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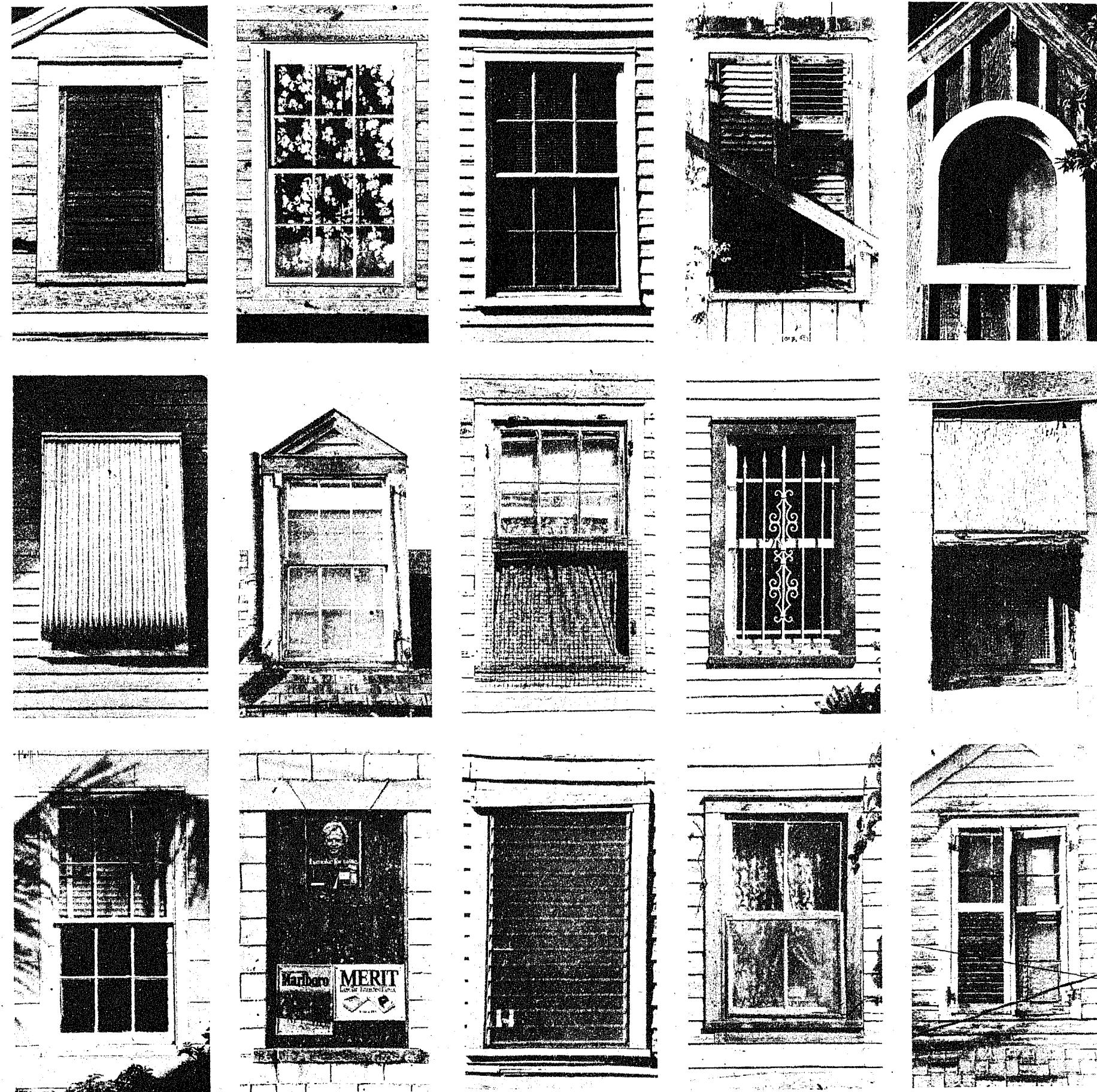
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VOL. VII, NO. 1

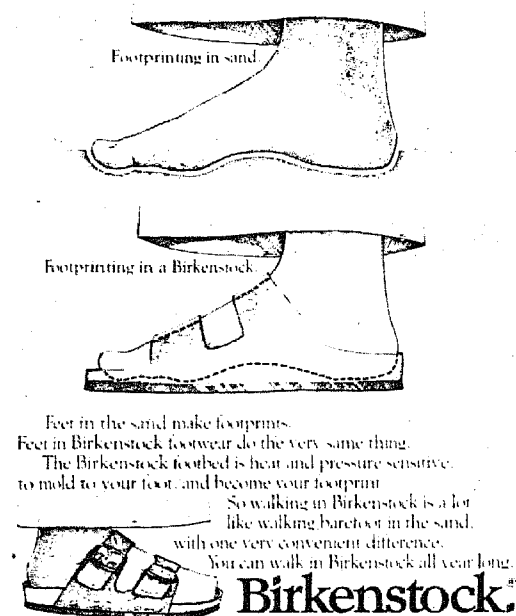
KEY WEST, FL

JANUARY 1982



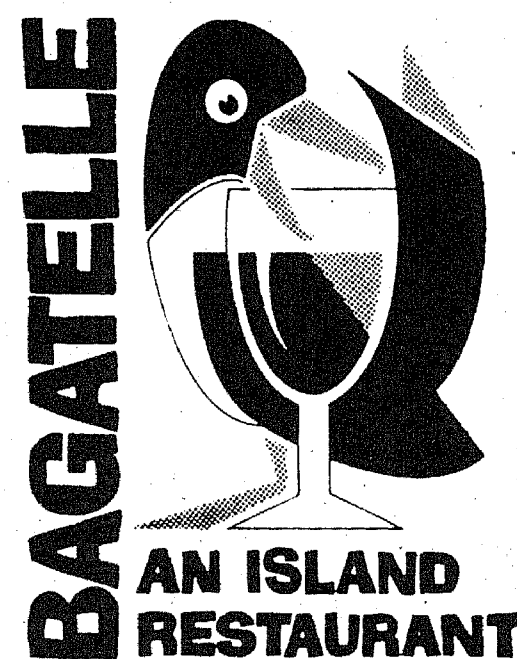
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FROM THE EDITOR

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.

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EDITOR.....BILL HUCKEL
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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 whirring fan before us, he takes out boxes of old photographs to leaf through a life with me.

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 Sugarloaf, 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.

HE HAS MANY citations, and has prevented many accidents. He says he gave all to his jobs. "Lots of time that gets you into trouble. You end up with a lot of the dirty work." But, he says, he never minded hard work.

"I took every job seriously."

AT ONE POINT he took a mechanic's course from Chicago on motor training. He rode in one of the first automobiles in town. Thus, he learned how to effectively deal with cars. "Cars today don't last like the old ones did. We used to keep them indefinitely. They weren't as complicated." Complicated doesn't necessarily mean better, we agree. He says the old cars had a magneto instead of a battery to give fire to the spark plug. He learned how to put a magneto on. Now the car he owns sits where it sits. The battery is most often dead. He uses it seldom. So, he walks. We both agree that it helps your mind stay clear to walk a lot anyway. Candy his dog lazes peacefully in front of the fan and as we talk on while looking at pictures, the rain comes down.

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 four 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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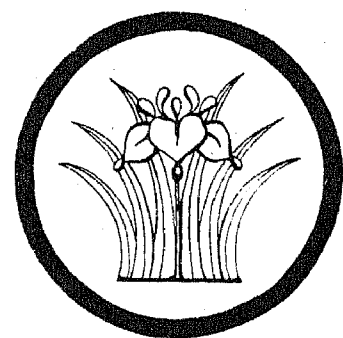
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he cools it with ice. "Sometimes I cut a piece and chew it up."

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.

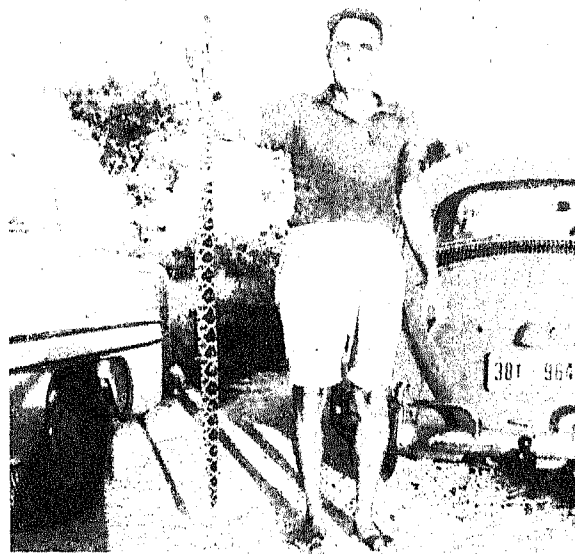
I SAW A photo album of the couple's 50th anniversary, which was a memorable occasion. "She could always forgive and forget," he remarks, examining the pictures. Something that came in handy along that long rocky way.

"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.

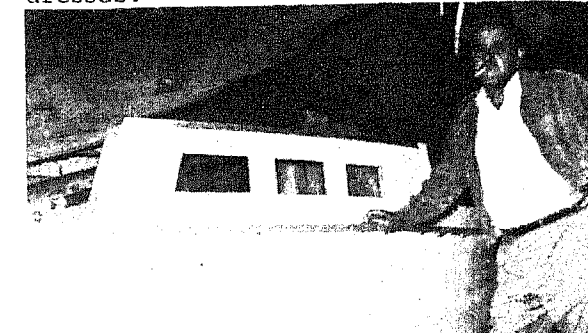
"US KIDS WERE brought up not to steal. We had good self esteem and good respect for our elders. You don't see enough of that nowadays. And, a lot of old people get pushed aside when they deserve better!"

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 "LaPisa," 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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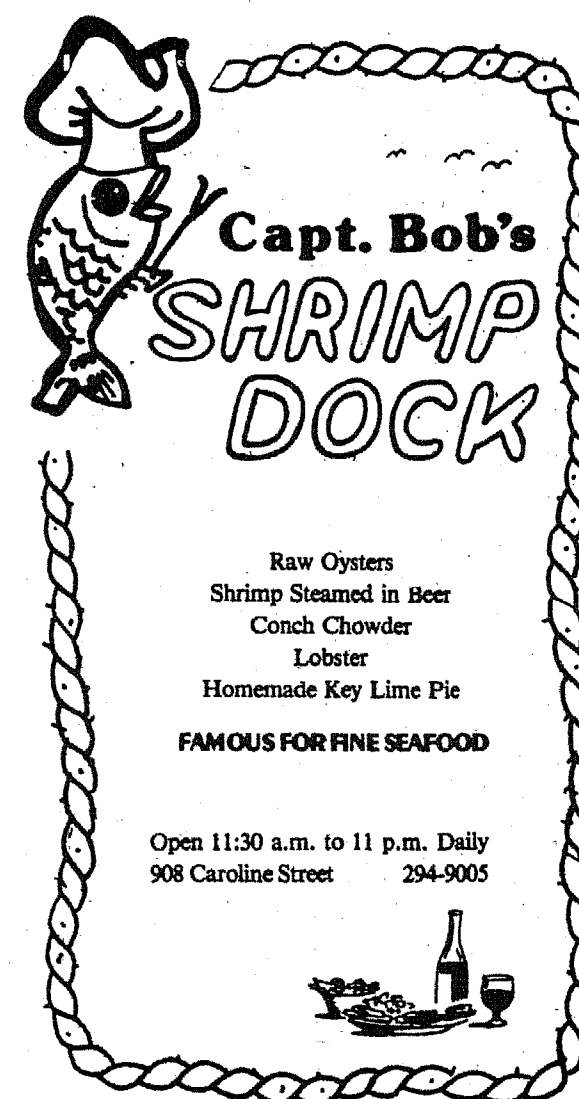
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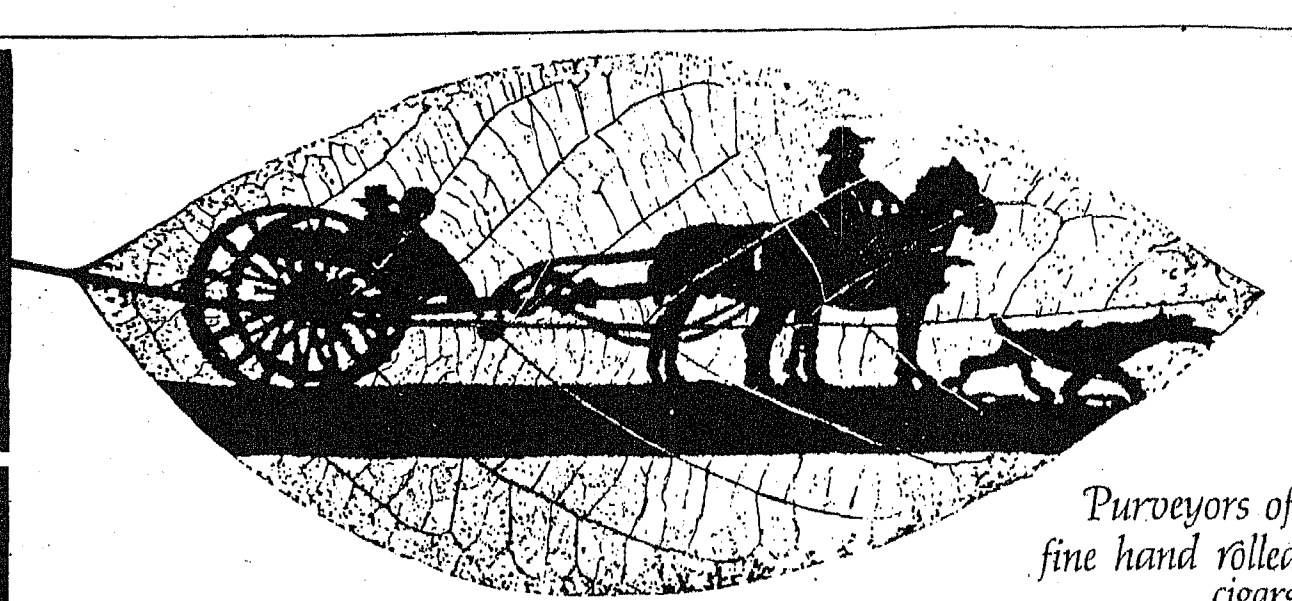
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CISTERNS

BY ATHENA D. TERRY

IN BERMUDA, WATER supply comes from the sky.

THE ISLANDS OF Bermuda, located 600 miles off Cape Hatteras, measuring 22 miles long and two miles wide, with a population of 57,000, never gets hit with a monthly water bill.

Like Key West, there are no rivers, lakes, nor springs and unlike Key West, no pipe line pumping water in from the mainland.

A NUMBER of homes and hotels do have wells but they yield brackish water only. Not to be wasted, the wells serve their purpose by being used for toilet flushing and laundry.

As all roofs in Bermuda are built with a terraced effect to catch rain water and all are coated with a lime-stone wash, one would only jokingly direct a stranger by telling him or her to "look for the house with the white roof."

THOUGH BERMUDA ROOFS are unique in their continuity of design, they are put together very simply, but with an abundance of pride.

The frame of a Bermuda roof was once made of cedar; due to a blight which destroyed the trees, it is now made of sawn pitch-pine rafters. The

rafters, framed into a ridgepole, are secured to a heavy plate on the inside line of the masonry wall.

THE SURFACE of the roof is made of Bermuda stone slabs cut to measure from one inch to one and a half inches in thickness and from 10 to 12 inches in length. These slabs are laid one by one horizontally across the rafters and covered over and around with cement to keep them secure and water tight, with one here and there slightly raised for the purpose of ventilation. Each row is laid to overlap, creating the terraced or ridged effect, and as the roof nears completion, the slabs are turned lengthwise, to serve as a gutter. A six- to eight-inch projection of the rafters is left uncovered to serve as eaves.

LEFT TO THE sun to dry, the roof is then brushed with two coatings of lime-stone wash to preserve and keep the roof clean. When completed and caught shimmering from the sun, a Bermuda roof could be described as "the topping on a Key Lime pie."

When the rain comes washing down it catches in the terraced grooves and runs on down into the gutter then drains into a screened downspout running from the gutter down the side of the house and cut into the basement. Here it comes to a glorious end as it washes into a cistern or holding tank, giving a fresh supply of clear, all-purpose rainwater,

at no charge. An electric pump transfers the water into the house.

WHEN THE RAIN refuses to come and a Rain Dance proves ineffective, water is bought from one of a number of water companies operating on the island. Some use the reverse osmosis system, others have enormous water catchments built over the coral rock, capable of catching 15,000 gallons of water from one inch of rain. This water is stored in reservoirs holding up to 15,000,000 gallons of water and is softened, chlorinated and government-inspected before being sold.

WATER IS DELIVERED to the house by one of a number of trucking companies in 1,000-gallon lots and depending on the size of the family will last anywhere from two to eight weeks.

Some hotels also use the reverse osmosis system, while others depend on catchments and water companies for their supply.

As water is used with great respect, a rain-soaked day in Bermuda is apt to put a frown on a visitor's face, but it puts a smile on a Bermudian's as he shouts for joy: "My tank runneth over!"

Waking Up the Birds

BY HEIDI LANDECKER

IT IS 2 a.m. when John and I drop the anchor of his sailboat in Newfound Harbor Channel. It is clear that the light wind will allow us to make no way against a strong outgoing tide. We each prefer to sail indifferent to destination, when we can leave our journey to the discretion of the tides. But in the day that will break in several hours we have terrestrial promises to keep. The tide that moves away from our harbor and out to sea allows no choice but to anchor and await its changing. So we sleep, with the tide turning beneath us, and in the hours preceding dawn, it moves from ebb to slack to flood.

At five John wakes and hoists the sail. The wind remains only a light air, but the tide now favors the harbor, and in the morning darkness, a single star is just at the horizon. A fish jumps, a minute of our slow movement passes, or maybe ten have passed. A golden color comes to the low moon, and once we hear the lonely call of a cormorant, a long and gentle cra-a-awk. We watch it flapping along the surface of the water, a black salt-water duck against the greying light, and then we sail in silence for a time.

FROM FAR AWAY we hear the honking of a great blue heron. He is answered by a call that is similar to his, but not exactly the same. Perhaps it is a great egret, awakened on the island by the growing light. Two black cormorants fly up from the mangroves toward the horizon where the sun is rising. We hear their wings as a gentle slap against the water, and to the west the moon has faded to a white glow in the sky.

Slowly all the birds are waking, and we reach a mangrove island that is like a chorus in crescendo. It's as if we are sailing towards a jungle, and our approach is waking up the birds. The squawk of cormorant and the chuckle of a laughing gull are distinct. But there are beneath the other sounds a hiss of pelican and a mewling sound from the throat of a tiny tern, both a softer background to the rasping of the others. A frigate bird has lifted her light wings to poise above the island, but she is mute.

By now, the east is lighter than the west where the sun has lent its brilliant shimmer to the surface of the sea. As we pass the island in the light wind, the birds are growing quiet. The raucous clamor in the mangrove dies away, and the voices taper off into the whispered mutterings of the cormorants who've settled in to rest. We too are settling into our place upon an island, and with the help of a morning breeze we near the landing. We furl the sail and ready ourselves for the tasks and appointments of the day, in a lovely morning stillness broken only by an osprey's distant whistle.



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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 raillery. 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 Americana 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 Gltmo Bay, or 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 fusilage 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 bayside 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-winged 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 plugged 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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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 casino.)

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.

Suppose I were trying to sell a "beautiful quilted satin bedspread," (which already I detested and would be inclined to open a sales pitch with, "You wouldn't want to buy a bedspread, would you?"). Of course, I would go into minute detail over the fabric and craftsmanship that "went into this fine one-of-a-kind product, not to be found in any store. You probably think it's expensive. But before you decide, look at these two beautiful matching pillow cases which are included in the purchase price. NOW how much would you pay? But wait! That's not all. You also get a Blackgama mink coat with your very own initials in gold lame on the lining. And if you place your order before September 15th, you will also receive a glamorous two-week vacation in Paris. And all this for the amazingly low price of \$29.95! Just call this toll-free number: 1-800-000-0000 (New Jersey residents: call the I.R.S.)"

OR HOW ABOUT this one: "Look at this remarkable camping tent, large enough to sleep six. Made of durable weather-proof polyesterdacronnylenol,

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!

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 Port 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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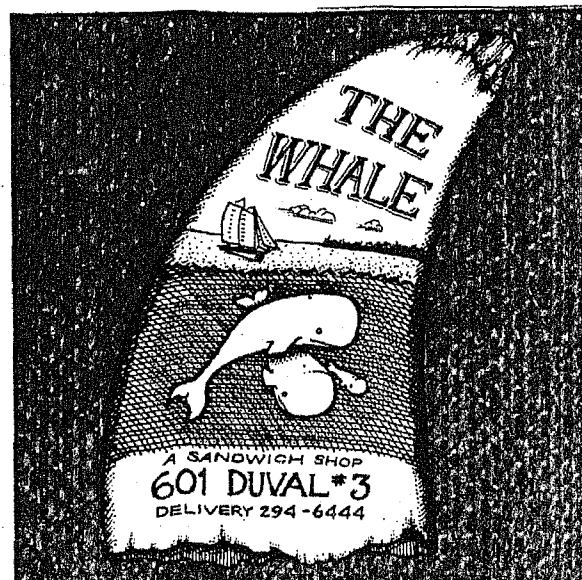
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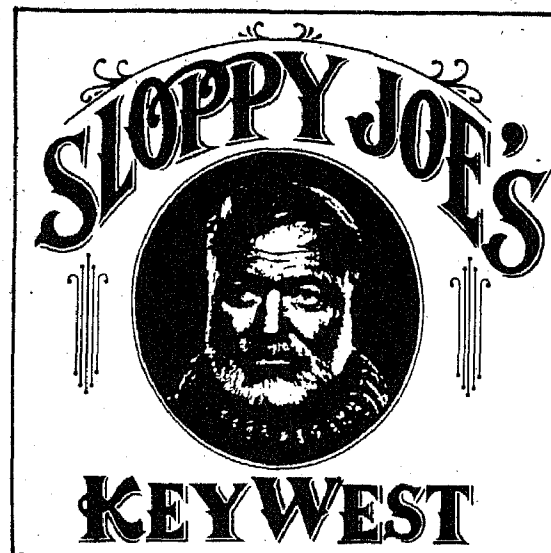
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Vera Cruz, Brannan was severely wounded in battle but was able to march triumphantly into Mexico City in September, 1847. He had fought along side two other young officers who were destined to become famous, Lt. Ulysses S. Grant and Captain Robert 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 Peary Court hall back 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 out through the thick vegetation that surrounded the city proper, allowing his troops to move unmolested. 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.

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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.

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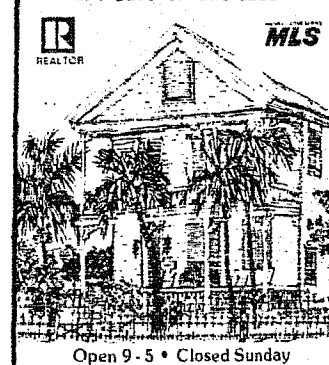
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Truman Avenue; all of these names have their legitimate place in the island's history. But somehow "Rocky Road" strikes a nerve.

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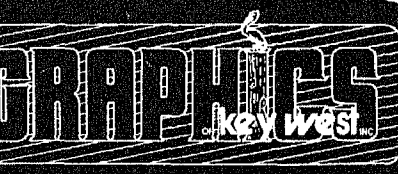
Wild Woman, Wild Woman, where did you come from?
Was a boy in a skiff your early dawn?
Did you have your beginning in the dreams of a boy?
Who came home from school to a boat for a toy?
Did you have your conception in the mind of man
Who never says can't, who always says can

Wild Woman, Wild Woman, your shape is a bird's
Were you formed by a seavind 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
Where the banks of the Calda rise out with the tide
'Til she looks like a river flowing through countryside.
Where a 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 running in it's there you might stay
'Til 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 running 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 wade back to Key West town
Where the lakes are leading on down to the west
Where white birds perch on mangroves
And old timers know best,
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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

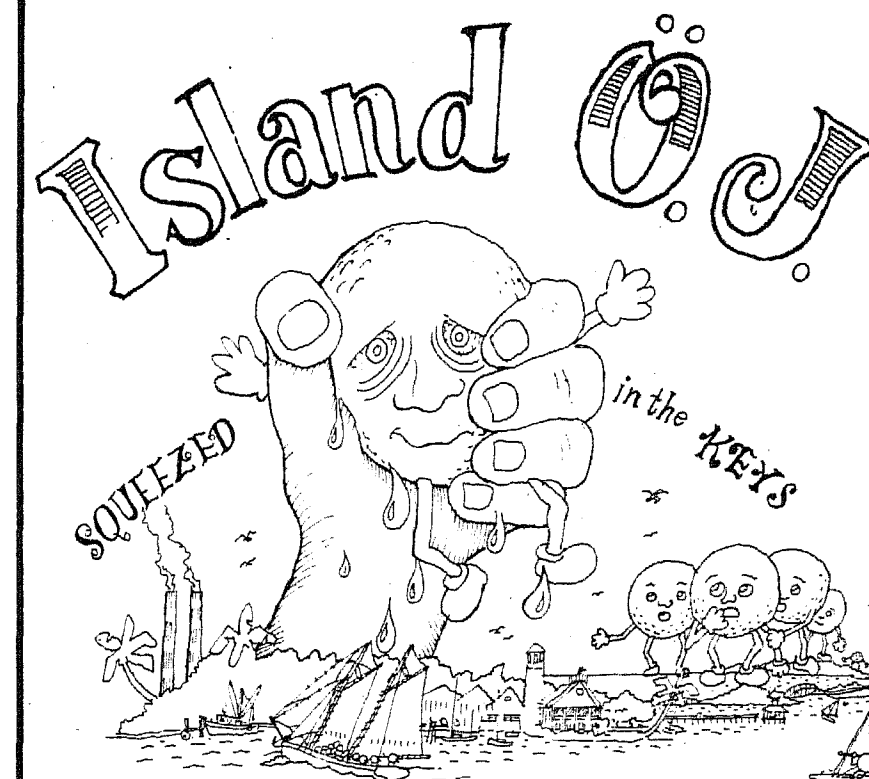
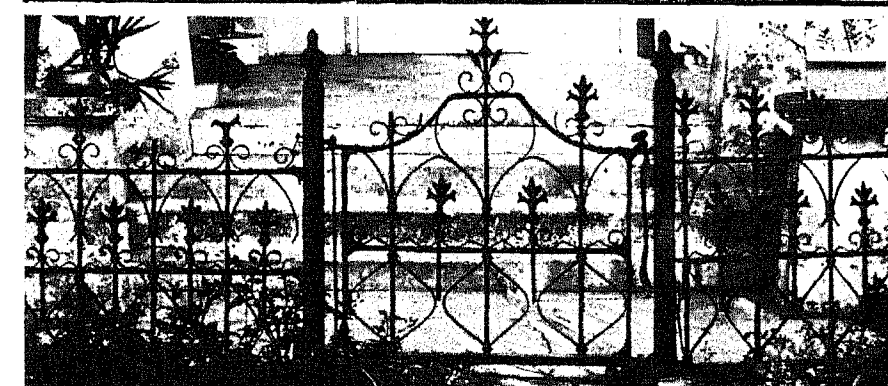
Wild Woman, Wild Woman, where did you come from?
Was a boy in a skiff your early dawn?

* 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.

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

BY JODY ADAMS



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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 CONCERNS 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.

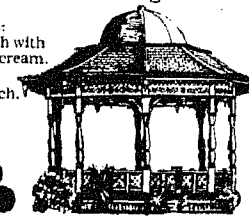
THERE REALLY SEEMS to be no valid reason for singling out restaurant personnel for special I.D.s. The required police identification card for bar/restaurant workers is unnecessary, unfair and an insult to most of this group who are the grass roots ambassadors of Key West's most prominent industry.

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TEARS FOR A CORMORANT

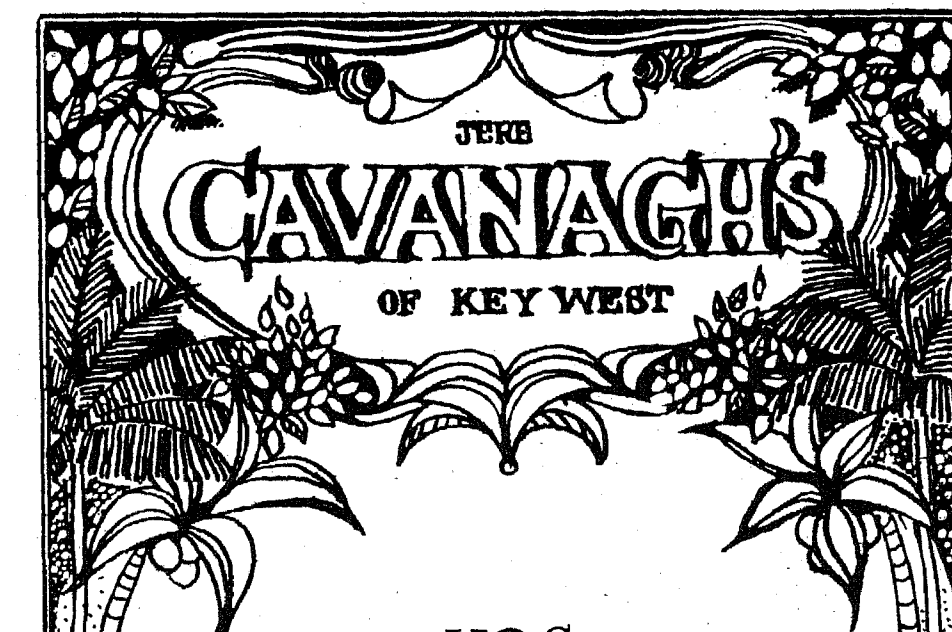
In the dark and dead of night,
You crashed into my window,
Looking for the light!
When I went outside the house
And saw your trembling form
Black against the sand,
Pity pierced my heart.
I reached out a helping hand
To see what hurt you suffered.
You attached the hand so offered -
You did not understand!

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 showed to me
The unity of every 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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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 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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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 dove 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' staterooms. 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 officer 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.

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Saturday Review ... May 1980

Fast Buck Freddie's

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 grandure 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.

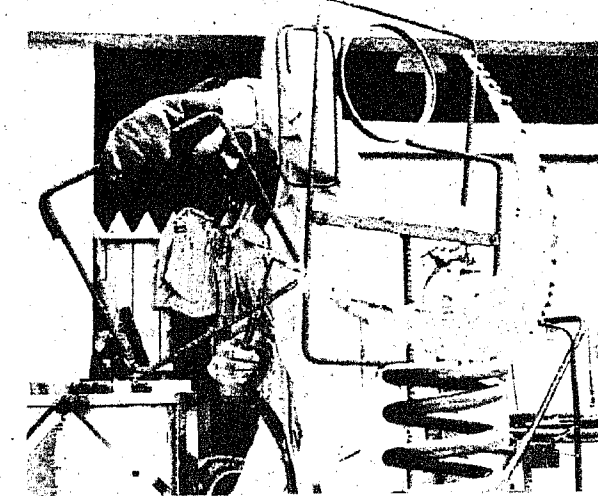
WINDISCH IS NO stranger to the world of two-dimensional art through the medium of painting. He has painted for 27 years and has exhibited at the Miami Museum of Modern Art. But, when he walked into Wayne Hawxhurst's sculpture class at FKCC this term, he heard Hawxhurst describe metal sculpture, and was 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 of the sculpture class on Tuesdays pursues ceramic sculpture under the seasoned hand of Hawxhurst.

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 Hawxhurst, he says, "He gave me the insight and freedom to accomplish this."

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Lunch and Bistro menu served from noon to closing

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The Iconoclast

BY JIM KOGAN

TO SAVE A FEW BUCKS

... AND NOT CUT back on service quality, either. CES and FKA, are you listening? First, definition. Quality as defined by customers is not quality as defined by bureaucracies. The bureaucracy defines quality as the amount spent on it--hire more men and even if the lights still don't light, "quality" has improved.

HOW CAN THEY squeeze out some unproductive dollars? Easy. Read meters and send bills quarterly instead of monthly. Start with numbers--for example, a customer whose bill is \$100 a month. Billing quarterly instead of monthly lets him keep \$100 for one

month and another \$100 for two months. City utilities pay about 1% a month (12% tax-free bonds) so this costs the utility about \$3 a quarter. For a \$50-a-month customer, the interest cost of quarterly billing is \$1.50 a quarter; for \$500 a month it's \$15.

NOW, WHAT DOES it cost to send those two extra bills? Read the meter and write the numbers on a piece of paper. Feed them into an arithmetic machine and pay for computer time. Make printouts for bills, office records and whatnot (some are even used.) When checks come in, open the envelopes, read them, match them with bills and feed that data to a machine--or several. Stamp the checks and list them and take them to a bank where someone has to pay for more data processing and back to the accounts office to reconcile. And, oh, yes, the postage. And the guy who prints the bill cards.

THE UTILITY HAS to do all that twice in three months (three times instead of once) for \$1.50 for a \$50-a-month customer, for \$3.00 for a \$100-a-month customer and for \$15 for a \$500-a-month customer. The utility might just about break even on the \$500 account but it loses money billing monthly on the rest. Rates might not be so high if the utilities we own would count their costs. And if they were bright enough to get the savings which may be quite an assumption, at that.

OK, I TRIED this out on some local people. Replies were amusing. "Yeah, Kogan, you're gonna save labor cost and that makes less jobs." "You miss the point; the idea is not to reduce costs but to see that the customer don't get away with nothin'." "The computer contracts are all in place and the help is already hired--ya gonna lay somebody off?"

YOU BET I AM. Lay off two-thirds of

meter readers and bill clerks and computer hours and such--and cut two-thirds of the postage and bill-printing too. One-third of the customers get billed every month, on a cycle basis. It might even be cheaper to dump the computer with that low work-load.

ANOTHER CITIZEN REPLIED: "Ya mean meter readers gotta learn new routes? Those guys are civil service, ya can't make 'em learn anything." Maybe he spoke more truth than he knew. And another: "The interest is paid to the bank and no matter what it costs the customers you can't let the banks make any money."

OK, THE IDEA gets across, I think. The objectives implied in most critics' remarks could be served even better by reading meters and sending bills every day. Of course the rates would go so high that even people who can now afford to live here would have to move and that, according to critics, would be just beautiful--all those jobs and no work to do.

NOW, SERIOUSLY, THESE tax-exempt, "non-profit" utilities are charging more and more--more than tax-paying, dividend-paying utilities. Just how long are we, the ostensible owners, going to put up with such nonsense? How long will we tolerate poor management? Are CES and FKA there to pay ever-expanding staffs or are they there to serve us electric energy and water? Never mind what they really are, what are they intended to be--make-work, welfare or service operations?

FROM THE CUSTOMERS' viewpoint this change would not reduce service quality--it has nothing to do with reliability. That the customer benefits a little from leaving his money in the money market fund a bit longer should not disqualify the plan--nor should the fact that the change could enable the utilities to lower their rates even a little.

LET'S SEE THEM run as if they meant it, not just boondoggle.

(The opinions expressed by Mr. Kogan are his, and are not necessarily those of Solares Hill.)



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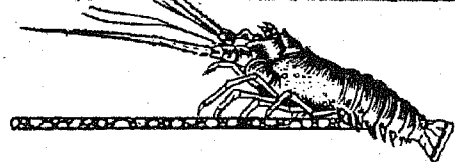
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Roughing It

BY STANLEY BECKER

IT HAS BEEN dawn for some time. The palling blue eastern sky was now shot with pinks and golds; their soft radiance increasing in intensity with time and proximity to the point of sunrise. Can't say how many times I've seen this joyful, grand, and awesome spectacle, but each time the scene is quite different and my response to it, quite the same.

THE SPOT OF earth I occupy is rotating steadily toward the sun, which announces its imminence by a burst of golden radiance perfusing the sky like a halo centered on a point of the horizon too brilliant to watch as it thrusts a spear of intense golden light across the sea, directly into the surf before me. The soft, warm sand had molded to my body contours to make a gentle but firm mattress. Felt great! Stretched as I got a towel and then, in the cool golden glow of sunrise, dumped myself into the light surf and swam in that delightful morning sea. Once towed off I got a little fire going and put the espresso coffee pot to work while I chopped an onion, mixed some eggs for scrambling, and ate an orange until the coffee was done. Toasted an English muffin over the coals as I finished the eggs and onions with the first cup of coffee, and had the muffin and honey with the second cup.

MORNING WAS STILL cool as the rising sun went from gold to orange to white gold brilliance in an empty, pale blue sky. Scattered the coffee grounds, orange peels, and crushed egg shells widely across the vegetated upper dune where I made and used a "cat" latrine. Carried the "breakfast dishes" to the edge of the surf and quickly polished them bright with seawater and abrasive sand, and set them on a nearby half-buried timber to dry while I had another swim. By the time I towed off and dressed, the mess gear was dry enough to pack and stow in my kit, so I doused and buried what was left of the little fire, and "checked out" by leaving my site as clean and little disturbed as I found it. Stowed my kit back in the canoe, which I had drawn up on the edge of a little protected inlet behind the dune, and paddled off to my next "hotel."

SOME YEARS AGO I found myself talking to a tall, athletic, handsome man in his early forties; a recent acquaintance who had the reputation of being wealthy and something of a "play-boy." I found the gentleman interesting and pleasant so I offered to put him up in my home if he chose to visit. Not long afterward he did visit, but arranged to stay in a very good motel while he trailed his catamaran racing

sailboat to a ramp near by home for launching. We enjoyed our time together although it was quite limited by the travel time necessary to and from the motel. In parting, the gentleman remarked that it had been fun, but our time had been too short. I agreed and reminded him of his welcome to stay in my home which, perhaps, could not provide the accommodation and service available at the motel, but which was quite liveable. He startled me by replying, "I appreciate the offer, Stanley, but I am accustomed to certain things and for me, even a moderately good motel is 'roughing it.'"

I THOUGHT FOR an instant of the moderately good motels where I've stayed and the fewer exceptionally good ones as well. Then the image of that morning on the beach flashed into my mind with the intensity of that first golden spear of light. I thought of other mornings in other places when I had awakened, rested and refreshed, and looked upon the greatest show the planet has to offer, swam and bathed in the greatest pool in the world, and both easily and deliciously satisfied a genuine hunger. I thought of evenings lit by the radiant magnificence of the setting sun, and nights when the celestial bodies wheeled majestically across the vault of the sky.

"YES, MY FRIEND," I said, "I fully understand. I too have become accustomed to certain things and, no doubt for different reasons, I find that moderately good motels, and perhaps very good ones as well, are a form of 'roughing it' for me also."



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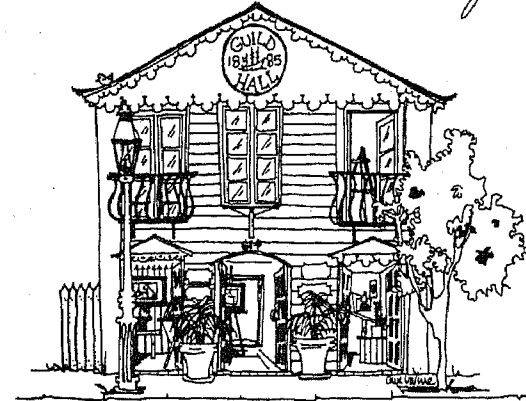
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EDITORIAL

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 yesterday. 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 SEEMS 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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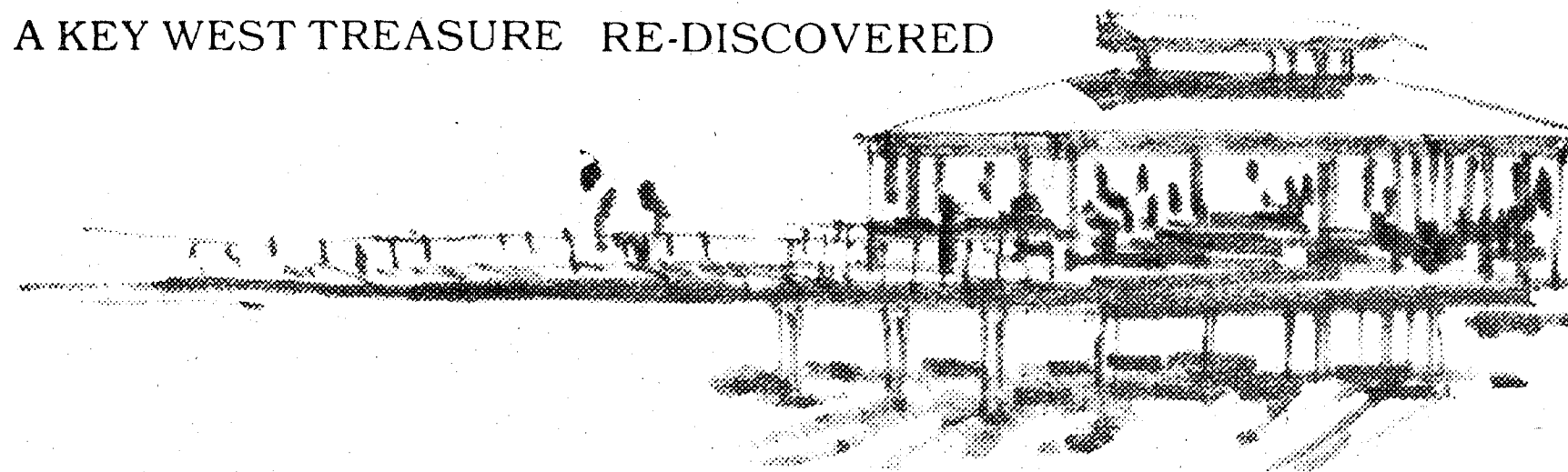
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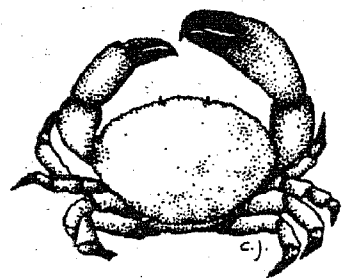


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THIS IS THE phenomenon that is beginning to impact the Lower Keys like a goiter. Key West doesn't enjoy a central geographic location like Des Moines or Indianapolis or Topeka. It isn't served by highways from all points of the compass like our large midwestern cities. It's at the tail end of a long sinuous line like the 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 Bougainville (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 13,238

additional people. And traffic experts tell us that each new residential unit will generate an average of about 3.3 vehicle trip 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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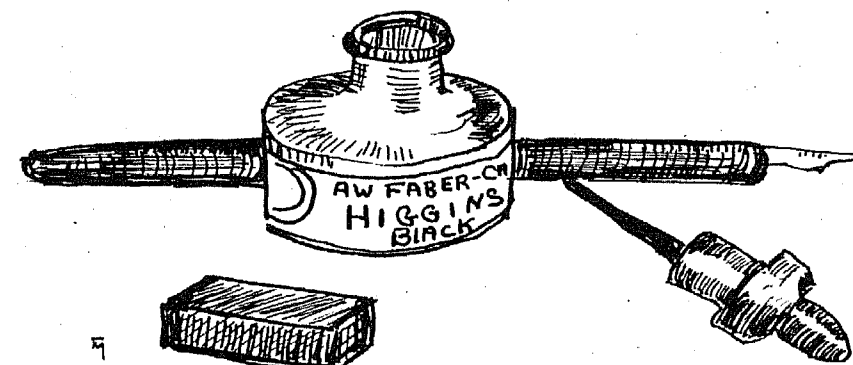
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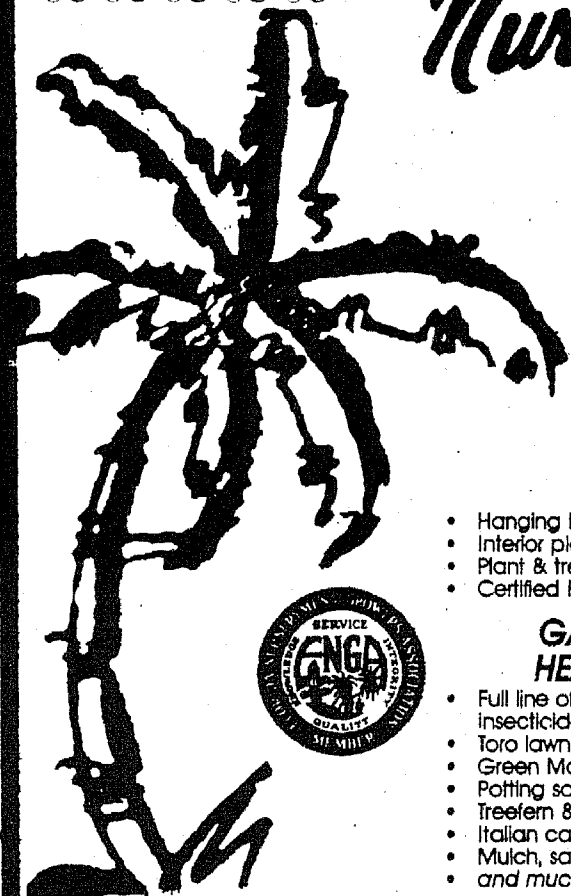
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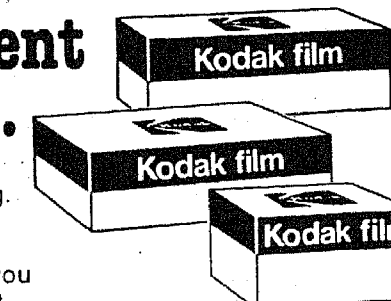


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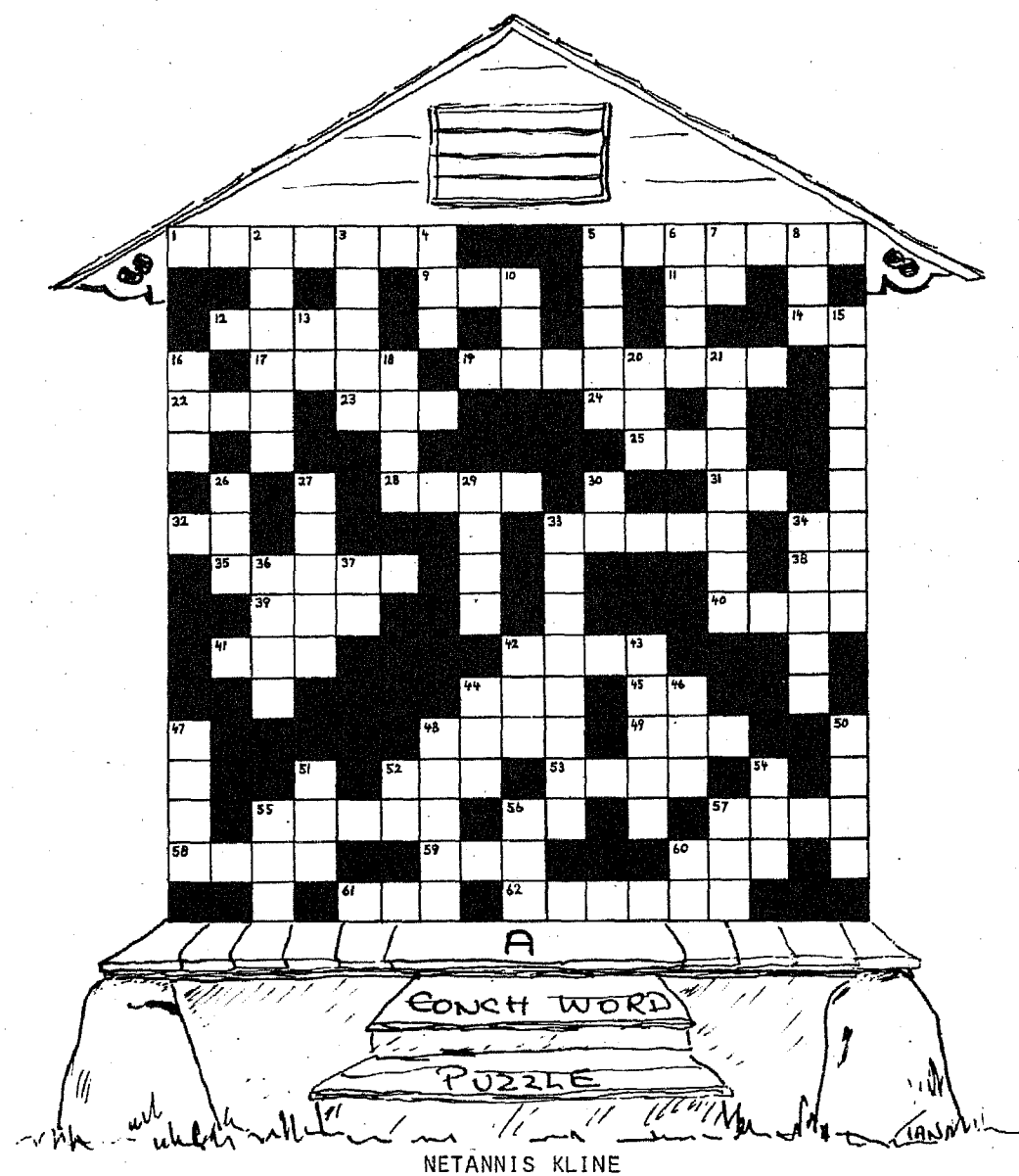
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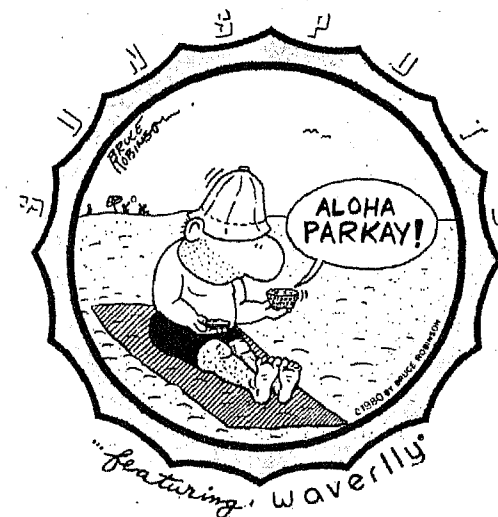
CLUES ACROSS

1. Succulent crustacean
5. Avian panhandler
9. Brings its friends to your picnic
11. On and on and ...
12. White red brown and black in Key West
14. Famous local person's initials
17. Used by artists, squids and Solares Hill
19. Sometimes square sometimes fish
22. Plenty in Key West
23. Sandwich or U.S. Navy
24. ... or don't
25. Tourists hope for it
28. They do it on the charter boats
31. Please don't say ...
32. Let's ...
33. Cuban hero parked
34. Ooh la ...
35. The conch one
38. Not pm
39. Naturally never here
40. KWPB has them
41. A German tourist might say this
42. Just what we need in the Keys
44. Don't wear it with your habanavera
45. Yeah sure fine etc.
48. Solares' Huckel
49. Not old
52. An afternoon ... by the pool maybe
53. Key West porch architecture
55. The Street
56. Let's ... again
57. At the end of White Street
58. More romantic under this
59. The psychiatric self
60. Very Key Limey
61. Opposite of 31 across
62. Popular low down sport

CLUES DOWN

2. Best for tanning
3. Army or scuba
4. Tourists or oysters sometimes
5. ... Mary was a houseboat in Key West
6. With 22, a visiting character
7. There are several ... places in Key West
8. All kinds of this in Key West
10. Not so good on shoes feet or beaches
13. Not out
15. Huckel and Tennessee
16. How to get to Key West
18. Enthusiasts are happy when it's up
20. Tea or smoke
21. Hot exercise in summer
26. Key West sunshine is
27. Smathers for one
29. Fish or windcatcher
30. ... and Ma
33. One garden one museum
34. Little Key West back street
36. Some residents some visitors are very ...
37. Latin abbreviation that is
42. City Electric's gets barged
43. A person and a chowder
44. Your waitress hopes for a big one
46. Cayo
47. Bad sailors need this
48. Lost ones are found at sea sometimes
50. Delicious Cuban style roast
51. Hope you are having it here
52. Na, that's it
54. Visitors do it in the sun
55. Canine
56. Deity
57. 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.

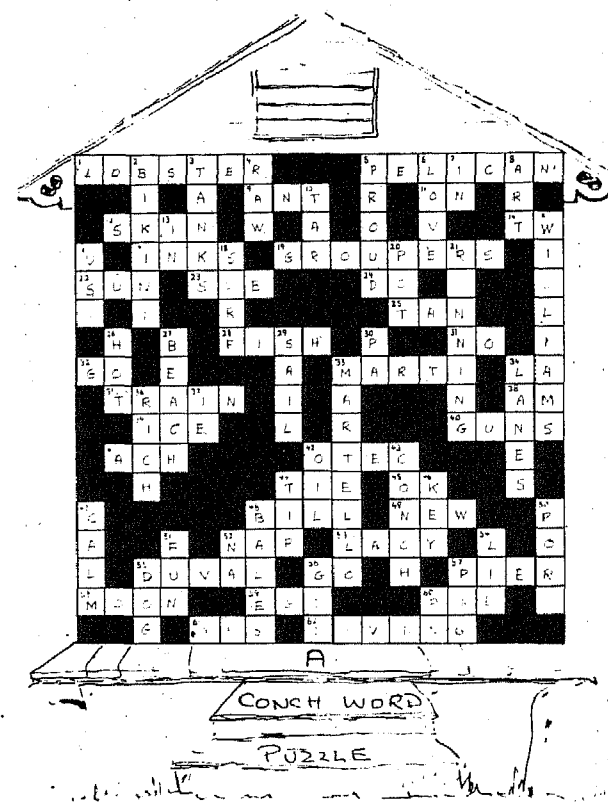
Breaking an ankle or fracturing a shoulder
(Such things can happen when you're older)
Avoid a misplaced brick or a broken boulder.

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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of the TENNESSEE WILLIAMS FINE ARTS CENTER

AN INVITATION TO A SPECIAL FOUNDERS PARTY IN MID-JANUARY

An extra benefit you will enjoy as a Founder this year!

The Special Benefits of being a Founder:

Founders Nights...

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.

FOR INSTANT MEMBERSHIP PHONE:-
294-1850

or send your check (payable to:-Founders' Society, TWFAC) to:-

Founders' Society, TWFAC
c/o John R. Church, Treasurer
7 Bougainvillea Drive, Key West, Fla. 33040.

Simply pick up your Founders' Society membership card at the theater ticket office.

Join the Founders' Society
and Support Superb Theater

TENNESSEE WILLIAMS FINE ARTS CENTER

Florida Keys Community College
Junior College Rd., Stock Island, Fla.

TENNESSEE WILLIAMS FINE ARTS CENTER

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 Whittemore, well-known concert pianist, with Mrs. Margaret Foreman. (Below, left to right) Beautifully masked for the occasion, Barbara (Mrs. Roy) Anderson and 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 nose,
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.

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one world, one human family



"We desire but the good of the world and the happiness of the nations . . . that all nations should become one in faith and all men as brothers; that the bonds of affection and unity between the sons of men should be strengthened; that diversity of religion should cease, and differences of race be annulled . . . and all men be as one kindred and one family. . ."

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AMUSEMENTS

BY ROBIN KAPLAN

THE KEY WEST Players, under the exquisite direction of Rose Schoenfeld, presented the Moss Hart/George Kaufman comedy, *You Can't Take It With You*. The 19-member cast played to a full house all of last week at the Waterfront Playhouse.

Much energy was put into the production, by both the technical staff and the cast which moved through the witty dialogue with flawless timing and convincing characterization. The story is one of self-expression, freedom, and non-judgmental enjoyment of life . . . most appropriate for a Key West production.

PERFORMERS OF PARTICULAR note were Jeanne Muncie, as the mother; Joan O'Dowd, as the cook; A.C. Daily, as the grandfather/patriarch; and newcomer to the stage, Valerie Leonard, playing the affianced daughter. The casting was excellent; the staging, the best I've seen at The Waterfront; and the evening, a non-demanding, entertaining joy. The Players are now in rehearsal for *Twelve Angry Men*, directed by Al Jenkins. This powerful drama will be staged January 25-30. Tickets are now available at the box office.

I AM NOW prepared to risk my job as "Amusements" columnist by avoiding reviewing anything else in town. Things are fairly quiet, not many tourists yet. The only sounds I hear, in fact, are residents stalking the illusive season. So, I am hereby taking this opportunity to fill in the blanks with a poem that rolled off my typewriter this morning:

BECOMING A POET

Becoming a poet, and poets will often deceive, hasn't to do with grandiloquent symbols. Some strut about the dock obscurely. Every time they talk, the word outlives the idea, its tentative size diminished and taken apart like shipwreck. An alien mystic fallen among chance captains, I sit alone.

Wayward tribes have settled this tropical border badly, fastening trivial tents in regular rows. I will not watch this runaway crowd, these winter birds.

I am walking the pier, avoiding my desk, when I see it happen: a man-of-war stings a recognized poet. He calls for help but the 7-mile bridge is out and the road is dismantled. Nobody's coming for hours. I have to get him out of here.

I prop him up, talk about meaningless things, and try to convince him that wine's for healing. I ply him with insular legends and omens, not to mention some obsolete miracles--'curandero Conch style.'

I borrow a boat and grab the oars in tense accommodation, moving out of sight of land. He is about to surrender; we arrive without warning at a languid shoreline. A raging orchid carpet greets the boat like arrogant starfire. Ambiguous phrases that blur in the tropical air like spice and pollen, order themselves superbly. The surf's leisurely slap continues. This is all I know of the rhythm of things, except for heartbeat . . . two fairly predictable songs. He is being helped ashore. I stay by the boat hollowing beachfruit for hours, watching its colorless meat disperse like failing daylight. I consider mining the shallows for ancient loot. The words will come later, I think.

Getting it on the page will be automatic. I risk that no one will believe me, that I may be stranded for hours by his fever. Sitting by the foolish jewels in this still harbor, I am without pen. . . But never mind.

Listen, I would be lying if I pretended that critics do not matter. The words my lips could master would make me more, if I knew them. That, and the pain of my fellow poet.

THE Picture Show

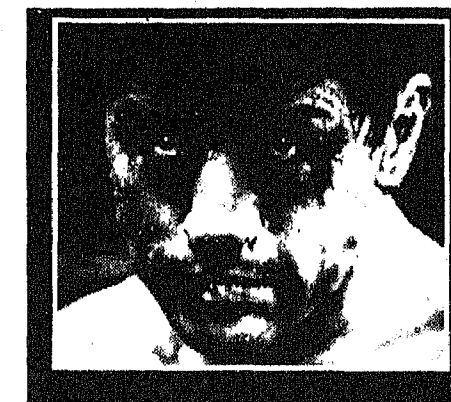
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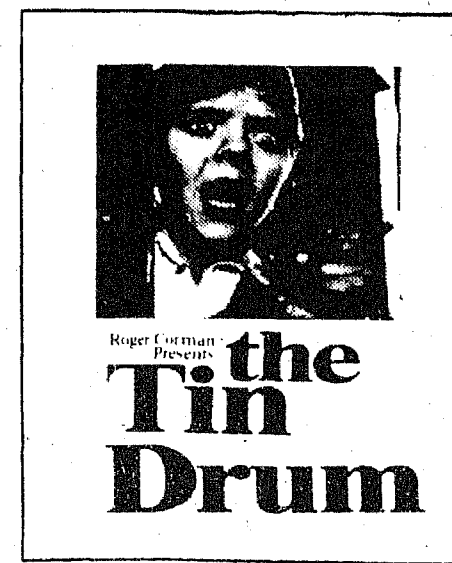
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10-16



17-23



24-30

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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.

Saturn in Libra.
Jupiter in Scorpio.
Mars in Libra.
Uranus in Sagittarius.
Neptune in Sagittarius.
Pluto in Libra.
North Node in 23° of Cancer.

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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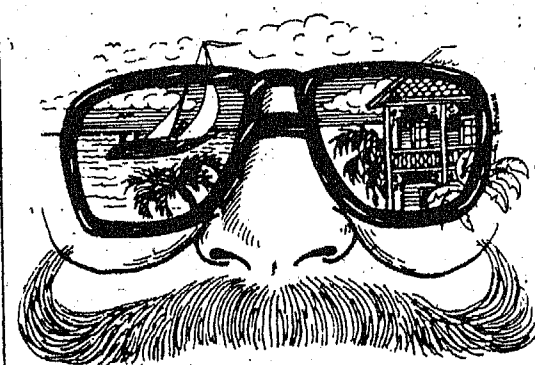
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SPECIAL EVENTS

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. Bol. 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.

Tennessee Williams Fine Arts Center: Jan. 5, movie, *The Seven Samurais*; Jan. 9, Atlanta Chamber Players; Jan. 22 & 23, Erick Hawkins Dance Company. For information, call 294-6363.

Waterfront Playhouse: *Twelve Angry Men*, a drama, Jan. 25 to 30. Box office opens Jan. 18.

GALLERIES

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 Keschull, 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.

Noira: 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.

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

Monroe County Public Library: 7:00 p.m. every other Monday night is a Great Books discussion. Jan. 4 *Traps* by Friedrich Duerrenmatt; Jan. 18 *Antonio* by Thomas Mann.

Children's films are scheduled for Saturday mornings at 10:00. Jan. 2: *Tikki Tikki Tembo, Too!*; Jan. 9: *Tennessee Bird-walk, Undercurrents, Brementown Musicians*. Jan. 16: *Anase's Farm, Daisy, The Happy Prince*. Jan. 23: *Nebula, Make Way For Ducklings*, Sec. Jan. 30: *The White Seal, The Story About Ping*.

Adult films are scheduled for Wednesday evenings at 7:00. Jan. 6: *Orange Bowl, Got 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.

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.

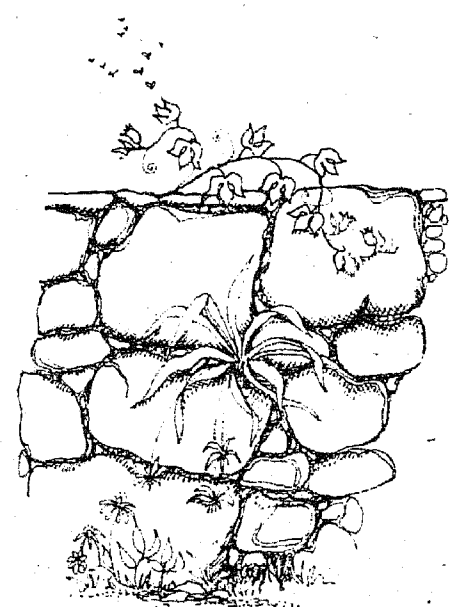
Emotional Health Anonymous: Thursdays at 7:30 p.m., First Congregational Church, 527 William St.

Conscious Pregnancy Classes: 296-6259. Key West Singles: 296-6977, 296-3423, 294-6973.

Mail-A-Book 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.



Antonia's

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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.

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