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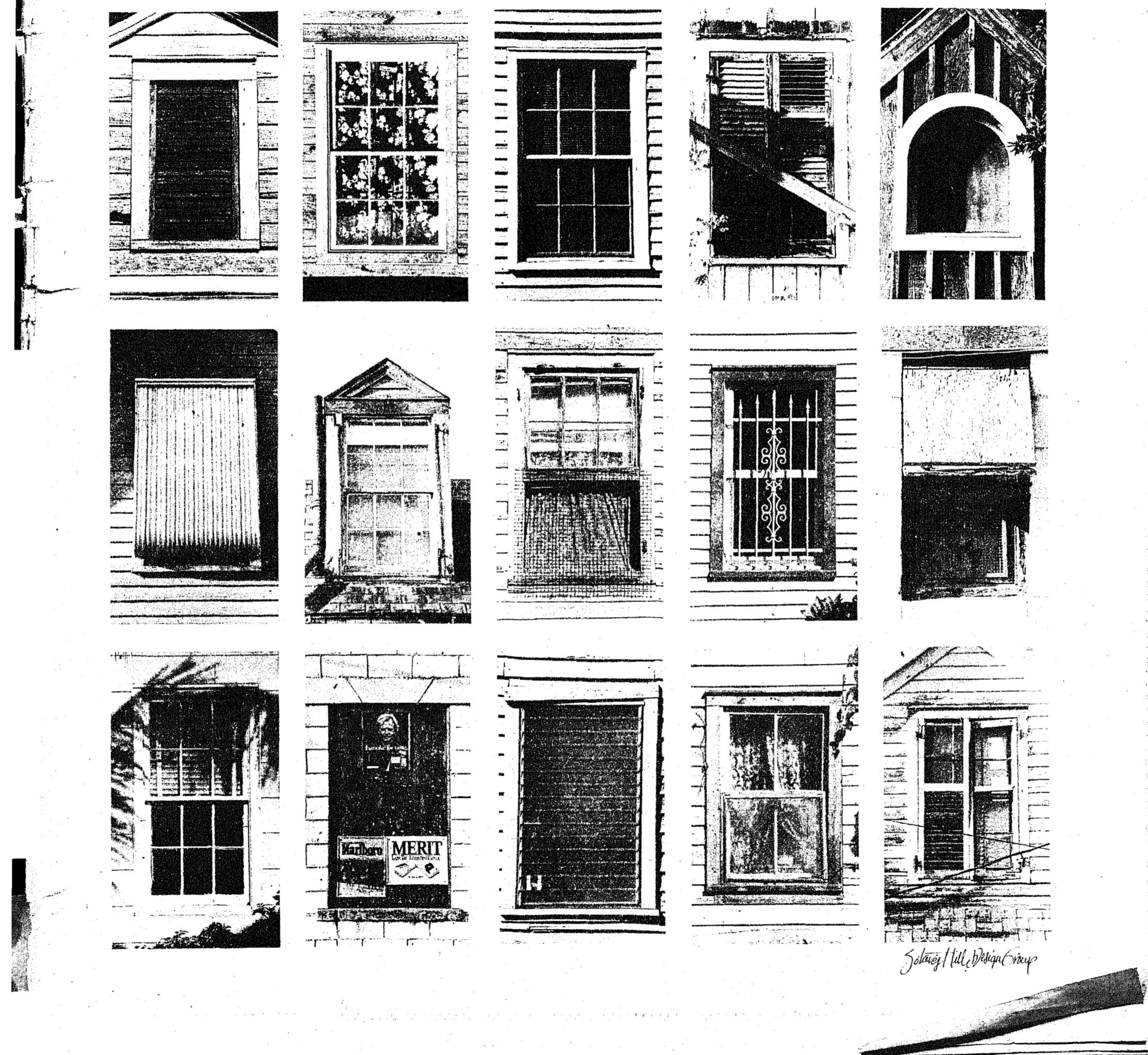
# solares hill

FREE

VOL. VII, NO. 1

KEY WEST, FL

JANUARY 1982



## FROM THE EDITOR

HELLO --

I WANT TO concur with the resolution passed by Commissioners Heyman, Graham and Mira. The main objection of many people is, of course, that under this resolution no person from Monroe County can be a candidate for the job. In the Sunday Citizen People's Forum Commissioner Heyman addressed himself eloquently to this point:

"Whether a Conch or newcomer or man of the cloth, it is hard to deal honestly and fairly with your friends of long standing, when faced with difficult decisions that might go against them. It would be tough to fire a bad employee or to prosecute a violator of an ordinance if that employee or violator is a good friend. Similarly, all of us, human nature being what it is, may deal more harshly with someone who is not a friend. Thus a City Manager with no ties to the community will be in the best position to administer the laws and ordinances of Key West in a fair and impartial manner."

I THINK THAT says it. I congratulate Commissioners Graham and Mira especially for their courage in voting for this controversial resolution; they are native Conchs and many native Conchs opposed this. They both stood up to be counted and voted for what they felt to be the best method for selecting a city manager--again, congratulations.

I WAS PLEASED to hear new Commissioner Balbontin say that he would fight to see that the garbage payments be made quarterly rather than in one lump sum. A single payment is too much money at once for many of our citizens who live on tight budgets. I hope that Commissioner Balbontin will continue his fight.

HOW COME THE billing from Florida Keys Aqueduct Authority is still messed up?

HELEN CHAPMAN FANS were upset with me last month and with good reason--I forgot to include her article last issue. Apologies to all!

LARRY GOMEZ IS at it again. Larry is the supreme idea man in this town and he has come up with another very interesting suggestion. Why not divide Monroe

County in two parts and call the new counties South Monroe County and North Monroe County? The Seven Mile Bridge would be the dividing point and our local county would go from Key West to Big Pine Key. Certainly the administration of the county would be facilitated and Larry feels that we in Key West would get much more for our tax dollars. He has some interesting figures from the tax office on ad valorem values that we would have with this split and it looks like we would get more services with less taxation in "South Monroe County" than we are getting now. It is an interesting idea and Larry is thinking of drawing up a petition to circulate on it.

I RAN INTO "Buck" Whittemore of the famed duo-pianist team Whittemore and Lowe at the Fourth of July restaurant a few weeks ago and this caused me to remember the memorable concert that they put on in John Young's Crazy Ophelia Cafe about 10 years ago. These men, who have concertized in the great halls of the world, had their concert grand pianos moved into this coffee house at John's request to give a concert for his patrons and friends. From the elegantly dressed to the hippie street people, Crazy Ophelia's was packed. I remember particularly--in addition to the stupendous piano playing--that there was a dog under one of the pianos watching the pedals move up and down. An unforgettable Key West evening given to us by two splendid gentlemen.

COMMISSIONER HEYMAN WAS a voice in the wilderness trying to persuade his fellow commissioners that we would be opening a can of worms if we permitted a zoning change on Duval Street that allowed the density to be doubled for a project. He went unheeded and the zoning change was passed. This is a dangerous precedent. Now anyone can say that since this builder was permitted an exception to the zoning everyone should have the same rights. This has the potential for doubling the density in our already overcrowded Historic Preservation area. The four-unit-per-lot requirement is the only density control we have in this area. Indeed we have opened a can of worms.

Continued on page 40

Our cover photographer is 'JT' Thompson. He is a partner in the Solares Hill Design Group at #1 Key Lime Square.

## Lyle Lewin

BY PHOEBE COAN

BORN ON SOLARES Hill, Lyle Lewin's daddy had a grocery at Eaton and Elizabeth circa 1906. Homegrown Lyle relates the plain reality ... the truth. This is the story of a survivor. "Anything come along, I worked at it from 8 cents an hour on," he says.

You can see Lyle gracing the shady porch at 701 Fleming Street, the family home. The house sits very high and in the plain, clean blue room with the whirling fan before us, he takes out boxes of old photographs to leaf through a life.

HIS COMMON SENSE knack of "saying it like it is" helped our rapport grow. There was much good, tried and tested homespun wisdom of his life to share. He mayn't (sadly so for us and for him too, he admits) be here in Key West very much longer. For, as soon as the family (Brogdon's Photography--his son-in-law's business) sells the house, they will be moving on to the town of Blue Ridge, at the foothills of Georgia. He spent time there 18 years ago and his granddaughters are in the general vicinity ... lots of friends there too.

HE'S 82 YEARS of age. Born at a time when folks were kind, and people let their lives be touched by each other. This is a Jack-of-all-trades. A self-educated, highly-intelligent gentleman. He was given to much boat building and standing up for those weaker than himself. A good worker always, he was appreciated on any job he committed himself to.

He came a rough road and smoothed it out ... learned a lot in the process!

Says he's a pretty good cook too. But sorely misses the delectable guava duff his wife used to make with coconut and dates and served with hard sauce.

LYLE IS WEATHERED and mellowed and congenial as he ambles around the neighborhood, enjoying his days and looking on life as it goes. A man of his own mind, taken to Key West walks in the good air and pleasant panorama. The mileage is there on his face and the wisdom the years can bring.

Lyle's good vibes leave him free to help others, and to care. He says he cares about things in general ... says he feels emotionally strong; thanks to the rich homelife his parents gave him as a child. "They gave us all they could."

IN THE COURSE of his life the man has worked at everything from sign painting to repairing streetcars. He spent lots of time with the city and state road departments, and with civil service where he was head water plant operator, doing pipeline installation.

FROM OUT OF his box of memorabilia he withdrew a letter from Navy Captain H.R. Weir, dated March of 1969, saying: "You have seen the water supply for the station and city grow from the days when all water was distilled, shipped in by barge and caught in cisterns. You personally opened the main valve which turned the first water from the line into the Naval Station's system in Key West. You have 'lived with' this system and made a real contribution to its effectiveness."

LYLE BUILT A nice house on Sugar loaf, which he sold the week before his wife died. It was a substantial house. The boats he built were good, sturdy-looking boats.

A newspaper man recently interviewed him on the years he worked at Cudjoe Key doing roads. I saw pictures of his co-workers. Rugged workmen--perhaps the cowboys of their day.

LYLE'S IN HARDY health. His mind and memory are crystal sharp. He claims



Lyle's son-in-law Jimmy Brogdon (left) and Lyle.

photo by Jo Ann Savio

that it is good for old folks to take vitamin B-12 for building nerves.

Lyle, who was always known for his strength, is still quite strong today. Says both he and his grandfather had exceptional strength. Says he always ate a lot of seafood and especially conch (raw or cooked). He claims it has a lot of calcium.

HE IS BIG on aloe, and for 25 years has taken daily doses in hot water before bedtime. He has faith in aloe and believes it has kept him fit. He was told that he had diabetes, but he still eats his pies and desserts. He claims the aloe can bring the sugar level down. He hasn't had to go to the doctor's for from four to six years. His eyes are good, and he reads without glasses.

His dad and brother and sister died of diabetes. "I believe the aloe helps everything." He doesn't mind the taste. "You get used to it." He prepares it by slicing it one inch thick, and letting it bleed. Then he adds the hot tap water. After it steeps some,

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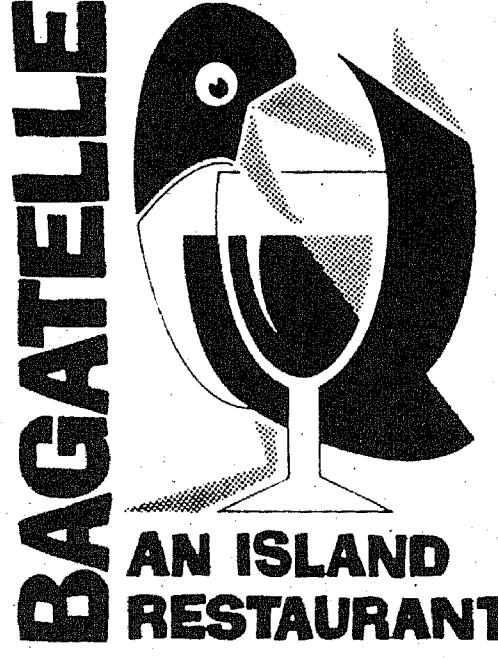
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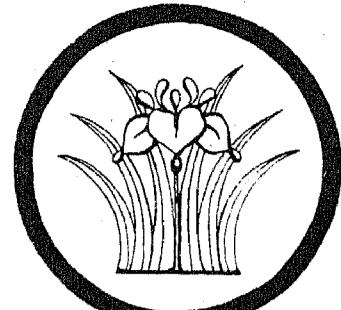
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EDITOR.....BILL HUCKEL  
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he cools it with ice. "Sometimes I cut a piece and chew it up."

GARLIC IS ANOTHER one of his pets. He says it helps keep the cholesterol at bay. Heinz apple cider vinegar is another. He drinks it or puts a little bit of it on certain things (especially salads.)

"I don't drink coke, coffee, alcohol, or tea." He prefers instead apple, orange or cranberry juice.

HE FIRST ENCOUNTERED his wife-to-be, Etta Gibson, at Harris School. It was a Conch romance. (She died in '76.) They had one girl, Patricia Lewin Brogdon, and two granddaughters, Cheryl and Melanie. His nephew, Kermit Lewin, is a former mayor of Key West and is now county administrator.

I saw a striking portrait of Etta hanging in the blue room. The roses she held looked very real indeed. She was a good cook, and had a good disposition, he attests.

THE TWO KEPT company when she was 12 and he was 13 ... First Love! The two were united in 1922.

"When I'd see her with another boy, I'd get jealous," he recalls.

He says that for a marriage to work he has learned that one should "try to be agreeable and try to please the other. People don't put up with each other like they used to," he notices.

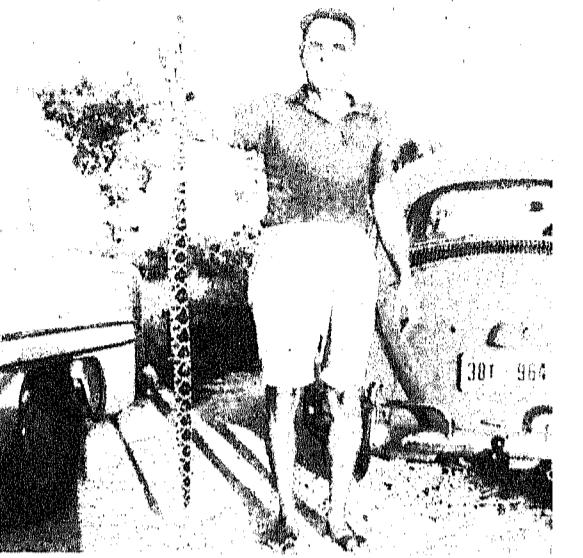
I SAW A photo album of the couple's 50th anniversary, which was a memorable occasion. "She could always forgive and forget," he remarks, examining the pictures. Something that came in handy along that long rocky way.

"Today there's too much running around. I was a home man mostly. You got to center yourself around your home to be happy. We had a greater capacity for happiness maybe," he ruminates.

LYLE HAS DEVELOPED some religious convictions in the span of his years.

He is most involved with the Church of Christ (on Von Phister). He says his baptism was the happiest time. He had attended another church until a tent meeting filled with the singing faithful touched his heart, and led him to the Church of Christ where he is now a familiar figure.

"For a church to prosper you got to love each other and help each other out," he attests. He says church members should be like family, and not just on Sundays. There is a closeness and a warmth and a caring to his church that gives it the sense of family unity.



Lyle with a rattlesnake he killed on Sugarloaf in the '50's.

"I suppose God is within, all right, but not everybody accepts him." He feels the world today is forgetting about God and that that's the trouble with everything. "When I was a boy the churches were full. Now lots of families don't MAKE their kids go ... so, they don't. It doesn't hurt you to go to church, it does you good!"

HE HAS READ the Bible through twice now, he says seriously. "Every

time you read it you find something different." He has great respect for it.

"As I've gotten older, God has grown closer and more important in my living."

"God's been good to me, too, so I am thankful."

IN HIS GENERAL philosophic outlook, Lyle suspects that we're more revolving than evolving. He misses the good old days. Says even the size and abundance of fish in the ocean is not like it used to be ... a dwindling.

He intuits that it's the way we live today that makes a lot of people too selfish in their outlook. "T.V.'s made things mostly worse, if you ask me."

HE SAYS IN his life it was important to him always to help others, whether he knew people real well or not. He now holds the keys to a couple of his neighbors' houses, so he can go and check up on them since they are very old. He says folks today don't trust each other, and they forget about being kindly and loving in many cases.

LYLE DOESN'T AT all believe in evil spirits or in superstitions that some people hold onto. "Some people will believe anything. I just feel there's an innate good, but people can make it bad."

Lyle Lewis feels we've sold out the birthright of happiness by not allowing ourselves to receive enough spiritual influence in our time.

"US KIDS WERE brought up not to steal. We had good self-esteem and good respect for our elders. You don't see enough of that nowadays. And, a lot of old people get pushed aside when they deserve better!"

As we chatted, there were many photographs and memories Lyle shared with me that brought back glimpses of yesterdays he had lived. There was one of "Labrisa," a big pavilion and recreation center for the community. The big, rambling porch was practically

right to the water. Here was located an ice cream parlor and a dance hall; the 1910 hurricane destroyed it.

THE 1904 PICTURE of the Russell Coronet Band, taken across from the Post office, was a great sight. They once played for parades, and both his dad and brother were performers.

There was one picture of Lyle (1904) with his brother Charlie. In these days little boys were dressed in dresses!



The boat builder.

HE LOVED THE hockey on skates (with a stick) played on the beach by the Sun 'n Surf. He would play on the Cuban team.

There were also the swimming races at that time. Marathons or endurance races were held for July 4th. "We had to follow a man in a rowboat half an hour to an hour." One July 4th, Lyle came in second.

I SAW MARVELOUS pictures of the old Casa Marina (1916), and an 1869 shot of his own Aunt Betsy from the Bahamas, looking through the ages.

Those were the days when four or five men would dig a cistern to help a neighbor out for friendship's sake.

AS SOON AS the big house on Fleming Street is sold, they'll be on their way, for part of the year anyway. Hopefully, they'll winter here though.

Key West will miss her "native son."



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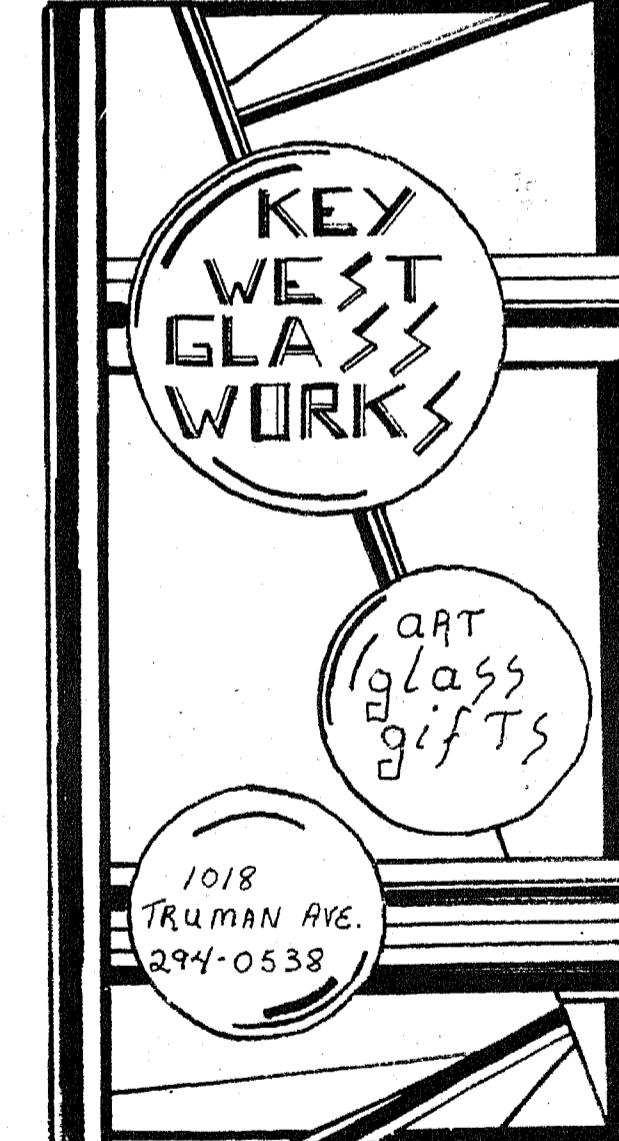
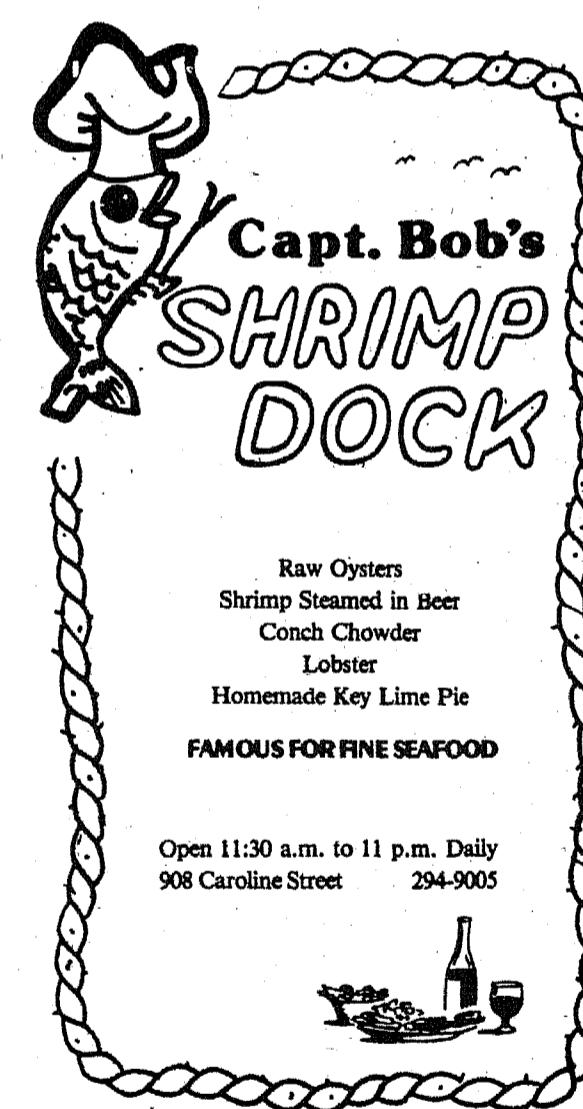


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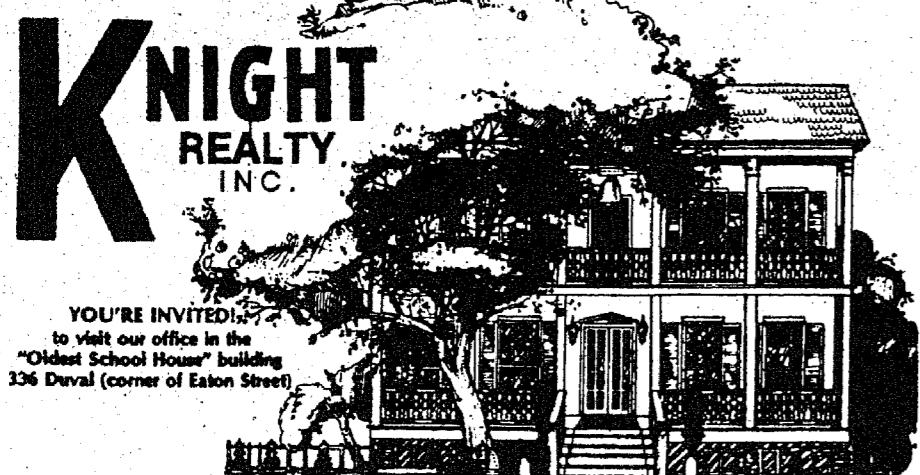
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## NOTES AND ANTIC-DOTES

BY DOROTHY RAYMER

MIAMI AND KEY WEST, and all along the Florida East Coast not to mention other sections of the United States, were extremely invasion-conscious during World War II, especially in regard to submarine activity.

Right after Pearl Harbor, and increasingly so through the early 1940's, there was another type of invasion--a friendly one--that of the military forces of our Allies, including those from England, France, Belgium, the Netherlands and other nations, including fighting men from Russia.

I WAS ON the staff of the Miami Daily News and could scan Biscayne Boulevard from the tall office building at Sixth Street and the boulevard in downtown Miami. Every noon time, traffic included marchers, platoons, companies, squads, detachments, whatever their designation might be, of military forces, chiefly Navy, from foreign countries.

They came along the wide boulevard, streaming from ships and buildings where there were various headquarters, all the men progressing toward restaurants which had been leased for the feeding of the military. Some of the establishments had been posh seafood houses, notably that of Reid's, just across the way from the News Tower.

AFTER OBSERVING THE processions every day for weeks, I submitted an item to a popular column in the newspaper, noting the marked difference in the demeanor of the various parade participants. For example, there was always a spectacular performance by the Soviet Navy. They came striding along in precise formation, four abreast in a compact column, always in straight, exact place, and moving in time to the cadence set by a leader who marched along on the right side, not out in front, singing a rousing Russian marching song. The leaders were all tall, impressive stalwarts with resonant, ringing voices. They sang the main theme and the ranks of uniformed marchers responded in chorus.

THEN, JUST BEHIND the USSR sections, came a horde of United States sailors (white hats tipped arrogantly) in somewhat ragged array, shuffling along, some smoking cigarettes, and exchanging greetings to each other and passersby. Most of them seemed carefree and nonchalant. There was a great deal of laughter and railraillery. But they were for the most part in good physical shape and looked in fighting trim and were obviously spirited.

DIRECTLY BEHIND THOSE units came a group of blacks, also Navy, but segregated. And it was these sailors who drew the cheers and applause. For they came dancing! They kept up an exuberant "trucking-on-down" step in perfect time to the Russian music, delighting onlookers and obviously themselves. Somebody quipped that a lot of these jaunty white-hats were galley workers and cooks who were showing their enthusiasm at being able to eat somebody else's cooking!

ALAS, DUE TO security reasons, I was told this bit of Americanana had to be deleted because it revealed there were Russian forces in America. As if it could be kept a secret when thousands of witnesses saw the living evidence every day right out in the open!

There was a semi-secret in Coconut Grove, too. There the old Pan-American clipper ship plane terminal and workshop had been turned over to a PT boat training and boat-building enterprise. However, residents rarely encountered the scores of Dutch evacuees--the experts and advisers who were here to direct trainees and teach the navigation of unknown (to outsiders) seas in the Dutch East Indies. There were also many experienced PT boats specialists from Europe on the same mission.

THEN IN 1944, Hollywood's MGM studio decided to make a movie about the legendary exploits of the fast little craft and one of its leading hero figures, Lt. John D. Bulkeley, who had taken part in PT ventures in the South Pacific theater of war, evacuated General Douglas MacArthur and his family from Corregidor in the Philippines, and engaged in warfare off Cherbourg, France.

Director-producer of the film was John Ford, a personal friend of Lt. Bulkeley who had already advanced in command and later was to become the commanding officer of the U.S. base in Cuba at Guantanamo Bay. It was he who defied Fidel Castro in post-war years.

ROBERT MONTGOMERY, WHO died only recently, was cast as the leading character in the film, *They Were Expendable*.

Others assigned to important roles were John Wayne, Ward Bond, and Jack Holt. The feminine lead was Donna Reed.

The motion picture turned out to be one of the better wartime sagas with stunning photography by John August and superb direction by Ford. It was adapted from a novel by William L. White.

SO EXTRA EXCITEMENT came to Coconut Grove and the Dinner Key area. Coast Guard planes were utilized to represent the enemy. The emblem of Japan's Rising Sun was painted on wings,

and fuselage of Coast Guard aircraft. Local boats were warned to stay away from filming locations and all surface craft, such as private yachts and rowboats, too, were restricted during the movie-making operation.

BUT THERE WAS one slip-up; somehow, no notification reached a commercial fisherman known as Biscayne Bill. He had a small sloop called *Thelma I* which he sailed in local channels and the bay, fishing for blue runners in season, mackerel, snapper, grouper and other marketable fish. He was originally from the Florida Keys, it was reported, and since he was tagged as a Conch, I suppose he was born a native of Key West. He was reticent, dour and solitary. He insisted that he be simply addressed as "Biscayne Bill." He moored *Thelma I* in the bayshore region of Coconut Grove park.

BILL MADE FREQUENT trips down along the Florida Keys to his own favorite fishing spots. He would be gone for days at a time and nobody knew where he had ventured. In that critical period, with submarines lurking right off the Florida coast, radio silence was maintained by all but necessary military communication systems. And this is probably why Biscayne Bill, who was off on a lengthy fishing expedition, did not learn of the MGM film creation in his home territory.

He came sailing into what he thought was "safe harbor" right in the middle of the cinema invasion, having shut off his auxiliary motor. Suddenly he was assailed by the buzz and snarl of low-flying planes. Bill looked up in amazement that changed to fury as he spied the emblem of the Japanese Rising Sun emblazoned on the low-winging planes.

HE GRABBED UP his high-powered rifle with telescopic sights, which he kept by the helm for shooting sharks, and without hesitation, the intrepid fisherman began aiming and firing at the menace from the sky. And since he had been a sharpshooter in World War I, he actually plucked a series of bullets through the wings of two aircraft!

A Coast Guard patrol boat managed to get within shouting range, but Bill ignored them. He shook his fist at the planes and began reloading, all the while yelling, "Why them damn yellow-bellied Japs! They ain't gonna pull no sneak attack on Dinner Key and get away with it like they did at Pearl Harbor!"

IT TOOK THREE or four Coast Guardsmen to board the *Thelma I* and subdue Biscayne Bill. They wrestled his gun away from him and earned a cursing as "traitors." Bill had to be handcuffed, and cuffed by hand, before he stopped shouting long enough to understand that the planes were part of a movie and that the invasion and attack was only make-believe.

He was still nursing a grievance long after. I interviewed him following the violent episode and he said, "Listen, I'm a patriotic guy. And I'm an independent Conch. I was only defending my country. I'd do it again if I had to for real."

THROUGH THE YEARS that passed, I lost track of Biscayne Bill. Since then, having moved to Key West, I learned, firsthand, of the determined, stubborn pride and rugged individualism that prevails in Conch land.

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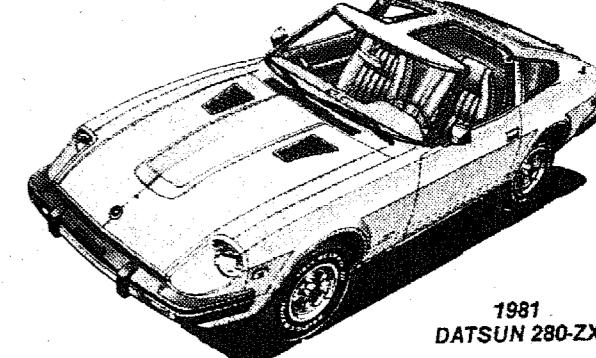
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## Hard Sell, Soft Sell, No Sell

BY HELEN R. CHAPMAN

ONE AFTERNOON TWO friends of mine and I were watching some dumb movie on television which was periodically interrupted by mail-order commercials. You know the kind. They push special deals on cookware, handbags, records and tapes, etc., which can be had for a mere toll-free call. (Except New Jersey which always has a different toll-free number. Being a native of the Garden State, I know it can be a bit strange on occasion, but I wonder what's going on there to warrant a special toll-free number. Maybe it's a direct line to a head croupier at an Atlantic City casin.)

WELL, TO GET ON, every time the

faceless salesman said, "NOW how much would you pay?" we tried to guess--and missed the mark by rather a large margin. We didn't even come close to each other's guesses. Which put me in mind of the time I was interested in the mail-order business myself and took a marketing test to see if I had that sort of talent. I failed miserably. Two of the best sellers for this company had been an ash-stand made from a real elephant's foot (and half the poor animal's leg), and salt and pepper shakers in the shape of two libidinous frogs. I had rated these way down the selling line. But I gave a high rating to a Danish silver coffee service, only to discover it has been a real clunker. Chacun a son gout, I always say, but frankly I'm getting tired of saying it.

SO OBVIOUSLY MARKETING is not one of my strong points. I'd have to keep throwing in bonuses to make a sale.

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it can stand up to tornadoes, monsoons, earthquakes and mosquitoes. Notice on the inside all these handy zippered pockets to store your valuables in. Here's a place for your credit cards, and there is a fold-out desk complete with pen and pencil. But the really amazing feature of this tent is that when you take it down, it can be folded in this manner /beautiful girl folds tent/ to make this handy shoulder bag you can be proud to carry anywhere. The tent pegs can then be used as decorative ornaments in your hair or through your belt /beautiful girl demonstrates/. You would expect to pay a fortune for this fine product. But wait! You also get the complete works of Shakespeare bound in genuine yak hide and printed on rice paper. All this for the unbelievably low price of one pound of flesh. Just call toll free. (New Jersey residents: move to New York!)"

MAYBE THERE IS a future for me in marketing. But wait!

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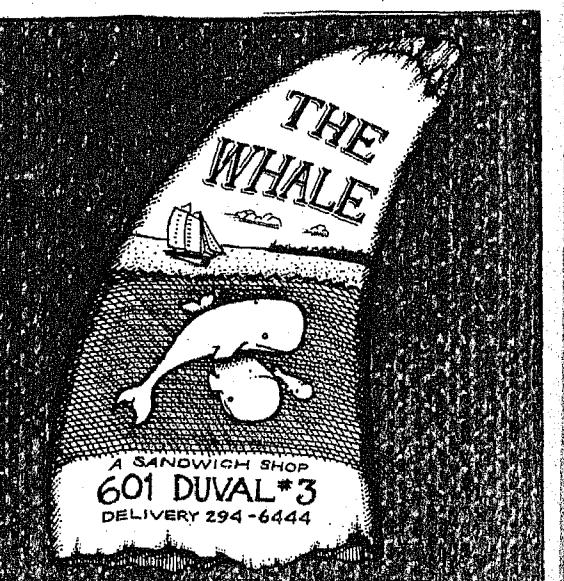
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## Rocky Road

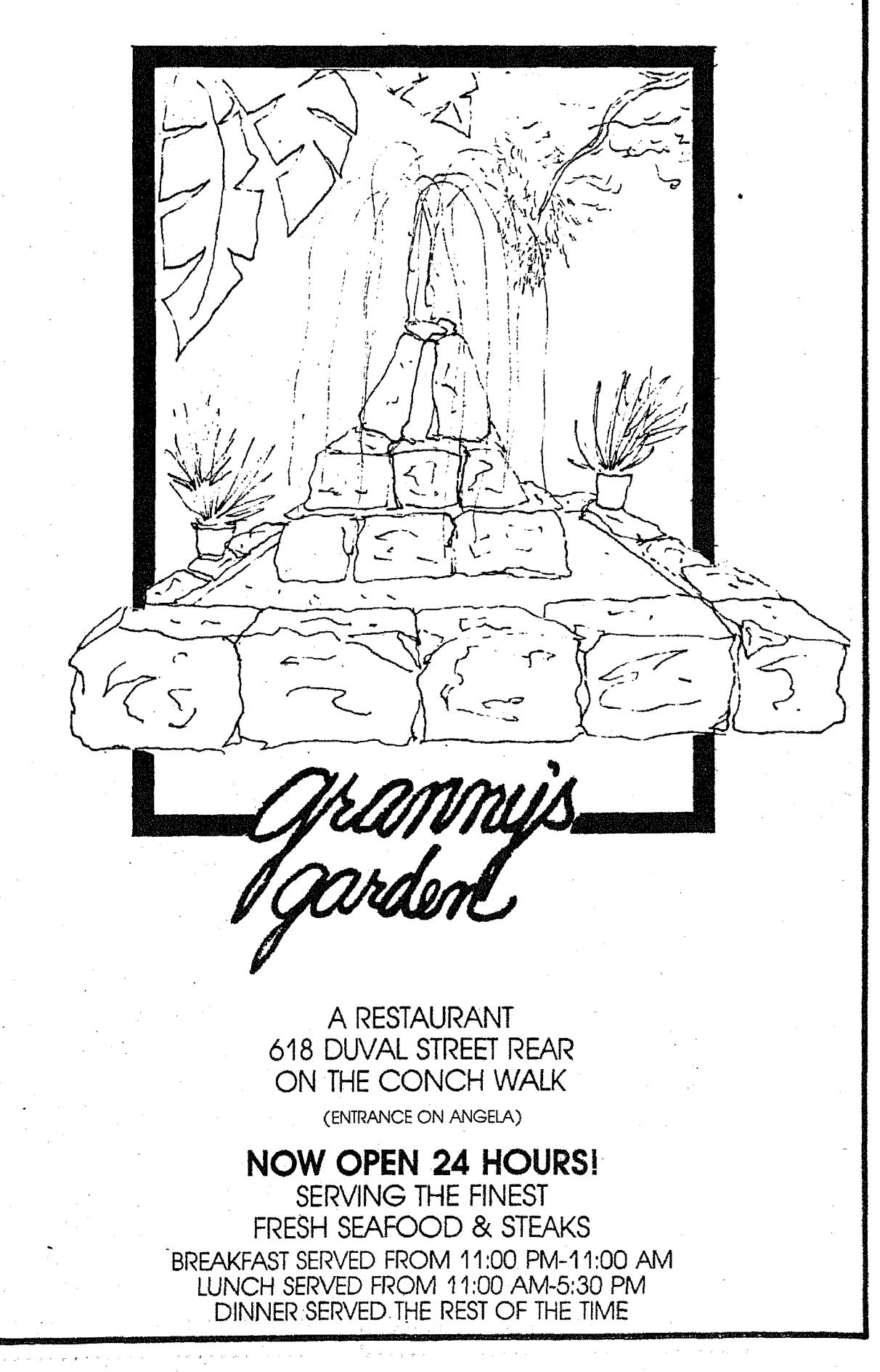
BY GERALD E. SEMLER

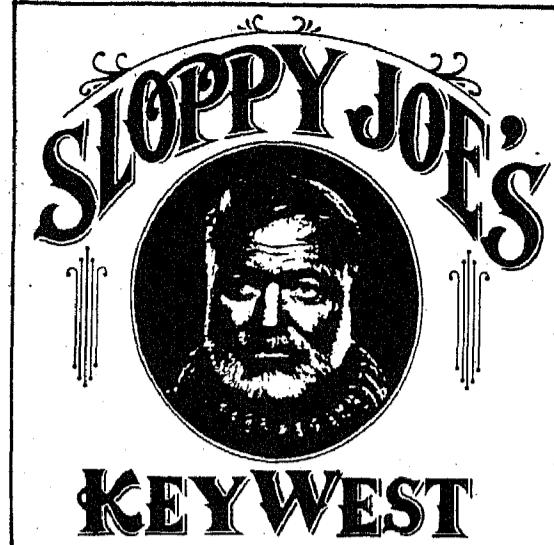
ROCKY ROAD, DIVISION Street, Truman Avenue. What do these three names of thoroughfares have in common? Actually they are all one and the same. The story of one of Key West's main thoroughfares is tied to the history of the island and its name changed as the history of the island itself evolved. Heavily traveled Truman Avenue, which stretches from the Fort Village housing to the end of Bayview Park where it connects to Roosevelt Boulevard, had its beginning through the efforts of an obscure Union Army captain who was stationed in Key West in 1861.

IN JANUARY OF that year, just a few months before the Confederate attack on Fort Sumter, South Carolina, the action that would mark the beginning of four long years of struggle between North and South, Captain James M. Brannan was in command of a small Union force of 44 men in the island city. The building of Fort Taylor in Key West was nearing completion after 15 years of construction and it was part of a series of forts, together with Fort Jefferson on Dry Tortugas and the Martello Towers, built to protect the passage between the Gulf and the sea.

CAPTAIN BRANNAN WAS no greenhorn. He had graduated from West Point in 1837 and was a veteran of the war with Mexico.

A lieutenant under General Winfield Scott when American forces landed at





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Vera Cruz, Brannan was severely wounded in battle but was able to march triumphantly into Mexico City in September, 1847. He had fought along side two other young officers who were destined to become famous, Lt. Ulysses S. Grant and Captain Robert E. Lee.

Captain Brannan was later assigned to Key West during the outbreak of attacks by Seminole Indians on the Florida mainland in the late 1850s.

NOW IN 1861, Brannan found himself in a situation that demanded planning as well as action. Whereas Fort Taylor was located on a sand spit jutting out into the Gulf at the far end of the island, the captain and his troops were occupying an area that had been known as the Army Barracks, which is now the present site of the Pearry Court ball park off White Street. Each time his troops would pass through the streets of the city they were confronted by an increasingly hostile population.

MANY RESIDENTS OF the island considered Key West a southern town and sympathized with secession and the rebel cause. Stephen Mallory, a prominent resident of Key West and for whom Mallory Square was later named, was to become Secretary of the Confederate Navy. It was only a matter of time before Florida would secede from the Union and Captain Brannan feared that Fort Taylor would be seized by those who favored the South. Considering his weak position at the barracks and the length of time it took for messages to pass to and from the nearest military headquarters at Charleston, South Carolina, Captain Brannan made the decision to occupy the fort.

THE FOLLOWING DAY was Sunday, January 13. So as not to arouse any suspicion, Captain Brannan attended church services as usual. That night, at exactly midnight, the captain gathered all

his men and equipment on the barrack grounds. He divided his force into small groups and moved them quietly through the sleeping city. By morning the movement was completed; Brannan and his troops were in possession of the "Key to the Gulf."

IN THE FOLLOWING months, Northern troops that had been forced to evacuate forts in Texas were brought to Key West to reinforce both Fort Taylor and Fort Jefferson and even though Confederate flags were displayed outside many homes and businesses on the island the threat of attack gradually faded.

In his mind, Captain Brannan had no intentions of abandoning the barracks area. Even before reinforcements had arrived he had begun to put his entire command to work clearing a road between the fort and the barracks. The route was cut through the thick vegetation that surrounded the city proper, allowing his troops to move unobstructed. In some accounts it is suggested that the path had been cut earlier and it was over this course that he secretly moved his men on the night he took possession of the fort. In either case, history credits Captain Brannan for laying the route for what would eventually be called "Rocky Road." During the Civil War and for a few years afterward the rugged path was called "Brannan's Road." As the years passed and the island's population increased, residents began to clear the brush and build homes along the dirt trail. For those islanders who traveled over it daily in horse-drawn wagons and buggies or pushed a cart over its wheel ruts, coral rocks, and pot holes, they felt impelled to bestow upon this obstacle course its new name of Rocky Road. It is by this name that it is still called today by many old-timers.

KEY WEST CONTINUED to grow and prosper. Cigar "factories" were built

and Cuban cigar makers immigrated from a Cuba torn by revolution and ruled by the heavy hand of Imperial Spain. The City of Key West began to expand its boundaries. Now Rocky Road and all that extended beyond it to the island's Atlantic shore was taken in. Because it was situated almost at the center of the city and was considered the dividing line between the old city and the newly acquired area, Rocky Road was given a proper title by the city fathers: Division Street.

DIVISION STREET WAS soon making a name for itself. It was smoothed over somewhat with red bricks and it became one of the main trolley car routes through the city. At the corner of White Street where the old Truman Elementary School is now located, trolley passengers would have to transfer to another trolley in order to continue their journey. This location was called "transfer corner."

Many of these trolley passengers were cigar workers who traveled to and from several new large cigar factories that had been built in the vicinity of old county road which was itself later to be renamed Flagler Avenue.

THROUGH THE FIRST half of the twentieth century Division Street kept its official title. Although many Key Westers still referred to it by its older name of "Rocky Road" either through habit or because that name made it easier to conjure memories when talking about the past, the dirt path that Captain Brannan had laid out nearly a hundred years earlier was about to have its name changed once again.

IT JUST SO happened that around 1950 there was a tough, but friendly old man who liked to visit Key West. He liked the weather, he liked the people and he probably liked Division Street because that's the street he always used when he rode in his motorcade into the city after landing at Boca Chica. This

man was the President of the United States, Harry S Truman. The people of Key West took to this man like they had to no other public personality in the island's history. They felt that he was one of them. They wanted him to return and stay as long as he wished. And he did, many times, so often in fact that the quarters which were set aside for Mr. Truman in the Naval Station became known as the Little White House.

THE ISLAND CITY needed some way to honor their President and newfound friend. They decided to name a street for him. Division Street, which didn't divide the city anymore, was given a new title, Truman Avenue.

By now Truman Avenue was paved over with asphalt and was one of the principal arteries on the island. The avenue was trimmed with concrete sidewalks and businesses, shops and houses lined its border from end to end. As the years slipped by the route retained its eminence by becoming the main link between the old and the new. Well, there it is, that's the story of "Rocky Road."

CAPTAIN BRANNAN? WHAT ever happened to him, the man who started the whole thing?

A few months after taking possession of Fort Taylor, he was relieved of his command in order to join other Union forces in action near Jacksonville. From there he was given command of a division in the Army of the Cumberland and fought in several battles, among them the bloody engagement at Chickamauga. He rose to the rank of Brigadier General and was at the siege of Atlanta when General Sherman made his infamous "March to the Sea." After the Civil War he commanded Federal troops used in breaking up the violent Philadelphia railroad strike in 1871. He served ten more years before retiring from the military and in 1892 he died.

BRANNAN'S ROAD, DIVISION Street,

Truman Avenue, all of these names have their legitimate place in the island's history. But somehow "Rocky Road" strikes a nerve.

To the people of the island Brannan's Road failed to stir thoughts of a young army captain in his hour of decision and the name soon faded into history. Division Street, the title given by city planners in attempt at organization, lacked a ring and now it too seems almost forgotten. Truman Avenue? Well, Truman Avenue was named for a President. But Rocky Road, that was a name chosen by the people of the island and the people stuck with it. To the old-timers, there will always be a Rocky Road.

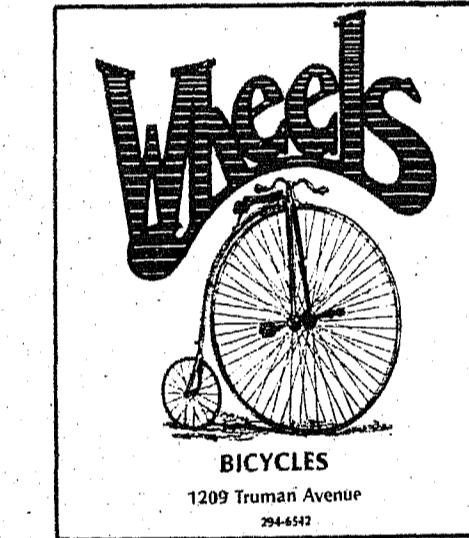
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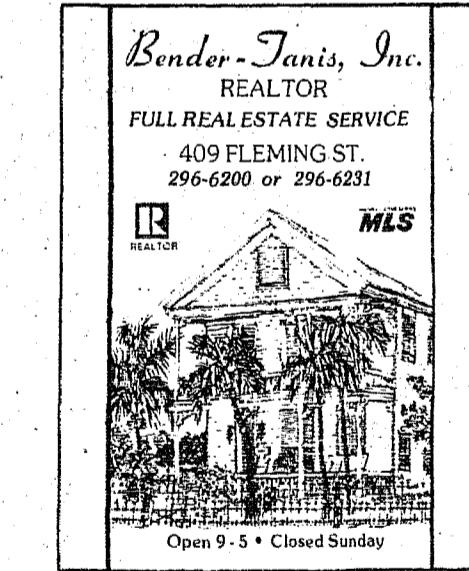
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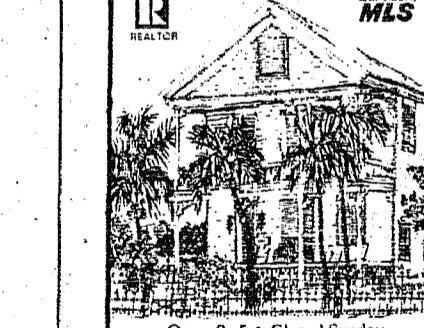
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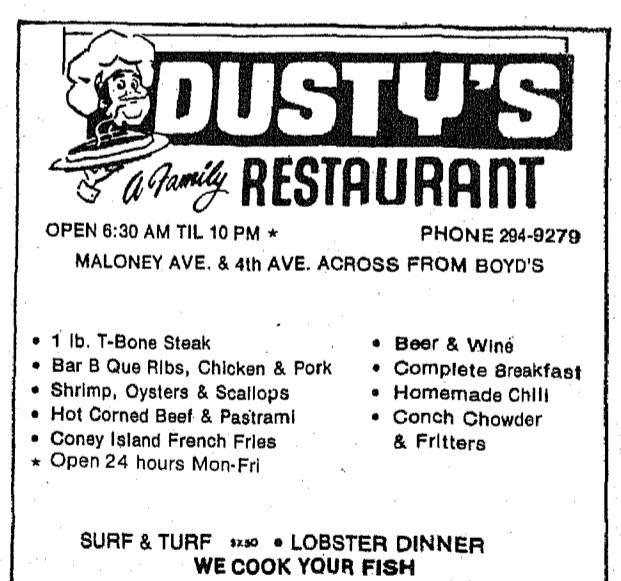


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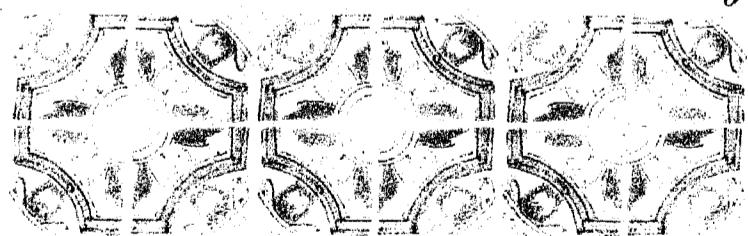
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### WILD WOMAN, WILD WOMAN\*

Wild Woman, Wild Woman, where did you come from?  
Was boy in a skiff your early dawn?  
Did you have your beginning in the dreams of a boy?  
Who came home from school to a boat for a toy  
Who never says can't, who always says can

Wild Woman, Wild Woman, your shape is a bird's  
Were you formed by a seagull your builder heard?  
Did you find your direction down the winding Calda,\*\*  
Where the snapper glides free and the tall birds stay?  
Where the secret conchs hide and the seagulls play  
'Til she looks like a river flowing through countryside.  
Where the turtle glides through water  
Like a swallow through air.  
And a tern glides by with never a care  
Where the channel winds right  
And now it winds left  
And the tide goes rollin'  
On out through the cleft  
When the water is clear  
You can see through the tide  
To the caves in the banks  
Where the crawfish hide

If you run aground on the bank of the Calda  
And the tide's runnin' in it's there you might stay  
Till she turns and runs out  
She'll let you float free  
When the tide goes rollin'  
On out to the sea

When the sea's runnin' rough out in Florida Bay  
Do you feel like you're home  
When you reach the Calda?  
'Cause you know if she sinks  
It would be hard to drown.  
You can almost make back to Key West town  
Where the lakes are leading on down to the west  
Where white birds perch on mangroves  
And old time's knew best,  
Where to find conch and turtles and sponges and more.

On down through the lakes  
To Bo Grand's\*\*\* shore  
Turtle's Channel lies west of Bo Grand Isle  
Where turtle ships came to anchor a while  
And clean their turtles the old timers say  
That's the reason the sharks still stay.  
In that green channel past the long white strand

Where the mangrove grows and the tall birds stand  
White birds are in mangroves like orchid flowers growing  
And always the tide is ebbing and flowing

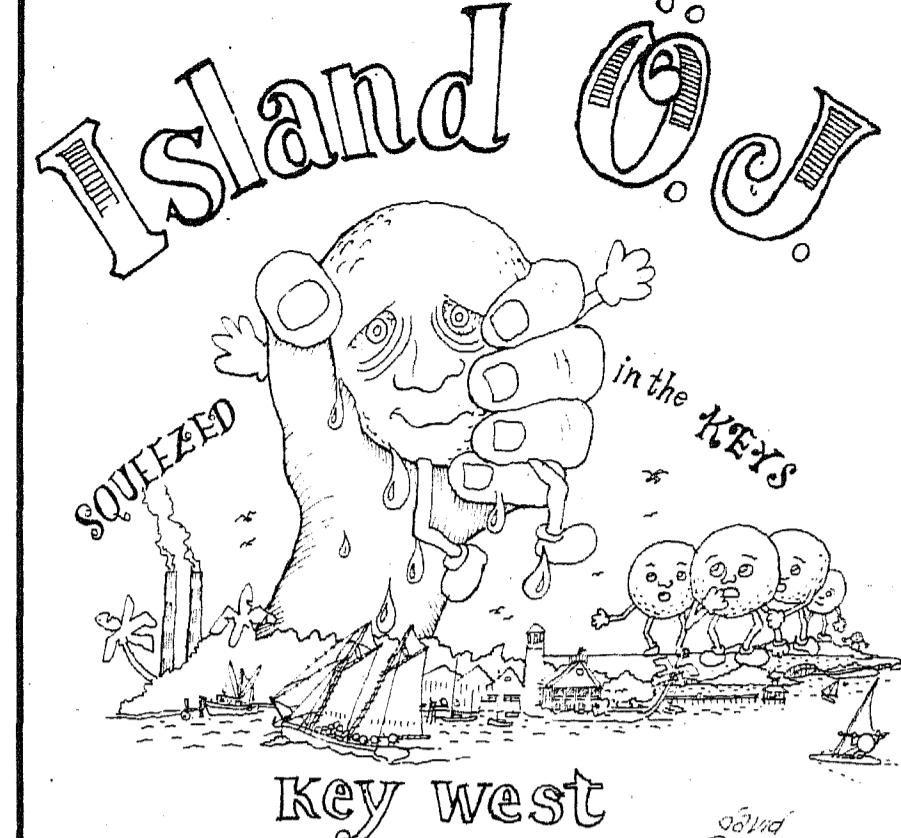
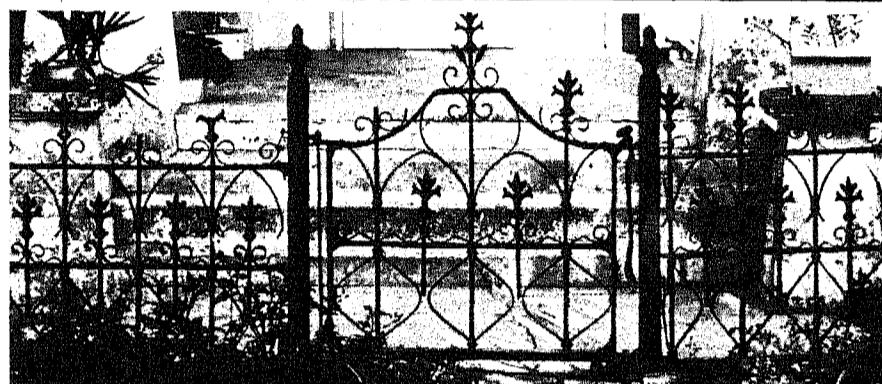
Wild Woman, Wild Woman, where did you come from?  
Was a boy in a skiff your early dawn?

\* Wild Woman is the name of a 39-foot fiber-glass commercial fishing boat, built, owned and operated by Captain Harry Mingo who has fished the waters around Key West since age 12. He's about 42.

\*\* Calda Channel--a shallow, winding channel that leads from near Fleming Key off Key West to Florida Bay.

\*\*\* Boca Grande, an uninhabited key to the west of Key West. The conchs pronounce it "Bo Grand."

BY JODY ADAMS



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- Cayo Hueso Cologne
- 1000 Portholes Cologne
- Sexy Afternoon Cologne
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To Bo Grand's\*\*\* shore  
Turtle's Channel lies west of Bo Grand Isle  
Where turtle ships came to anchor a while  
And clean their turtles the old timers say  
That's the reason the sharks still stay.  
In that green channel past the long white strand

Where the mangrove grows and the tall birds stand  
White birds are in mangroves like orchid flowers growing  
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### ARE WE FREE With a Police I.D.?

BY JOHN HELLEN

WYATT EARP CLEANED up Dodge City. His authority became so thorough that all cowpokes had to surrender their guns and holsters at the jailhouse when they visited town. During World War II anyone in the United States who was of Japanese origin was placed in a detention camp "for their own good." Hitler, in the same war, undertook the most complete categorization of a minority group the world has ever known. To this day in the Soviet Union the proletariat are little but cogs in the State's five-year plans. The Soviet work force is half workers possessed of State-mandated identification and half armed military ordered to check everyone's I.D.

IDENTIFICATION, THE OBSESSIVE concern of functional authorities throughout the world, is the most basic ally of totalitarian regimes. Having no I.D. or the wrong I.D. is a worldwide reason for detention and incarceration. Those in power have a jittery paranoia about anyone who cannot be located on a cross-referenced computer terminal.

THE VERY IDEA of America as a land of the free was based on a man's innocence until positive proof of his wrongdoing. Persons suspected of any wrongdoing, however, are immediately detained and jailed if they fail to present a proper I.D. The modern America is the land of the free but the home of the properly I.D.'d.

KEY WEST IS no different from anywhere else in insisting that everyone be legally able to prove who they are. But the Key West police have taken it upon themselves to impose special mandatory registration upon all members of a very important minority group. This group is made up of the waiters, chefs, kitchen workers and bartenders of every restaurant and bar on the island.

THE REASON FOR special registration among this group is unexplained. Do the police believe that generally this group is shiftless and in need of special monitoring? Are the police afraid of fly-by-nighters ripping off the place of employment? Could it be a concern with hygiene, the fear of a rampant spread of botulism among visitors caused by improper food handling? Possibly by carding this group the police feel that they have established an auxiliary force of special deputies, a network of willing collaborators to aid them in nabbing fugitives?

WHAT ARE THE reasons for insisting that under pain of a three hundred dollar fine ANYONE employed by a restaurant or bar must report to the police station within two days of being hired to be photographed, completely finger-

printed, and pay a five dollar and twenty cent fee. Could it be the fee? When budgets lag or strain, municipalities traditionally have established or increased fees for services for which people are already paying taxes.

IN SEARCHING for an answer to WHY a mandatory police I.D., the fee seems one of the few logical reasons. Otherwise the police would not displace an employer in determining whether or not an employee is shiftless. Nor would the police be so concerned at an employer's possible misfortune in being robbed. The bars and restaurants of Key West have experienced very little of this chicanery anyway. The finer places have staffs of well-treated and trusted employees who have been with their establishments for years. Other places have very watchful proprietors who, in dealing with the public, have developed a keen sense of who is trustworthy and who is not. The restaurants and bars of Key West are no more susceptible to employee theft than any other kind of business.

HEALTH CONCERN ON the part of the police for restaurants are more than adequately covered by the Monroe County Health Department. It is unlikely that anyone who is FORCED to register with the police would be overly willing to drop the dime on a known wrong-doer. Cooperation between the police and waiters, bartenders, etc. has always been good, but forcing this group to be fingerprinted does little to enhance the relationship.

THERE REALLY SEEMS to be no valid reason for singling out restaurant personnel for special I.D.s. The required police identification card for bar/restaurant workers is unnecessary, unfair and an insult to most of this group who are the grass roots ambassadors of Key West's most prominent industry.

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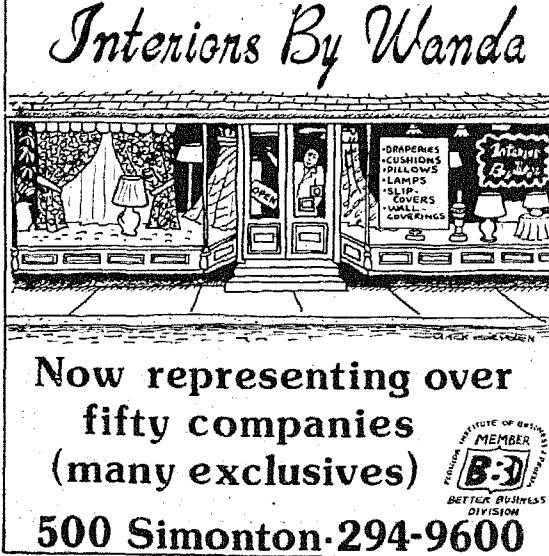
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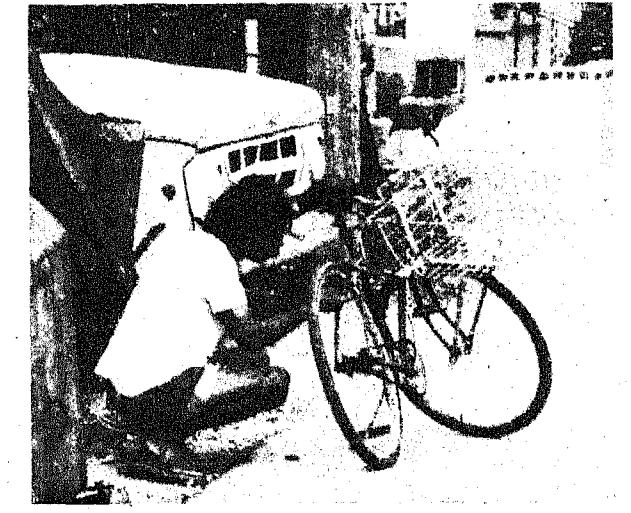
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In the dark and dead of night,  
You crashed into my window,  
Looking for the light!  
When I went outside the house  
And saw your trembling form  
Black against the sand,  
Pity pierced my heart.  
I reached out a helping hand  
To see what hurt you suffered.  
You attacked the hand so offered  
You did not understand!

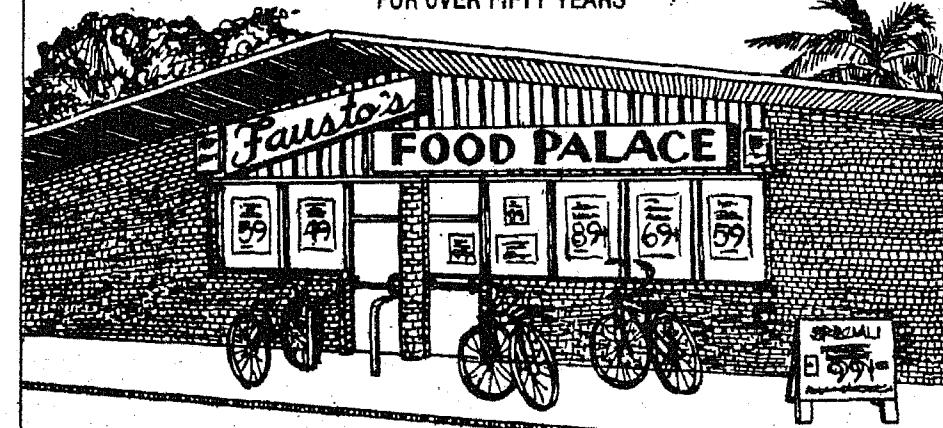
I laid you gently in a box,  
And placed it on a shelf.  
I crooned to you, as to a child -  
the child I'd been myself.  
I sat there long and lonely hours,  
Hoping you would heal,  
Hoping you would feel  
My tender sad concern,  
As I stroked your velvet down  
With a loving hand.

Now, I saw you breathed no more!  
There your lifeless form  
Was stiff and still in final sleep.  
My gathered tears began to fall,  
And in my sorrow keen and deep,  
I wept for you,  
I wept for me -  
For all broken hearts and broken lives,  
Also did I weep!

I guess I cried myself to sleep,  
Because I had a dream:  
My tears became a crystal ball,  
From which there came a beam  
of Light that shone to me  
The unity of ev'ry living thing!  
All vibrations seemed to blend;  
All are part of one eternal whole -  
Without beginning -  
Without end!

by Harriet M. Ferguson

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Now, I saw you breathed no more!  
There your lifeless form  
Was stiff and still in final sleep.  
My gathered tears began to fall,  
And in my sorrow keen and deep,  
I wept for you,  
I wept for me -  
For all broken hearts and broken lives,  
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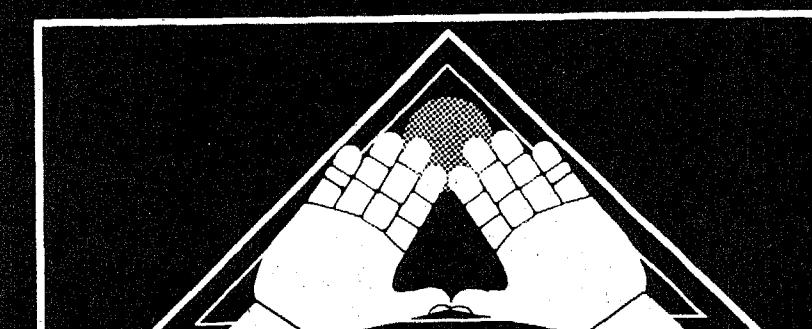
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## Key West By Default

BY THOMAS P. FORDE

THE FIRST TIME I visited Key West was aboard the U.S.S. President Adams: she arrived in Key West quite by accident or default, three days after Christmas on December 28, 1941. In 1978 I visited my daughter, Diane, who resides in Key West. In talking with Darnell Sawyer, a neighbor, it occurred to me to ask him if he remembered the President Adams' visit to Key West at the beginning of World War II. I was surprised to hear him say that he did and quite vividly.

After returning home, it seemed to me that perhaps the full story of how it came about would make interesting reading. The story unfolds as follows:

IN AUGUST OF 1941, I was assigned to the U.S.S. President Adams APA-19 as the Junior Engineering Officer. The ship was under construction at the Newport News facility in Virginia. Originally the ship, when completed, was to go to the American President Steamship Lines. With the threat of war, the Navy took over and with some redesign converted it into an attack transport for amphibious landings. The ship was 492 feet long with a beam of 67 feet and a displacement of 16,175 tons. Her maximum sustained speed was 16.5 knots and she could cruise for 19,008 miles and could carry 91 troop officers and 1,259 troop enlisted men. Her wartime complement was 45 officers and 573 enlisted men.

THE PRESIDENT ADAMS was commissioned on November 19, 1941. After the commission she sailed across Hampton Roads and tied up at the Naval Operating Base. This was to be her base for the duration of the trial runs and the shakedown cruise. She was tied up to

the dock at N.O.B. when War was declared on Sunday, December the seventh, 1941.

AFTER THE ATTACK on Pearl Harbor, the President Adams went back to her duties, completing her trial runs and practicing amphibious landing. In doing this the training of the crew and the Marine troops was realized. A week or so later the ship went into the Portsmouth Navy Yard for its final adjustment after the "trial runs." I believe this procedure had taken less than a week. Speed was of the utmost importance because of the Japanese attack and our own unpreparedness. The ship then returned to N.O.B. to await sailing orders and ready itself for sea. Hampton Roads was a beehive of activity and many ships of all types including a number of British warships were anchored out in the stream awaiting dock space at N.O.B. or their turn in the Portsmouth Navy Yard, Newport News Yard, or their orders to get underway.

KEY WEST AFTER Pearl Harbor was also alive with activity. The Army at once began to throw up a breastwork along Roosevelt Boulevard and men were quartered in the East Martello Tower. Searchlights were put on top of the Fort to command a view of the harbor at the Navy Yard. The Navy Yard itself expanded in all directions and hundreds of men were sent to the base. The new highway bridges were guarded night and day in the event a bridge might be blown up and would cut off the only route to the mainland. The plane to and from Miami flew with curtains down so passengers could not see the Naval installation. The Navy Air Station and Boca Chica Naval Air Station came into being; the large Naval Hospital was started. It was out of the question for Key Westers to go back and forth to Miami by car, as no one had the gas. The bus was equally as difficult, because the service personnel had to be taken care of

first. Key West was virtually an outpost during this period.

I BELIEVE IT was on December the 20th, a Saturday; the President Adams was tied up at N.O.B. Va. Dr. James and I were the only two officers censoring mail in the ward room; it was late in the morning, the mess boys were busy about setting the tables for the noon meal.

WE WERE ABOUT finished with all of the letters, only a few more to go, when the mail orderly arrived and placed on the table, in a separate pile, only eight letters, the last mail drop of the day, or rather, the weekend. The doc finished his last letter of the original batch before I did mine and routinely censored one of the new arrivals. He finished one letter and was reading the second when he said, "Hey! Here, read this one." Well, to our great surprise and astonishment, we hit upon a censor's bonanza. The letter named most of the ships in Hampton Roads, their cargo, and if that wasn't enough, their probable destination. The letter, strangely enough, was addressed to a person in Philadelphia.

THINKING IN UNISON, we both ran down to the mail room to get the names of the last few crew members who made the late mail drop. We were not that fortunate. The mail orderly was at his desk facing the wall, with his right side to the door and the mail drop. As he turned to answer our inquiries he appeared to be ill. His face was completely yellow and he was actually too ill to be aware of what was going on around him. The doc put him in the sick bay to be taken care of properly.

WE REPORTED TO the Exec and then the Captain with the letter and the details of the find. Naval Intelligence became involved and that was the last we heard about it. However, we knew that

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Saturday Review ... May 1980

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someone aboard was responsible and it wasn't a very pleasant feeling to experience. We were told not to relate the story to anyone and, I guess, some Intelligence personnel were placed aboard to check the incident and make the follow-up. It was assumed that whoever wrote the letter wrote two letters, one to be mailed aboard and one ashore, and got them confused. (I never heard who wrote the letter).

A FEW DAYS later, on December the 23rd, the President Adams set sail for the Canal Zone and then on to San Diego, California. It was a relief to experience the daily routine at sea. It actually quieted one's nerves, especially after the Declaration of War by the U.S. which required the utmost effort to ready the ship for sea in a very short space of time. Always with us was the constant worry of where will they strike next, would the Japs dare to invade the West Coast or will the Germans try something on the East Coast? While sailing south to the Canal Zone our drills were intensified--G.O., Gunnery, etc.--and time passed rapidly.

ON CHRISTMAS DAY we had our first encounter with the enemy--we fired upon a German U-boat in the early morning mist. The sub dived without our knowing whether or not we had inflicted any damage. Christmas dinner that evening was over and for relaxation a card game developed in one of the officers' state-rooms. I was the last one to join the game and had to take a seat in the doorway. We were playing seven card stud, it was about 2200 hours and everything was serene, we would be at the Canal Zone in another day or so. At about 2230 hours a terrible rumbling came and there was a hideous noise which seemed to come from the engine room below. Many of the card players were engineering officers; some of them were older and had served in the first

World War. At the moment of the noise and the shuddering, they rose en masse and pushed their way through the doorway, knocking me over backwards with the card table on top. The ship by this time was slowing down rapidly with everyone running to their battle stations.

THE INVESTIGATION BEGAN with us keeping in mind that we were dead in the water in the open sea and in the North-South shipping lanes to the Canal Zone and the eastern coast of South America. The incident with the submarine was fresh in our minds. The engineering officers spun the throttle to no avail, nothing moved. Naturally this meant that there was an obstruction somewhere in the main turbine or in the reduction gears. Now it was our job to find it in short order. We were fortunate to have an experienced crew. Everyone knew his job and under the direction of the engineering officer proceeded to do it.

THE SEARCH TOOK some time; everyone was anxious and a bit frightened at the aspects. An hour or so later, as the next step on the list, the inspection plate on the high pressure reduction gear box was opened. There it was and a horrible sight to see; the reduction gear teeth were torn asunder. You could pick them up by the handful. This was bad news.

The President Adams was stopped dead in the water about 75 miles east by northeast of Key West, the home of the most southern Naval Base in the U.S. This base was ordered to send out a seagoing tug to take us in tow. A seagoing tug is not built for speed, so we were aware of the time we would have to wait in this very dangerous area.

REMEMBERING THE LETTER that the doctor and I intercepted, the destruction of the reduction gear at this time

appeared to be sabotage by a well-organized Nazi group. Naturally, nothing was ever said about this because of the prevailing secrecy of war.

In the meantime, some members of the crew were entertaining themselves otherwise. Our garbage disposal over the side attracted many fish, which it always does, only now the ship was dead in the water. A member of the crew dropped his line over the side and made an immediate catch. Soon after, the fantail was as crowded with fishermen as the water was with fish.

DOWN BELOW IN the Engine Room every effort was made to get the ship underway under her power. The engineering officer had his people disconnect the reduction gear on the high pressure side. His intent was to isolate the high pressure turbine from the low pressure one. While this was being accomplished, he was also having them run a jury-rigged steam line from the high pressure steam main to the low pressure turbine. When this was realized the ship did get underway again under her own power. This wonderful sensation did not last very long, a few hours or so. The rate of speed was not great but it was faster than a tow by a tug. The temperature of the high pressure steam was too hot for the low pressure turbine blades and as the blades heated up they warped a little, the turbine seized and that was the end of our own power effort. The tug finally arrived and our tow into Key West began.

On December 28 the President Adams was towed into an N.O.B. that had the same pitch of excitement and activity as the one she had left five days before in Hampton Roads, Va. The whole operation was made under as much secrecy as could be achieved. No mention was made of it in the newspapers. The Navy brass were on hand to greet us and make their official investigation and report on the damages and the manner in which they were accomplished.

THE ORDEAL WAS finally over and when we were given shore leave, the people of Key West treated us royally, as they did all service men. I still remember, as one exits the Greene St. gate at Mallory Square, the lovely tropical setting surrounding the building that later became known as the Audubon House on Whitehead Street. The grandeur of Whitehead Street from that point going east was equally as pretty, with the lovely old civilian houses on the north side and the officer's houses in the base, just behind the high wrought iron fence on the south side. The streets downtown at night were overflowing with service personnel, merchant seamen, Red Cross ladies, etc., with Duval Street as the center of activity.

THE PRESIDENT ADAMS was one of a long line of ships and/or personnel from

torpedoed ships, who gladly came into the haven of Key West. The Navy reported 49 ships torpedoed or shelled off the coast of Florida during May, 1942, in that one month alone. Boats of all kinds were put into use patrolling the waters off the Bahamas and the Keys to discourage possible refueling of enemy submarines.

ON OUR VISIT recently, my wife and I strolled through the city cemetery on Windsor Lane. Here we happened upon, behind a wrought iron fence, a monument to and the grave site of the casualties of the battleship Maine. Here I noted listed the name of H.V. Harvey, who was of the same rank as I when I served aboard the President Adams. It occurred to me that were it not for a fortunate accident, the President Adams might well have met the same fate as the battleship Maine.

AFTER THE REPAIRS to the President Adams were completed in the Tampa shipyard on February 15, 1942, she left for the Pacific. There the President Adams earned nine battle stars in her long distinguished career, from Guadalcanal to Iwo Jima.

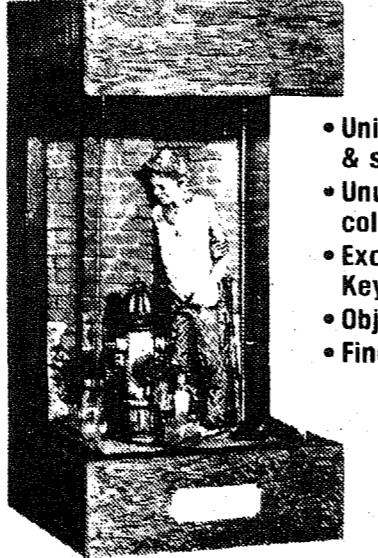
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### The Metal Sculpture of Bob Windisch

ONE LOOKS LIKE a giant coat rack with pointy arms; another brings to mind the curvaceous iron work on horse-driven farming implements in pre-industrialized America. Yet another suggests someone sticking out from a boldly over-sized spring-like neck. All are pleasing, fun, and imaginative.

They are the metal sculpture creations of Florida Keys Community College student Bob Windisch.

Using scrap metal collected from just about anywhere, Bob is venturing into a new dimension and, no doubt, a new vocation.

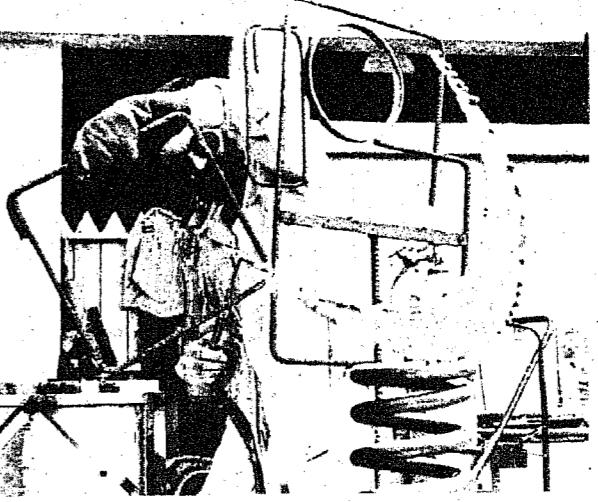
WINDISCH IS NO stranger to the world of two-dimensional art through the medium of painting. He has painted for 27 years and has exhibited at the Miami Museum of Modern Art. But, when he walked into Wayne Hawkhurst's sculpture class at FKCC this term, he heard Hawkhurst describe metal sculpture, and was immediately intrigued. "I said if you will teach me to weld, I'd like to try," he remembered.

IT WAS AS if he'd been saving up junk and ideas for years. The pieces--10 of which are now completed--took rapid shape. "I can knock out one piece in one or two sessions," he says.

To sculpt in iron he welds together a wide variety of interesting metal pieces scrounged on beaches and in junkyards. Expressing a refreshingly new view of a city landmark, he reports, "The dump over here is a gold mine."

BUT IN DISCUSSING it, he elevates his finds to the status of "recycled individual pieces of scrap." "The real joy," he says, "is taking something that's been rejected and giving it a new identification."

"New identification" is putting it mildly. The pieces are fanciful and fun, yet with all the qualities of an art form.



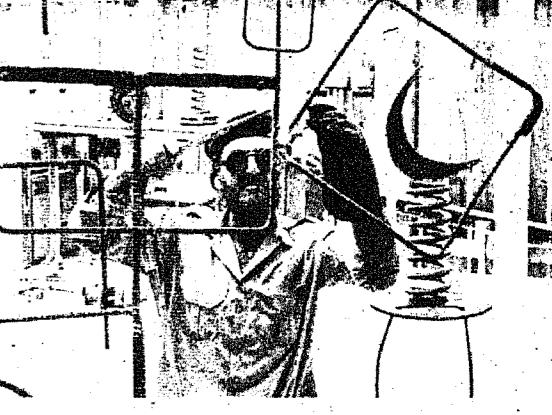
"In metal sculpture you are dealing with space. It's how one occupies the space. It has to have harmony and balance, the things art should have--but it's work in another dimension," says Windisch.

He paints the happy mesh of springs and gears, shovel handles and tools, a shiny black to, he says, "protect them from the weather."

THE JAUNTY ASSEMBLAGE has greatly livened up the outdoor sculpture studio behind Florida Keys Community College's

Tennessee Williams Fine Arts Center where Windisch works. "I have the whole outside to myself; it's like a private studio." Inside the classroom, the rest pursues ceramic sculpture under the seasoned hand of Hawkhurst.

WINDISCH MAY BE releasing some latent frustrations through his works. "I was a prison guard," he tells. "An inmate hit me with a ladder. Surgery to remove a disc in my back became necessary. The doctor recommended I go through rehabilitation and re-education. I chose to come to the college. I guess I'm being rehabilitated through sculpture," he laughs.



THE BENEFITS OF Windisch's new hobby extend not only to Bob Windisch. He is displaying the pieces on the grounds of FKCC. "I want to do something very nice for the college," he declares. Giving credit to his instructor, Wayne Hawkhurst, he says, "He gave me the insight and freedom to accomplish this."

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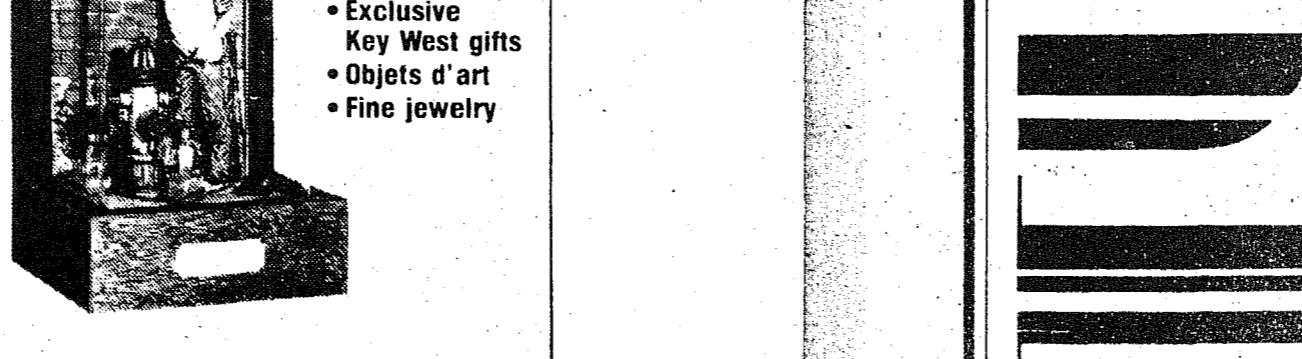
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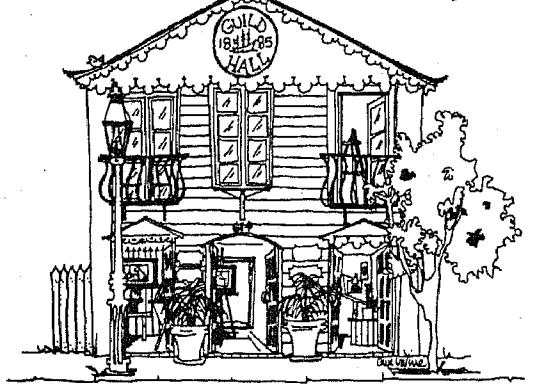
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## EDITORIAL

BY BILL WESTRAY

SEVERAL YEARS AGO when the Florida Department of Transportation (DOT) discovered that the 40-odd bridges linking the Florida Keys to the mainland were about to tumble down, a sudden awareness descended on old island residents that our logistical lifeline to the rest of the United States was very tenuous ... very tenuous indeed.

DRASTIC WEIGHT RESTRICTIONS were imposed on trucks and strictly enforced by 24-hour weighing stations. Emergency work crews moved in to make emergency repairs to temporarily shore up the failing bridges. This bought us some breathing time, albeit at considerable increase in the cost of living brought by the increased cost of transporting the goods we needed to live on.

IMPASSIONED PLEAS TO our state and federal legislatures brought massive financial help. The highest priority of engineering expertise was brought to bear to replace the old bridges and improve the roadway. Today, more than half of the bridges have been replaced and the rest are well along in the rebuilding process. Novel construction techniques, on a scale never before imagined, have promised to complete the Seven Mile Bridge nearly a year ahead of schedule. Connecting roadways between bridges have been realigned, straightened, widened and resurfaced. A few sections have been four-laned, and traffic signals and turning lanes have been installed at numerous locations where new shopping plazas and other cross-highway traffic have created new traffic hazards.

THESE MAJOR IMPROVEMENTS have cost

hundreds of millions of taxpayers' dollars, but strangely, the former 65 mile per hour maximum speed limit has been reduced to 50 MPH over most of the Monroe County portion of the highway. The roadway, and particularly the bridges, with new 12-foot traffic lanes and wide shoulders, seem immeasurably safer than the old trestle-like converted railway viaducts and high-crowned roads of yesteryear. But the pleasant three-hour spin up the 160-mile Overseas Highway to Miami of a few years back, has become a four-hour, and then a five-hour ordeal, as congestion builds from new developments in the Middle and Upper Keys.

A FEW WEEKS ago we chanced to talk with a Greyhound Bus driver, who had just arrived at the Key West bus station after the morning trip from Miami. "I beat the regular schedule by five minutes today," he bragged.

"That's fantastic these days," we replied, impressed. "What's the normal schedule?"

"Five hours," came the reply. We didn't have the heart to tell him that 10 years ago, you could take a morning all-reserved-seat bus out of Key West at 6 a.m. and arrive in downtown Miami ready for shopping or business at 9 a.m. -- a three-hour trip. You could take the same express bus back in the evening on the same schedule.

SO WHAT SEEKS to be the problem, and what are the answers?

The problem appears to be that while Key West and the Lower Keys have experienced a zero or negative net growth (due to Navy cutbacks offsetting the new development) in the last decade, the Middle and Upper Keys have been experiencing a steady and progressively faster growth rate. In the 1980 decennial census, the balance of population shifted from a 3 to 2 ratio in favor of the Lower Keys to a 2 to 3 ratio in favor of the Middle and Upper Keys.

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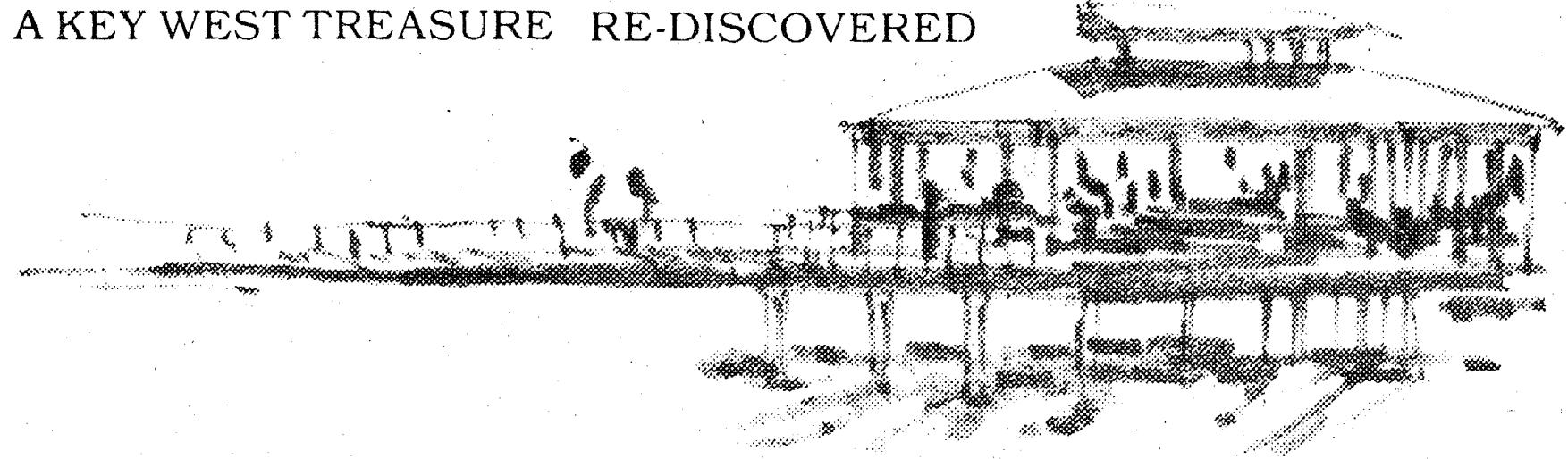
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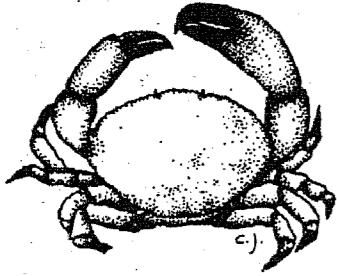


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THIS IS THE phenomenon that is beginning to impact the Lower Keys like a goiter. Key West doesn't enjoy a central geographic location like Des Moines or Indianapolis or Topeka. It isn't served by highways from all points of the compass like our large midwestern cities. It's at the tail end of a long sinuous line like the rattles on the tail of the rattlesnake. And if the head or midsection gets squeezed too tight, the tail will cease to chatter.

ALTHOUGH MUCH IMPROVED by new bridges and roadways, U.S. 1 still remains a two-lane highway over much of its distance. A two-lane highway, flowing freely, has a normal capacity of 12,000 cars per day—6,000 each way. It has a maximum emergency design capacity of 16,000 cars per day (called ADT, or average daily traffic).

OUR PROBLEM COMMENCES in the vicinity of Key Largo. According to 1980 traffic surveys by DOT at traffic count station no. 94 south of Lake Surprise, the average ADT for the year was 17,748 with a peak quarter (Jan.-Mar.) of 21,010 cars per day! The count at Lake Surprise (station 32) was somewhat lower at 11,295 ADT annual average and 14,390 for peak quarter. The effect on through traffic, on buses, trucks; cars or whatever, is obvious—they are often slowed to a snail's pace. And when the drawbridge opens at Jewfish Creek to allow large pleasure boats and sailboats to cross, road traffic stops and backs up. This is the situation—THE PROBLEM AS IT EXISTS TODAY! We are already exceeding normal design highway capacity, and during the peak tourist season, exceeding the emergency capacity.

BUT THE REAL PROBLEM IS YET TO COME. There are 10 major new development projects approved or pending for the Upper Keys alone. Port Béougainville (2,806), Carysfort (512), Chastain (710) are the names of a few on Key Largo. The 10 total 5,295 dwelling units. At 2.5 persons per unit this totals 13,328

additional people. And traffic experts tell us that each new residential unit will generate an average of about 3.3 vehicle trips per day. This amounts to about 17,500 additional trips per day, on top of the present 11,000 to 20,000 ADT on a highway designed for 12,000 to 16,000 ADT.

WE BELIEVE THAT only a freeway system with limited access, 4- or 6-lane divided highway, clover-leaf interchanges, and overpass-type cross roads, can maintain acceptable traffic flow under the development that already is planned and already in process at the Monroe County Planning Department. No such extensive road improvements are even in the "crystal-ball" stage by the Florida Department of Transportation.

WE BELIEVE THAT with the water and electric deficiencies nearing solutions, the traffic capacity of our single-highway, arterial road system will become the controlling factor for the future development of the Keys (assuming that waste disposal can be solved). If Upper Keys development is allowed to continue unchecked without major additional traffic improvement, the Middle and Lower Keys, including Key West, will choke and die. What happens to redevelopment of the Truman Annex?

WE HAVE GOT to start thinking in terms of restricting strangulation development in the Upper Keys. Major developments must be made to pay their own way, and not allowed to proceed until the traffic arteries and other new infrastructure are financed and under construction.

MAYBE WE NEED to think of extending I-95 all the way to Key West ... but then what will happen to the quality of life we all came here to enjoy?

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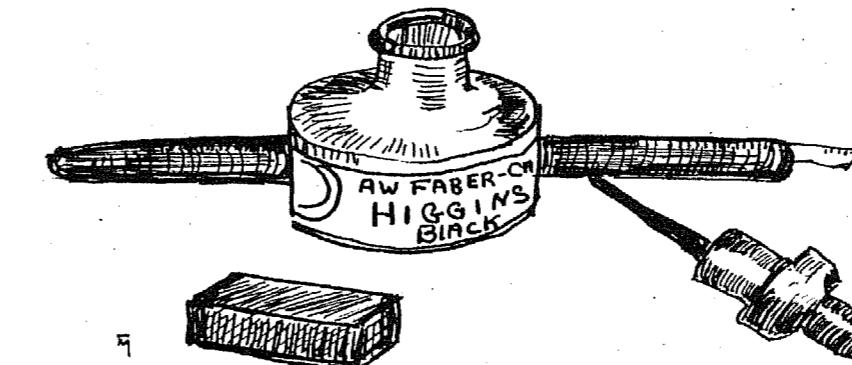
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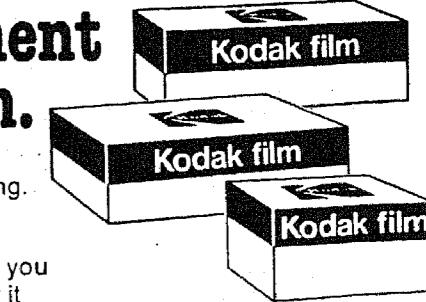
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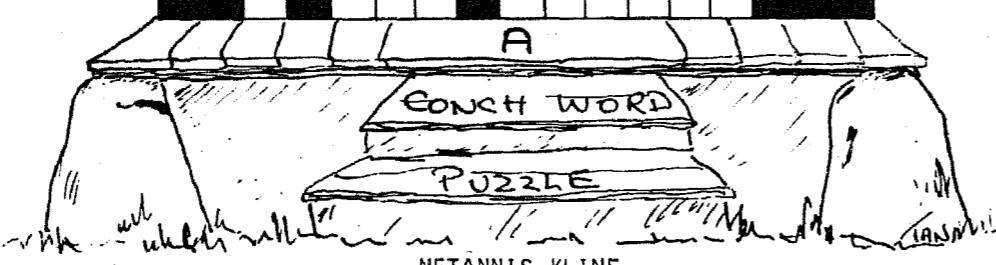
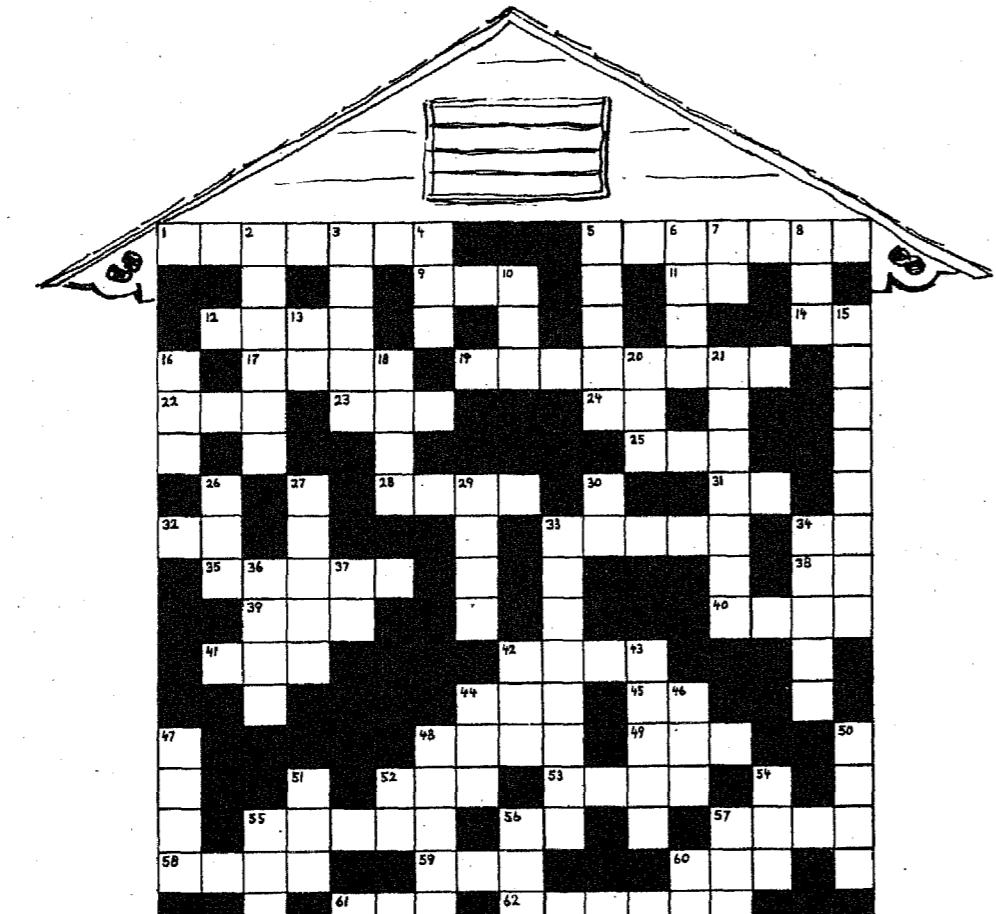
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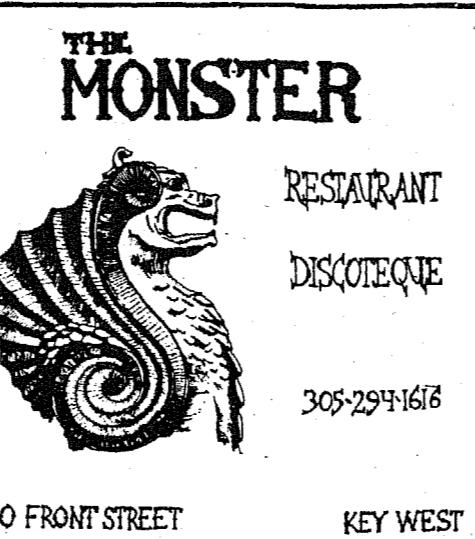
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### CLUES ACROSS

- Succulent crustacean
- Best for tanning
- Army or scuba
- Tourists or oysters sometimes
- ..... Mary was a houseboat in Key West
- With 22, a visiting character
- There are several .. places in Key West
- All kinds of this in Key West
- Not so good on shoes feet or beaches
- Not out
- Huckel and Tennessee
- How to get to Key West
- Enthusiasts are happy when it's up
- Tea or smoke
- Hot exercise in summer
- Key West sunshine is
- Smathers for one
- Fish or windcatcher
- .. and Ma
- One garden one museum
- Little Key West back street
- Some residents some visitors are very ..
- Latin abbreviation that is
- City Electric's gets barged
- A person and a chowder
- Your waitress hopes for a big one
- Cayo
- Bad sailors need this
- Lost ones are found at sea sometimes
- The Street
- Let's .. again
- At the end of White Street
- More romantic under this
- The psychiatric self
- Very Key Limey
- Opposite of 31 across
- Popular low down sport

### CLUES DOWN

- On and on ..
- White red brown and black in Key West
- Famous local person's initials
- Used by artists, squids and Solares Hill
- Sometimes square sometimes fish
- Plenty in Key West
- Sandwich or U.S. Navy
- ... or don't
- Tourists hope for it
- They do it on the charter boats
- Please don't say ..
- Let's ..
- Cuban hero parked
- Ooh la ..
- The conch one
- Not pm
- Naturally never here
- KWPB has them
- A German tourist might say this
- Just what we need in the Keys
- Don't wear it with your habanavera
- Yeah sure fine etc.
- Solares' Huckel
- Not old
- An afternoon ... by the pool maybe
- Key West porch architecture
- The Street
- Let's .. again
- At the end of White Street
- More romantic under this
- The psychiatric self
- Visitors do it in the sun
- Canine
- Deity
- A young one for the Cuban Christmas feast

Answers on page 32



### A Literary Event

JOHN MALCOLM BRINNIN

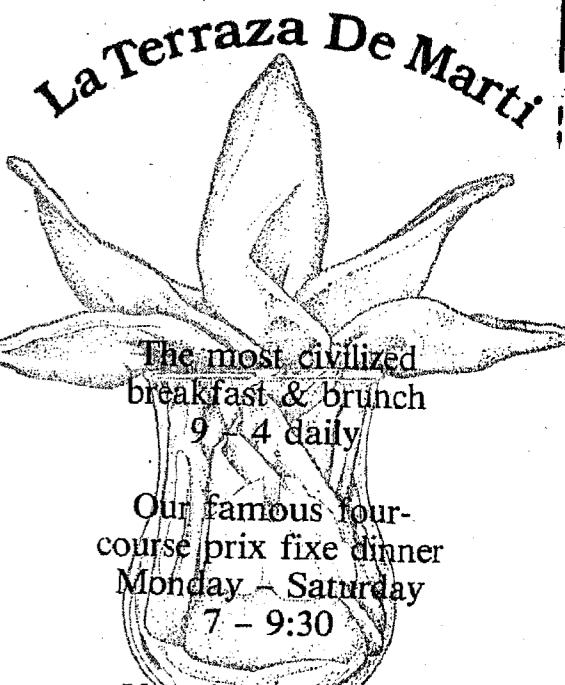


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## Septuagenarian's Advice

When I was young I looked up at the sky,  
Now the stars look down and so must I.  
Be wary of potholes, debris, and rubble.  
Save yourself pain and lots of trouble.

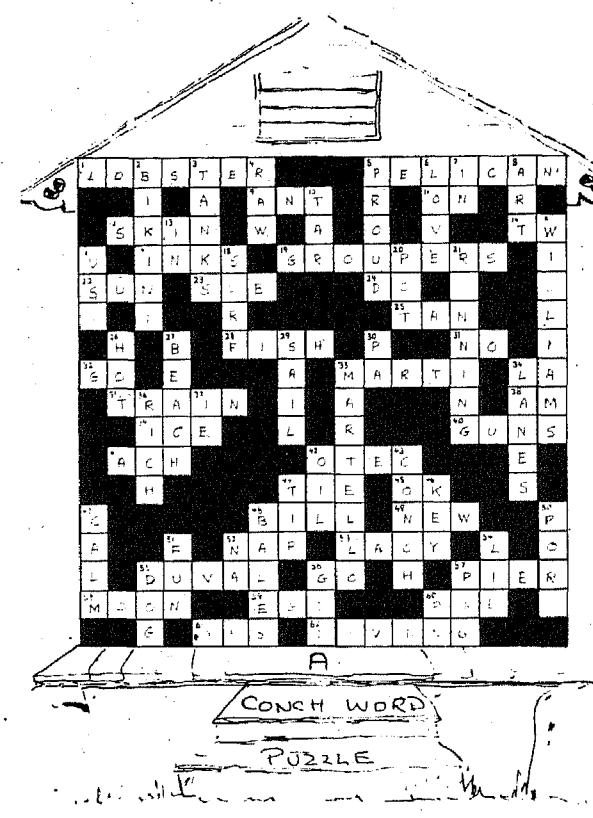
Breaking an ankle or fracturing a shoulder  
(Such things can happen when you're older)  
Avoid a misplaced brick or a broken boulder.

All your bones that are brittle, from neck to knees,  
You think they are strong, but they break with ease.  
They're a long time mending, and that's a fact.  
Here's a word to the wise so you'll stay intact.

Caution on steps, extreme caution on a ladder  
(If it's your own fault it'll make you madder)  
You can't sue the City (they haven't a dime)  
And litigation takes lots of time.

Head down, not up, I beg you, please  
Let's live beyond eighty and all in one piece!

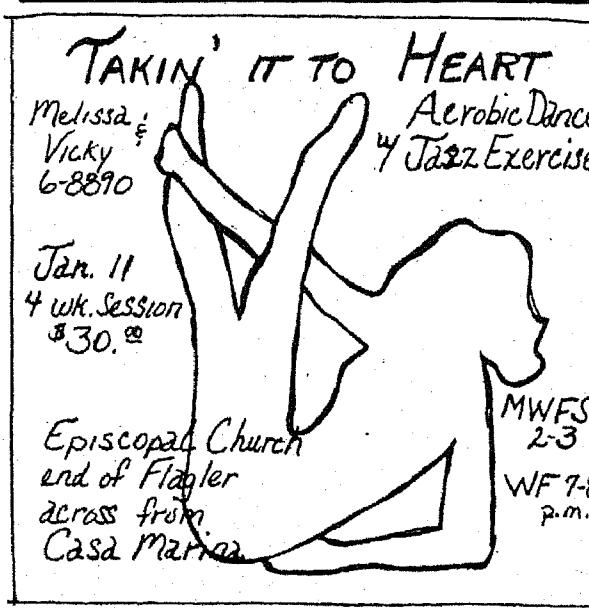
--by Marjorie Houck



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Cramps, bursitis, aches, vertigo,  
Crumbling fingernails, aching  
Eye sockets, and a tired spirit.  
This frivolous flu bounds  
Forward to fertile, virgin ground  
Leaving me white and  
Shaking in its wake.  
I curse and scream,  
Send for an assassin,  
A shot that hits the mark,  
Put out a contract  
On the virus.

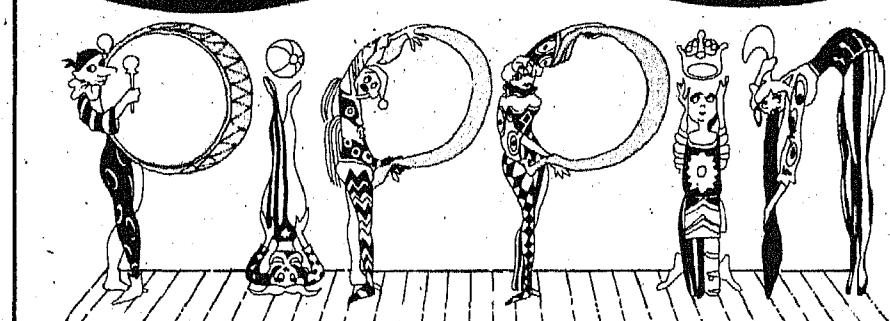
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exclusively yours to enjoy, are a perfect combination of preview performances of plays (the night BEFORE Opening Night), plus after-performance parties. There will be four Founders parties this year, following these specially selected theatrical offerings:-

1. "A Little Night Music" - February 10, 1982
2. "Barbara Cook in Concert" - March 12, 1982
3. "Death Trap" - March 17, 1982
4. "Sweet Bird of Youth" - April 7, 1982

In addition to Founders Nights, you will have the pleasure of knowing that, as a member of the Founders' Society, you are helping to support superb theater in your community.

Founders' Society Membership costs \$80.00 a person and includes a \$50.00 tax deduction. For this you receive tickets to four select performances at the Tennessee Williams Fine Arts Center, plus invitations to four exclusive after-performance parties.

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**TENNESSEE WILLIAMS  
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IT LOOKS LIKE fun--and it is--at the Founders Night events of the Tennessee Williams Fine Arts Center. In the process of boosting attendance and raising funds, the Founders' Society has produced some of this town's most talked-about parties--an impressive feat in a city where there are dozens of parties nightly, and not just when the moon is full!

FOUNDERS NIGHTS, created and attended by members of the TWFAC Founders' Society, are very special occasions at which "the-play-plus-the-party" is the thing. The night BEFORE Opening Night, preview performances of plays followed by parties are enjoyed by members of the Founders' Society. Four such events are planned for this season, as well as special new members' party in mid-January.

BEHIND ALL THIS merry-making is a serious purpose ... to support, with ever-increasing membership and funds, one of the most beautiful theaters of its size in the nation, and to support the artists without which it would be an empty shell. To quote the man after whom the theater was named:

Theater is something wild, something exciting ... It seems to me, as it seems to many artists right now, that an effort is being made to put creative work and workers under wraps. Nothing could be more dangerous for Democracy, for the irritating grain of sand which is creative work in a society must be kept inside the shell or the pearl of idealistic progress cannot be made."

-- Tennessee Williams  
(from an introduction for the second edition of  
27 Wagons Full of Cotton)



Enjoying Founders parties: (top, left to right) Buck Whitemore, well-known concert pianist, with Mrs. Margaret Foresman. (Below, left to right) Mrs. Anne Vermette.



V.I.P.'s in the theater: (left to right) Peggy (Mrs. Hugh) Murphree, past Chairman, Founders' Society, with Dr. William Prosser, Director, TWFAC, and author-playwright Tennessee Williams.



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Every which once in a way  
is a purple rose,  
deep & burgundy --  
And most unusual --  
Or an egg that comes out double  
Or an extra nut in the peanut shell,  
Or some one who will love you, unicorn;  
And every once in a while  
When you put your hand  
Under the water  
And pull up some rare oddment,

Think of me,  
perfect, due to such unique imperfections --  
The cracks on a Chinese vase --  
Rare, natural, entity of one.

So pick me up, odd one,  
To admire & hold;  
Do not doubt that we,  
Like the clover of Four  
Have our purpose.

by Phoebe Coan

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**KEY WEST'S HOROSCOPE**

BY EMMA CATES

SUN IN CAPRICORN, after 19 in Aquarius. Venus in Aquarius, after 22 in Capricorn. Mercury in Aquarius, retrograde on 23.

THE BIRTHDAY OF Key West this month finds the Moon placement in Scorpio, conjunct the great benefic Jupiter. This bodes well for the city, conjoining our natal Jupiter in the sixth (6) house. The employment picture will be greatly improved. The city services will also see great improvement this coming year.

OUR RULER, SATURN, in the sign of Libra will be transiting the fifth (5) house sector of the Key West chart. Long-range plans will become realities, and creativity will be tempered with practicality.

The co-ruler Mercury in Aquarius aspects the Moon and Venus in the horoscope of the City. Travel will continue to expand and tourist-oriented services are under favorable rhythms.

TRANSITION IS THE name of the game in 1982. Changes will definitely come about, even though opposition will be strong in some areas. Positive results is the bottom line.

The Full Moon on January 9, 1982 in Cancer in the second (2) house of money of the Key West chart will in-

fluence in a rewarding way. Money will be flowing in Key West.

The New Moon on January 25 in Aquarius conjoins Venus this month. This is another favorable aspect for travel and tourists. I see a very busy "season" for Key West.

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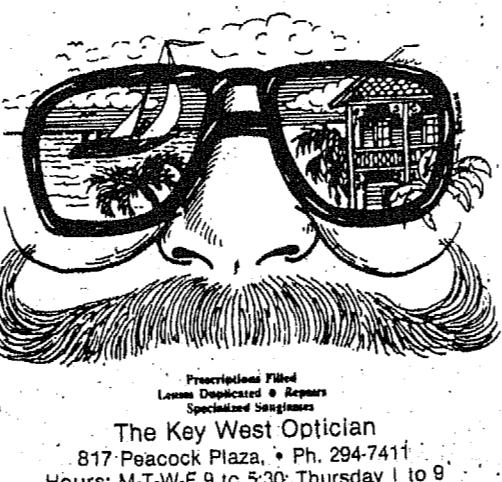
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Creative palm readings and interpretations by Stella, Mon.-Fri., 11:00 a.m. - 2:00 p.m. and Thurs.-Mon., 9:00 p.m. to midnight at Claire Restaurant (in garden), 900 Duval St.

Tux: New Year's Eve party featuring Pacific Orchestra and J.P. Bo! This is the first in a series of entertainments. 500 Duval, 296-2400.

Key West Poetry Guild: meetings 1st Sundays at 121 Duval, Mostly Magnificent, 8:00 p.m.

Red Barn Theatre: Premiering Midnight Series Friday, Jan. 1: one-act play *The Collection* by Harold Pinter. Pippin, Dec. 22 through Jan. 11. Call Box Office for information: 296-9911.

Perkins Chandlery: 218 Whitehead, 294-7635. Showing the following artists: Roland Baker, A.S.M.A.; Commander J.A. Cryer.

Rooftop Gallery: 423 Front St., 294-5892. 10-5 daily. Small but mighty, this special artists' showcase includes handcrafted jewelry plus exciting works by local artists.

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.

Artist Warehouse: 8 Charles Street (located in Old Sponge House), 296-5211. Hours 3 to 7 p.m. Thursday thru Sunday or by appointment. A unique "work" gallery presenting pottery by Lumbee Indian and Loys Locklear, and pastels, oils, acrylics by Karen Clemens, among other local works.

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

East Martello: S. Roosevelt Blvd., 296-3913. 9:30 to 5 daily. A "fort-museum" with some of the most interesting artifacts of Keys history and lore. All-Members Show for month of January.

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.

Gingerbread Square Gallery: New address 901 rear Duval Street; weekends also in the atrium at the Pier House. 296-8900, 11 to 6 daily. This art gallery blends the modern and primitive styles in the works of Robert Franke, John Kiraly and Tennessee Williams, and many more. Emerick Bronson, photography. Jan. 6 to 20. Peter Barger, etchings and drawings, Jan. 20 to Feb. 3.

Guild Hall: 614 Duval St., 296-9359. Open 9:30 to 5:30 daily. Exhibiting an outstanding array of original art by Key West professionals Walter Ashe, Barbara Bauer, Sharon Cobb, John Cryer, Joan Howe, Ann Irvine, Fran Kebesch, Maxine McMullen, Irma Quigley, Norma Renner, Bee Sackett, and Carolyn Seiler. Featuring oils, acrylics, watercolors, drawings, prints, porcelain, weaving, basketry and other media.

Haitian Art Co.: 600 Frances St., 296-8932. Key West's newest gallery is like a trip to Haiti itself, replete with paintings and metal sculpture. Owner Ruth Kravitz encourages all interested to stop by and see her selection of a "little bit of Haiti."

Key West Art Center: 301 Front St., 294-1241. 10-5 daily. Sundays 11-4. This is a membership gallery, featuring individual wall shows every two weeks.

**EVENTS**

Public lectures given from time to time on subjects pertinent to art and artists.

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 materials convenient to island defense.

Moira: The art gallery in Key Lime Square. 294-1254. Watercolor portraits by Bob Birbeck and the return of Jim Salem. 11 to 5 Monday through Saturday; 12 to 4 Sunday; or by appointment 296-9560.

Perkins Chandlery: 218 Whitehead, 294-7635. Showing the following artists:

Roland Baker, A.S.M.A.; Commander J.A. Cryer.

Rooftop Gallery: 423 Front St., 294-5892. 10-5 daily. Small but mighty, this special artists' showcase includes handcrafted jewelry plus exciting works by local artists.

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

Monroe County Commission: Jan. 12 meeting at Plantation Key Government Center 10 a.m.; Jan. 26 meeting at Marathon Court House 10 a.m.

National Association for Retired Federal Employees: meetings last Sunday of the month at the Senior Citizens Plaza, 1400 Kennedy Drive, 3:45 p.m.

Quaker Unprogrammed Meeting for Worship: 802 Eaton St., Sundays at 10:30 a.m., third floor, 294-1523 or 294-8612.

**SELF-HELP**

Alcoholics Anonymous: 294-9026.

Domestic Abuse Shelter Volunteer: 294-5586.

Emotional Health Anonymous: Thursdays at 7:30 p.m., First Congregational Church, 527 William St.

Conscious Pregnancy Classes: 296-6259.

Key West Singles: 296-6977, 296-3423, 294-6973.

Mail-A-Pool Program: costs you only 29 cents, for mailing. Library, 294-8488.

Overeaters Anonymous: meetings Mondays at 7:30 p.m., at the Fleming Street Methodist Church, 729 Fleming St.

Classes on Natural Family Planning: Avoid or achieve pregnancy naturally. Instructor R.N. certified by the Ovulation Method Teachers Association, Inc. More information call 296-7214 in Key West or 666-1402 in South Miami.

Workshops in Life Painting and Drawings: with Malcolm Ross, Tuesdays at 7:00 p.m. and Fridays at 2:00 p.m. For exact times and information call 294-8301.

Children's films are scheduled for Saturday mornings at 10:00. Jan. 2: *Tikki Takkie Tambo*, *Toolbox Ballet*; *A World Is Born*. Jan. 9: *Tennessee Birdwalk*, *Undercurrents*, *Bremen Town Musicians*. Jan. 16: *Annie's Farm*, *Daisy*, *The Happy Prince*. Jan. 23: *Nebule*, *Make Way For Ducklings*, *See*. Jan. 30: *The White Seal*, *The Story About Ping*.

Adult films are scheduled for

Wednesday evenings at 10:00. Jan. 6: *Orange Bowl*, *Get To Tell It* (A Tribute to Mahalia Jackson); Jan. 13: *Street of Flowerboxes*, *Ikaros*; Jan. 20: *Billion Dollar Marsh*, *John Ringling's Ca D'Zan*; Jan. 27: *Shakespeare: Soul Of An Age*.

Key West Picture Show: Key West Picture Show, Thursday-Sunday, 2 p.m., 3 p.m. and 4 p.m.

**REGULAR EVENTS**

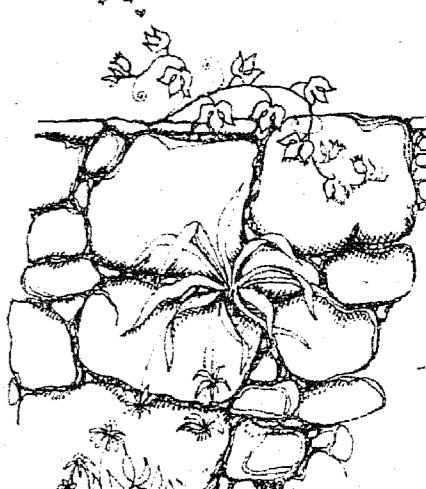
Florida Keys Aqueduct Authority: No meetings scheduled.

Key West City Commission: meetings 1st and 3rd Mondays at 8 p.m., City Hall, corner Simonton and Angela streets.

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

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 Inn, Duck Key, 7:30 p.m.



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294-6565

Continued from page 2

THE FLORIDA KEYS Community College is going to have an entire week of "Open College" events, January 18-24. It is a good opportunity to become acquainted with the full educational and cultural array available there.

EXCITING NEWS FROM the Key West Art and Historical Society! Beginning Feb. 6 and running till March 1 at East Martello Museum there will be the largest assemblage of sunken treasure ever exhibited. We will have a full write-up on this momentous event in our February issue.

SEE YOU NEXT MONTH.

UH

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