum and even 50 feet is not enough under some conditions, such as, areas used by winter residents. Discovery and response time is hindered by fact that no neighbors are there in the summer to report fire and that fire mass is apt to be greater by the time men and equipment arrive.

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Q. Do you see any problems with water availability?

A. Yes. For instance, we have a fire hydrant in front of the Fire House, but it may not be used directly to fight fire. Currently, we may only use that, or any other hydrant on Big Pine, to fill our tank.

Q. Why is that?

A. The way the water system is set up, if we pump directly from the hydrant, indicators in the FKAA system would show this sudden increase in water use as a bad leak in the line and cause automatic shutdown of the water supply.

Q. Does anything else interfere with the water supply?

A. Yes. Electrical power outages can cause pipeline pumps to stop and water supply to be restricted or halted.

Q. Will you outline the fire fighting problems in cluster development as opposed to widely spaced single or two-family construction?

A. If the cluster housing is

vertical (more than 2 stories high), we are fighting high-rise fires and the only way to learn to fight such fires is through experience. Even though the fire is on a lower floor, all occupants might have to be removed from upper floors because hot smoke and gases may rise and kill people who are not even near enough to the fire to feel the heat.

ENTRANCES TO APARTMENTS may be blocked by fire, necessitating removal of persons by way of upper floor windows.

Firemen must be able to get to upper portions of the building to create openings for ventilation and rescue. To accomplish this, ideally we should have an aerial platform and more manpower to work the equipment, neither of which are readily available. Incidentally, an aerial platform costs around \$400,000. Personnel must be physically fit in order to be sure of getting elderly and handicapped occupants out of dangerous areas without endangering those occupants or themselves during removal.

TRYING TO REMOVE elderly or handicapped by simply placing long ladders at windows is not the answer. Even a person not handicapped should be

guided down a long ladder by an experienced fireman. Sprinkler systems are essential, but they are not 100% effective or a sole solution. They cannot replace the firemen on the scene and we must be certain that there is constant and adequate water instantly available to the system, with enough pressure to really sprinkle, not just dribble.

NEW STATE-OF-THE-ART SPRINKLERS are now available for residential buildings, but are not a legal requirement. Both the old and the new sprinklers are controlled by a fusible link operating (opening) at around 165°. The new one has a less massive fusible link and melts quicker at the same temperature, giving more safety time.

All this is just scratching the surface on high-rise fire problems, but you can begin to realize the hazards involved.

Horizontal cluster housing is not as bad as vertical. It is easier and quicker to get occupants out of buildings at low levels, so human life is not endangered to the same extent.

IF THE HORIZONTAL cluster is made up of free-standing single family units and the exterior walls are of

concrete, the danger of fire leaping from one house to another is not eliminated but it has been lessened.

Horizontal clustering is not by any means as safe as having 50 feet or more between units, but a great deal safer than having units on top of each other.

Q. Please add other comments not covered by specific questions.

A. At this time, nationwide, we find that volunteer fire departments are shrinking, even though population and hazards of an area are growing. Many volunteers are construction workers and follow where the work leads, causing constant changes in volunteer fire departments.

EVEN A MINOR residential fire ideally needs a crew of ten - immediately available, to prevent a minor fire from becoming a major one.

Mutual aid between volunteer fire departments is limited by availability of personnel, response time and the need to protect the home area.

Fire codes should be established to reflect recommendations of the National Fire Protective Association, e.g., exterior wood shingles should be banned altogether as, once blazing and sailing around, they jeopardize other

property and are conflagration breeders.

VOLUNTEER FIRE DEPARTMENT areas have no official fire inspection status. A County Fire Marshal is needed.

As the area grows and more fire equipment is purchased, the equipment will need to be housed. The fire station will need to be enlarged.

Each new housing unit brings more people to be protected but does not necessarily bring a proportional number of volunteer fire fighters.

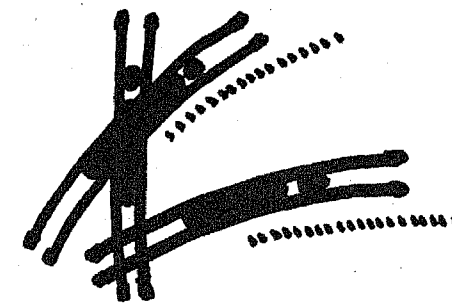
Increased fire hazards, and means of saving life and property, are factors that must be given very serious consideration as a community grows.

WE SHOULD ALL realize that even an unpaid volunteer fire department does not come free. Equipment, fuel, insurance, building expansion and other pertinent items must be paid for.

Chief Grimes' expert opinions and observations should make us all aware that the environment consists of a great deal more than birds' nests and hardwood hammocks. The flora and fauna should be protected, but they should be a secondary consideration.

THE SAFETY AND well-being of the humans now in residence should be our primary environmental concern.

Environment is far too important to all of us to be left exclusively in the hands of biologists.



DAYDREAM BABIES

--- a poem for Michael

somehow in my mind
fact and fantasy
mingle gaily
and do their lovers' dance.
A courtship
of blind romanticism
and luck of the Gods.
And in the midst
of all this
stand
you and me...
daydream babies
trying to follow
all the steps
and laughing at
our four left feet.

--Saffra Milano

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Portrait of the Month



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Up The SWAN: Or, A CONCH BRAVES A MONTANA BLIZZARD

By JOHN WELLS

It was one of those grey days common to Western Montana, but this was different. The sky to the north was darker than usual, an unmistakable heaviness in the air. I'd been in Montana long enough to know what incoming snow looked like. You didn't have to look at the mountain tops slowly disappearing in the descending clouds to know it was coming -- you could feel it in the stillness that had settled over the Blackfoot Valley.

I had spent the entire day marking trees for a timber sale. There was already half a foot of snow on the ground, far below the norm for early January. It happened to be Friday afternoon, and I was looking forward to driving to Kalispell for a weekend of visiting friends and perhaps a bit of cross-country skiing in Glacier National Park. As I drove back to my house at the Clearwater Junction, the first fragile flakes fluttered to the highway.

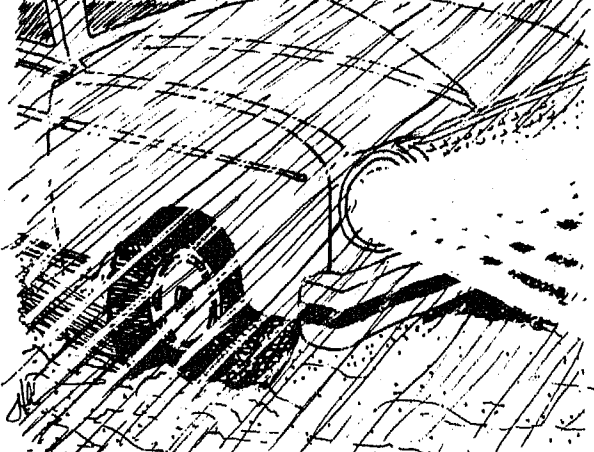
When I loaded my skis and gear in my '69 Chevy pick-up (better known as Ol' Red), I noticed that the flakes were coming faster and were beginning to coat the highway. The temperature was noticeably cooler -- about 28, I guessed. The first doubts crept into my mind and were greatly magnified by a phone call from my friend Scott in Kalispell:

"It's snowin' like hell up here, man. You still comin' up?"

"Yeah, I guess so. It doesn't look too bad here," I said doubtfully. I knew then that I would be driving

right into the jaws of the storm. Kalispell is due north from Clearwater -- a straight shot up the Swan highway for 100 miles.

"Well, I just wanted to let you know what's ahead of you," Scott answered. He wanted me to think about



it. "I'll be right here in the Stockman's. See you then."

"Yeah, save me a stool."

"Good luck, man."

I hung up, now completely doubting the plan to drive north. What the hell, I thought. I've driven in snow before and besides, you can't let the sometimes fierce Montana weather get you down. If I give in to the winter I might as well return to Key West now.

These thoughts bolstered my re-

solve as I pulled onto the highway and turned north. The flakes were filling the air now. Small ones, the kind that mean cold weather and a big storm. My plan now was to drive to Seeley Lake, 17 miles up the road, eat dinner and reassess the situation.

By the time I reached Seeley 30 minutes later I realized this trip was going to be a real saga. There were already two inches on the road, so I made up my mind to put on my tire chains in Seeley. No matter what my decision, to continue north or return, I would need chains to get anywhere. The light-ended pick-up was already fishtailing on even the slightest inclines. The headlights were reflecting off a swarm of snowflakes as I pulled into a cafe in Seeley Lake.

Putting chains on a truck is one task that I will not miss once I return to the sanity of tropical weather. It involves slithering under and around your vehicle in the wet snow, hooking and fastening the infernal things with increasingly numb fingers. Invariably, no matter how careful I am, I will have the cold, wet chains all arranged properly and ready for fastening only to find they are on backwards. The task is so universally abhorred and shunned that chains are normally put on after it is too late. Like when you slide sickeningly into the back of a loaded manure truck or slip uncontrollably into the ditch.

After the usual struggling and cursing, the chains were securely fastened around the big 7.00x16's, and I proceeded to the cafe where I slugged down an excellent Cheeseburger "D". As I ate, I checked out the other patrons for road information.

"By God, it's snowin' up there,

all right," said one friendly traveler. "Yessir, comin' down pretty good, but you can make it...if the plows keep workin'."

Turned out that he had just driven down from Kalispell in a large Winnebago camper -- the kind that clog the bridges between Key Largo and Key West. I figured if he could cruise down in one of those monsters, I could surely make it with chains.

As I pulled away from the cafe, I knew I should turn right, back to Clearwater. All my instincts said turn right. The Chevy turned left into the storm.

I rolled north for about a half hour, the slapping windshield wipers keeping time with the steady chink-chink-chink of the chains as they bit into the soft snow covering the pavement. The storm appeared to have slackened off, and my spirits rose. I had time to reflect upon the fortunes that placed me on this lonely mountain highway, far from the island that I love. My "Conch" blood flows from a long line of Higgs and Steadmans, but I am a lost member of the family, wandering in the "wastelands" of the north.

I've been in Montana for better than six years. It really wasn't my idea to come here in the first place. "Uncle Sugar" had that bright idea. I was stationed in Great Falls with the Air Force, and Montana intrigued me right from the start. The "Big Sky," which reaches down to touch the endless rolling prairie and soaring forest-clad mountains, is just a backdrop for the scenic beauty of the land. Simple things like casting a dry fly to a shimmering cutthroat trout in a crystalline stream; feeling the sunset from a remote alpine campsite, the air cooling

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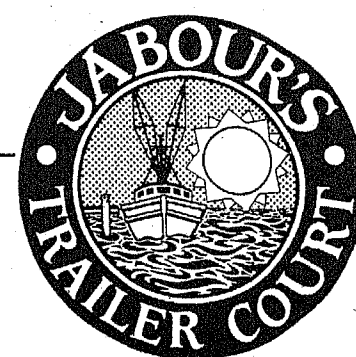
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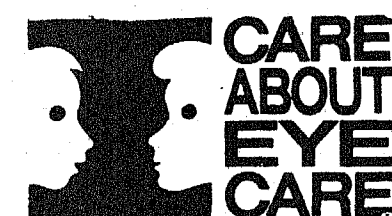
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even as the sun slips behind distant mountains; or feeling the clean, lung-searing winter air rush into your body as you swoop down a mountain trail on skis -- all these contributed to my staying on in Montana.

Yes, Montana is beautiful, but it can also be deadly. There is still a wilderness that must be reckoned with. Even while enjoying the splendors, it is wise to be aware and prepared for anything.

My reverie was immediately terminated as the Chevy went into a gut-wrenching slide on a sharp curve. At once I released the accelerator and sharply turned the wheel in the direction my tail end wanted to go. The chains again grabbed hold and the vehicle righted itself. Whew! I had better pay attention.

I now noticed that the storm had resumed its dumping of snow with increased ferocity. Snow was again quickly piling up, and it was obvious that no snow plows had passed this section of the highway for several hours. The passable portion of the highway was now only one lane wide -- an ominous situation, for this indicated that no plows were in operation, and only the occasional passage of some dedicated fool like myself was keeping the way open. That was not surprising, actually, considering the highway which I was heading north on -- the famous Swan highway.

That road is so named for the sparkling Swan River, which flows due north for 80 miles out of the Mission Mountains to Flathead Lake near Kalispell. It's a picture-book valley, the Swan. Towering on each side are the rugged granite peaks of the Mission Range to the west and the Swan Range to the east. These fine mountains contain the Mission Mountain and Bob Marshall Wilderness Areas -- some of the

wildest land left on the North American continent. The Bob Marshall alone is as large as Rhode Island. The Swan highway is not famous for its broad, smooth pavement -- it is renowned for its majestic scenery, none of which I could now see. It is also famous for its loneliness, being one of the least populated corners of an underpopulated state.

Feeling like a fly walking numbly into a beautiful web, I continued north. There was now no question of returning, as there was no room to turn around on the road. If I tried to stop and back around, I would surely become mired in the 1½ feet of snow which bordered the narrow lane. I now lent all my attention to the situation at hand.

I could not turn around and therefore must go forward into the unknown. The storm could only become worse before it eased. It was apparent that old man winter was just now bearing his full weight down on my fragile vehicle. The truck was performing well, however. The engine was humming smoothly and the tire chains, which often have the habit of breaking and chewing up the inside of a fender, were working magnificently. Without them, I would have been "dead in the water" many miles before. The truck throbbed rhythmically as the steel links each in turn took their bite of snow. I decided I would make it given three criteria: the chains stayed together, the truck didn't malfunction, and the storm got no worse.

The storm got worse. I was nearing the Swan-Clearwater divide, only twenty miles from Seeley. As if trying to shove me back to my starting point the storm hurled huge amounts of snow at my windshield. I could see no more than 25 feet in front of the pick-up. Still, the truck plowed on, up the mile long grade to the divide.

That's when it happened. My dark-

est fear became reality as the rig lost power, slowly at first, then increasingly, as I frantically pumped the accelerator. My entire body shuddered at the vision of a lonely night (or would it be days?) spent in this silent wilderness. I knew I could survive -- I had a down sleeping bag and some emergency rations -- but I didn't relish the prospect of spending my weekend waiting for snowplows to break through to the rescue.

But still the truck coughed on. 01' Red wasn't quite dead yet. Barely creeping along, I topped the hill and began the gradual 80 mile descent to Flathead Lake. I had no idea how long the car would keep running -- with the pedal floored I could only make 15 MPH. My mind raced like a computer analyzing the problem. Points? Carburetor? Blown head gasket? I'm no mechanic, but I knew I'd be doing some emergency tinkering before long.

There was no place to pull off and stop on the snow-choked highway. Highway? Even the narrow lane I was traveling had disappeared. Instead, I steered the stammering rig into two narrow grooves left by some other bold traveller somewhere several miles ahead. His tracks were slowly filling up as I held a death grip on the jolting wheel. The truck lurched as invisible hands of deep snow tugged at the wheels, trying to hold them back. I had a vision of riding a crippled slot-car through a white desert.

As I cursed my foolhardiness of daring to take on this grandfather of a storm, the inside of the truck instantly became bathed in red light as the generator and oil lights signaled the final death throes of the engine.

"That's it, boy," I moaned to the sleeping pointer on the seat next to me. "I may end up eating you before this is over," this only half-jokingly.

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I grabbed my tool kit and stepped out of the warm cab into winter. As soon as the hood was up, my flashlight reflected off the problem. The carburetor was molded in solid ice.

Carburetor freeze-up! Normally this is no problem. Just pour a can of gas line deicer in your tank, wait a few minutes, and you're on your way. But I had none of the magic fluid. Instead, I picked and chiseled the larger chunks of ice and waited for the manifold heat to do the rest.

Around me, massive tree trunks lined the road like silent mourners. Even if the carburetor thawed, I still had 70 miles to go, and it would surely ice up again. The snow had not abated.

I looked in the direction of Kalispell, the narrow tracks barely distinguishable from the smooth white landscape as they disappeared into the tunnel of darkness. Only a miracle -- or a passing Samaritan -- could keep me from sleeping in my truck that night, I thought.

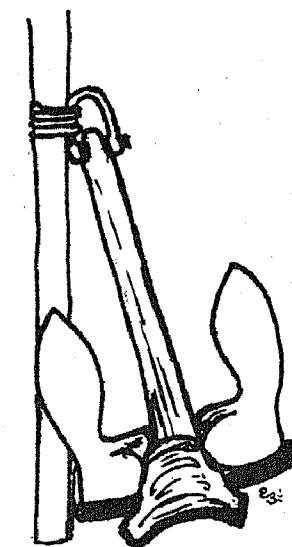
That's when I saw the light at the end of the tunnel. It wasn't just the headlights that excited me -- it was the low growling, grinding noise of a heavy snow plow making its way towards

me from Kalispell. I could barely make out the roostertail of flying snow leaping away from the scooped plow but I knew then I could make it. Why, I'd be sucking Coors at the Stockman's in no time!

That wasn't exactly the case, but make it in that night I did -- two hours later. The plow opened the way, but I was forced to stop every 10 miles or so to let the carb thaw out. I used nearly 20 gallons of gas to drive 100 miles, but a warm feeling of accomplishment swept through me as I crossed the Swan River near its mouth. The dog stirred softly next to me, and I again felt warm for the first time in three hours.

So the next time all you Conchs feel that chill wind coming down the Northwest Channel, and white caps are lashing at Fleming Key, look into the wind and count your blessings. I may be on the other side of that storm -- looking homeward.

4



The Mexican Prisoner

BY E. A. BIXBY

IT WAS LATE at night after a tiring session of chess with the six "charter members" of our chess club, where I'd been surprised at the ease with which the "professor" talked Spanish with a South American guest, and I complimented him on this, and he said, "Oh, I learned that during my 20-year prison term in Mexico."

As I'd known him for several years as a stereotyped professor, rather wispy, pedantic, and about as far from being a criminal as possible, this amazed me and I asked him to sit down again and tell me about his prison experience.

"IT WAS DURING the depression," he started. "NOBODY had any money and very few had jobs. I'd just lost my job as an electrician when my boss, the contractor went bankrupt and I could no longer support my family, which was then just my wife and baby. She moved in with her parents and I was very depressed and wandered all over trying to find a job. I was hitchhiking and would take about any ride that was offered, generally getting an inexpensive meal if I entertained the driver during the ride.

"I FOUND MYSELF getting farther and farther south and crossed the border into Mexico with my pack and cheap camera and eventually reached a dead end out in some desert or other ... and saw a very interesting ruin that looked as if it might have been built originally by the Aztecs. I got out my camera to take pictures and was suddenly surrounded by a large group of Mexican soldiers, who seemed to come out of nowhere, who handled me roughly, searching me and my pack, and marched me to their headquarters. Eventually they found a man who could speak English after a fashion and I found out I was suspected of espionage.

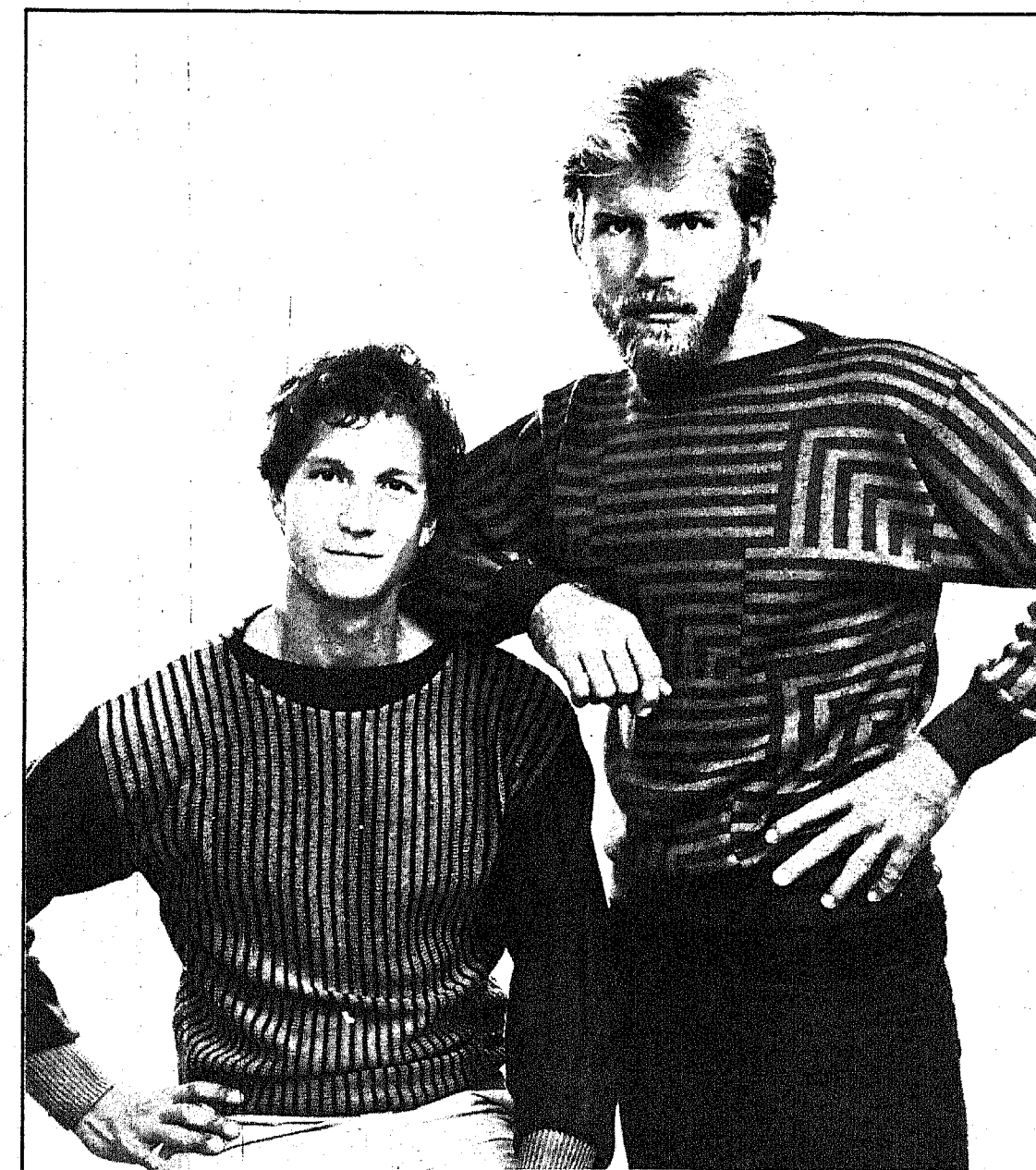
"AT A LARGER town I was brought before a judge and after a trial that I couldn't understand, was sentenced to 20 years of hard labor for photographing a vital Mexican military fort, then taken to a large prison to serve my term.

"I WAS NOT allowed to write my relatives, but the prison was a friendly place and the food was not too bad if you could forget the dirt and the bugs, and when I learned the language I became friends with many of the rather simple peasants who were, in the main, the prisoners. After about a month, I found I was rather enjoying my incarceration, though worried about my family up north not knowing where I was, when a courier in a fine uniform came to see me and we rode in a very large immaculate Mercedes to a big city which turned out to be Mexico City. I was brought to a large building and, inside it, to a room the size of a basketball court where a beautifully dressed man sat behind a huge carved desk, offered me a cigar and waved me to a chain.

"I AM THE chief of police of Mexico City," he said, in perfect English, "and I understand by the prison records that you have a degree in mathematics." I said that this was so. "My son has been provisionally accepted to the Mexican West Point," he went on, "and we are worried about his mathematics on the entrance examination--he hasn't had a lot of mathematics and I understand the examination is very difficult. Would you consider living in my home as our guest and tutoring my son in mathematics? The examination is in six weeks."

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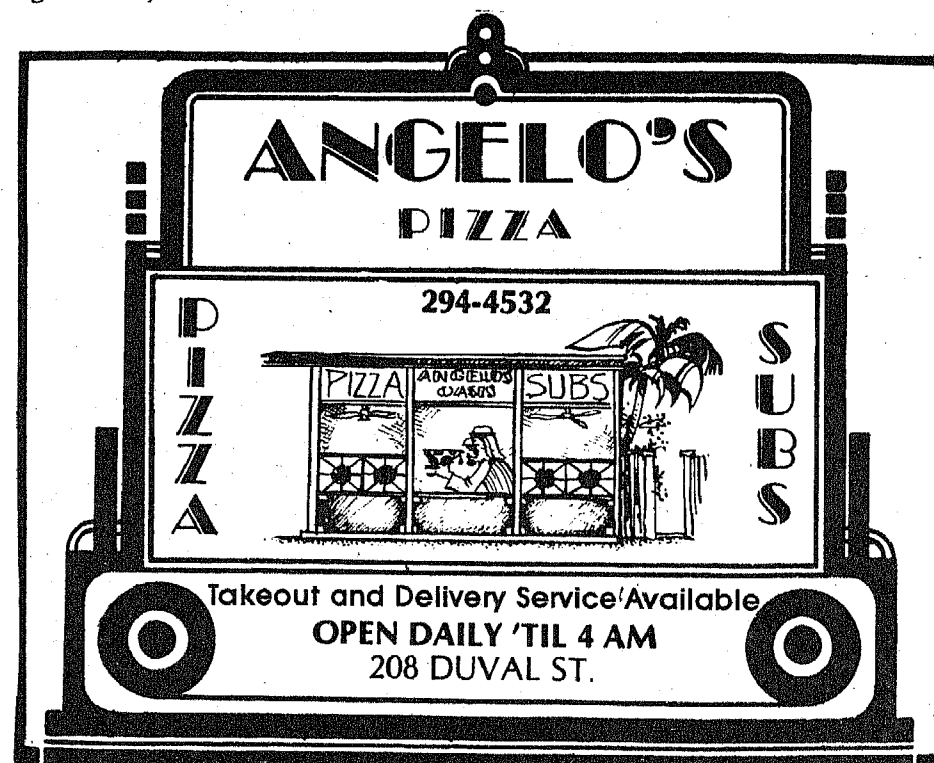
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sion that I could communicate with my family, and the chief waved me to a phone and paid for a long and satisfying talk with my wife in the north.

"THE NEXT DAY I started working with the boy, who was very intelligent but had very little mathematics, so I gradually took him all the way through up to calculus by the time the five weeks were completed and we had to stop because he left for the examination. We worked ten hours a day, seven days a week, but I was given complete freedom, a lovely room, ate with the family, and was told to ask the servants for anything I wanted and was accepted by the family as an equal.

"A DAY OR two after the examination, I was again ushered into the big office of the chief, who greeted me with a big smile and a cigar and said he was sure that I'd be happy that his son had passed the examination with flying colors, and was accepted into the academy.

"YOU ARE FREE to go now, and here is some money and your airplane ticket for your flight home."

"What about my 20 years at hard labor for espionage?" I asked him.

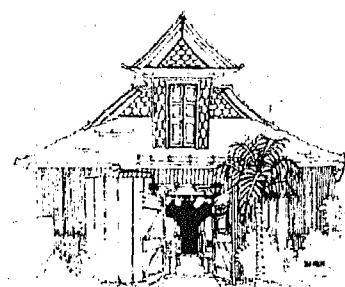
"There is nothing anywhere in Mexican records about you, and from now on you are simply a tourist."

"HE SHOOK HANDS with me and had his chauffeur drive me to the airport and make sure all my papers were in order and so ended my 20 years in a Mexican prison."

(Note) This story is as true as I can remember it, but it did happen a few years ago.... Ed. Bixby

FLORIDA KEYS COMMUNITY COLLEGE AND TWFAC OFFER MINORITY WORKSHOPS

FLORIDA KEYS COMMUNITY College, in cooperation with the TWFAC, will conduct two minority theater workshops during the month of March. The first workshop will focus on Spanish Theater and will be held on March 10 at the TWFAC from 9 a.m. to 3 p.m. The fee for the workshop is \$5.00 per person. A Black Theater workshop will be conducted at the Downtown Center of the FKCC on March 17 from 10 a.m. until noon. Registration for the workshops begins on February 27 and early registration is recommended. For information on registration and the workshops call 294-8481.



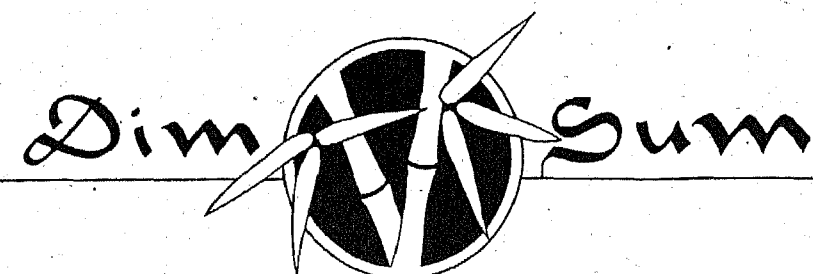
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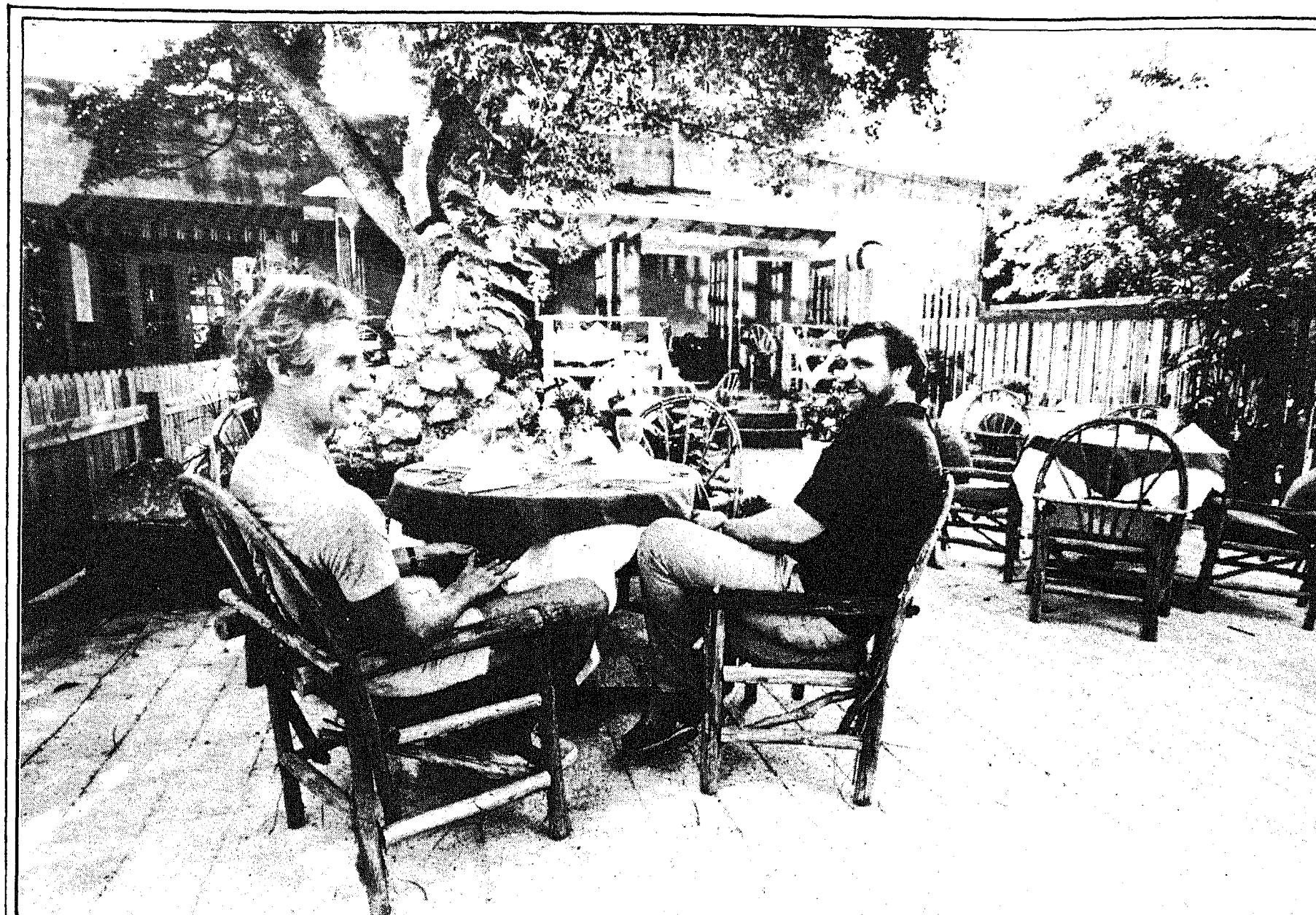


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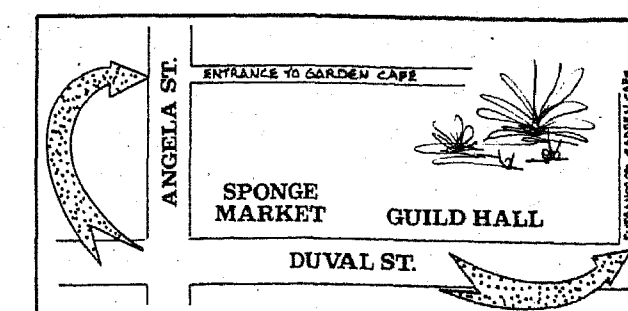
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Blessing of the Shrimp Fleet

by JERRY BEVER

THE HARDWORKING MEN and women who scour the Gulf for "pink gold" will receive a different reward on Sunday, March 18th.

The reward will be spiritual, and the event is the annual Blessing of the Shrimp Fleet beginning at noon at Mallory Dock. This colorful and exciting event centers all attention on the working shrimp boats and their untiring crews.

"PLEASE LORD, PROSPER our shrimp fleet in this, their chosen profession."

A past blessing will surely be echoed by many participating shrimpers and by the families they support. Many of the families will join the crews in decorating their vessels for this colorful event, and many of the travelers will enter the competition for the best decorated boat to be held in conjunction with the blessing.

REWARDS WILL ALSO be given to entrants who compete in the best decorated boat contest and win. The prizes and their donors are: 1--500 gallons of diesel fuel from Sands Marine Station. 2--75 bars of ice from Singleton Enterprises. 3--600-foot coil of 3/4-inch nylon line from Standard Marine Supply. 4--Two try nets from Kenny's Net Shop.

5--7 x-50 binoculars from Key West Marine Hardware.

ADDITIONALLY, THE TOP five winners will receive \$100 each to help defray fuel and decorating costs. These cash awards have been donated by Boulevard Bank, First Federal Savings and Loan Association of the Florida Keys, Florida Keys First



Photo by Christopher Lane

State Bank, Southeast Bank of the Florida Keys and the Marine Bank of Monroe County.

The first place winner also will

be awarded the Old Island Days perpetual trophy. Winning decorations in the past have ranged from palm fronds and pine boughs to huge inflated whales.

A GENERAL THEME of Key West history can be used by any contestants who have trouble planning their masterpieces, but there are no specific theme prizes. A carefully selected group of judges viewing the spectacle from shore will announce the winners at the close of the ceremonies.

The pageantry afloat complements the pomp, color and lively music ashore that is available to all who come to view the ceremony. The practice of blessing seagoing fleets originated in Spain and Portugal around the 15th century when clusters of wooden vessels left for months-long voyages.

IN ADDITION TO the visual and aural treats, the "pink gold" themselves will be offered at a nominal price as a gastronomic tribute to the extensive Key West shrimp fleet, which at the height of the shrimping season numbers over 500 trawlers. This tribute is served up at nominal cost in the Community Center at Mallory Square beginning at noon on Sunday, March 18th.

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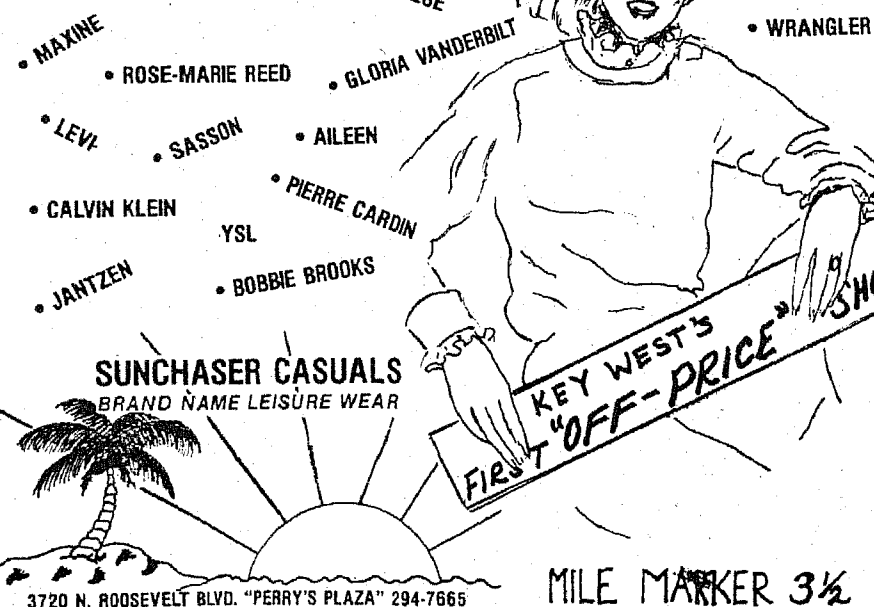
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* SUBSTANTIAL PENALTY FOR EARLY WITHDRAWAL

Olde Town Merchant's Association vs. Old Town Trolley

by ALDEN SOLOVY

THERE'S AN OLD saying which goes something like this: "Fool me once, shame on you. Fool me twice, shame on me."

That describes how many members of the Olde Town Merchants Association felt as they listened to Ed Swift address their group February 22. The merchants have been working with Swift for about one month to try to find an equitable way for the Old Town Trolley to pick up and drop off passengers. The merchants said that the trolley pick-up inside Truman Annex prevents the ship passengers from walking by their businesses.

ABOUT THREE WEEKS earlier, a compromise was reached between the association and the trolley through Swift's partner, Chris Belland. But members of the merchants group watched as the major portions of the compromise were forgotten or ignored by Swift and Belland. So when a meeting was called to discuss picketing the trolley, Swift and Belland went to answer the allegations.

In the compromise, the merchants were asked to help select the downtown drop-off point for the passengers. In return, the merchants dropped their demand that the pick-up of passengers also end in Truman Annex. As long as the people were dropped off downtown, the merchants felt all businesses had an equal shot at attracting customers. The merchants group selected the Front and Duval Street station for a drop-off, as part of Belland's offer to let the group help select the location.

THAT NEVER CAME to be, and Belland told the group on February 22, "I apologize for the miscommunication. I explained that the depot was not a possibility. I went away feeling that the Front Street Station was entirely infeasible. I got the feeling that the only feasible place was in front of the Art Center. Indeed, we started

dropping people in front of the Art Center."

Swift said that he would drop passengers at the Art Center instead of at the gate, pass literature from the merchants group on his tour vehicles, and allow booths on his property for promotional literature. "If you're asking, 'Ed, is this all you're going to do?' I have to say yes."

BUT THAT WAS a far cry from the compromise of three weeks earlier, and merchant association members were enraged.

"We have nothing to lose if the cruise ships leave here because we're not getting their business anyway. The only way to get Swift's attention is to hit him where it hurts, the pocketbook," said Sue Dyon of Yesteryear's Photographs.

"Through manipulation and nuance, the compromise agreement was changed," said Manuel Marcial, the group's president pro tem. "I have changed my position. No pick-up and no drop-off of passengers inside the [Truman Annex] gate."

JERI DOLEZAL OF Sparkles said, "All along we've been trying to avoid this situation, but the promises lead no place. Their promises don't hold water at all."

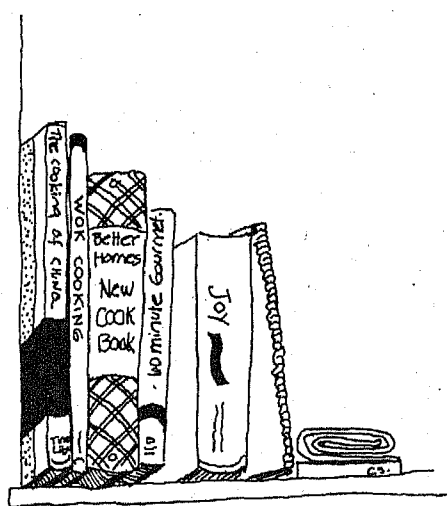
At press time, the group had voted to picket the Old Town Trolley inside the Truman Annex gate, if possible, in order to try to keep cruise ship passengers from using the trolley. They also voted to watch the trolley pick-ups and drop-offs on cruise ship days to determine the times of the trips and the number of passengers being served. Also, they planned to make a presentation of their position to the City Commission.

HOWEVER, THE GROUP also called Mike Ronan, an official of the Norwegian Caribbean Lines which sends the

Skyward to Key West weekly, to inform him of the picket in hopes that he might pressure Swift to find another drop-off location. Some members of the merchants group felt the threat of the picket would be enough to see results. Yet they all felt that they would not allow themselves to be fooled again. This time, no matter the promises, they planned their action to come. The only thing they said would stop their picket, a written agreement from Swift and the cruise ships that passengers would be picked up and dropped off in Old Town, not at the Annex. And, of course, association members said they would be watching to make sure that any agreement was kept.

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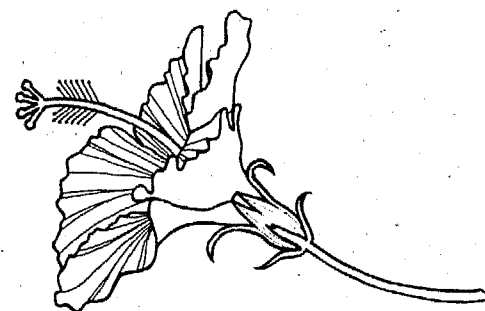
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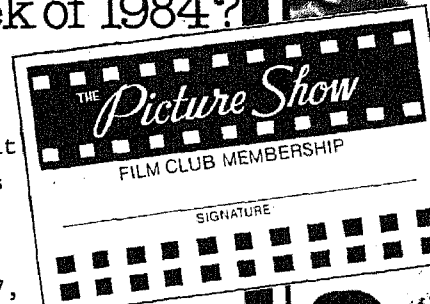
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EVAN RHODES: AN INTERVIEW

by LIZ LEAR

EVAN RHODES LIVES in a white wood-frame Key West House* with the traditional carved gingerbread porch and rail. The house is located on a quiet dead-end land adjacent to the city cemetery.

On a bright, sunny day, I climbed the three wide steps to the porch and rapped the knocker. A small calico cat slept curled on an ancient white wicker rocker to the right of the door.

EVAN GREETED ME, and I was led into a pleasant book-lined room. We passed through there into the newer part of the house, a large dining room with a kitchen island at one end and beyond that there were comfortable sitting areas separated from the garden by large expanses of glass sliding doors. The garden is wide and lush, filled with flowering shrubs and there are several huge, mature shade-trees.

WE SETTLED DOWN for our interview, in a cheery corner furnished with antique wicker. Sunlight, filtered yellow and green through the large leaves of an elephant vine that clung tenaciously to the exterior glass. Evan arranged his 6 foot 3 inch, 171 pound frame on a wicker recliner.

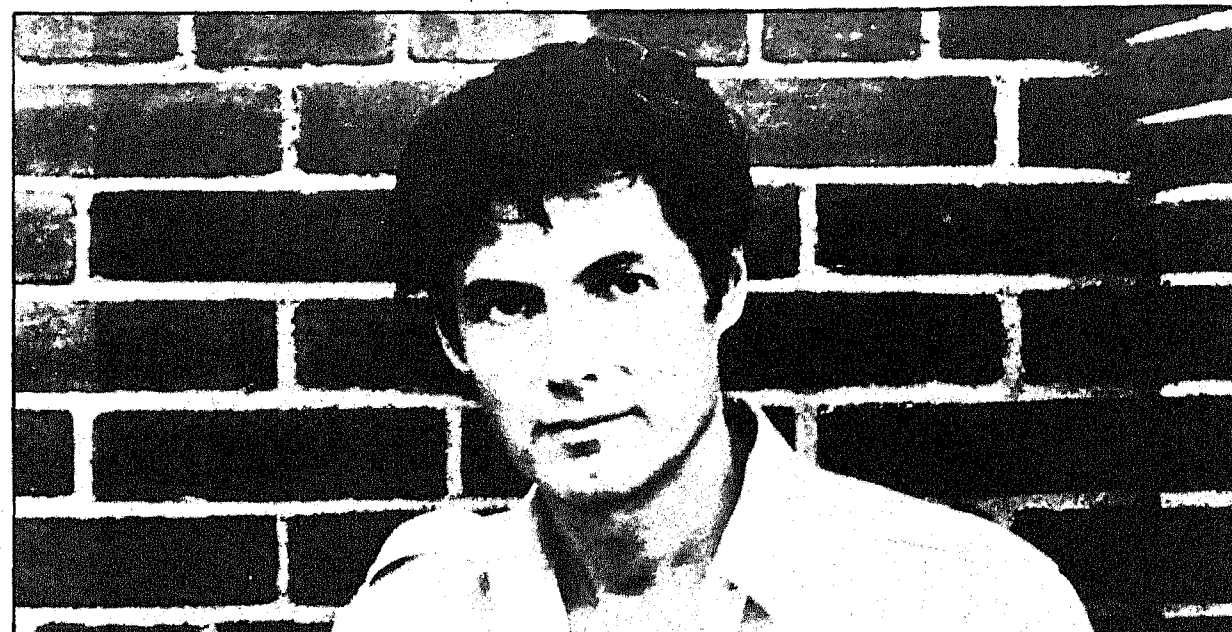
It is impossible not to be struck by the extraordinary handsomeness of this man; the face has a look of Panish perennial youth, coupled with Byronic romantic, classic good looks. The eyes are large and expressive.

INTERVIEWER: I HAVE always been intrigued with what attracts creative

*Since this interview took place, Evan Rhodes has moved to Bay Point.

people to certain places. What or who brought them there in the first place and what makes them stay. Why are you in Key West?

Rhodes: I came down here at



Christmastime, 1958, with a couple of friends. I came mostly at the urging of good friends Dick Duane and James Leo Herlihy. I was going through a difficult time in my life and the friendliness of the people, the warmth of the climate and the hospitality that was here almost seemed trouble-free and was in a sense just what I was looking for. Then I began coming down regularly and staying at Jamie Herlihy's or renting. When Dick Duane became my agent his house was empty, and I would stay there, that was in 1971.

WHY DO I stay here? It's one of those strange phenomena, if you cut yourself off from the world, the high pressure world of New York City or Los Angeles, which are really the centers

of my profession and removing yourself from that cauldron, it really allows you to plumb the depths. I think that is at the core of any creative experience. Consequently, I am able to work here with a degree of efficiency I haven't found anywhere else.

I moved into my house in February 1977, and in the seven years that I've lived here I've written six books and the libretto for a musical.

I don't think I could have achieved that anywhere else. In addition I did all the research and all

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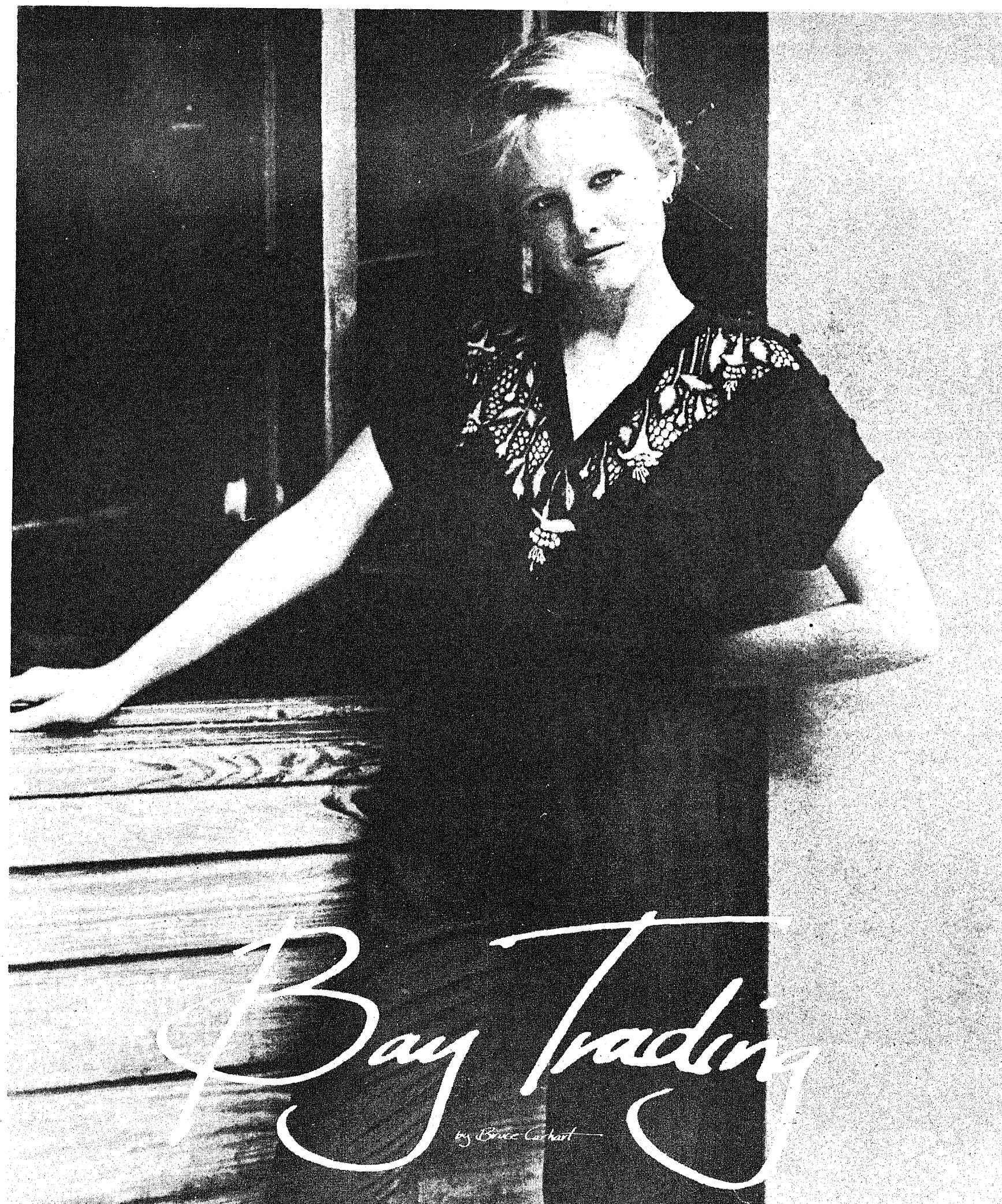
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the traveling for the publicity for each book. It's been a very highly charged time for me here and I imagine I will be coming to Key West for the rest of my life.

INTERVIEWER: IT IS said that certain places in the world have a cosmic quality or energy. Santa Fe and Paris have been mentioned. Do you think that Key West is one of those places and do you think that this might explain the extraordinary aggregation of writers both past and present on this small island?

Rhodes: I do. I felt it the first time I came here. It was an unpleasant feeling for me. I've learnt to go with the rhyme of it. I think that there are places that have by their very local, physical accord with man's aspirations, been that way. Santa Fe had that for me. Key West, obviously, has it for me, because this is where I live and write. I think Big Sur, the coast of Oregon, Vancouver, British Columbia, all those vast expanses of water and forest make me feel that I'm part of the natural rhythm of the Universe rather than an addendum to it or something parasitical. Key West has the added advantage of being easily accessible and having a subtropical climate.

INTERVIEWER: I WAS aware that you were a writer when I met you in the early '60s. The first thing of yours that I read was "Only You, Dick Darling," which you co-wrote with Merle Miller and was published in 1964. Have you always wanted to be a writer, when did you start, and did you work in other professions before becoming a writer?

Rhodes: Yes, I always wanted to be a writer; it seemed like a very natural kind of profession to me. I'm essentially a solitary person, shy, though there will be many people who will give you a great big disclaimer on that. I don't mingle well.

I LEARNT to write when I was in high school. I went to a school called Brooklyn Technical High School, and I did a couple of short radio plays for the school radio station. I wrote again in Brooklyn for the radio station. Afterwards I tried to earn my living as a writer, by doing all the things that one does that have an attachment to writing. I was a copywriter at an advertising agency. I was a reader for Columbia Pictures, R.K.O. and Universal Studios. All of these things, I found, didn't allow me to do my own writing, because all of my energies were going into other things, so I decided not to write for anyone else. I would take whatever jobs I need to survive while I wrote. I went back to school and got my Masters at N.Y.U. and I have most of my credits for my Doctorate there. Maybe one day I'll go back and take all of those exams, although at my advanced years, names, states and places filter out of my brain, unless they are specifically related to my work in progress.

I WAS GOING to teach and then do whatever writing I was going to do on the side, but I met a fellow writer named Merle Miller, who needed help on a television project he was working on and asked me if I would work with him to do the research, to do the legwork as it were, to write a couple of the characters and to help put together what was going to be the most expensive television project in the history of television.

Out of that experience came a non-fiction book called "Only You, Dick Darling," which really talked about the insanity of the profession, the relationship to the amount of money that's wasted, the amount of creative energy that's squandered without anyone really knowing that the emperor was naked. The idea to write "Only You, Dick Darling," was mine, and the title was my title.

MERLE IS A brilliant writer and helped me enormously in the development of my craft, as did all of my friends like Jimmy Kirkwood and James Leo Herlihy. After that, I worked on a couple of screenplays that never saw the light of day and some articles, some in conjunction with Merle, some not, and then I went to Africa on a "Wing Safari," which is a very toney sort of thing that very rich people do. It was given to me, as a gift by my mother-in-law, who accompanied me. My wife was dead by that point.

From the safari experience came the idea for a book called "The Carrion Eaters." The book was published in '72, I think, or '73. I haven't stopped in 11 years, not a vacation, not a moment off - there's always been a deadline. I've loved every moment; it's been exciting. I would rather have that the quality of my life than something called writers' block.

INTERVIEWER: THAT WAS going to be one of my questions -- Do you ever suffer from writers' block?

Rhodes: No, not so far. I've written 10 books in all and will probably go on writing for the rest of my life. You see, when I started, I couldn't even spell, let alone write. I decided I was going to learn how, and all of these books have been stepping-stones to what I hope will be a significant novel. I have the idea for that significant novel, and I'm outlining it now. Of course, this is the moment that it's most exciting, the germination moment, when you get the idea and you're beginning to see how it will ultimately grow. Then all that's left to do is the paperwork.

INTERVIEWER: THAT SOUNDS very exciting. Do you write every day?

Rhodes: I say that I do, but I really don't. When I'm working and

on a deadline, of course I write every day, all day, all night. My schedule runs something like this - I have a two-hour writing session in the morning, break for lunch, go for a swim so that I don't feel too put-upon. I try to swim half a mile every day, just to keep the blood flowing to my head. Instead of the end on which I'm sitting. Then I come back, have another two-hour session, do all the domestic things like laundry, sweeping, and cleaning and cooking, just to keep body and soul together and the household running. After dinner I work usually for 4 hours, editing the day's work, blocking out what will happen on the following day. That routine is pretty regular when I'm down in Key West.

INTERVIEWER: SO YOU revise as you go along?

Rhodes: Yes. Unfortunately, there's not enough time, particularly on this series I've been working on, the American Palace Series, for me to look for the jeweled adjective or adverb. I've got to write this series and it's got to go to press. I have to produce one book every six months and those books ran about 500 pages in book form, which means about 800 pages in manuscript form. They all had to be totally accurate because I was writing about American history, so I can't play fast and loose with the events or with questions of historical accuracy. That regime, that rhythm had to be maintained in order to get the books out. That's why everyone says I'm a recluse, anti-social, and a pinchpenny and a tightwad.

BUT THAT'S WHAT I've been involved in, particularly in this series, for 4 years and there just hasn't been time for reciprocal entertaining.

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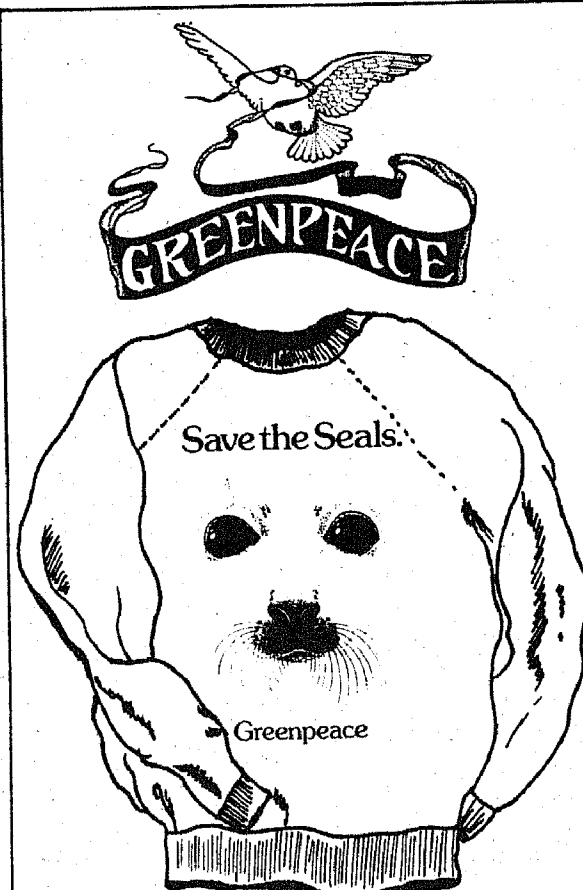
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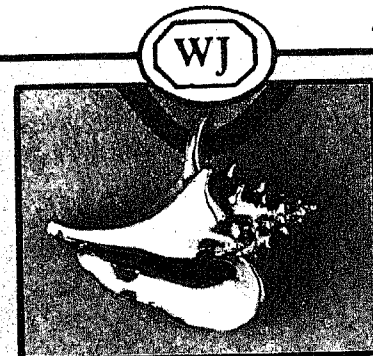
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Interviewer: That was one of my nestions. I remember a few years ago ou were trying to decide whether or ot to sign something like a seven-year ook contract with a certain publisher; t the time it seemed like somewhat of frightening proposition to me, ather like marrying someone about hom one had reservations; or selling ne's soul to the company store.

RHODES: SOMETIMES I'VE had both f those things in my life, including arrying someone I wasn't sure of and elling my soul to the company store, leaning a book publisher.

Interviewer: Would you do that gain?

Rhodes: Yes, if I thought it was ight, WE don't make mistakes that way. I can look back on this exper- ence. I can see that not only has it arned me money, but there are a mil- ion copies of these books in print. I eceive about 25 fan letters a week, so pparently I'm reaching a market that ight never have reached before. hat I had to give up to achieve that eems to be minor in comparison. owever, you do reach a point that nless you replenish the well, that ell is going to run dry and I'm at hat point now. I find myself using he same images and I must be careful o change that, or a character I've ritten about may be echoed in another; t try as far as possible to do as little f that as I can.

NOW, I RECOGNIZE that I'm ready o tackle something not only major in length but major in what it means to e in relationship to my own creative urges. I'm on the verge of plunging into an enormous historical novel, and I will not tell you what it is because hat would vitiate its effect. I'm ore excited about this book than anything I've attempted before. I know rriters are always excited about the current book they're working on, but

that's the nature of our business and what keeps us going -- are you trying to get a word in edgewise, dear?

INTERVIEWER: NO -- NO, I'm certainly to going to interrupt when we have such a wonderful flow of thoughts. How long does it take you to write a book?

Rhodes: It depends on the book. Some books I write in six months, like the American Palace series - that's what I'd like not to write again, be- cause that's not using your best. Let's take a couple of books that I've written. A book called "The Prince of Central Park," which is about a little boy who's so fed up with the rip-offs at school and the muggers in the welfare hotel where he lives in New York with a foster mother, that he runs away to Central Park and he lives there. Now I got that idea at four o'clock in the morning and I thought, Oh, my God! that's it. I jumped to my typewriter and wrote on the page: This is the story of a boy who lives on the Upper West Side of New York, he's 11 or 12 years old, you don't know if he's white, mulatto, black or Chinese. You just don't know because he's every boy. He's so horrified with what's going on at school, the muggings in the streets, with the whole loveless quality of his life. He runs into Central Park and he lives in the park, he scavenges for his food, he builds a treehouse, and he protects old ladies from being mugged. In learning to cope with himself and his environment he grows from boyhood into young manhood.

IT'S the story of everyone who has ever wanted to run away from home and remake his life. I believe you can do it and that's what this book is all about.

From the moment I put that first sentence on paper, that dark night at 4 a.m. in the morning, until the time that I finished, was exactly nine months; now I know that sounds a bit symbolic, but who cares. It took me


exactly 9 months and it flowed out of me. I lived in the park, I slept in the park and I got mugged twice in the park. I absorbed the park as if it were my garden of Eden.

THEN I GOT the idea to write a book about the Children's Crusade, a historical phenomenon about which I knew nothing, but I seem to have been prompted to write about it. That book was more difficult because it took place in the year 1212, and there's not much written about that period. I had to go and actually retrace the route that these children took, go to mon- asteries to see if there were any old records, and there were, but they were all in old Latin, and I don't read old Latin, so they all had to be trans- lated.

I did the whole trip, got back to the United States, sat down in my house in Key West and started to write the book. Then I discovered that the route the historians said the children took was impossible because of the known dates that they were at certain monasteries and how long it would take to walk from one place to another... They said that they had gone over a relatively well-traveled path through the Alps and that just could not be. They would have to have gone over the St. Gotthard pass in Switzerland. I went back to Europe and followed that path and saw indeed it could be done on the basis of what the time limitations were. That book took me three years to write.

I'VE BEEN VERY fortunate in that both of those books, which were ideas of mine and not done on the basis of assignment paid off financially. They had paid off creatively, I loved working on them, and I was able to support myself as a writer, which had been my aim.

Interviewer: "The Prince of Central Park" was made into a very successful television play. I hear it will soon be a Broadway musical.



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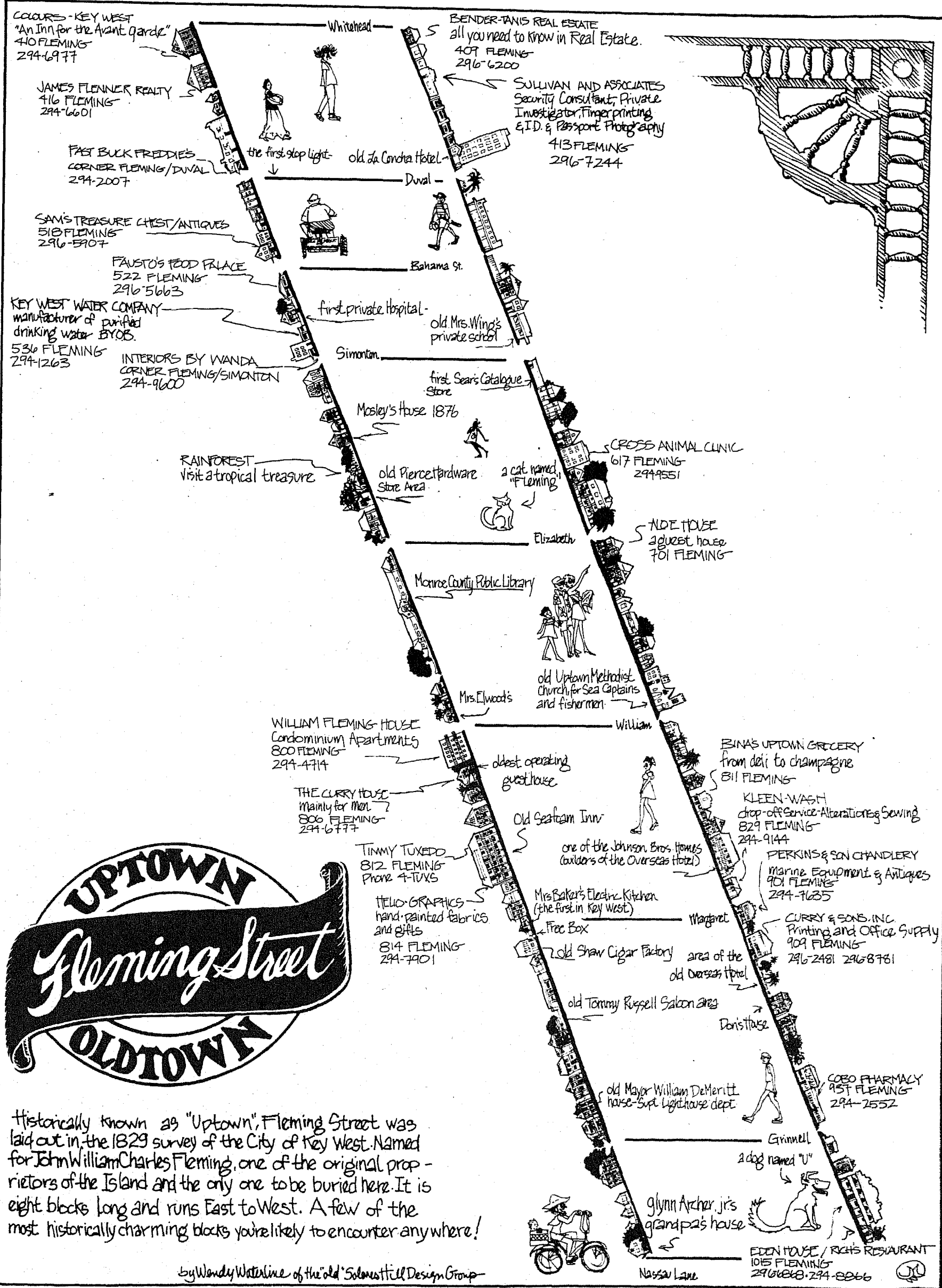


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How did all this come about?

RHODES: WHEN I wrote the book, everyone said, Oh God! who's going to do this, I mean it's about a kid and Central Park, it's not a young adult book, it's not an adult book; it falls between two stools - everyone told me. Coward McCann & Geoghegan took a chance on the book, and it became an alternate selection of the Book of the Month Club. It was bought by Lorimar Productions and made into a film for CBS television. It was published in Europe. In England it was published under the same umbrella as in this country. In France it was treated like "The Little Prince." In Denmark it was an example of American boyhood. Australia published it as an example of the pioneering spirit. Russia published 100,000 copies as an example of American decadent society and what happens to children. Various countries saw something that appealed to them, which delighted me because it meant I had hit some universal theme. When it was made into the CBS movie it got the highest ratings in the time slot - not that that means anything to me - remember, I wrote "Only You, Dick Darling" - so I'm not especially impressed with those numbers and refuse to become involved or react to that. BMI, which is a great big music organization, asked me for the rights to it so that they could do a workshop on it. I decided to say no to it, because I wanted to do it myself. I hadn't been tremendously pleased with the way the film material had been handled. I decided that I wanted to produce the thing myself. I went to my agent Dick Duane (one of the original people to get me down here) and I said, let's do this thing. Now here is a funny coincidence - one night my mother-in-law was having dinner at the River Club in New York. She was sitting next to a man and she said, what do you

do? He said, I'm involved in real estate and I also produce Broadway plays. She said, what have you produced? and he said "Annie"; then she said, "You must meet my son-in-law, because he has written a play about --" and she told him the name of it and he said he knew it and had seen it. By coincidence, he had just optioned a book from Dick Duane, who was representing another writer. That man was Steven Friedman, who became the producer and Dick Duane and I, associate producers.

INTERVIEWER: WHO ARE your favorite writers?
Rhodes: American, alive, dead?
Interviewer: It doesn't matter; who are or were the people you enjoy reading?

Rhodes: When I was in school, I'd never had exposure to Continental literature. Suddenly, in college, I was exposed to Dostoevski, and to the great French novelists, Flaubert, for one. Then I discovered some that I thought were boring. I think Tolstoy is boring.

INTERVIEWER: What about your contemporaries?

Rhodes: I would give my eye-teeth to write something like "The Alexandria Quartet" by Lawrence Durrell.

Interviewer: What advice do you have for young writers or anyone contemplating a writing career?

Rhodes: Don't! No, I'm teasing. If you really want to write, if you really want to do it and you're a novice, haven't had any experience at all, then take a writing course. In it you will learn that there are basically two important things in writing, conflict and character - who is this person, do I love him, do I hate him, can I sympathize and empathize with

him, and what is the conflict in the book that is rushing in towards a dramatic climax? If you have that down, you have a novel.

NOW, I WORK with about four students in Key West. Knock on wood. I've helped get two books published.

Interviewer: Do you enjoy the company of other writers?

Rhodes: Yes, I do. I recently met Tom McGuane and his wife, thanks to your introduction, and I was stimulated in a way that I don't think other people can stimulate me, except maybe religious leaders or scientists who are involved in search and quest for truth. I think that if a writer is worth his salt, then he is involved in that quest for human truth and if he is really good or a genius, then he is involved with eternal truths, infinite truths, everlasting truths, if indeed there are any such things.

INTERVIEWER: DO YOU find emotional stability necessary in order to work, or can you get to work no matter what your state of mind?

Rhodes: Liz, I don't know what emotional stability is; it would be very hard for me to comment on that. This particular writer will use any excuse he can not to sit at the typewriter - if my car is falling apart or if the pump doesn't work, a million things can keep you from the typewriter - as a writer, you know that yourself.

INTERVIEWER: YES, THOSE are all the little domestic things one who lives alone is responsible for.

Rhodes: I have to keep my whole little world running so that I can do my work. There have been times when I'm involved in a project, when I'll just let everything go - I mean, I'll wear every piece of underwear that I own, so that I have two or three weeks

of wash waiting, but I couldn't care less about that.

INTERVIEWER: WHAT DO you think of the role of the agent, the editor and the publisher in today's literary market?

Rhodes: They are all necessary ingredients in a product coming before the public. What good does it do if you write something and nobody reads it? That's no way to earn a living, and it's no way for people to understand what it is you're trying to say. It makes a tremendous difference if a publisher is behind a book, and by that I mean, are they willing to support it, are they willing to send you out on tour, are they willing to do the necessary promotions and publicity, or will it get buried among all their other things. It doesn't necessarily mean that the book is going to click, but it makes it easier for the book to find its appropriate placement if a publisher supports it; otherwise the book gets lost, because there are so many books published. My publisher, Berkley Books, publishes something like - I think 250 titles every month, every single month! So of course, unless they concentrate on one book (which they call the lead book), it's going to get lost.

IF YOU'VE GOT something to say and you believe in it, I like to think that it's going to find its appropriate home and it's going to find its appropriate audience. Of course the publisher wants it to be a success - that's the way they make their money; they won't bury something if they think it's got a chance. Many, many books that they have high hopes for die aborning and many books that are sleepers come to the fore and surprise everyone. Think of "Jonathan Livingston Seagull," for example, that book went through 19 publishers. Nobody



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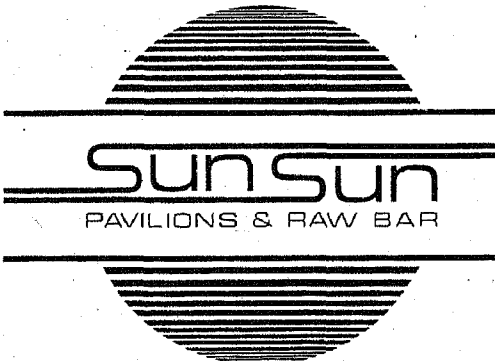
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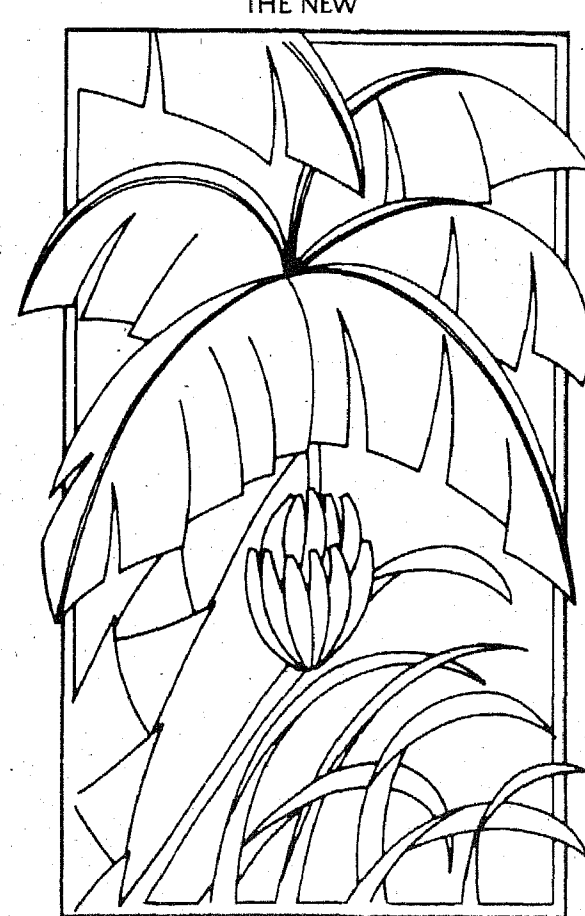
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would take it. Finally someone did
take a flyer on it and it became an
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THE FIRST BOOK I ever wrote was
called "It Rained All Night." Editors
used to read it in brown paper
wrappers because they thought it was
so salacious. That book went through
35 publishers before finding one who
would take it and just one month
before publication, they went bank-
rupt. Obviously, timing and luck have
something to do with it, too.

Interviewer: And who you know?
Rhodes: Oh, yes, I've had
unpleasant run-ins with critics.
Anatole France had two things to say
about critics. This is one of them:
"A critic is like a eunuch in a
whorehouse; he sees the trick being
done every night and loathes it be-
cause he can't do it himself."
There's another quote from a very
dyspeptic writer whose name I won't
mention. He became enraged by a
criticism of his work by a critic whom
he felt was out to get him, and wrote
back to the critic, "I am sitting in the
smallest room in my house; your review
is before me, soon it will be behind
me." Generally I think critics are
necessary - we live in a society in
which people want to know what's good,
what shall I read? So much is pub-
lished it is impossible to read it all,
so they rely on the critics to let them
know.

INTERVIEWER: IF IT was no longer
financially advantageous for you to
write, would you continue to do so?

Rhodes: I think I probably would,
because I did it for twenty years be-
fore I started to earn my money from
it. It's cleansing, therapeutic, and
educational. It's something that I
hope makes me an understanding and
better human being. So yes, I would
continue to write.

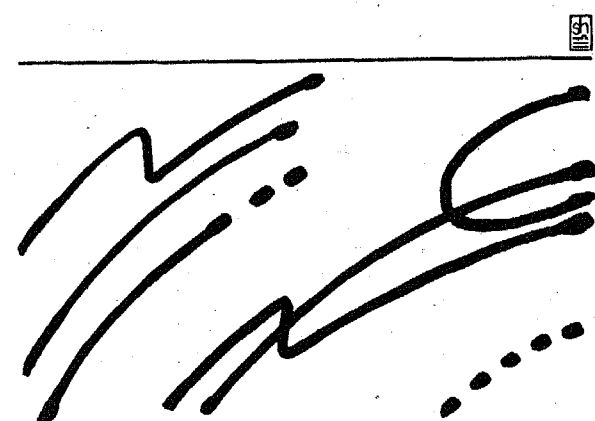
INTERVIEWER: THIS IS 1984; the
threat of nuclear holocaust nudges our
consciousness. Do you feel any sense
of impending doom?

Rhodes: I don't. I suppose
that's an ostrich-like attitude to
take. One of the reasons I live here
is that I'm not constantly put into
the maelstrom of events that would
twist my perception.

A very exciting thing is going
to happen - we are going to reach the
year 2000, which is another millenium.
In the year 1000, everyone thought that
the world was going to end; then they
woke up and it was 1001, and the world
hadn't come to an end and they realized
it was going to go on. I have the same
feeling that this will happen again.
As the year 2000 gets closer, there
will be more and more books about
prophetic doom. In the overall, I

think we will survive. We have come
a long way from the single cell amoeba
to who and what we are today. It's
in our nature to survive.

(This is an excerpt from an interview
which is to be part of a collection
called "Key West Writers in Resi-
dence.")



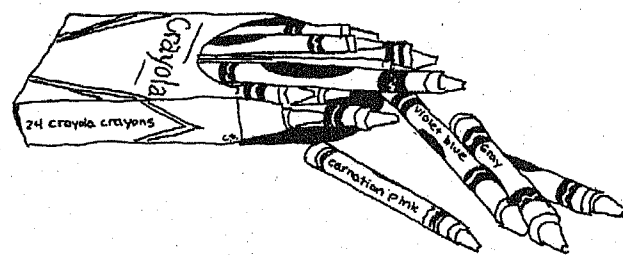
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and you are uplifted as you walk on,
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Phoebe R. Coan

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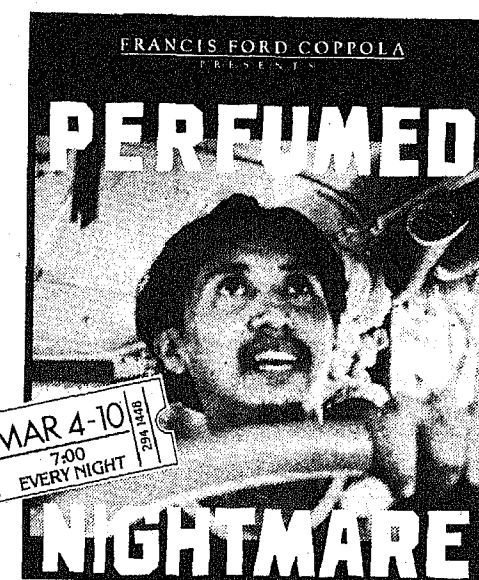
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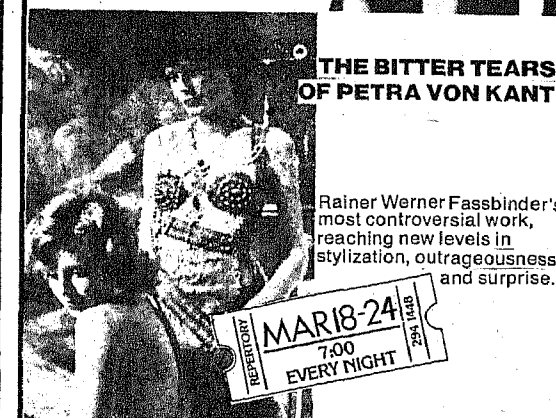
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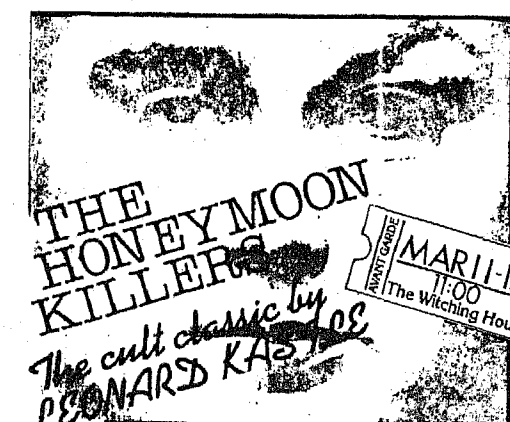
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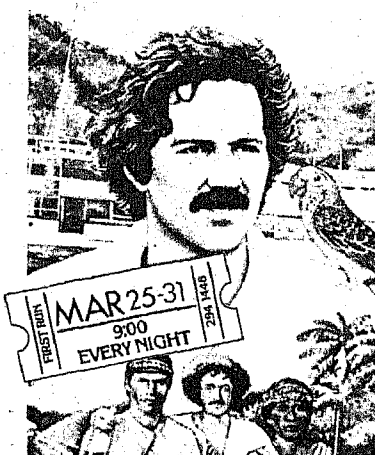


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PIRATES, SMUGGLERS, AND CONTRABAND

by GERALD SEMLER

IN THE SPRING of 1513 the Spanish explorer Ponce De Leon sailed south down Florida's east coast and his course led his ships past a string of islands that have come to be called the Florida Keys. In the years and centuries that followed it would be from this narrow space of coral and mangrove, with its hidden coves, winding channels and shallow bays that men would carry out their designs to acquire ill-gained profits and quick fortunes. As the tides of history changed, so have their methods and schemes.

THE ISLAND OF Key West, situated by nature astride the great sea passages that tie the continents together, surrounded by the waters of the Gulf of Mexico and the Atlantic Ocean, and with the islands of the Caribbean and the Bahamas lying nearby, has throughout its history been a focal point for much of this illicit activity. From some of this island's earliest recorded history comes evidence that those who had engaged in such lawless undertakings had made Key West their rendezvous.

AS THE RESULT of the 1819 treaty with Spain, Florida became a territorial possession of the United States. On March 25, 1822, Lieutenant Matthew Perry sailed into Key West's harbor with orders to inspect the island as a possible site for a base from which to watch over the waters of the northern Caribbean. In his report Lieutenant Perry informed his superiors that Key West was "a resort of smugglers, New Providence (Nassau) wreckers and in fact a set of desperadoes who had paid little regard for either law or honesty." In defense of law-abiding islanders, Perry added that he believed "with the assistance of the Settlers [he would]

be enabled to keep those lawless people from the island."

PROBABLY THE FIRST people to take advantage of this island's favorable position were the war-like Calusa Indians. These primitives were known to have patrolled the waters of the Keys in large dugouts and it is believed that it was to their bleached skeletons found scattered over Key West by conquistadors that this island's Spanish name--Cayo Hueso--is attributed.

HISTORICALLY, THE SPANISH gave little thought to the Florida Keys; their only wish was for their ships to slip past them without mishap, for lying offshore sits a treacherous coral spine that seemed to reach up and grab a treasure-laden galleon, rip its hull open and allow the unrelenting sea to spill the precious cargo over the reef.

Havana had been the assembling point for the Treasure Flotilla. There the galleons, their holds heavy with gold, silver and other prizes from Spain's colonies in the New World, gathered together for the long journey home to Madrid. As the overburdened vessels, carried along by the swift current of the Gulf Stream neared Cayo Hueso and the Keys, Spain's best seamen and her most experienced pilots would skillfully guide the Flotilla through the Florida Passage. But even with their great diligence nothing could prevent the fierce storms that are common to this area from doing their worst and sinking some of them. At best the ships would be scattered along the Keys; separated by the storm, they would lose the protection of the Fleet. It

was usually after such storms that the dreaded Calusa would harass Spanish shipping, raiding a grounded merchant or attacking vessels found drifting helpless with torn rigging or broken rudder.



THE YEARS PASSED and the threat from the Calusa faded as their dwindling bands disappeared from the coast. In their place came pirates who cruised out of hidden camps along the Keys. Now, these same ponderous craft of the Flotilla were to become easy prey for them and Spanish gold became pirate's treasure. But it was not just the Spanish who feared these marauders, or "Brethren of the Coast," as they were called, for any vessel and any cargo was fair game.

Unlike Spain, which finally gave in and agreed to pay "tribute" to the pirates to leave Spanish shipping unmolested, the young nation of the United States was prepared to put an end to piracy once and for all. One year after Perry had made his Key West report, President James Monroe ordered Commodore David Porter, a veteran of the War of 1812, to make this island headquarters for the newly formed "West Indies Anti-Piratical Squadron." With twenty-two vessels and over a thousand sailors and marines at his command, Porter vigorously commenced to flush

the pirates from the Florida coast. Porter's fleet pursued the buccaneers from the shallows of the Florida Keys to isolated bays along Cuba's northern shore. He burned their ships, destroyed their camps, and confiscated their booty; and those rogues who were not killed in his attacks were hunted down and captured. By 1825, just two years after Porter's Squadron was organized, piracy as a threat to sea commerce had ended.

KEY WEST NOW entered a period of growth and prosperity that would last through the end of the nineteenth century, and during this time the island would become the wealthiest city per capita in the United States. This era of good fortune sailed in with the enterprise of wrecking.

The business of salvaging ships and their cargoes reached its peak in the decade of the 1850s when over 500 wrecks were salvaged off the reefs near Key West.

WRECKING WAS LEGAL; there were "wreckers' codes" that required a "wreck master" to receive permission from the captain of a stranded vessel before he could board it, rules that forbade the consumption of liquor during salvage and laws that required salvaged cargo be brought to Key West and placed in warehouses until fair compensation could be paid to the salvors. The wreckers' boats were licensed and all payments, sales of cargoes, ship repairs, disputes and legal matters were placed under the jurisdiction of a federal court located on the island. Nevertheless, there were those among the wreckers whose questionable ways earned the wrecker a reputation that was not always considered favorable. Ship captains often complained that wreckers sailing near the reef would fail to give warning of impending danger to a vessel. Instead, the "salvors" would cruise slowly by, waiting for the unwary ship to

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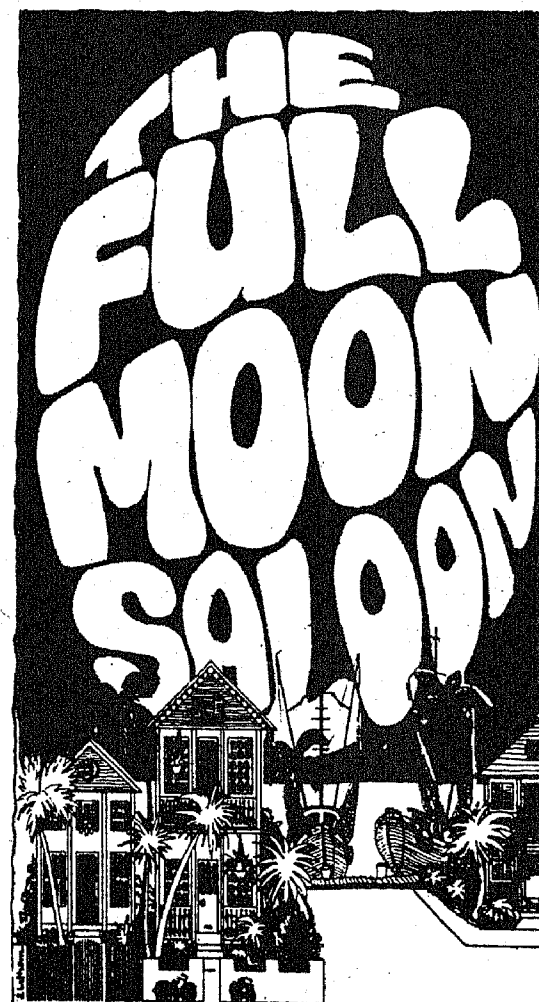
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strike the reef. Charges, though never actually proven, that wreckers had set false beacons or markers on the reef to lure ships onto the rock-hard coral were common. It was known, however, that during large salvage operations unscrupulous salvors would toss valuable pieces of cargo overboard near the reef to collect them later at some opportune time and salvaged cargo destined to Key West for storage would sometimes stray to a wrecker's favorite hiding spot among the Keys.

FOR THE MOST part the wreckers were honest men who often toiled long and hard under difficult conditions to save a ship and its cargo and whose skill and daring saved many lives. With the advent of steam-power, the placing of lighthouses on the reef, and the use of improved charts and other navigational aids, wrecking fell into a gradual decline — the days of the wrecker were ending.

ON APRIL 19, 1861, one week after the outbreak of the Civil War between North and South, President Lincoln proclaimed a sea blockade of the Southern states. Key West, for decades a base for federal troops, was the site of the nearly completed and massive Fort Zachary Taylor. This fortress had been constructed, together with Fort Jefferson on the Dry Tortugas, to protect the sea passage between the Gulf

and the Atlantic. Because of these forts and the strategic position they commanded, this island was made headquarters for the East Gulf Blockading Squadron and even though many of the island's residents sympathized with the Southern cause, Key West would remain a Union stronghold throughout the conflict.

THE ECONOMY of the Confederate States was traditionally agricultural and based mainly on cotton; therefore, much of the manufactured materials needed to carry on the war had to be imported. Both Nassau in the Bahamas and Havana were to become pick-up points for much of these supplies.

Although the Confederacy would have liked to believe that the blockade runners were Southern patriots, the majority were just reckless adventurers who were willing to run the Union gauntlet for the rich profits that waited at both ends of the trip. The Confederate government paid a captain of a blockade runner \$5,000 a month in U.S. currency (runners refused to accept Confederate paper) to import arms, ammunition, and other goods needed in the war effort. But, after a short time it became obvious to a blockade runner that a lot more money could be made transporting civilian goods and luxuries, so less and less space was set aside on his boat for war materials. Included in contraband shipments from Nassau were food, medicines, liquor, silk, shoes,

parasols, hoops for women's skirts, wire frames for bonnets and even toys. Along with small arms, soap, coffee, rum, sugar, cigars and clothes were smuggled from Havana. All these items and similar goods could be sold in the South at unbelievable profits. Because the South had little gold and its printed money was considered worthless outside the Confederacy, cotton became its means of trade. A hundred dollars worth of cotton purchased in Mobile with Confederate money by a blockade runner was worth \$1000 in gold or trade in Nassau.

SINCE THE UNION Navy had sealed off the South's major ports to large vessels only small, fast, shallow draft boats were used to slip by the federal patrols. Blockade runners from the Gulf coast would pass through the channels near Key West on a moonless night and then make their dash to Havana or Nassau. Others made their way down the Atlantic side, hiding by day and hugging the coast by night, hoping to get as far south as possible before cutting out across open sea.

WHEN A CONTRABAND runner was caught or preferred to surrender rather than to be blasted out of the water by federal cannon, he and his crew were put ashore in an isolated area and then his boat, with its illegal cargo, was put to the torch. If a craft was considered exceptionally seaworthy it

was towed to Key West. In the course of the war nearly 300 captured vessels were brought here. These boats were sold to the highest bidder with half the proceeds going to the crews that seized them. Docks and storage areas around the island's waterfront were piled high with confiscated contraband and Key West, already swelled with federal military, became a gathering place for Southern spies, uninhibited adventurers, and blockade runners seeking to purchase another swift vessel.

EVENTUALLY THE OVERWHELMING military and industrial strength of the North forced the collapse of the Confederacy, ending that turbulent, but exciting period in Key West's history.

As the 1800s drew to a close, this island again became involved in arms smuggling, but this time the flow was in the other direction. Near the end of the last century the populace of Cuba had become increasingly restless under the weight of Spain's colonial yoke and the first signs of revolution began to appear on that island. During those years a growing number of Cubans had migrated to Key West. Here, they found jobs in the numerous cigar factories that were located in the island city. Key West as well as Tampa and New York became centers of support for the freedom fighters in Cuba. A junta or revolutionary government was formed under the leadership of Cuban patriot, Jose Marti, and through its direction "Cuban Clubs" were set up among the cigar workers in Key West for the purpose of collecting money and gathering volunteers to assist the Cuban immigrants.

ALTHOUGH THE JUNTA leaders were legally bound by U.S. neutrality laws from exporting revolution from these shores, they were willing to pay hefty

sums to anyone who would make arms shipments to Cuba and who would defy the U.S. Government and risk capture and possible death at the hands of the Spanish authorities. The men and boats that entered into this activity were called "filibusters," from the Spanish word *filibustero*, meaning freebooter or military adventurer. A filibustering trip to Cuba could earn a boat captain a minimum of ten thousand dollars.

GUN RUNNING VESSELS that operated out of Key West were usually fast, steam powered boats whose comings and goings were more than enough to keep authorities confused. After taking on the full load of coal necessary for the run to Cuba, a filibuster would depart Key West's harbor at night to pick up arms that had been dropped off at a prearranged location on the Keys (Bahia Honda was a favorite spot) or rendezvous with another gun runner at sea, transfer the illegal cargo and then make the run to the Cuban coast.

THERE WERE MANY vessels that entered into gun-running, but probably the most notorious were the THREE SISTERS and the DAUNTLESS. Both of these boats were owned by Napoleon Broward, a man who later would be elected governor of Florida. These two vessels and their crews made many daring runs to the Cuban coast, sometimes unloading their contraband cargoes in Havana harbor right under the noses of Spanish patrol boats. Once, when surrounded by Spanish ships in Cuban waters, the THREE SISTERS, carrying a boatload of arms and Cuban revolutionaries, was fortunate to escape back to Key West. The gun runner's captain, being aware that the Spanish Consul and the U.S. authorities in Key West might have already been advised to be on the lookout for this boat, proceeded in-

stead to No Name Key. After the arms and the Cubans were unloaded, the filibuster slipped back into the harbor at Key West and as expected, there was a welcoming committee at dockside. While the THREE SISTERS was being temporarily detained by authorities, the alerted DAUNTLESS steamed to No Name Key, picked up the contraband and then made the successful crossing to Cuba.

EVENTUALLY, THE DAUNTLESS herself was caught with contraband on board and brought to Key West. But sympathy ran high for the Cuban cause on this island and because of "complicated legalities" the vessel was released. By the time the U.S. government finally got a firm hold on the filibusters it did not matter. The U.S. battleship MAINE had blown up in Havana harbor — America and Spain would go to war.

Sometime around 1908, Florida's pioneer developer, Henry Flagler, had succeeded in pushing the construction of his East Coast Railroad about halfway down the length of the Keys. Several thousand men were employed in this gigantic task and they toiled hard under the torrid Keys' sun, fighting the mosquitoes, hurricanes and boredom. The isolated surroundings of the Keys offered the railroad workers little relief from the grinding routine. In Key West, there were those who believed that a fair profit could be made running liquor to hundreds of stranded workers with pockets full of wages and nowhere to spend them.

ALTHOUGH NOT AGAINST the law, there were risks involved, for Flagler had placed armed guards along the line with orders to shoot at any craft attempting to sell liquor to his men. But this threat did not prevent "booze boats" from Key West from making their stops near the camps along the Keys,

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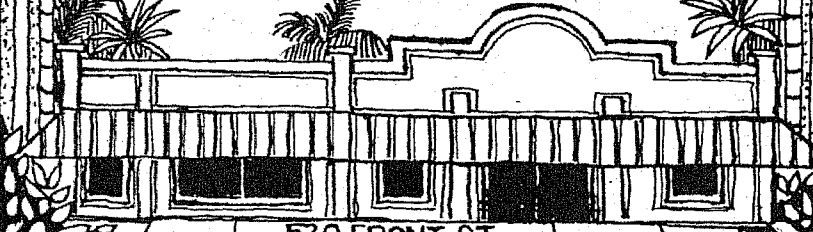
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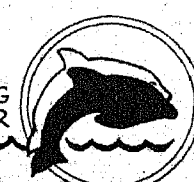
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gathering their earnings and then quickly slipping away before a shot could be fired by railroad guards.

That episode of liquor smuggling was trivial compared to what Key West experienced during the Prohibition years of the 1920s and early '30s.

When the Eighteenth Amendment became law in January of 1920 making the manufacture, transportation, sale, and possession of alcoholic beverages illegal, it opened the door for profit in the traffic of illicit liquor.

"BOOTLEGGING" OR RUMRUNNING was serious business; Coast Guard patrol boats, prohibition and revenue agents would not hesitate to shoot to kill during a chase after firing just a single warning shot. But the outnumbered government agents mainly concentrated their efforts around the populated areas on the mainland like Miami or Palm Beach, leaving Key West to local authorities who turned their backs on prohibition enforcement. Key Westers, for the most part, encouraged the importation and sale of bootleg liquor as a boost to the tourist trade, so most of the liquor that was smuggled in was distributed to the many bars around the island. During those years Key West's economy was on the decline. With the departure of the cigar factories to Tampa's Ybor City and the Naval Station placed on caretaker status, bootleg liquor provided a livelihood for many on the island who otherwise would have had no income at all.

THE TOURISTS CAME, by sea and rail, and "speakeasys" and gambling clubs flourished. Not being able to advertise outright, one enterprising proprietor of a Duval Street speakeasy had the gingerbread in his porch railings cut out in the shape of liquor bottles.

When Ernest Hemingway first ar-

rived in Key West in 1928, he found the island's tolerant atmosphere to his liking. The writer easily made friends with many of the islanders, including rumrunner and bar owner Josie "Sloppy Joe" Russell. When "Sloppy Joe" was still making bootleg runs to Havana in his fishing boat, Ernest would go along and do some fishing in the Gulf Stream along the way.

A LOCAL RUMRUNNER usually made between two and three thousand dollars a trip, a small fortune in those days. Runs to the Bahamas brought in whiskey, gin, and wine, but Havana was the favorite pickup point for the smugglers. There, large glass jugs called demijohns were filled with Cuban rum ("aguardiente"). The demijohns were packed into burlap sacks and then attached to a line with a small float at the end. This set-up allowed the jugs to be hidden in shallow water or to be thrown overboard and retrieved later if a smuggler was approached by a Coast Guard patrol boat. Besides illegal liquor, rumrunners often smuggled in aliens, mostly Chinese and Europeans. The human cargo was usually dropped off in isolated areas at the edge of the Everglades south of Homestead and left to fend for themselves.

FINALLY, AFTER FOURTEEN years of futile effort against growing public opposition, the government realized that the 18th Amendment was a failure. In February 1933, Congress voted for Repeal - Prohibition was over.

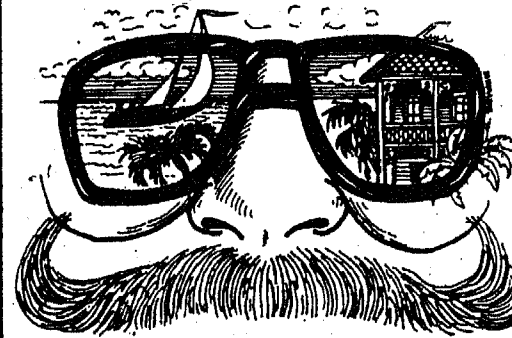
In the decades that followed things were relatively quiet. There occurred instances of arms-smuggling to Cuba during the 1960s by Cuban exiles but they never amounted to anything of consequence. There were allegations that these half-hearted attempts were nothing more than money-making ventures by a handful of "anti-revolutionaries"

who would collect large amounts of funds from the Miami Cuban community, purchase a small amount of arms and an old boat and then tip off U.S. officials before their "freedom fighters" could get off the Keys. After announcing to everyone that the mission was a failure, they would walk away with a small fortune.

IN 1980, WHEN President Carter welcomed thousands of Cubans stranded at Mariel harbor near Havana with "open arms," he unknowingly launched a "freedom flotilla" from Key West that resulted in confusion and resentment for those who became involved. The flotilla was made up of hundreds of boats; from 18-foot runabouts and luxury cabin cruisers to shrimp boats and small freighters. There was a mad scramble by Cuban exiles to purchase boats at any price or to pay a willing captain or boat owner to sail to Mariel to collect relatives or friends from the Communist island. Large sums of money were exchanged, but everything seemed to be legitimate until the exodus of the 130,000 refugees was nearly completed.

IT WAS THEN THAT the U.S. government and the immigration department pulled what looked like an apparent reverse and charged all boat owners with transporting illegal aliens. This came as a surprise to many, since the Florida National Guard, the U.S. Marines and the Coast Guard, not to mention the immigration department itself, were assisting, rather than trying to prevent or discourage the "boatlift." The whole operation could not have succeeded without the cooperation of the United States government which spent millions of dollars processing, feeding, and transporting the Mariel refugees. Nevertheless, boats were confiscated, fines levied and litigation still

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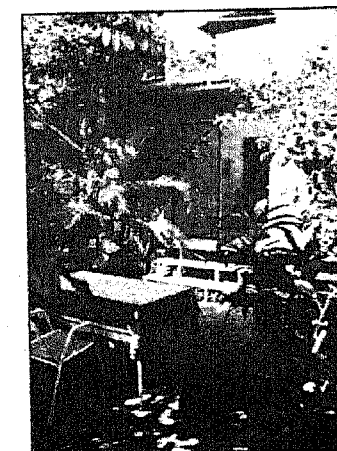
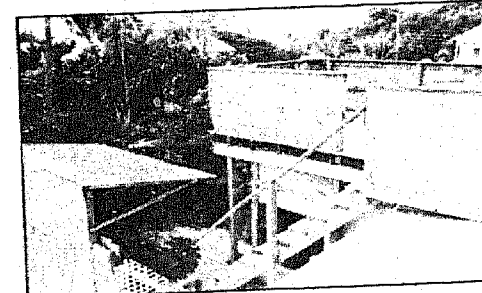
Even with all the excitement and publicity caused by the Mariel boatlift, the biggest story of modern time is drug smuggling.

DURING THE 1970s, the illegal transport and sale of illicit drugs, mainly marijuana and cocaine, developed into the world's richest business. Much of the contraband drugs that are smuggled in through the Keys comes from the South American countries of Colombia, Bolivia and Peru. A "mother ship" loaded with tons of marijuana will sail north along the Keys and the Florida coast making her deposits of "square grouper" (a local term for bales of marijuana) to small, speedy craft or large shrimp boats. The marijuana is smuggled ashore and quickly loaded into trucks or vans and transported north for distribution. The loading and unloading of many large bales of marijuana is hard work requiring a number of men, and a person recruited for this job can make ten thousand dollars for one night's work; a shrimp boat captain can earn \$50,000 or more for a single trip. The illegal weed is also brought in by airplanes that usually land at some remote airstrip to unload or fly low over the Gulf to drop the marijuana bales which are picked up by small boats waiting nearby. Cocaine, which demands a much higher price than marijuana, can be smuggled in smaller amounts, usually aboard small aircraft. Eventually, the quantity of drugs and drug-related activities continued to increase until they became so large that local and even state authorities seemed powerless to stop them. It was only after the election of President Reagan that a real crackdown began. Under a Special Drug Task Force headed by Vice-President Bush, and reinforced government agencies that included Customs, the Federal Drug Enforcement Administration and the FBI, there began a series of investigations and arrests that led to the break-up of a number of large illegal drug operations. Although much of the drug ac-

tivity in Key West and the Keys has been curtailed or forced to operate in other areas, the battle against drug smuggling continues.

TRADITIONALLY, MEN WHO have dealt in the smuggling of contraband and similar schemes have preferred or sought isolated locales away from the prying eyes of the public; places that offer concealment and easy avenues of escape. Today, Key West is part of a fast-growing area with new homes, modern hotels, marinas, parks, camping areas and other businesses and public facilities being developed at a rapid pace. Besides an increase of permanent residents, thousands of tourists, sportsmen, and other sunlovers flock to this fabled island year round. For Key West, the days of the pirates have long since passed and, too, the day of the smuggler may be ending also. Today, on a distant shallow reef where blockade runners rendezvoused, skin-divers and snorkelers enjoy the underwater surroundings; in quiet bays where pirates once made their camps, luxury apartments look out over blue-green waters; through narrow mangrove channels where bootleggers made their getaway, sportsmen fish at night for the silver tarpon; and on sandy beaches where smugglers stashed their contraband, couples stroll beneath a tropic moon.

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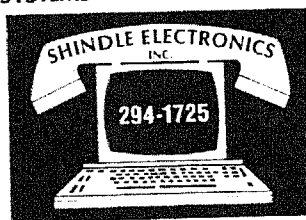
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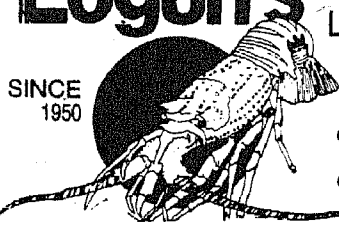
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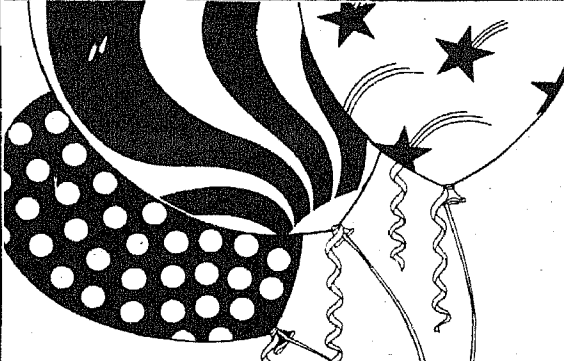
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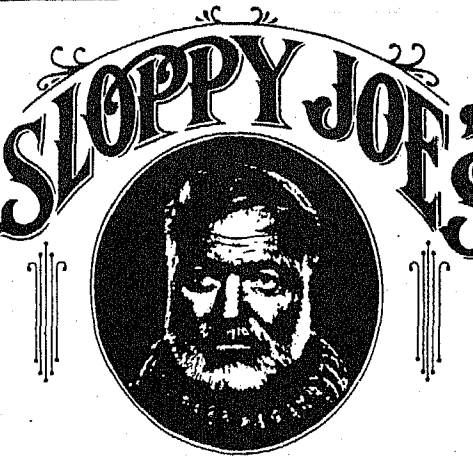
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Think Tank

by SUSAN NADLER

COMMISSIONER EMMA CATES was elected on a platform that promised to bring sunshine to Key West government. Part of her commitment is to represent the women of Key West. The first step towards implementing this plan has been her monthly THINK TANK meetings.

THINK TANK is a rotating group of Key West women who meet monthly to discuss problems facing the island. Every interested and responsible woman is invited to join. "The 1980s are the decade of the woman," Commissioner Cates feels, "and while there are decisions and issues facing this town that involve everyone, women seem to have a new and fresh creative approach to government."

INSTITUTED SOON AFTER Commissioner Cates' election, the meetings take the form of round table discussions between the commissioner and any woman in the community who feels she has a perspective on Key West and a way to expedite answers to our problems.

Some of the topics discussed have ranged from the historic preservation of historic Truman Annex buildings, contaminated water, minority isolation, discriminatory hiring, traffic impact studies, women in politics, transportation and tourism monopolies, the tree commission, alternate parking, ways to financially support the improvement of our city sewers, and the quality of life of the individual living on this island.

"THERE ARE PLENTY of women with vision and energy from all segments

of our society," Susan Nadler, administrative aide to Commissioner Cates explains, "Emma hopes to be able to tap the talents of our

and cleaning up Key West. Also in attendance, Martha (Mrs. Jose) Menendez, a member of The League of Women Voters, who is involved with



Photo by Wendy Tucker

Front, left to right: Mary Brown, Martha Menendez, Commissioner Cates, Susan Nadler. Standing, left to right: Janet Cates, Tana de Gomez, Joan Dwyer, Pat Best, Berena Caraballo, Jane O'Reilly, and Edie Kidd.

productive women and involve all women from all different socio-economic and educational levels of our community."

Dr. Shirley Freeman (Mrs. Billy), hosted the third THINK TANK luncheon Thursday, February 9, at Louie's Backyard. Dr. Freeman is the Director for Primary Education for Monroe County. She is concerned with streamlining the city administration

the community's Hispanic women and is an advisor to the Comparsa Dancers. Martha is trying to establish a daily, bilingual Spanish page in the Key West Citizen for our non-English speaking residents, translating for them the current national and local events.

BERENA CARABALLO, who hosted the first THINK TANK meeting at her restaurant, Fourth of July, also owns

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Havana Madrid, on Duval Street, and has been a helper and advisor to the Key West Latin community for many years. Berena would like to start a Latin Women's Club. Tana de Gomez, a language teacher at Florida Keys Community College, came to her first THINK TANK meeting as did local artist and Key West resident since 1946, Edie Kidd. Joan Dwyer is director of The League of Women Voters and a commissioner on the Monroe County Status for Women. She is also a newly-appointed commissioner to the Civil Service Board.

JOAN HAS BEEN working in THINK TANK on discussing police and fire exams and their fees. Mary Brown (Mrs. Bobby), a member of ZONTA and the Historic Preservation Board has been very concerned and active in preserving our lovely historic buildings on the Truman Annex.

Pat Best (Mrs. Captain Red) came to her first meeting in Commissioner Cates' attempt to bring together active, accomplished females from all sectors of our town. Pat is the honorary president and advisor of the Key West Navy Wives. Also, there for the first time was Janet Cates, a successful real estate broker, and a member of the Planning and Restoration Committee. Janet, as a member of this

committee, wants to make sure the information from their meetings is funneled correctly to the City Commissioners so that they might act with full knowledge of the recommendations of this group.

PAT TENNEY, ONE of the owners of Louie's, was also at the luncheon, as was a Contributing Editor for Time Magazine, and recent Key West resident, Jane O'Reilly, who is concerned about discriminatory hiring practices by several Key West eateries.

Other women who have attended THINK TANK meetings; Mufti Kieffer, director of the United Way; County Mayor Wilhelmina Harvey; Phyllis Allen, principal of Gerald Adams School; Nancy Jameson, president of the Woman's Club; Marion Stevens, owner of Artists Unlimited; Beverly Smith, director of nursing at Florida Keys Memorial Hospital and head of the AIDS screening clinic, and Kathy Hargreaves, reporter for the Key West Citizen.

ALL INTERESTED WOMEN who are not looking for a social hour, but a time of brainstorming and ultimately action committee work, should contact Susan Nadler Gantry.

SPOTTED SKUNK by Jody Adams

A spotted skunk looks smooth and soft
His eyes in the light are jewels
How could one so soft and kitten-like
Have such defensive tools?
He's nosing here and nosing there
In the leaves for bugs or grubs
He seems to dance on the forest floor
As he softly goes and comes
Such rich coal color in his fur
The white spots and the black
Although we think he's mighty cute
We hope he won't come back.

FOREST'S SONG by Jody Adams

On a mountain slope
With the day's hike done
Camped by the rocky trail
Pitched a tent and cooked a meal
Before the sun could fall
As I lay near sleep I couldn't keep
From hearing the forest's song
I'll take it home when I'm tired to roam
And I hope I'll keep it long
When a jack hammer barks
Where the trucks are parked
And cars are growling by
I'll recall when all I heard
Was a distant bird
And the wind through a mountain sky
Like a rustle like a roar
Whispers of gentle rustling leaves
On ten thousand trees
Adding up to massive power.

A PORT for Key West?

by CAPT. JOHN E. WELLS, JR.

(This was presented as an oral address to the City Commission by Capt. John E. Wells, Jr., on behalf of the Key West Propeller Club. We felt it would be of interest to our readers.)

POTENTIAL FOR PORT FACILITIES PORT OF KEY WEST AN INVESTMENT IN THE FUTURE

I AM JOHN Wells, President of Caribe Nautical, a locally owned and operated steamship agency. I am addressing you tonight on behalf of the Key West Propeller Club where I serve on the Board of Governors. The Propeller Club of the United States is a national organization dedicated to promote and support the United States Merchant Marine and to aid the development of harbor improvements. Tonight, we are specifically concerned with the Port of Key West and how its development will directly benefit the people of this island.

MY OBJECTIVE IS to introduce the City Commission to a viable alternative to the present plans of the Key West Redevelopment Agency for the Truman Annex waterfront. I will show you why, where and how a commercial port can be developed so as to take advantage of our existing facilities. I will also outline the benefits a commercial port will bring to our economy.

KEY WEST AS A PORT: Why Key West?

Any discussion of port development must begin by addressing the question: Why? Why do we want a commercial port in Key West?

Key West historically has been a seaport town due to its strategic location at the junction of the Atlantic, Gulf of Mexico and the Yucatan Passage. Today Key West is directly abeam one of the world's busiest shipping lanes. Indeed, 24% of all the world's shipping tonnage passes just a few miles south of where you sit tonight. That is an important statistic, one which we should be taking advantage of.

WE ARE ALL aware of the increasing interest in Key West by the cruise ship industry. What you may not be aware of is the increased interest in Key West by the commercial shipping lines. The Port and Transit Director has received numerous inquiries from steamship companies and large ship agencies engaged in the Caribbean/Central American trade. Many of these operators are now based on the Miami River and account for the export of a significant percentage of locally manufactured goods. Recently, however, the Miami River operators are being squeezed out of that area by increased condominium and housing development. In five years, the cargo tonnage handled by these small companies has been cut in half. They are now looking for new ports to handle their operations, and they see at least four distinct advantages in using Key West:

- 1) Lower handling costs at Key West in comparison to charges at other competitive ports such as Miami and Port Everglades. Both of those

ports are unionized. Small, low-volume ports are often not unionized and reflect lower handling costs for shippers.

2) Key West is seen as a small, non-congested port which means decreased loading and unloading times.

3) Ship operation costs would be decreased because Key West is much closer to Central and South America than any other U.S. port.

4) Cargoes could be consolidated or split and transhipped onto coastal barges for distribution to other ports.

WHAT KIND OF PORT DO WE WANT?

This now raises the next significant question: Assuming we decide to redevelop our maritime industry in Key West, what kind of port do we want? What kinds of ships will call here, carrying what types of cargo?

Key West's potential as a port is related to its strategic location rather than its proximity to inland markets. That suggests that the port function largely as a transfer facility rather than a terminus for shipped goods.

SMALL GENERAL CARGO vessels from the Caribbean Basin could call at Key West and transfer all or a portion of their cargo to coastwise barges or trucks. These ships are generally less than 400 feet in length and often are in the 200 foot class.

The most modern method of shipping general cargo is containerized



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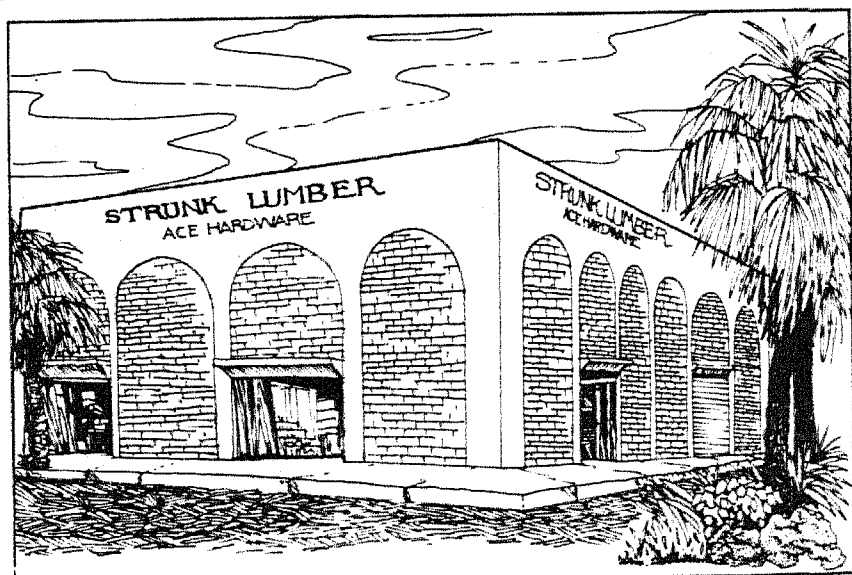
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WHERE?

Key West enjoys not only the circumstance of location but the distinct advantage of deep water access and a fine harbor with some facilities already in place. I am referring to the Pier A & B area of Truman Annex currently supervised by the Key West Redevelopment Agency. We have drawn up a conceptual plan for a commercial port facility which makes use of the existing structures, a real cost-saving advantage.

FUNDING:

Now how do we get this facility? Who pays for it? Obviously, federal cost-share funds and grants will be needed to support the construction. It is our understanding that these funds are available and would require research and application by the city. In addition, the city will derive significant

revenues from its port in the form of levies on cargo tonnage handled. Dockage and harbor fees will also help defray the development costs.

BENEFITS TO KEY WEST:

Having discussed the need and feasibility for the revival of Key West as a seaport, it is appropriate to list the direct benefits the people of Key West will derive from this project:

- 1) An active commercial port will create numerous full-time jobs. The U.S. Maritime Administration estimates that for every 600 tons of foreign trade accommodated in U.S. ports, one full-time job is created in the local economy. In 1975, the Miami River terminal handled only 196,000 tons of cargo. But according to this formula, 325 jobs were maintained.
- 2) The conceptual plan provides deep water dockage for cruise ships. This would augment the proposed Mallory cruise port by providing

overnight dockage for the skyward. Also, we could handle two cruise ships in port simultaneously, a situation that is already becoming a problem.

3) In 1962, Cuban trade accounted for one-half of the total economic activity in Key West. It is only a matter of time before trade is reestablished with Cuba. Twenty years ago who could have foreseen the current level of trade between the United States and The People's Republic of China? If Key West has an adequate port facility we will see millions of dollars of Cuban cargo moving through Key West once again.

4) In fact, an overriding advantage of a Key West seaport is that we will be able to assume our strategic place in the Caribbean Basin by participating in the increased trade resulting from the Reagan Administration's Caribbean Basin Initiative.

5) Locally consumed products and foodstuffs can be shipped on barges to Key West, thus reducing excess truck traffic on the Overseas Highway. This idea is particularly important when you consider the bridges' vulnerability to natural catastrophe.

6) A commercial port facility is compatible with the adjacent naval base. A commercial port can serve their defense transportation needs in time of national emergency.

7) Finally, the diversification of Key West's economy is a real benefit. The reemergence of a maritime industry will broaden our economic base. Let's not make the mistake of putting all our eggs in the tourism/condominium basket.

CONCLUSION:

In summary, I would like to emphasize the fact that Key West is an Island. I ask you all to think about that idea. Key West's relationship with the sea is ever-abiding and many-faceted. To many, the ocean means beautiful beaches and sunsets; others see bountiful fishing or sailing experiences. But to much of the world, the sea is a highway for international trade and understanding. We are an island, but let us not isolate ourselves by turning our backs on Key West's maritime heritage.

THE PIER A & B waterfront is the only feasible location for a port facility. If it is destroyed and we rim our island with hotels and condominiums, Key West will never again be a commercial seaport.

I believe I have shown the feasibility and advantages of the redevelopment of the Port of Key West. Article 1-1.03 of the Proposed City Charter charges the City Commission with promoting the development of the Port of Key West. We at the Propeller Club now call upon the City Commission to appoint an Advisory Board to carry these ideas to the Key West Redevelopment Agency so that they may be studied in depth and given the consideration they deserve.



Sands: A COMMENTARY

By JOHN LESLIE

WHAT, IF ANYTHING, remains to be said about developer Austin Laber's Sands Beach Hotel? The battle waged by concerned citizens to prevent construction of the 150 room five story hotel on the south end of Simonton Street is all but over; after an eight month struggle it would appear that Laber has won, and after the appeals have been heard and the final paperwork completed, construction of the hotel will soon begin.

IN THE FINAL ANALYSIS, the Sands project (though it will be disputed by some) has served as a sort of Armageddon between environmental concerns and major development in Key West. By approving the Sands in light of the tremendous uncertainty that exists over our capabilities of basic services to handle a project of this size, i.e. electric, water, liquid and solid waste, traffic and fire protection, the city has given the green light for future developers to barge in with similar projects.

NEVER MIND the three month moratorium on construction that presently exists; never mind the height restriction ordinance that limits building height to 40'; never mind the rhetoric about closing loopholes in the Comprehensive Plan that would prevent undesirable major development.

AS SUPERFICIALLY BENEFICIAL AS these laws seem to be, they are no more valuable than the commission which upholds them: change administrations and the laws themselves may be changed. Each of these projects has to be dealt with on an individual basis, and as long as we are afraid to say no to a developer then we will continue to have unwanted

projects of this size.

And the one inescapable fact is that this commission did not have the guts to say no to an \$18 million blunder. Make no mistake about it--as aesthetically pleasing as the plans for this hotel may be, it is still a blunder, and without addressing the real concerns of over-development on the island, the city is going to get stuck.

BLAME MUST BE PLACED for this fiasco squarely on the shoulders of Mayor Richard Heyman. The Mayor's leadership, with regard to this project, has been inconsistent, to say the least.

CONSISTENTLY, HEYMAN claimed that he could not vote for approval of the Sands until the Planning and Restoration Commission endorsed it. Yet, he was somehow able to vote for site approval just a week after the PRC met and rejected plans for the Sands.

HEYMAN HAD ALSO INDICATED that he would be unable to vote for a third time to allow Laber to seek the \$1 million Urban Development Action Grant (U.D.A.G.) that Washington had rejected in two earlier applications.

Claiming that Laber had told him that he (Laber) could not wait for a third funding cycle, Heyman said that he would not vote to seek U.D.A.G. funds a third time. Heyman stated he felt he had been lied to by Laber, but apparently Laber succeeded in convincing the Mayor to vote for the project.

HEYMAN JUSTIFIED HIS VOTE for site approval on the grounds that other large developments--the

Reflections and Galleon--had received city approval. In thoroughly covering this controversy from its beginning, it is an argument I have never before heard used by the Mayor.

The question of Heyman's sincerity cannot go unasked. The theatre apparent in the above actions looks more like the political side-stepping we had hoped to avoid with this commission. Joe Balbontin, who seldom reaps any praise from the Solares Hill for his political ideas, is at least doggedly consistent in expressing his views: Heyman would do well to learn a similar philosophical probity.

PHILOSOPHY IS THE HEART of the matter. It is the sword edge that divides the bed in which lie the developer and the environmentalist. For all too long the city has done nothing more than pay lip service to the environmental cause--conveniently removing the sword after a few perfunctory questions before jumping into the developer's outstretched arms.

IT COMES AS A GREAT SHOCK to hear Richard Heyman paying out that same rhetorical lip service. The Sands (and the Anchorage with their so-called test pilings allowed to remain) are the linch pins of future development in Key West. All the ordinances in the world will not stop similar massive developments as long as those who make these ordinances are also able to change them.

There are two ways to stop projects like the Sands and one is to say no: it is too high; it is too massive; it cuts across a public access; it destroys an historic neighborhood. No! We don't want it. The other way is by public referendum.

RICHARD HEYMAN CANNOT SAY NO. Emma Cates cannot say no. Jimmy Mira cannot say no. And Joe Balbontin,



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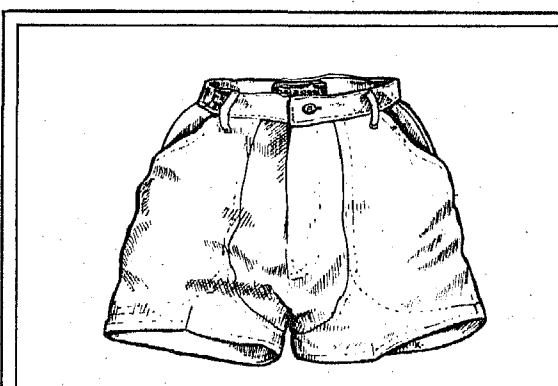
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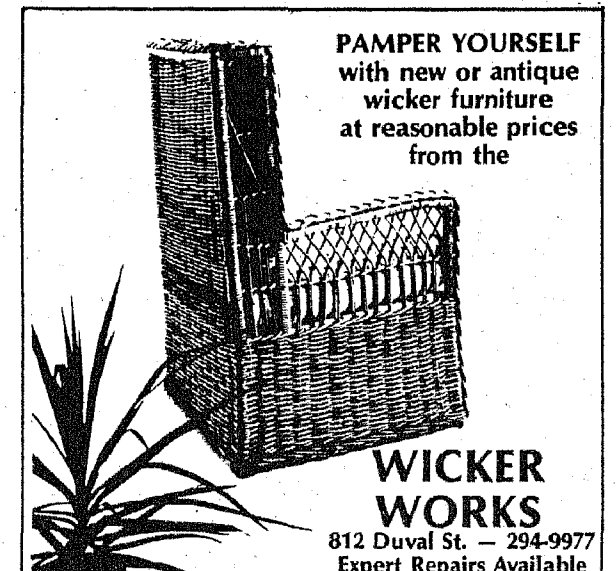


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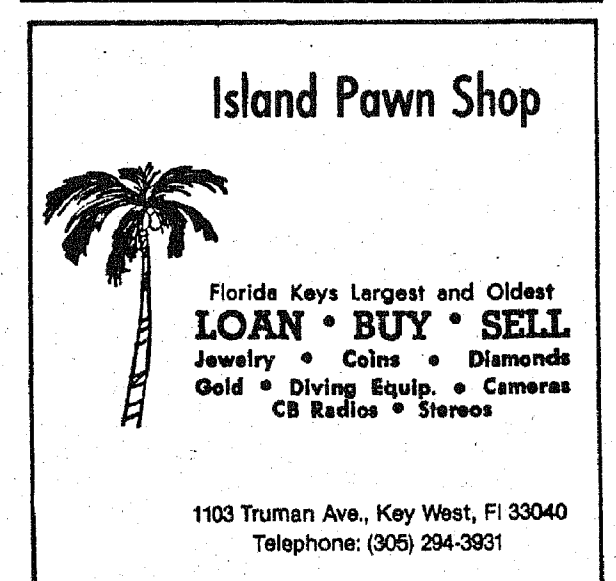
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unlike the others, has always maintained that he would not say no.

GEORGE HALLORAN CAN SAY NO-- and for that they want to investigate him. What an outrage!

IN THE MARCH ISSUE of Esquire, Geoffrey Norman, writing on the environment, in an article entitled, For Love or Money?, addresses these very concerns. In arguing against a new condo that was going up in his town, Norman was accused of having a "drawbridge mentality."

The drawbridge mentality is one familiar to Key Westers who have for years opposed over-development here. The implication is that once you're in nobody else ought to be allowed in and nothing should be changed. You pull up the drawbridge and keep the moat full.

"DRAWBRIDGES," Norman argues in his own defense, "like me will take Thoreau and Rachel Carson every time. We know that when you die, your last thought is of the first time you saw the sun rise, or made love, or swam in the ocean. Not the first time you opened a checking account or bought stock."

He concludes that: "Any errors made in favor of the environment will never match those that go against it. You can always lower a drawbridge later. But you cannot unbulldoze."

THAT IS THE CRUX of the Key West problem. With the state's imposition of Critical Concern only days away and studies under way to determine what our capability is for handling further major development, we have no business approving these projects now.

Unfortunately it would have taken more fortitude than this commission could muster to say no.

NOW IS THE TIME FOR A REFERENDUM.

THERE MUST BE AN EASIER WAY

by HELEN CHAPMAN

I AM SITTING here staring out the window, an act which brings to mind the comic strip, Shoe. Shoe is sitting staring out the window and another character chastizes him, saying, writers should be at the typewriter typing. Shoe replies loftily, "Typists type. Writers stare out windows."

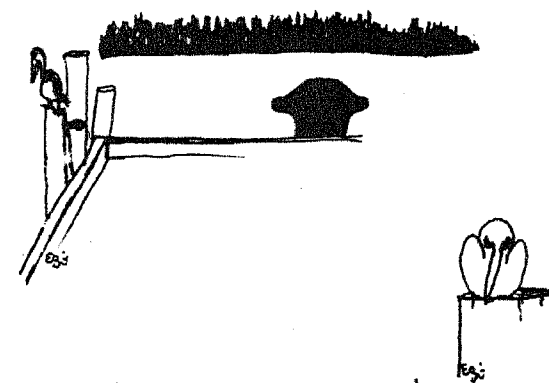
How true! When searching for an idea, I employ several tactics: I walk around the house emptying ashtrays and talking to myself; I walk around the house filling ashtrays and talking to myself; or I stare out windows. None of these systems work, but by staring out windows, I avoid claustrophobia.

ONE SHOULD CHANGE windows, though. Otherwise one's perception is dulled. How often can you watch your neighbor taking out the garbage? Or bringing in the paper? Neighbors always seem to be creatures of habit. They go to work at the same time, come home at the same time, and if they look out the window at all, it's to see if it's raining or how often you take out the garbage. Of course, there's always a juicier side to the lives of neighbors, but far be it from me to gossip!

WHEN AN IDEA strikes, it's as hard to hold onto as a greased ice cube. By the time you get a good grasp on it, it's gone. Or the phone rings. Or someone comes to the door. Or whatever. But when I can't conjure up even a bad idea, I pray for the phone to ring or someone to come to the door. Anything to avoid that blank piece of

paper. I've tried going out for a walk, but I meet too many people I know which only leads to a day of not-writing shot to hell.

SO I GO back to my window. I see lots of things to write about: birds, trees, flowers, clouds. I don't know anything about birds or trees or flowers or clouds. All I know about is staring out windows.



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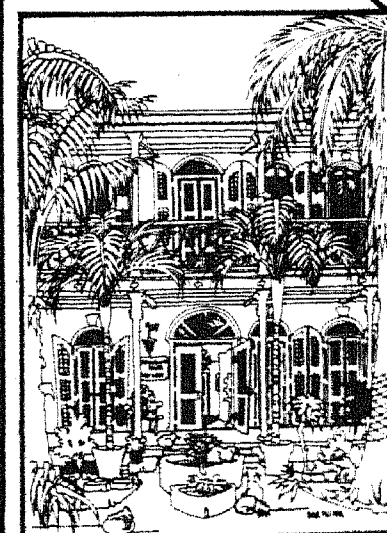
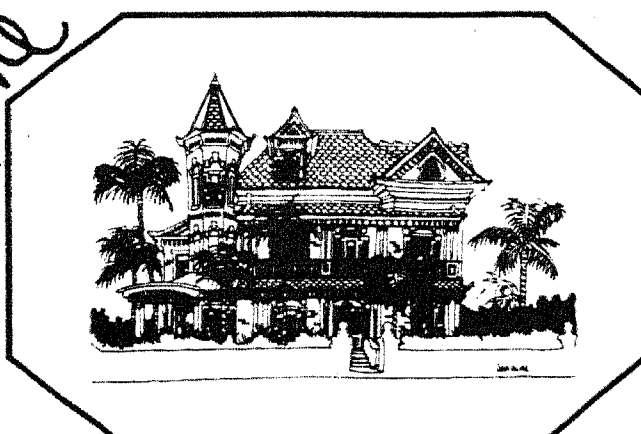


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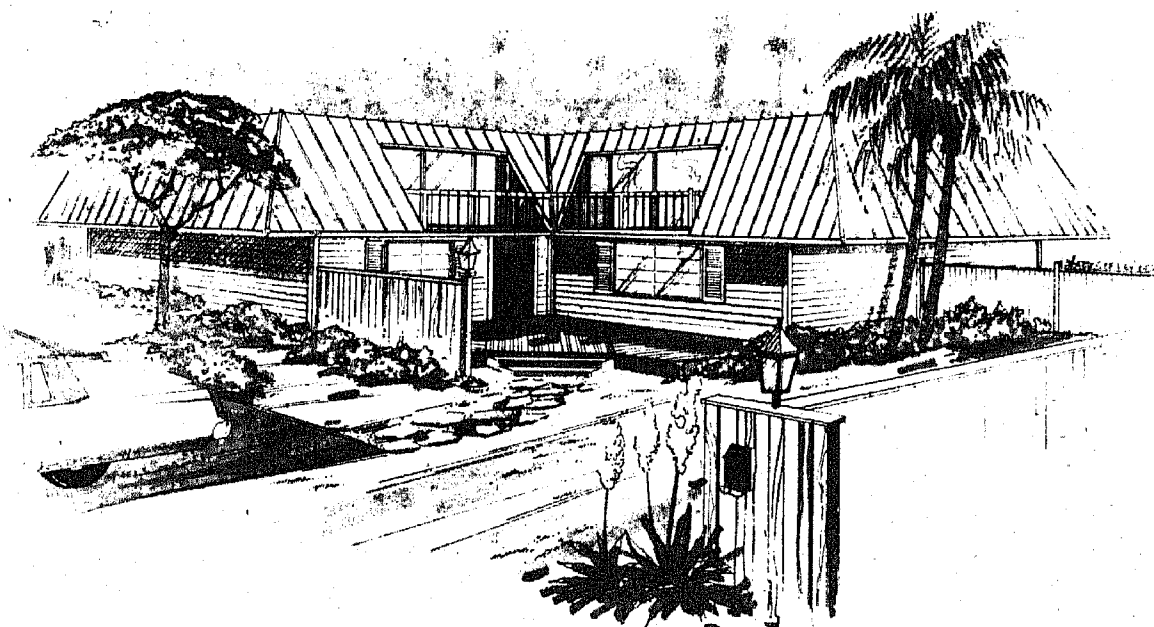
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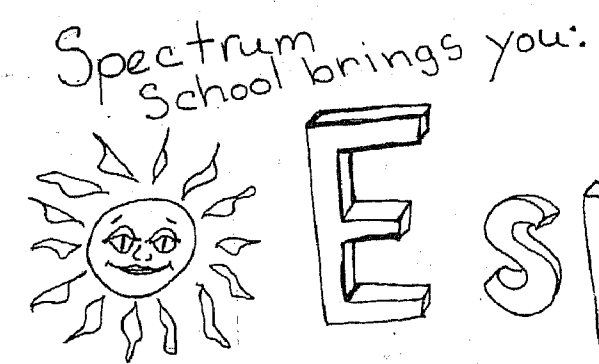
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Especially for Kids

3-84

Word Scramble...
can you unscramble
these words?

1. sducrae
2. polsgla
3. tscrayl
4. msnemie
5. jcoiree
6. mlpirgi
7. rclstreu

The Little Mouse
and the Red Rabbit
by Paula Wachob age 14
Spectrum School

Once there lived a little mouse who was quite curious. One day he saw a box that he had never seen before in his life. He looked at it then ran over and tapped it. When he tapped it, it opened and out jumped a red rabbit. The little mouse was surprised, for never in his life had he seen a red rabbit before. The red rabbit thanked the little mouse for letting him out of the box. The red rabbit told him how he was imprisoned in the box by a witch. The little mouse took the red rabbit to his house and they had lunch together.

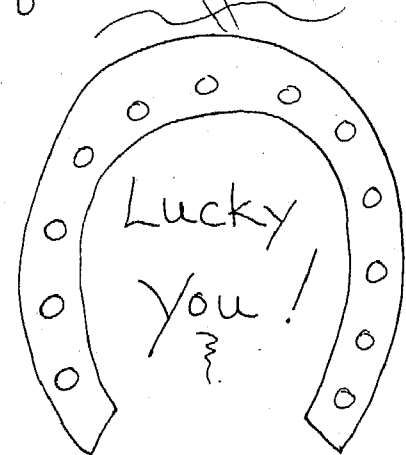
A-pear-antly
So....

Three kinds of pears are mixed in a bag. How many pears must you take out to be sure that you have at least 2 pears of 1 kind? At least 3 of a kind?



By Christe
Hatton Age 11

Can you make 8 8's
equal 1000?



A man had a very lucky horse shoe which he wanted to divide between 6 sons. He did it by cutting only 2 straight lines. How did he do it?

Answers

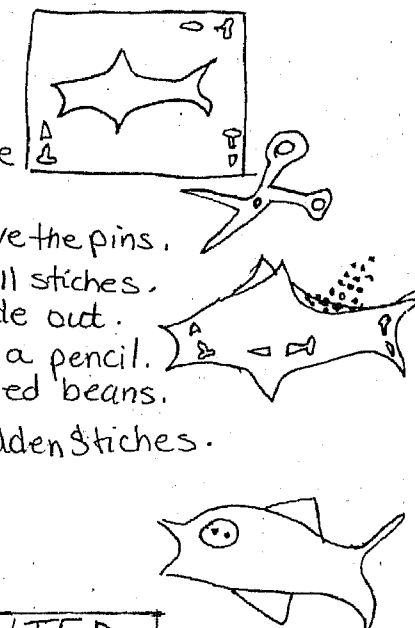
Scramble
1. crusade
2. gallies
3. ryalal
4. imense
5. rifice
6. pldipm
7. Clister
A-pear-antly so
4 pears
7 pears

296-3252 Spectrum School Big Coppitt
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ages 5-14.
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Natural foods served in an
Old-Time Keys Atmosphere
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closed Thursday
Sugarloaf Key Mile Marker 20
745-3030

Make Stuff Animals

1. Draw a pattern of a frog (or another animal) on a piece of brown paper bag.
2. Cut out the pattern and pin it onto a double piece of soft material.
3. Cut the pattern from the material and remove the pins.
4. Sew by hand or on a machine with small stitches.
5. Leave a small opening, turn the material inside out.
6. Pull out the arms and legs with a pin or a pencil.
7. Fill with birdseed, millet, or uncooked dried beans.
8. Sew the small opening closed with hidden stitches.
9. Use buttons for eyes, sew on.
10. Enjoy your creation!!

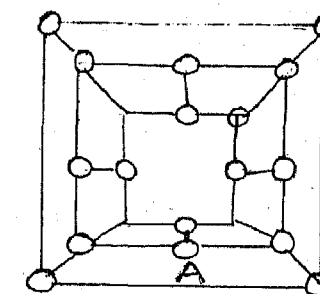


Brain teasers

Each letter stands for a digit.
The 0 stands for zero. Break the
codes of each. Find the digit which
goes with each letter.

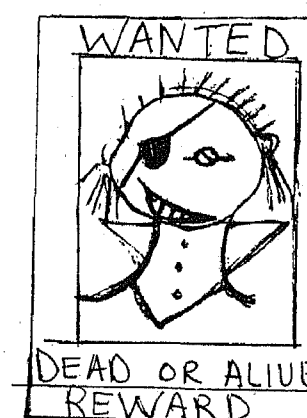
9 MJ	888
PH, 8 ML	312, TR
HJ	CO
14	3R
LA	TC
HI	TR
HL	TC
0	T

Look at the figure below.
Start at Circle A. Follow the
lines and find a path that will
go through each and every circle,
only once and end back at circle
A. You cannot retrace your path
or lift your pencil. Show your
path with arrows.



Have you ever seen?

- | | |
|----------------|------------------|
| a clam bake? | a toothbrush? |
| a bull doze? | a window box? |
| a jelly roll? | a train whistle? |
| an ice skate? | a lemon peel? |
| a cereal bowl? | a ski jump? |



Cringer the Pirate
by Topher Plockelman
Age 10 Spectrum
School

Cringer, the famous pirate
of Penzance, sinks all cargo
ships of Penzance. He robs banks,
then blows them up. He can beat up
the three Musketeers. A reward for
a seat in Parliament is being
offered along with \$100,000.



A Poem
Do you carrot all for me?
My heart beats for you,
With your turnip nose and your
radish face
You are a peach.
If we cantaloupe,
Lettuce marry,
Weed make a swell pear.
~Anonymus~

A SQUARE DEAL

How many words of
three letters or more can
you find in the square?
Start at the arrow and
"word" your way around
the square. Words overlap
by one or more letters.
Hint: There are at least
32 words.

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RAE ROTSE
PAEHCA ERE
GENTER
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M.M. 10

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The Iconoclast

BY JIM KOGAN

GET OFF THEIR BACKS

AS THIS IS written, the City plans to license people who cater to visitors at the Sunset Pier. It starts out with observing that the cops have hassled vendors and performers and now it is proposed that licenses be issued with a lot of strings on them.

Yes, there are already licenses to sell on the streets, but the City reportedly has frozen their number - granted a monopoly to existing holders just like New York cabs where the privilege of using the street is traded privately for a reputed \$70,000 - city street, private privilege. Key West has its rinky-dink version in vendors' licenses.

WHY ALL THE FUSS?

As far as I can see it works out this way. Some guys that go for cop jobs tend to be guys that like to hassle someone and don't quite dare do it without reinforcements. And governments - even little ones like the City of Key West need to pass laws and hassle someone to justify themselves.

SURE, THERE ARE other "reasons" offered. For instance, some merchants complain that the street people are cutting in on their racket. Well, if their stores do not lure in the cus-

tomers, that is their problem and I, for one customer, am not going to be buying their genuine imported Japanese plastic conch shells just because the guy with his paintings or feather artifacts or whatever is not allowed to sell on the street or the pier.

AND FOR A while a hot dog stand owner was hassled on the grounds that he was cutting in on a nearby restaurant - and that particular restaurant was one I would not patronize a second time (I was in it once) if it was the last in town. Even if they'd driven the hot dog man out of business, no way.

NOW, LOOK AT the scene. How often has any vendor or performer on the pier or on the street mugged anyone? And how many of them are any worse in terms of merchandise than some of the "hard top" shops? Is it wrong for someone to try to earn a living by catering to the customers' wants? How often has anyone been forced to buy or to contribute? They are a lot more honest than the welfare lot in all its variations, for the welfare lot have enlisted the State's gunmen to force people who earn to pay their support.

A SENSIBLE PROCEDURE to cope with the "problem" of some police hassling vendors or performers is to deal with the real problem which is the police and their bosses. Tell them to stop disturbing the peace and leave people alone. Go out and find a robber someplace, even if that is more dangerous than arresting a cookie vendor or an acrobat.

Besides, the sunset time is a fun

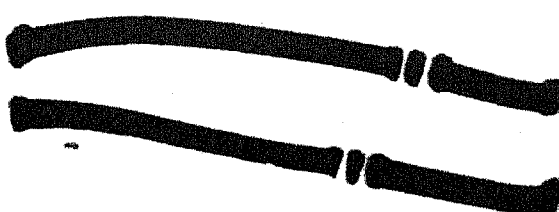
time and why not? Or have the Mrs. Grundys among us gotten the upper hand? Or is it policy that no newcomers are to be allowed?

ONE STATEMENT IS that the City has frozen vending licenses, and so that is a "problem." Well, unfreeze them or abolish them altogether. Even if it means laying off the civil servant who sells them and the requirement that carries his coffee. (Did you ever see a one-person City function?)

At this writing, the "next chapter" is scheduled for a few days hence, but it's a long-running performance, so the immediate "next scene" is not all that special.

IDEA: PUT THE City government meetings on the pier as comedy. They might out-draw all the rest, including the fire eaters.

But, seriously, less government. Repeal the present vending license law and tell those cops to get on with their real jobs and stop hassling people earning a living for nothing more than selling what people want to buy. Like, de-regulation. Like, leave the people be, in peace.



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Editorial

BY BILL WESTRAY

AQUATIC PRESERVE FOR THE SOVEREIGN WATERS OF THE FLORIDA KEYS

For three days at the end of February, officials of the Bureau of Environmental Land Management (ELM), Florida Department of Natural Resources, headed by General Counsel, Henry Dean, conducted public hearings in Key West, Marathon and Key Largo to hear testimony from the general public, the local scientific community and various other interested persons and groups concerning the proposed designation of all of the sovereign waters of the Florida Keys as an Aquatic Preserve.

This proposal, originated by Secretary of State George Firestone, was adopted by the Florida Cabinet in its role as the Board of Trustees of the Internal Improvement Trust Fund (ITIIF), on December 16, 1983 during a regular cabinet meeting in Tallahassee. ELM as agent of the ITIIF is charged with collecting facts and opinion and reporting back to ITIIF on its findings.

We are talking about managing submerged lands and the water above such lands which belong to ALL the people of Florida. These are State owned lands - NOT privately owned nor Federally owned lands. Florida jurisdiction ends at the 3-mile limit in

the Atlantic Ocean, and at the 3-league limit in Florida Bay. The Florida Legislature created the ITIIF and gave ITIIF this responsibility to manage these lands.

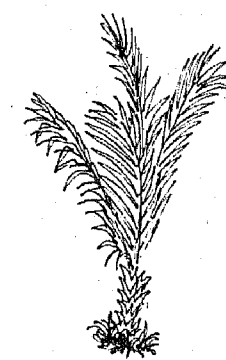
The jurisdiction of ITIIF does not extend to bay bottom lands already owned by individuals or corporations. It does not extend to navigable channels that are established and maintained by the federal government. The RIGHTS of riparian owners cannot be denied; however, riparian owners can be prevented from damaging or otherwise altering sovereign submerged lands. For example, a riparian owner has the right of access to water to swim, to fish (within otherwise established rules), to launch or navigate his boat. But the riparian owner does not have the right to gouge out the bottom with his propeller, to dredge a channel, to destroy fish nursery areas, to deny public access to the foreshore and waters below the mean high water (MHW) line, nor to otherwise destroy or damage land and water owned by the public at large.

We heard an early complaint that cruise ships would be prevented from docking at Key West under Aquatic Preserve regulations; that is totally FALSE. We heard that fishing would be prevented; that is FALSE except as is already restricted (bag limits, size, seasons, etc.) under existing fish and game regulations. One new rule that would apply is that before any new leases or sale of sovereign submerged lands be approved in the future, an economic cost benefit study must be

completed showing that such sale or lease is clearly in the public interest. We think that this is a sound principle.

The next step in the designation process is for the hearing officer to report back to the ITIIF his findings. Then the ITIIF (Cabinet) will decide whether to proceed. If they decide to proceed, MANAGEMENT PLAN has then to be written, and in the process another round of public hearings will be conducted in the Keys to again secure public input.

We believe that there is a lot to be said for adopting the Aquatic Preserve concept, and that it should improve our ability to protect and preserve the waters that belong to all of us for ourselves and our posterity. We will be following this process closely and reporting to our readers from time to time.



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RHYTHM AND ROCK
AND THE FIES
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MARCH 1-3, 710, 1417, 2124, 2831
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MARCH 25, 26, 27, 31
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MICHAEL & JOHN
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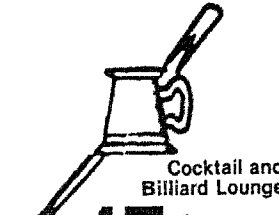
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continued from page 2

some doubts about the true environmental concerns of the Mayor.

Last night (February 28), I was downtown and experienced another series of blackouts that knocked out the area around Captain Hornblower's. This morning I read in the paper that the Florida Keys Electric Co-op doesn't agree with City Electric's engineering study that a high voltage tie-line to the mainline is a feasible answer to Key West's future electric needs. Meanwhile CES continues to tell all new developers that it can furnish all their electrical needs in the future and it has made cumulative commitments in excess of ten million watts to them. It is obvious that if the tie-line couldn't be built, and with the age and unreliability of the old generators, we would be facing catastrophic blackouts when projects like The Galleon, Reflections, Key West Beach Club, 1800 Atlantic, Sands, Shark Key, etc. are finished and demanding full service.

AT THE FLORIDA Keys Resource Planning and Management Committee meeting at the Casa Marina Hotel last Monday, South Florida Transportation Chief John Goodnight told the Committee that the section of U.S. Highway 1 between Route 905 in North Key Largo and Florida City was already exceeding its 12,000 car per day capacity and in spite of the lane and shoulder widening that DOT had done in the last few years, little improvement had been achieved in reducing the accident and fatality rate along the 20-mile two-lane stretch of road. In the face of a probable threefold increase in traffic congestion from all the new development underway in North Key Largo, the only answer would appear to 4-lane the highway from Key Largo to Florida City at a cost of about \$100

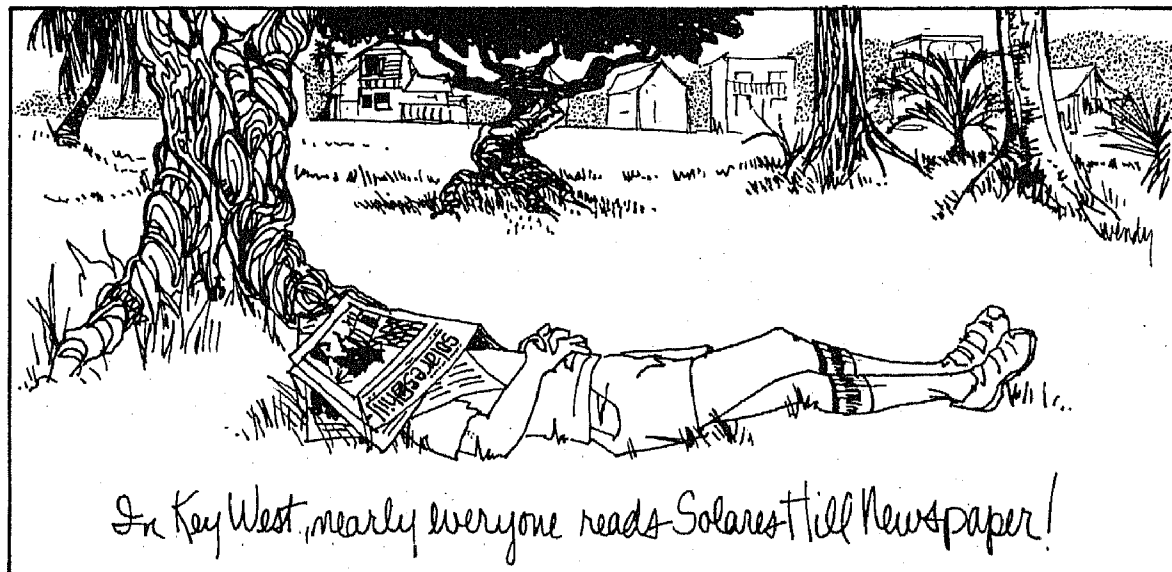
million. Funding will be a problem, Goodnight told the group, but a toll road might be the answer. Shades of Bernie C. Papy and the Overseas Highway toll road. Maybe as an alternative we could get the developers of Port Bougainville, Garden Cove and Carysfort Yacht Club to pay traffic impact fees of about \$10,000 per car. Goodnight ended by saying that if they had the money and could start building today, they could complete a new 4-lane highway in about five years. Where is this building madness going to lead us!

PETTY POLITICS HAVE prevailed at the Monroe County Commission. Popular Mayor Wilhelmina Harvey was voted out as Mayor in the middle of her term and Commissioner Sorenson became the new Mayor. It is unheard of to remove a Mayor in the County before his or her one-year term is up (indeed, has it ever happened?) and the reasons given

for this act were totally insufficient. Our Wilhelmina was putting the County on the map as a fun place to be - witness her storming Ft. Taylor in an admiral's uniform in an effort to help raise money for the Western Union schooner. This talented, feisty, ebullient and enormously dedicated woman was ideal to represent our County as Mayor. I hope that the elections this November will produce some new Commissioners and that they will be wise enough to put Wilhelmina back as Mayor.

SPEAKING OF ELECTIONS, remember the March primary is coming up. We will be voting for our new city charter - please vote FOR - as well as for presidential candidates.

SEE YOU NEXT MONTH.



AMUSEMENTS

by TOM SCHMITT and GEORGE GUGLEOTTI

THE OLD ADAGE "March comes in like a lion and goes out like a lamb" is proving itself true this year, not only with the weather, but also with the theater. Once the weather settles down, March becomes one of the best months of the year, and one of the busiest.

The month starts off with theater of a different kind - the Monroe County Fair - opening on March 1st, the fair will run through March 10th.

ALSO OPENING ON March 1st, out at the Tenensee Williams Fine Arts Center, will be the musical revue, "Side by Side by Sondheim." Directed by Rae Coates, this compilation of the music and lyrics of Stephen Sondheim will play March 1st through March 3rd and March 8th through March 10th. The Chamber Music Series will present the Amphion String Quartet on Tuesday, March 6th and winding up the series will be the Gorjan Piano Trio on Saturday, March 31st. And on Saturday and Sunday,

March 24th and March 25th, TWFAC will present "Harlem Nocturne," a history of black music from the days of Harlem's Cotton Club through present day Broadway. Also this month, TWFAC, in conjunction with the Florida Keys Community College, will offer two minority theater workshops. On March 10th from 9 a.m. to 3 p.m. the first workshop will focus on Spanish Theater. The second workshop, on Black Theater, will be held on March 17th from 10 a.m. until noon and will be held at the Downtown Center of the FKCC. For information on registration and fees for the workshops call 294-8481. For information on TWFAC's other events call the TWFAC box office at 294-6232.

ON MARCH 7th, the Red Barn Theater will present A. R. Gurney, Jr.'s "The Dining Room." Directed by Richard Magesis, "The Dining Room," a very funny and poignant play, will run Wednesday through Sunday, from March 7th through March 25th. In rehearsal for an April opening is "The Prime of Miss Jean Brodie," Susan Hawkins, who will direct Brodie, would like to thank all those who auditioned, especially the fine turnout of younger girls from the local high schools. For information on theater times and tickets call the Red Barn box office at 296-9911.

DOWN AT THE Waterfront Playhouse on Mallory Square, the Key West Players will open "Lu Ann Hampton Laverly Oberlander" on Monday, March 12th and play through Saturday, March 17th. Directed by June Hunzinger, "Lu Ann..." is a part of the Texas Trilogy by Preston Jones of which last year's "The Oldest Living Graduate" was also a part. The box office for "Lu Ann..." will open Monday, March 5th, from 11 a.m. to 4 p.m. In rehearsal for an opening on April 23rd is the musical vaudeville "Chicago," which will be directed by Charles Karp. For information on "Lu Ann..." call the Waterfront Box Office at 294-5015.

SLOPPY JOE'S BAR will present nationally renowned recording artist Bertie Higgins and his band, "Paradise," for 2 shows, one night only at Sloppy Joe's Bar March 11th. Bertie Higgins is best known for his most recent "Key Largo" and "Just Another Day in Paradise." A native of Florida, Mr. Higgins has been to Key West many times and he performed 2 years ago to a sell-out crowd at the Sugarloaf Leisure Club.

SEE YOU NEXT MONTH!!

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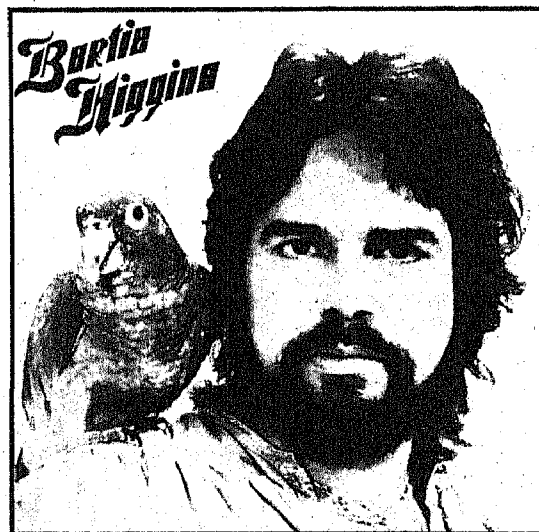
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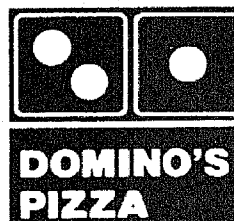
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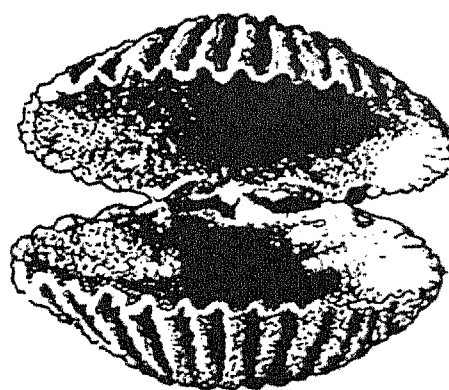
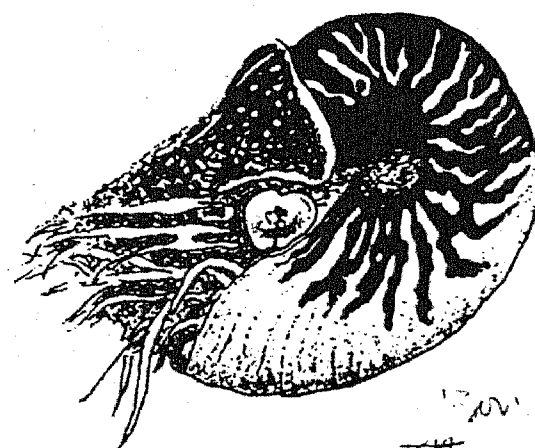
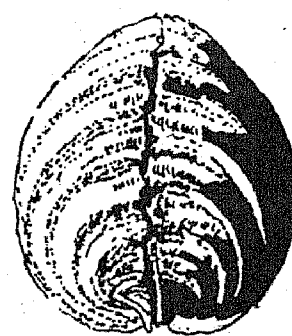
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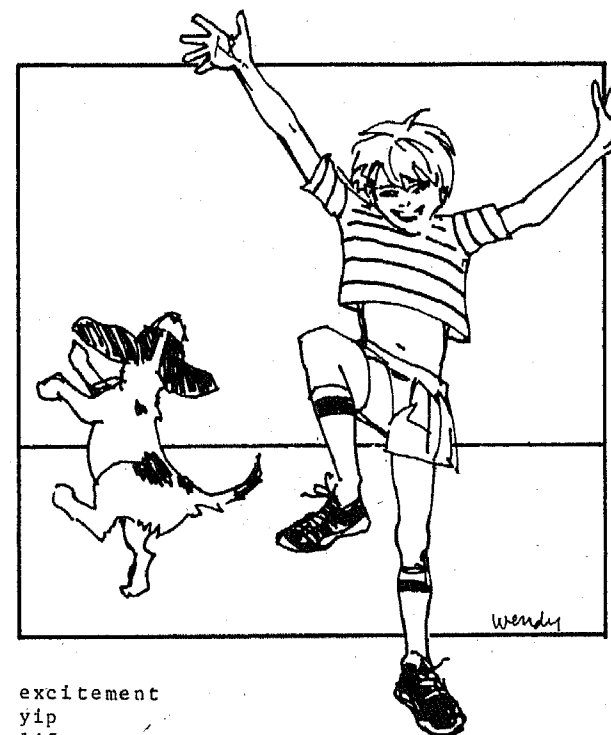
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POETRY

Dogs and small boys
understand one another.
Smiles and sticks
and grinning eyes, whistlings tuneless
to cocked ears and short tails violent
in the breeze.
Dogs and small boys stride
scratch on scruff,
pockets bulge and hands
shove deep, tousled
hair and kick tin cans --



excitement
yip
life
jump and twist. Running.
stop and watch for time - time
endless to small boys and
dogs. All space is
bees and butterflies,
and raindrops soft fill
all that's left of warmth
and sun and endless days in
summertime beneath trees, by
streams and running brooks where deep
deep grass, grass lush and green,
hides fuzzy yellow bristled
backs that crawl slow ways in a maze
of stems for
wonder-round eyes and skipping
minds - minds skipping, here and gone
and
someplace else - where yesterday was
once years before,
while that was gone and is no more --
no second thought --
come, take --
take, leave --
gone
gone, stored.
Stored deep in little
minds to come tonight
in questions round and credulous and
wondering --
till lashes close gently,
softly sweeping way the
cares of day,
and half-blushed peaches
against pillows white,
and soft, soft breath, so
warm and still,
from lips half
parted with day's life living --
gone, gone -- but still remaining --
to grow, to be, and though forgotten,
to form a part of what
will come.

-- John Barnes

GENTLEMEN START YOUR ENGINES

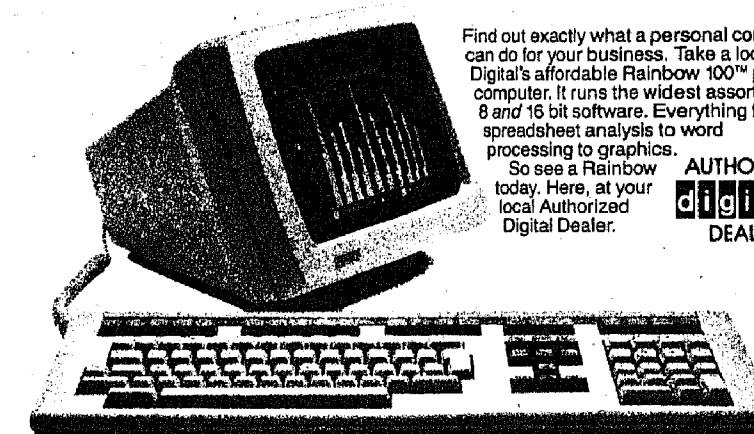
It's a fact,
A secret,
I've kept for years.
The most beautiful women
Drive Karmann Ghias.

Green ones,
Convertibles,
Especially a green convertible,
And a blue one I remember,
Downright irrefutable.

Now,
How can this be,
Or why is it so?
Frankly, I have no idea.
Just thought you'd like to know.

Baxter Wood

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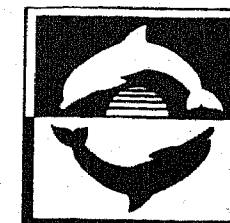
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EVENTS

Special Events

Kyushu Restaurant, 921 Truman Av. 294-2995. Sumi-e Paintings by Mervyn Aronoff. Opening reception, Friday 3/23 5p.m. to 7p.m. Information, contact Dennis Preda 294-6153 or Kay Philipon 294-2995.

Galleries & Museums

Artists Unlimited, 221 Duval St., 296-5625. Hours 12 to 5 p.m. or by appointment. A delightful gallery in a Conch-style setting with an international reputation.

Artist Warehouse: 814 Duval 294-7141. Open 10 a.m. to 5 p.m. Mon thru Sat. Featuring local artists and Karen Clemens. Framing shop also.

East Martello Gallery & Museum, 3500 S. Roosevelt Blvd., 296-3919. A "fort-museum" with some of the most interesting facts of Key West history and lore. 3/7 - 4/1 Alice Perry - watercolors. Farrington Galleries, 711 Duval St., 294-6911. An artist-supply gallery featuring new work by Mario Sanchez, including his woodcarving "Bucket of Fish" and the new biography on him by Kathryn Proby.

Fred Gros Gallery: 901 Duval, 294-0545. 10 a.m. to 7 p.m. Daily. Contemporary Art and Tribal Art.

Gingerbread Square Gallery, 910 Duval St. Information 296-8900. Appointments, 294-2165. 3/7 John Kiraly; 3/20 Alice Terry - watercolors. Also on exhibit, limited works by the late Henry Faulkner.

Guild Hall, 614 Duval St., 296-6076. Open 9:30 to 5:30 daily. Exhibiting an outstanding array of original art by Key West professionals Walter Ashe, Barbara Bauer, John Cryer, Joan Howe, Ann Irvine, Fran Kobschull, Maxine McMullen, Irma Quigley, Norma Renner, Naya Rydzewski, Bee Sackett, and Carolyn Seiler. Featuring oils, acrylics, watercolors, drawings, prints, porcelain, burnished sawdust-fired pottery stoneware and other media.

Haitian Art Co., 600 Frances St., 296-8932. Renowned Haitian artists painting at the gallery. Ezene Domond, Jackson Lovinsky. Open 7 days 10-6.

Jordon's Cafe & Art Gallery, 808 Duval, 296-5858. Open 7 evenings a week.

Key West Art Center: 301 Front St., 294-1241. Open 10 a.m. to 5 p.m. daily. Exhibiting works of 90 artists throughout the Keys. 3/11-3/25, Geraldine Greene 1-person show.

Lacy Gallery, 801 Whitehead St. Imported contemporary art works and French antique porcelains and china. Open 10:30 a.m. - 5:30 p.m. except Sundays.

Lighthouse and Military Museum, 938 Whitehead, 294-0012. The highest view of Key West can be had here, along with a survey of aircraft and wartime memorials.

Lucky Street Gallery: 322 Margaret St. 294-3973. 11 a.m. to 7 p.m. Daily. Contemporary Art.

Maira, the art gallery at 11 Key Lime Sq., 294-1254. Original art and framing. Open 10 to 5 p.m.

Perkins Chandlery, 901 Fleming Street, 294-7635. Showing the following artists: Rollin Barker, A.S.M.A.; Commander J. A. Cryer.

Oldest House Museum, 322 Duval St., 294-9502. Antique lovers will enjoy this excursion into the furniture, housewares and decorations of Old Island interiors "way back when." Be sure to visit the kitchen out back.

Films & Library Events

Monroe County Public Library, Fleming St. 294-8488. Children's movies: Saturdays at 10a.m. 3/3 Melody; Where the Wild Things Are; 2/10 Gerald McBoing Boing; Kodiak Island; 3/17 Green Eggs and Ham; Rosie's Walk; 3/24 Aucassin and Nicolette; Mole and the Rocket; 3/31 Trullier Coolier; Whazzat.

Adult movies: 3/7 Domesticating a Wilderness; 3/14 The Great Gatsby; 3/21 to be announced, 3/28 The Jilting of Granny Weatherall.

Also at the library on Mondays 10 a.m. Book reviews: 3/5, Other Words review by Marcia Herndon; 3/12 Rosamund's Vision author, Stuart Mitchener, review by Robert W. Mitchener; 3/19 Love, Sex and Aging, author Edward M. Brecker, review by Bill Eldridge; 3/26 The Murder of Napoleon, author, Ben Meider & David Haggood, review by Colin Jameson.

SOME NEW EVENTS

AL-ANON, Mondays, 7:00 p.m., St. Ann's Hall, St. Mary, Star of the Sea; Tuesday and Friday, 8:30 p.m., Sigsbee YMCA.

AL-TEEN: Friday, 8:30 p.m., Sigsbee YMCA.

Bingo, starting 7:15 p.m. Thursday nights at Sugarloaf firehouse at mile marker 17.

Coffee Mill, 915 Ashe St. 294-3072. There will be 2 free classes on Saturdays starting in March. They are Jewellery making for kids (ages 7-60) 2:30 - 3:30. African Dance for kids (ages 3-60) 3:30-4:30. All are welcome to attend. Poetry, 8 p.m. 1st & 3rd Sundays.

Florida Keys Chapter, AARP, No.1351 Located in Armory, Southard and White St., 294-4641 Ext. 361. Meetings 2nd Monday every month, 7:30 p.m.; Blood count from 6:15 to 7:15; Bingo Wednesday, 2 to 4p.m.; duplicate bridge, 7:30 p.m. Tuesday; Thursday, 1:30 p.m.; Saturday, party bridge 1p.m.

K.W. Poetry Guild. 1st Sunday each month, 1120 Washington St. 8p.m. 3rd Sunday each month 1125 United St. 2p.m.

Narcotics Anonymous: Friday night, 7:00 p.m., 2318 Fogarty Avenue, 5th Street Baptist Church Fellowship Hall. If you have a drug problem, come to us.

REGULAR EVENTS

City Electric Utility Board, meetings 2nd and 4th Wednesdays at 5 p.m., Board Room, 930 Caroline.

Big Coppitt Key Firehouse, bingo, Fri. nights, 8:00 p.m.

Florida Keys Aqueduct Authority: 3/15 South Fl. Water Management District, West Palm, 10 a.m.

VFW AUXILIARY #6021, 2nd & 4th Sundays, Post Hall, 803 Emma St., 8:00 p.m.

Viet Nam Vets, Thursdays, 6-6843.

Friends Worship Group (Quakers), inquiries, Sheridan Crumlish, 294-1523.

Key West City Commission, meetings 1st and 3rd Mondays at 8 p.m., City Hall, corner Simonton and Angela streets. Child Abuse: Questions, referrals, reporting information and general information. Call Barbara Hunt at F.K.M.H., 294-5531.

The Movement of Spiritual Inner Awareness, Tuesday nights, 8 p.m., 1005 Seminary Street. Tune in to your true self. Join us for one of the positive things happening in Key West. Call 294-6739.

Key West Woman's Club, regular meeting 1st Tuesday of each month, 2:30 p.m., 319 Duval St.

Marathon Lions Club, dinner meetings 2nd and 4th Wednesdays, Indies Resort, Duck Key, 7:30 p.m.

Marathon Shrine Club, luncheons every Friday, at high noon. All Shriners welcome.

Monroe County Commission: 3/9 Key West courtroom B 10 a.m.

The Lower Keys Property Owners Association: Located at the west end of the No Name Key bridge on Big Pine Key, bingo, every Wednesday, 6:00. Call 745-3613.

United Humanitarians, low-cost spay program now in effect; please call 296-5106 for information.

Wesley House Board of Directors, meetings second Tuesday of the month, 5 p.m., 1100 Varela St., 296-5231.

Key West Singles: For information call 296-3423.

Group Meditation for TM or other: Non-sectarian. We meet the last Sunday of each month at 8p.m. For information call 296-3423.

Self Help

AIDS Screening Clinic, Saturday, April 7th. Call Beverly Smith for appointment 296-3048.

Alcoholics Anonymous: 404 Virginia St. Clubroom open 10 A.M. - 11 P.M. daily. Meetings: 8:30 P.M. nightly; 7 P.M. Sun., Wed., Fri.; noon Mon.-Sat.; 10:30 A.M. Sun.; 11 P.M. Fri., Sat.

Domestic Abuse Shelter, Inc., call 6-HELP, 4-LINE.

AL-ANON: Family group, Wednesday evenings, 8:30 p.m., F.K.M.H., 6-4157 (evenings).

Mail-a-Book Program, costs you only 29 cents, for mailing. Library, 294-8488.

Zonta Help Line: 296-HELP. Call any time when you need help or referral service. (296-4357.)

The new Chemical Dependency Treatment Program (for alcohol/drug abuse) opened June 1 at Florida Keys Memorial Hospital. For information call: 294-5531, ext. 3496.

La Leche League: Every 3rd Tuesday, M.M. 24-2, Summerland Key, 10:00 a.m. Call 745-2274.

Classes on The Ovulation Method of Fertility Awareness: Avoid or achieve pregnancy naturally. Instructor Registered Nurse certified by The Ovulation Method Teachers Association. For information, call: 296-7214.

Overeaters Anonymous: YMCA, Sigsbee Park Thursdays 8:30 am.

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