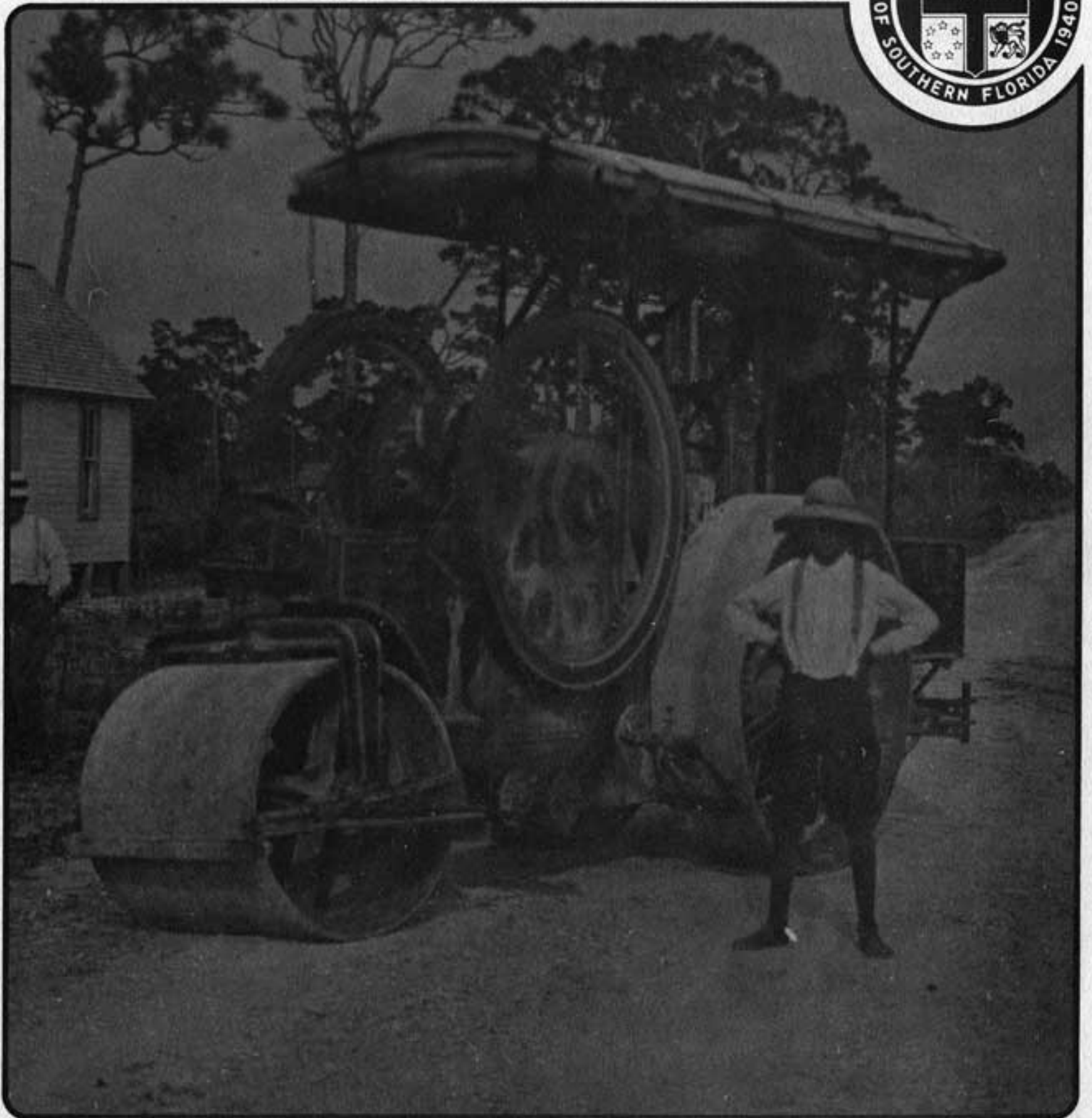


Update



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Cover photo:

The snort and clang of this early county steam roadroller terrified horses and enchanted children.
—Photo from collection of Julia Mettair Henshall

UPDATE

UPDATE, Bi-Monthly
Publication of the
Historical Association
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PRESIDENT'S MESSAGE



Architect's Rendering of the R. A. Gray Building. Ground was broken for this state library, archives and museum now being built in Tallahassee.
—Photo courtesy of Archives, History and Records Management, Florida Department of State

"Once begun, a task is easy; half the work is done."

Horace

On November 15th I spent a very interesting and informative day in Tallahassee at the Division of Archives, History and Records Management as a new member of the Advisory Council to the Bureau of Historic Sites and Properties. Although this Division of the Department of State was no stranger to HASF, this official visit afforded me a unique opportunity to explore all the facets of this very active and important body.

A few days before, ground was broken for the new multi-million-dollar R.A. Gray State Library, Archives and Museum Building. This new edifice will be located on a two-block parcel of land behind the Florida Supreme Court Building and will be an integral part of the new Capitol Complex. Needless to say, this was a dream come true for everyone interested in Florida's heritage.

At long last the State of Florida will have a central resource center to highlight and preserve our history. Although admittedly overdue, the State of Florida and specifically the office of the Secretary of State, Richard "Dick" Stone, from Miami, is set-

ting an impressive pace with a group of outstanding individuals who seem to be making up for lost time.

As incredible as it seems in a state that has the nation's oldest city, the State of Florida had no official State Archives until 1967! At that time the Archives, History and Records Management was organized with Senator Robert Williams as Director. Two years later, in the new constitution, it was made a division of the Department of State. The Division has several bureaus, all of which are of interest to any one concerned about history and preservation.

The Bureau of Archives and Records Management has essentially two functions: to develop and operate the Florida State Archives and to plan for proper management of current and non-current records, using the most modern computerized techniques.

The Bureau of Historical Museums is planning for the new Museum of Florida History, to be located in the new Gray Building. This bureau is also responsible for a state and local history educational extension service.

The Bureau of Publication publishes the newsletter, *Archives and History News*, a *Historic Sites*

Bulletin and other books, booklets and pamphlets to inform citizens of the activities and research of the division. All are available upon request.

The Bureau of Historic Sites and Properties has the broadest scope and is the bureau that has been the most active on the local level. It has four sections: two dealing with archaeology, one with preservation of artifacts and one with general historic preservation.

The Historic Preservation Section is given the responsibility for conducting historic and archaeological site surveys, for nominating sites to the *National Register of Historic Places*, for developing a comprehensive historic preservation plan, for administering federal grants and state historic marker programs and for acting as a liaison between local groups and organizations.

Mary K. Evans, Historic Sites Specialist, is based in the Coral Gables Regional Office of the Department of State to help supervise preservation projects in the South Florida Region. She has been active in conjunction with Dade Heritage Trust in getting many local properties on the *National Register of Historic Places*. To date, nine buildings have been accepted and four more are in process. Last year Miss Evans directed efforts by Dade Heritage Trust and the Villagers to make a Historic Site Survey of Dade County.

A newly structured Advisory Council to the Bureau of Historic Sites and Properties was created by the Florida Legislature in 1973 to provide professional and technical assistance to the division. This includes recommendation to the Director on Exploration and Salvage Contracts under which companies and individuals which meet certain standards are allowed to search for and recover artifactual materials in state-owned waters.

(continued page 3)

At the November 15th organization meeting, Dr. John Mahon, Professor of History at the University of Florida, was elected Chairman. Other members include: Ney C. Landrum, Director of Recreation and Parks, Department of Natural Resources; Joel Kuperberg, Executive Director of Board of Trustees, Internal Improvement Fund; Judge Clayton Nance, Ft. Lauderdale; Dr. Roger Grange, anthropologist, University of South Florida; Herschel Shepard, architect, Jacksonville; Tony Pizzo, Chairman Hillsborough County Historic Commission; and this writer.

My day in Tallahassee was quite rewarding and I left with the feeling that the prospects for history in the State of Florida are bright. This is true in a large part because of the direction given the Division by Senator Williams who emerges as a true zealot for the cause of history and preservation.

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Cordially,
Jane Ryder

Editor's Note: This was a private communication which the editors shamelessly shortstopped and converted to their own use. Letters to the editor on historical topics, particularly any resembling this one, are always welcome.

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We need volunteers now for retyping of articles, some of which come in written by hand, which makes editing and typesetting impossibly difficult. Another area of need is for volunteers to do a small amount of addressing of the issue, once it's off the press. We have no reporters. We could use two or three. Volunteer!

Miami was a hotbed of military activity during the 'forties, the period of World War II. Who feels qualified to research and write an article or a series detailing South Florida's contribution to the war effort? Many noted people, both in and out of uniform, visited the Gold Coast during this perilous period. So did the German submarine fleet, with sinkings for a time an almost daily occurrence in our local waters. What about the flotsam that appeared up and down the Keys and sometimes even in our grocery stores? The possibilities are many.

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The Sea. Wrecking, marine archaeology, naval history, and lighthouses.

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THE FIRST COUNTY ROAD From Lantana to Lemon City by Thelma Peters

Dr. Peters, a retired history teacher, is a member of the Board of Directors of HASF. She is mining the treasures found in the county's archives at the courthouse, where, she says, she's almost as well known as the circuit judges.

Build a road for \$24.50 a mile? Dade County did in 1892 when Dade was the state's largest county and the population sparse — about a thousand. With miles of elbow room per person people nonetheless tended to cluster around Dade's two bodies of water, Lake Worth and Biscayne Bay. The Lake had muscle enough in 1889 to legally snatch the county seat away from the Bay, to the chagrin of the Bay people.

Between the rival areas were sixty miles of uninhabited pine-land, swamps, alligators and ten small rivers. Sail the ocean from Lake to Bay? It could be and was done. But the trip was dan-

gerous and with adverse winds might take several days. Walking the beach as the mailman did was safer but made blisters. Besides, freight by pack-a-back? People needed a road.

A road the county commissioners were determined to have. They paid a Lemon City surveyor, E. L. White, \$350 to lay out a road from Juno, the county seat at the upper end of Lake Worth, to Lemon City on upper Biscayne Bay; then in an economy move they cut off the first 26 miles because a boat line already ran the length of the lake.

So the road took off from Lantana, a tiny settlement at the lower end of the lake. It paralleled the coast a mile or so west of the coastal ridge and partly followed an old military trail of Seminole War days.

Low bidder for construction of the road was an enterprising newspaper editor, Guy I. Metcalf, whose *Tropical Sun* was the county's only newspaper. Metcalf organized a work gang and bought grub hoes and axes. "Constructing" a road meant clearing an 8-foot-wide strip of trees, stumps, palmettoes and obtruding rocks. The first wagon to use the road imprinted the ruts.

Bridges were something else.

Fortunately, living in Lemon City was a professional bridge builder, Peter W. Merritt, formerly of Garrard County, Kentucky. He was hired. The largest and deepest of the ten streams got a ferry instead of a bridge. This was New River in embryonic Ft. Lauderdale.

And one stream had a natural bridge, South Florida's most famous early natural landmark — the Arch Creek Natural Bridge. Remarkably, this natural arch of oolitic limestone over a clear and beautiful stream was the proper width for a road, the right elevation and came exactly where needed.

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(continued page 4)



The County Road crossed Arch Creek on the famous natural bridge. Photo about 1900. — Photo in collection of HASF Museum

crossed Little River, Little Arch Creek, and the two branches of Snake Creek.

By the close of 1892 the County Road was open and a Lemon City resident remarked that now you saw a new face almost every day. But what's a road without a public conveyance? So the Biscayne Bay Stage Line was organized, Guy I. Metcalf, manager. The line consisted of two springless wagons covered with canvas and drawn by two mules each. In his *Tropical Sun* Metcalf called the stage line "an epic in transportation facilities" and said the line would "pass through the most romantically wild and beautiful scenery in the world."

The stage required two days to go from Lantana to Lemon City with a logical stopover at the ferry site on New River, a fine hammock owned by the Brickell family. A young bachelor of Melbourne, Frank Stranahan, was employed to operate a

tent hotel near the ferry. Tents were placed in a wide circle around a bonfire which supplied light and discouraged mosquitoes. At first Stranahan ran the whole show himself — general manager, cook, dishwasher, chambermaid and ferryman. For the latter job he received \$15 a month from the County.

There were three round trips a week. The Lemon City stage and the Lantana stage left the same morning travelling toward each other to meet at Stranahan's where the passengers mingled at supper in the tent diningroom. Next morning the stages swapped passengers and each returned to home base. Round trip, \$16; one way, \$10; overnight accommodations, \$2.

Stranahan as ferryman served all who travelled the County Road at a published rate: 60¢ for a vehicle and team, 40¢ for a man on horseback, 25¢ for a pedestrian. Two bells located on the opposite shore indicated to Stranahan the kind of service re-

quired: big bell, barge needed; small bell, rowboat would do.

The first southbound stage left Lantana January 25, 1893, with the enthusiastic Metcalf aboard, accompanied by his father and some northern friends. A good newspaper man, Metcalf wrote and published a story of his trip. Two things particularly impressed him: the abundance of coonties growing in the pine-land south of New River, and the phenomenon of the natural bridge with its beautiful hammock setting. The bridge site became a regular rest stop for the stage.

Metcalf's party arrived in Lemon City in the afternoon of the second day and registered at the two-story frame Lemon City Hotel which had been built in a hurry to accommodate the tourists which the road was expected to bring. The hotel was located just south of present N.E. 61st Street and while not exactly on the bay had a good view of it from the east veranda.

At this time Lemon City had about fifteen buildings including a church, a school, two stores and a post office. Lemon City had somewhat deeper water than Coconut Grove and hence got most of the passenger and freight business of the Key West schooners.

Metcalf said he found the hotel clean and the meals "as good as can be expected." He strolled down to the dock and was impressed with the vast expanse of the bay, at that time uncluttered by islands or causeways.

The next morning he and his party took a sailboat for Coconut Grove, stopping on the way two miles south of Lemon City to visit Peter Merritt, the bridge builder. By this time four of the Merritt family of Kentucky had taken up permanent residence in South Florida. Peter's brother was Z. T. Merritt, soon to become Dade County school superintendent. One sister, Ada, was teaching in Lemon City and was later to teach in Miami — one of Miami's most revered early teach-

ers. The other sister, Margaret, kept house for her brothers and sister.

The opening of the County Road closed a colorful chapter in South Florida history — that of the barefoot mailman. No longer was the mail pouch carried over the shoulder of a stalwart young man walking at the edge of the surf for better footing. The stage line asked for and was awarded the mail contract.

Metcalf wrote glowingly of the stage line but one must remember that this was a vested interest. John Frohock, early Dade sheriff, made his first trip to Miami in 1895 by stage. He called the experience "bone-rattling" and the road "a narrow cowpath."

Another who rode the stage was Mrs. Harlan Trapp who described her experience in a book, *My Pioneer Reminiscences*. Harlan Trapp of Coconut Grove went to Iowa in the summer of 1895, married his childhood sweetheart, and brought her to Coconut Grove to live. The next-to-final segment of their honeymoon journey began in Ft. Lauderdale after a miserable night fighting mosquitoes.

"The next morning we got into a wagon with no springs," she wrote. "There were two slabs across from one side to the other. The driver sat on one and the bride and groom on the other. The mules were as lazy as the worst. We followed the mail route until we reached Lemon City. I had been expecting from its name to come upon a thriving city."

She was disappointed. Lemon City was merely a sleepy bayside village. They descended from the stage and walked to the dock. At the edge of the dock was a store ("really a shack," she said). She went in and was surprised to see so many bolts of bright calico. Who bought the calico, she asked. The Indians, she was told, whereupon she ran out of the store and along the dock and got into the boat for Coconut Grove. She had a horror of coming face to face with an Indian.



The County Road crossing of New River was by ferry. Team and wagon, 60¢. —Photo courtesy of Ft. Lauderdale Historical Society



Two tarpon fishermen pose beside first bridge to span Little River. This bridge was built by Peter Merritt for the County Road. Location near present N.E. 5th Avenue. —Photo from collection of Ethel Freeman West

Even before the railroad reached Miami in 1896 competition had developed for both road and stage. A canal had been built and along it moved a small steam-

er, *Agnes*, which glided where the stage bumped. The canal, only fifty feet wide and five feet deep, was part of an ambitious plan to connect Jacksonville and

Key West by an "inside" route. Today that canal has grown up to be the Intracoastal Waterway.

In 1896 John Sewell, working in Miami for Flagler, found that the local rock when crushed and rolled made a hard and smooth surface — the secret was using water as a bonding agent. Soon there were several miles of glaring white roads in Miami, one of them by 1898 stretching all the way to Lemon City and linking up to the County Road.

Rock roads brought a bicycle boom. County Commissioner George W. Lainhart of West Palm Beach began to rethink the County Road. What it needed was a rock surface. He said he wanted a road so smooth he could get on his bicycle in West Palm Beach and ride right into

Miami. Wishful thinking.

Some years passed and it was not Lainhart's bicycle but the coming of the automobile which precipitated the rocking of the County Road. Then the county opened rockpits near Ojus — signs of these are still visible in Greynolds Park — and, using dynamite and convict labor, got the rock out, transported, spread and rolled.

The County Road had become a funnel for pouring the "tin-can" tourist into the Magic City. And that Magic City had already permanently won back the county seat.

(Editor's note: the Museum needs a photo of the Lemon City Hotel. Who has one?)

SUGAR COMES TO FLORIDA by Ken Sellati

Mr. Sellati is a local high-school teacher. He has contributed numerous articles to local and state publications.

It's called *Saccharum officinalis*, but to the people around Lake Okeechobee it's called sweet money. In the years immediately after the first World War there were frequent sugar shortages both in the United States and in international markets. New lands were sought for the development of sugar cane cultivation, one such area being the Florida Everglades. As early as 1884 the St. Cloud Sugar Plantation had been formed for growing cane, but it was not until 1919 that much progress was made.

In South Florida the first major effort was made by Pennsylvania Sugar Company, which was well established in the sugar trade. This first company attempt at cultivation involved more than 70,000 acres northwest of Miami, but only a few hundred acres were planted in the early years. Research was initiated to study the scientific characteristics of the Everglades, but a killing frost in December, 1920, wiped out the entire crop.

Large pumps were installed upon the advice of the Miami Weather Bureau for flooding fields during frost danger and a second crop was encouraging. An efficient sugar mill was planned and built ten miles northwest of Hialeah on the Miami Canal, but repeated flooding in the summer of the early twenties brought about the closing of the mill in 1925. The company tried truck farming, but by 1931 the only remnant of Pennsylvania Sugar Company in South Florida was the name of the company town, Pennsuco.

Farther north, on Lake Okeechobee's southern shore, experimentation in growing cane had started in 1914.

The Moorhaven Sugar Corporation was formed in 1920, but the problem of excessive water in the glades forced it from one ownership to another. It became the Florida Sugar and Food Product Company, with 900 acres under cultivation in 1923, and the Southern Sugar Company in 1924.

The company appeared headed for great success until the Sugar Act was passed by

Congress in 1937, restricting sugar cultivation in Florida to 9.4% of the domestic market. New varieties and good land management prevailed; Florida became a leading source of sugar, this state producing 32 tons per acre compared to 21 tons in Louisiana.

Setbacks continued to appear, chiefly a 30% cut ordered by the U.S. Department of Agriculture,

but in 1959 Cuban sugar was no longer imported and all government restrictions were removed. Acreage rose from 127,000 to 197,000, producing six million tons and over \$100,000,000 a year.

The bulk of Florida's sugar bowl now is in Palm Beach County, and sugar cane ranks only behind citrus as Florida's leading agricultural product.



Sugar cane planting in South Florida about 1920. —Photo in collection of HASF Museum

MIAMI'S PIONEER RADIO STATIONS by Gene Rider

Mr. Rider is chief engineer of radio station WIOD, Miami.

Miami's sights of the 1920s are well documented in photo archives, but sounds of that era can be documented only in memory. And in any such memory, the call letters WQAM and WIOD would surely come to mind. Both stations are not only local pioneers but national ones as well. Both played major roles in this area's growth into one of America's foremost resorts.

WQAM went on the air in 1921, WIOD in January 1926. The WIOD letters — Wonderful Isle Of Dreams — quickly became one of the nation's most famous call signs. Jesse Jay, the station's founder, had requested the letters when applying for the station's license.

Fred W. Borton, founder of WQAM and one of the real pioneers of broadcasting, remembers: "We took the call letters that were assigned at random by the Government. First we were WFAW, then WQAM, transmitting with 15 watts from the Electric Garage — the station's parent company on Southwest 1st street. Later we tried to fit a slogan to WQAM's letters but it didn't work out so we just called ourselves The Voice of Tropical America."

Dapper Fred Mizer, bookkeeper at Electric Garage, became bookkeeper, salesman and announcer at WQAM and one of the gag slogans for the letters was Women Quickly Admire Mizer. Because of midnight sign-offs, another gagster suggested We Quit At Midnight.

Both stations came up with many firsts in broadcasting. WQAM was first in broadcasting directly from a Weather Bureau office. Is there an oldtime Dade Countian who doesn't remember Richard W. Gray, a pioneer weather man, broadcasting hurricane warnings in a dry voice from the small Weather Bureau

in the Seybold Building? Borton says: "Most all the stations broadcast traffic observations from airplanes nowadays and make much of it. Why, WQAM would send up an observer in the Goodyear blimp back in the early '30s for a look at traffic now and then. There wasn't much traffic then, so the show would turn into a sort of airborne travelogue of the area."

WIOD was first in Miami with a national network. The station became an NBC affiliate in 1928 and has been with the network ever since. Early NBC carried Amos and Andy in those days, and Dade County would almost come to a standstill at 7 p.m. when Amos was about to marry Madam Queen. WQAM became a CBS affiliate soon afterward, about the time Kate Smith was starting out and Guy Lombardo and the Canadians were big for LaPalina cigars. A fellow named Bing came along on CBS soon thereafter.

Both stations did many programs from remote locations in the early days. White Temple and Trinity Methodist choirs, The Mens' Bible Class, the Alcazar and Columbus Roof orchestras, big bands such as Jan Garber's from the Coral Gables Country Club and the dance marathons from the Cinderella Ballroom. One of the earliest remotes originated at the old Royal Palm Park (pre Bayfront days) and featured Roger Pryor and his band over WQAM. The microphone was primitive — one of the early horn types — and Fred Mizer would announce and set a record playing in the WQAM studios in the McAllister Hotel, then dash madly to the bandshell two blocks away to stick his head into the horn microphone to announce Pryor's first number just as the record ran out at the studio. Mr. Borton recalls a listener calling in to say, "It's urgent that you get Mizer to a doctor. He's a very ill man — when he comes on the air with Pryor he gasps something awful."



Norman Mackay, early WQAM program director, and Jack Wade, who did a fishing report in the late '30s. — Fred W. Borton photo



Richard W. Gray, meteorologist in charge of the Miami Weather Bureau from 1911 to 1935 and Fred W. Borton, founder of WQAM, in studios atop Realty Board (later Postal) Building, subsequently torn down. Shown is a Western Electric condenser microphone, long since superseded by velocity and dynamic microphones. —Fred W. Borton photo



Dedication of the WIOD studios in the Miami News tower on a coast-to-coast NBC network broadcast in 1935. This was the largest radio studio in the South, seating 355 people. —Photo courtesy Radio WIOD

But far from being ill, Mizer was just out of breath from his run at Olympic speed from studio to remote.

Both stations have been at many locations in this area. In 1921 WQAM's studios and transmitter were in the Electric Garage, moving later to Northwest 4th Street (Electrical Equipment Company), thence to the McAllister for studios and the News Tower for the transmitter — its antenna a wire strung between the News Tower and the Alcazar Hotel. About 1930 WQAM's studios were moved to the Realty Board Building, now the site of Miami-Dade Community College downtown campus. In 1934 WQAM moved its transmitter to Northeast 14th Street and the Bay. In 1949, soon after the Herald bought 100% ownership, studios were moved to the Dupont Building.

When the Herald sold WQAM in 1956, studios were soon moved back to the McAllister for a few years and are now on Arthur Godfrey Road on the Beach but the transmitter is still on the Bay, in the Herald Building which went up in the late 50s, on the WQAM former transmitter site.

WIOD's early studios were in the Fleetwood Hotel on the Beach, the transmitter on Bungalow Island in the old Nautilus Hotel area. In 1932, studios were moved to the old Herald Building on South Miami Avenue. Sound isolation was so poor that you could hear the street cars clanging on Miami Avenue.



Miami Radio's first broadcast mobile unit — circa 1921. Used by Electrical Equipment Co, parent company of the original WQAM, as a public address truck for hotels, and to originate early radio remotes.

—Metropolitan Miamian photo, courtesy Fred W. Borton

When the Miami News—Cox interests bought WIOD in 1934, imposing new studios were built atop a lower section of the News Tower where programs originated until 1956. For a while in the '30s, WIOD's transmitter was off Northwest 17th Avenue, in the south Allapattah section; then in 1941, when the station went to 5000 watts power, a new transmitter building and towers were built on the 79th Street Causeway. Finally, in 1956, after a landfill, a combination studio-transmitter building was put up at the Causeway location. There were interim call letters along the way — WCKR — but in 1963 when the station returned to Cox ownership, WIOD's call sign was reinstated.

WQAM and WIOD were pioneers in FM broadcasting too. WQAM beat WIOD by one day in 1946 in getting FM on the air. WQAM dropped FM in 1956 and the channel became WAEZ-FM, now WOCN-FM.

Where are they now — the pioneer broadcasters of WQAM and WIOD?

Many of course are no longer with us.

But Fred W. Borton, truly Miami's Mr. Radio, now in his mid 80s, lives in northeast Miami. He is a widower and recently broke his hip but he hobbles on his walker to his den for a daily chat with his son in Savannah over his amateur radio station. Fred Mizer, retired, in his 70s, lives in the Gables and takes his sailboat out regularly. Walt Svehla and Phil Kelleher, announcers at WQAM in 1931, are retired and live in the area.

At last report, Jesse Jay, WIOD founder, was operating a hotel in Estes Park, Colorado; Jim LeGate, WIOD manager in the 30s, is retired and lives in Prescott, Arizona; and Scott Bishop, a WIOD program director in the 1930s, is semi retired, living in Adrian, Michigan.

Today south Floridians can tune in dozens of radio stations — AM and FM — and at least 9 TV stations. But to many oldtimers,

WQAM and WIOD call letters will always bring a twinge of nostalgia.

Even if they're not playing our song.



The WIOD directional antenna system and 5000-watt transmitter site, North Bay Causeway, 1941. Portions of the Bay were filled in 1956 to form the site now occupied by studios, offices, and transmitter site. Both towers have since been replaced because of hurricane destruction. —Photo courtesy Radio WIOD



One of the present WIOD towers being erected on North Bay Causeway, 1950. Note the open bay around tower before being filled in for Channel 7 and present WIOD building. —Photo courtesy Radio WIOD

HURRICANE SUNSET — Great Clouds for Mourning by Jane Wood Reno



The Miami River at the Flagler Street Bridge was left a mass of tangled debris after the 1926 Hurricane. The building in the far right hand corner is the Scottish Rite Temple on N.W. 3rd Street. —Photo collection of HASF Museum

Ms. Reno is a veteran local freelance writer whose work has appeared in many places.

Miami was a dull, dumb country — flat, with scrubby palmettos and skinny pines that were a shameful mockery of the noble *Pinus palustris* of North Georgia. The only redeeming things about the vast expanse of scratchy sawgrass swamp to the west were the high and noble skies and the canals full of bream. Those fish bit as fast as you could bait and throw the hook back in.

That was the way I felt about South Florida after we came here in 1925 — until the afternoon of September 16, 1926. I went down to the ocean on Miami Beach at 14th Street and stood there, beautystruck, skin and heart wriggling with wonder and delight.

I ran back to our house on Collins Avenue, calling, "Mother, Mother!"

She came down with me to the ocean and we watched the sunset. It was red and gold and pink and green and blue, from west to east. Lovely light bounced off high-flying cirrus clouds and low and broken puffy cumulus. They arched across the dome of heaven and the sky behind was blue and green. There was no rain, and just a nice breeze. You couldn't tell where the light was coming from, it was everywhere.

The Miami Daily News boys were shouting and holding up

late editions saying, HURRICANE TO HIT MIAMI, on the afternoon of September 17.

The kids went to the movies. Mother and Daddy and Uncle Roy and I played bridge until we all went to bed at about midnight. It was a bit gusty and rainy. Nobody knew anything about hurricanes.

When Mother woke me about 8 a.m. on the morning of September 18, saying despairingly, "Oh, Jane, there's been a terrible hurricane!" I jumped up and shouted, "Why didn't you wake me up?"

The doors and windows on the north side of the house were all blown in and everything on that side was wet and ruined. The car was wrapped around a fire hydrant. The sea flowed through all the streets of Miami Beach as far as we could see, about three feet deep. The sky was blue and clear and there was no wind.

Mother and Unc and I put on bathing suits and walked down Washington Avenue to get some milk and bread for breakfast and see how a friend had fared. Then came the wind from the south. Unc and I walked through it back home. Took us at least an hour, pushing against the wind and water, to walk six blocks. Picked up an exhausted snapper two feet long swimming down Washington Avenue and took him home for dinner. Held hands. Grinned at each other. Loved it.

The anemometers blew away when the wind got to about 135 miles an hour. A five-masted schooner, the *Rose Mahoney*, was lifted out of Biscayne Bay and set down beside Biscayne Boulevard, a lovely landmark for some years thereafter. It was estimated that gusts got up to 200 miles an hour in the second half. But if 200-mile-an-hour winds don't blow something off that hits you, or wash you away to drown, they don't hurt.

Got home to find: all the windows on the south side of the house blown in, everything wet except two dry places — the couch where Daddy was sleeping and the closet where the kids were curled up on the dirty clothes. The kids said they had gone down to the beach in the lull and found a dead man washed up on a porch.

After it was all over, mosquitoes came in through the torn screens, swarmed. Pumps started pumping salt water. The National Guard was an officious nuisance. We had food rationing, \$2 per family maximum per day, on Miami Beach for a few days because nobody could cross the one causeway except on foot. Uncle Parks did, to see that we were all right.

Father Viñes in Havana in the 19th century first described the great sunsets as precursors of hurricanes. Mother still gasps at such sunsets today — she remembers that one so well she claims any gorgeous sunset frightens her. After that I saw curb hops

standing in the street in Coral Gables on the afternoon of September 14, 1928, looking at a sky that was all gold. On September 16, 1,836 people died, mostly drowned round Lake Okeechobee. Our motor broke down near Lignum Vitae Key on that Saturday of 1935, and I couldn't work on the motor properly for watching the sunset. The Labor Day storm was the worst to hit land in the western world until Camille, drowning 408 people, a lot of them veterans of World War I.

But I have loved Miami ever since my first hurricane sunset.

GREAT CLOUDS FOR MOURNING is the title of an unpublished short story by a much better writer than I ever was — Peg Brigham.

HISTORY'S NO LONGER A MYSTERY

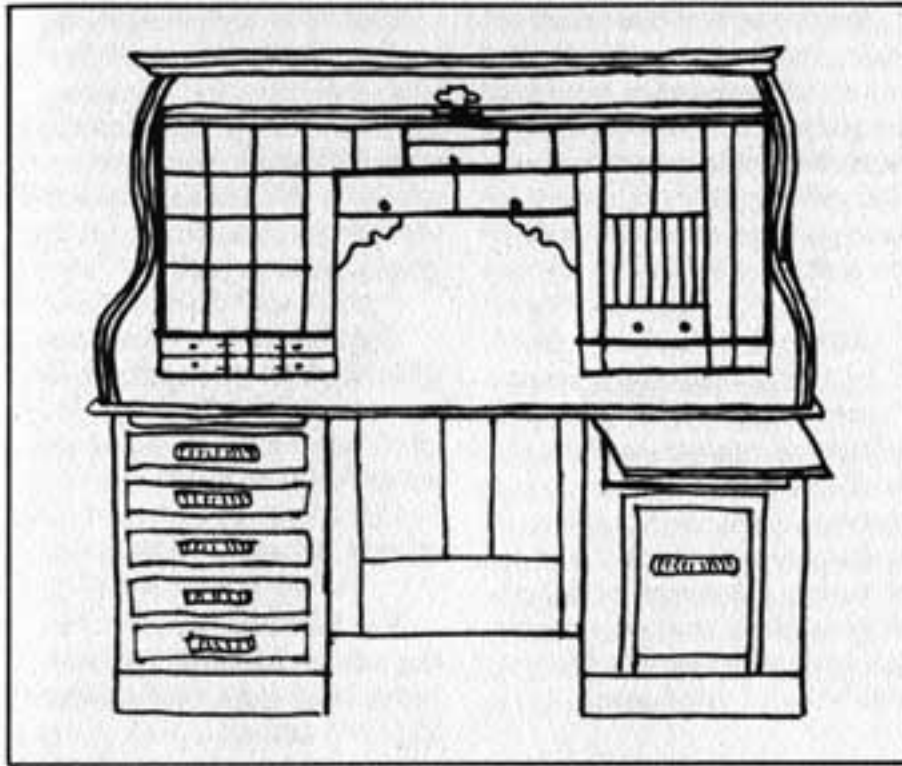
Answers to Puzzle

(from page 11)

DOWN: (1) mango (2) oiled (3) dressed (4) no (5) glee (6) Band (7) 1st (8) Deerings (9) Miami (12) Dadland (16) ban (19) sand (20) Vero (21) TL's (22) IOU (23) Pancoast (24) at (25) numbered (27) North (28) Leon (32) Ybor (35) Buena (36) Inn (37) so-so (39) wit (43) Thy (45) RR (46) O.B.

ACROSS: (1) mockingbird (9) mall (10) Olas (11) inland (13) entre (14) aged (15) abed (17) mod (18) D.A. (19) st (20) Venetian (23) panel (26) Long (27) natural (29) suds (30) on (31) money (33) RC (34) Dobbins (38) Tower (40) noun (41) Hair (42) rents (44) Stern (47) Ho (48) dr. (49) Brady

THE DIRECTOR'S DESK by David T. Alexander



ACQUISITION!

One of the most exciting moments in museum work comes with the arrival of new materials for the collections. Items arrive at a steady rate, but the stories of how each was acquired vary greatly, providing endless human interest, some of which we will review here.

Early this summer, while visiting our good colleague Bernard Davis, President/Director of the Miami Museum of Modern Art, we met by pure coincidence Mr. Harvey Probbler of New York, a collector of Haitian art. Mention was made of woodcarving of Haitian revolutionary leader Toussaint L'Ouverture that the Historical Museum Director had seen in Miami some years ago. The carving reposed in a local junk shop bearing the inscription, "This is not a mu-

seum. . . all of OUR junk is for sale!" The price matched the sign, so the bust went elsewhere. Mr. Probbler asked for a list of personages we might desire to see portrayed, promised to "look around" when next in Haiti. Our surprise can be imagined when we soon after learned that this most generous donor, friend of a few minutes' accidental contact, had commissioned five busts for us. We waited with growing anticipation. Then one day a vast crate materialized on the loading dock, accompanied by a highly interested truck driver, who kindly assisted the uncrating to see just what heavy objects he had been lugging around the countryside. The busts emerged one by one: Toussaint L'Ouverture, "greatest of the blacks"; Jean-Jacques Dessalines, "the tiger" who declared Haiti independent in 1804, his great cocked hat askew

in the carving as in life; the sinister visage of the first President of the Republic, Alexandre Sabes Pétion; the forthright Henry Christophe, President, King as Henry I, who transformed one half of Haiti into a flowering garden, building palaces, Chateaux and the great Citadel La Ferrière; and finally the obscure Faustin Soulouque, an illiterate ex-slave, ex-soldier who declared himself Emperor Faustin I in 1849. Certainly a rich historical lineup, these primitive busts typify the interesting *Art naïf* of the Haitian people.

Frequently, really wonderful material comes marching in, as it were, to surrender. Donors like Mr. Frank W. Chapman often bring assortments of books or artifacts, politely inquire whether we want the material. In Mr. Chapman's case, his offering included the fabulously rare *History of Miami & Dade County* by Rev. E. V. Blackman and Caroline Rockwood's 1890 *On Biscayne Bay*. Expeditions to pick up things often yield astounding results. This summer, the old Bulmer Apartments were about to be demolished, and Mr. & Mrs. William Brickell kindly offered us some fine objects, including a complete set of "clock golf," a kind of ancestor of miniature golf, played in a circle of numbered positions, a fine putting exercise which took up little actual area. This game was highly popular in the early days of Miami, the old Royal Palm Park particularly being a major center of this recreation. Most remarkable, however, was the discovery of William B. Brick-

ell's original tombstone, which had been placed in the basement of the Bulmer after the pioneer family was moved to Woodlawn mausoleum. It seemed a pity to let it remain, so the Curator of Exhibits and the Director proceeded to manhandle this thousand-pound (or so it certainly felt) block of granite from the partially flooded basement, up four feet to the grass, up again three feet onto the truck, then two feet more onto the museum's loading dock! All in a day's work, since historical agencies simply do collect large, unwieldy objects.

Finally, trips which yield little of what was expected when we set out, may produce wholly unexpected finds. Our old-house-searching crew in August included Dr. Thelma Peters, the Research Librarian Patsy West and the Director, in the attic of Dr. James M. Jackson's old examining office. This historic structure, moved in 1916 from downtown Miami to the Southeast section, had almost nothing of Dr. Jackson left, but much valuable material on the early days of the University of Miami was discovered, making the trip a resounding success.

Stories such as these are endless; a whole book could easily be written on this theme, one of the most satisfying in the museum scene. Perhaps you can provide another! If you have material you might like to donate, don't hesitate to call, so another chapter may be added to Acquisition!



Primitive portraits of Haitian leaders, by W. Chery, gift of Mr. Harvey Probbler. Left to right, Toussaint L'Ouverture, Jean-Jacques Dessalines, Henry Christophe, Alexandre Pétion and Faustin Soulouque.

BOOK REVIEW SECTION



Mr. Hope is a hurricane specialist at NOAA's National Hurricane Center, Coral Gables

OSCEOLA, THE UNCONQUERED INDIAN
by William and Ellen Hartley.
New York: Hawthorn Books, Inc.
1973 293 pp, maps, illustrations,
\$9.35 (tax included)
Reviewed by John R. Hope

The general reader, the casual student of history, and in particular those who wish to learn more of the people who inhabited the unspoiled wilderness of much of north and central Florida when our Republic was young and whose descendants are today our neighbors in south Florida, will want to add this book to their collections. It is an account of unparalleled courage and perseverance in the face of overwhelming odds.

Mr. and Mrs. Hartley, Miami-ans and authors of many magazine articles and a number of books, explain that the Seminoles, who had become an identifiable group in the early eighteenth century, were made up of tribes (mainly Creek) forced southward during earlier wars and subsequent harassment, and the remnants of Florida's aboriginal Indians. Caught in the struggle for power involving Great Britain, Spain, and the United States, the Seminoles were forced farther southward by General Andrew Jackson and his troops during the first Seminole War (1817-1818), where they hoped to obtain sanctuary in Spanish Florida. This hope evaporated when all of Florida was ceded to the United States

in 1819. Then, in 1830, President Andrew Jackson, who had been propelled into prominence by his military exploits against the British and the Indians, signed into law the bill requiring all southeastern Indians to be removed to reservations west of the Mississippi River. Thus the stage was set for the second Seminole War and the emergence of the great Seminole leader, Osceola.

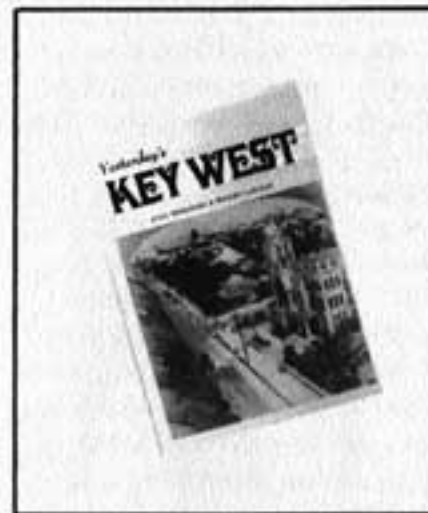
After having adequately sketched the background of these events, the authors, drawing on many contemporary and later sources, describe how Osceola, who was not an hereditary chief or a native Seminole, rallied much of the Seminole nation to resist the Removal Act, which was believed to be unjust and in violation of previous treaties. The reader travels with Osceola through the wilderness for nearly two years as his small guerrilla bands harass and thwart the vastly more numerous United States troops sent to Florida to enforce the Removal Act. The reader will feel no sense of pride as he is reminded of the treachery which imprisoned Osceola as he sought to parley under a white flag. This event was followed quickly by his death in 1838 of natural causes at the age of 34.

The remainder of the war, during which some fighting continued until 1855 and small Seminole bands were pushed farther and farther south, is described briefly. In the Epilogue we learn how the descendants of these bands have extended their culture into the present century and have adjusted to the inexorable encroachment of civilization into the areas surrounding the swamps of south Florida.

The book provides a good insight into the culture of the Seminoles of Osceola's day. Much is included concerning the role of women and children during the struggle. The special relationship of the Blacks (many of them runaway slaves) with the Seminoles is discussed.

Some may feel that the American comes out second best a bit too consistently when his character and motivation are compared to the Seminole's, although it is acknowledged that both factions were guilty of atrocities during the war.

Although the authors make it clear they are recounting what "could have been," there are a number of passages in which Osceola and his associates engage in conversations in which direct quotations are used in the style of a novel. One wonders whether the authors' purposes would not have been served at least as well without this device.



Mr. Ellis is an aviation weather forecaster at National Weather Service, Coral Gables.

YESTERDAY'S KEY WEST
By Stan Windhorn & Wright
Langley. E.A. Seemann Publish-
ing, Inc., Miami, Florida \$7.95
Reviewed by Nathan Ellis

The authors, both of whom are affiliated with the Key West office of the Miami Herald, have indeed emerged with a worthwhile contribution to the historic cities series. The importance of their work is underlined because, on undertaking their project, they were reminded that no qualified author had yet bothered to write a reliable, objective, and comprehensive history of Key West. Additionally, the authors learned that no single sizable collection of photographs and sketches existed from which they could draw.

Thanks to the cooperation of scores of Key West residents, businesses, libraries, museums, and other institutions across the state and nation, the authors were able to collect thousands of photographs, many of them previously unpublished.

The book is a delightful historical and photographic chronicle, covering the period from 1822, when the first permanent settlers came to Key West, to 1950, the era of President Truman's "Little White House".

The historical narration by the authors is concisely structured, lucid and smooth, factual and non-controversial.

In chronicling the history of this most unusual city, without passing judgment, the authors touch on areas of religion, labor, industry, education, government, civic pride, city officials and prominent citizens. As in all histories, Key West had its share of sharp and violent controversy, when tensions ran high.

Such controversy, for example, surrounded the cigar industry. In 1894, William Seidenberg, the most outspoken anti-labor cigarmaker, imported Spanish workers from Havana as strikebreakers, which he did with the aid of local officials. Eventually the cigar industry moved to Tampa.

Key West has been described as "A land that is mostly water, and an earth that is mostly sky". It has had a remarkable history. In 1822 it was suggested that it come under British dominion as a westernmost island of the Bahamas, or under Spanish rule as a Cuban outpost. A year after the Floridas were ceded by Spain, John Quincy Adams, U.S. Secretary of State, received a suggestion from W. G. D. Worthington, territorial secretary, that Key West possibly belonged to the United States. Doubt as to its status was understandable; it misses being in the tropics by 30 miles, its physical appearance,

atmosphere and much of its language were Caribbean, commerce and government were allied with Havana and socially it had closer ties with Nassau.

John W. Simonton, a New Jersey trader with interests in New Orleans and Mobile and influential friends in Congress, purchased the island from a Spanish artillery officer, Juan Pablo Salas, for the equivalent of \$2000. The officer in fact sold it twice, the other time for a sloop valued at \$575. The sloop trader sold it to General John Geddes, former governor of South Carolina, who engaged in litigation against Simonton.

With this unique beginning, Key West for more than half a century was to become Florida's wealthiest and largest city; even in 1913 it had a population of 23,000. It went bankrupt in 1934, with more than half its population on relief. It planned its first annual International Exposition for early December 1935, only to have the Labor Day hurricane of that year ravage the Keys.

A few highlights in the city's history include completion of Henry Flagler's overseas railroad in 1912; completion of the overseas highway in 1938; ups and downs of the sponge, fishing and cigar industries; (Key West's problems have been largely economic rather than ethnic;) the major fire of 1886; hurricanes of 1846, 1909 and 1910 but with little loss of life around Key West itself; visits by Presidents Grant, Taft, Roosevelt and of course Truman.

There is said to be a Lorelei lure to Key West. Personalities who loved to visit there included President Harry S. Truman, philosopher John Dewey, poet Robert Frost, and writer John Dos Passos, Max Eastman, and Ernest Hemingway, who was inspired to write "To Have And Have Not".

The book contains a treasure of 235 sketches and photographs, many of them rare. Included are pictures of President Grant, Gen-

eral Phil Sheridan, an early photo of Hemingway, World War I submarines, fighters Jess Willard and Jack Johnson, the USS Maine, Sally Rand, mule-powered streetcars, and many others. Along with the narration, the photographs and captions have the wonderful, magic quality of giving the reader a vigorous grasp and feel for the life and times of decades gone by.

Photographs are fun to look at and this well-written book would make a wonderful gift to a person of any age; a child to give him a link with the past and greater understanding; an adult for nostalgic reflections; a visitor to make his trip more meaningful; and a Chamber of Commerce to blow its horn.

There is an implied wealth of material in the contents, untapped, which should whet the appetite of a social scientist interested in further research, whether it be on the Buccaneer era, the fishing industry, politics or international relations.

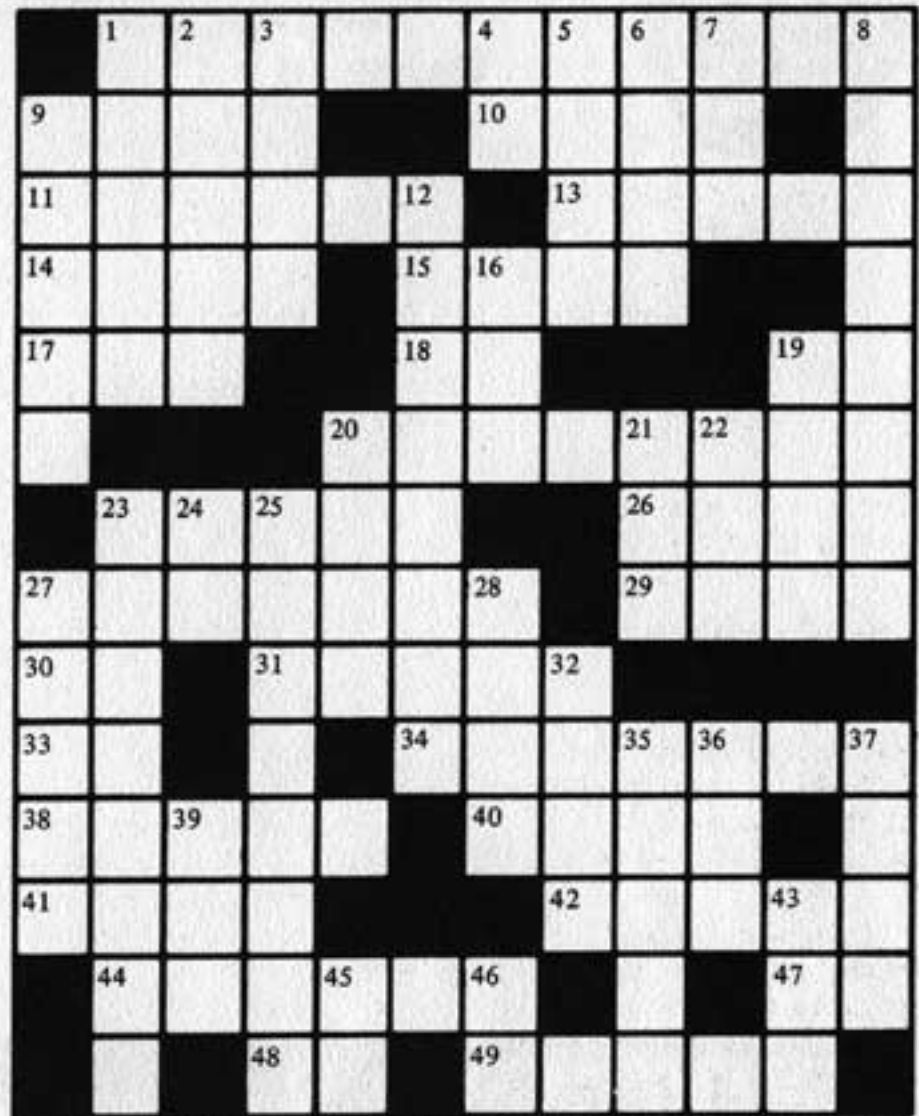
Finally, we would hope that the authors have plans to add a supplement to their volume; Key West, 1950-1976, would be a fitting commemoration for the city's role in our nation's 200-year history, further memorializing important places, events and people.

The book is well worth your while, a welcome addition to your library with a reminder that today is tomorrow's yesterday.

All books reviewed are available at the Historical Museum's sales desk.



HISTORY'S A MYSTERY by Thelma P. Peters



ACROSS

1. State bird
9. Once carried by barefooter.
10. Las _____ Boulevard.
11. Not on the coast.
13. _____-preneur, like H. Flagler.
14. Mellowed.
15. Not up.
17. Kind of Haircut.
18. One in every old "Perry Mason".
19. Yes in Calle Ocho.
20. Pool or Causeway.
23. TV Show Participants.
26. _____ Key Viaduct.
27. Famous _____ bridge.
29. Useful at the Laundromat.
30. Forward.
31. Use in lieu of credit card.
33. Soft Drink.
34. In Correll's Livery Stable.
38. Freedom _____.
40. A word used as a name.
41. Popular stage show.
42. One source of income.
44. For emergency cooking.
47. "Westward _____."
48. Like st. boul. or rd.
49. 1898 grocer in Miami.

2. Had a lube job.
3. Dressed.
4. Negative.
5. A kind of club.
6. Arthur Pryor's.
7. A follower of.
8. James and Charles in early Miami.
9. Home of the Dolphins.
12. Popular shopping mall.
16. A no-no.
19. _____ spurs, a garden pest.
20. Florida East Coast town.
21. Old-fashioned "compliments".
22. Expect payment at later date.
23. A developer of Miami Beach.
24. Located.
25. Numerically designated.
27. Where the tourists come from.
28. Ponce de _____.
32. Old Tampa's Cuban community.
35. _____ Vista.
36. Green Tree _____, early Miami.
37. Indifferent condition.
39. Mental keenness.
43. _____ will not my will.
45. Crossing sign.
46. Where football reigns.

DOWN

1. Popular summer Florida fruit. (Answers page 8)



HISTORICAL ASSOCIATION OF SOUTHERN FLORIDA
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WINTER PROGRAM SERIES

Historical Association of Southern Florida has long presented a winter program series. The 1973-1974 series is scheduled for the first Tuesday each month, October through March, at 8 p.m. in the Museum of Science auditorium, 3280 South Miami Avenue.

The subjects chosen are usually of special interest to residents of southern Florida, but sometimes they are statewide in subject matter.

In October Dr. Charlton W. Tebeau talked about the year 1926 as it had been reported in the newspapers of the year.

In November Mrs. Emily Vance and Mr. and Mrs. Wilbert J. Bach reminisced about reporting the news in the area in the twenties. They had worked for the *Metropolis*, the *Herald* and the *Tribune*, and Mrs. Bach had published the *Miami Beach Pictorial* in the 1930s. She placed in the library of the Association a complete file of the Pictorial.

In December Florida's Secretary of State Richard "Dick" Stone, who comes from Dade County, discussed the state's program to conserve our historical heritage. Florida is making dramatic, if sometimes belated, efforts to make up for lost time and get an effective program. This involves land and marine archaeology and historical records in the form of artifacts, public and private records, natural sites, and man-made structures.

Programs for the three first Tuesdays in the new year have been determined, but the order in which they will be presented must await the availability of the speakers.

One will be an illustrated lecture on the architecture of Coral Gables by Professor Woodrow "Woody" Wilkins of the School of Architecture at the University of Miami.

At another date Professor Harry Kersey of Florida Atlantic University will discuss the work

of the south Florida families in the Indian Trade. Most familiar names are Stranahans at Fort Lauderdale and Brickells at Miami.

The third program will be a description of the excavations at Fort Taylor in Key West where guns and implements of the Civil War period have been dug out of the sand.

Audience participation by questions and by contributing new information is encouraged. A reception in the Museum of the Association in its building which adjoins the Museum of Science offers an opportunity to visit with the speakers and other guests as well as to examine the exhibits. This year the programs are being taped and the recordings, not the illustrations, will be stored in the library for reference.

In charge of programs are Dr. Thelma Peters and Dr. Charlton W. Tebeau. Suggestions are invited.

MISS HARRIS' ALUMNI

ATTENTION ALL ALUMNI OF MISS HARRIS' FLORIDA SCHOOL.

On Saturday, January 20th, the Historical Association of Southern Florida is planning a 96th Birthday Party for Miss Julia Harris, who headed the school from 1914-1971. Her portrait will be permanently displayed on the Portrait Wall and she will be there to greet alumni and friends. We are anxious to locate all former students and faculty members so they may join us for this very special occasion. Movies of the school, including graduation ceremonies, will be shown.

Garlin Wood Lewis (Mrs. William C. Lewis, Jr.) is chairman of the event.

IF YOU ARE AN ALUMNUS OF MISS HARRIS' FLORIDA SCHOOL OR KNOW SOMEONE WHO IS, PLEASE CALL THE MUSEUM AT 854-3289.