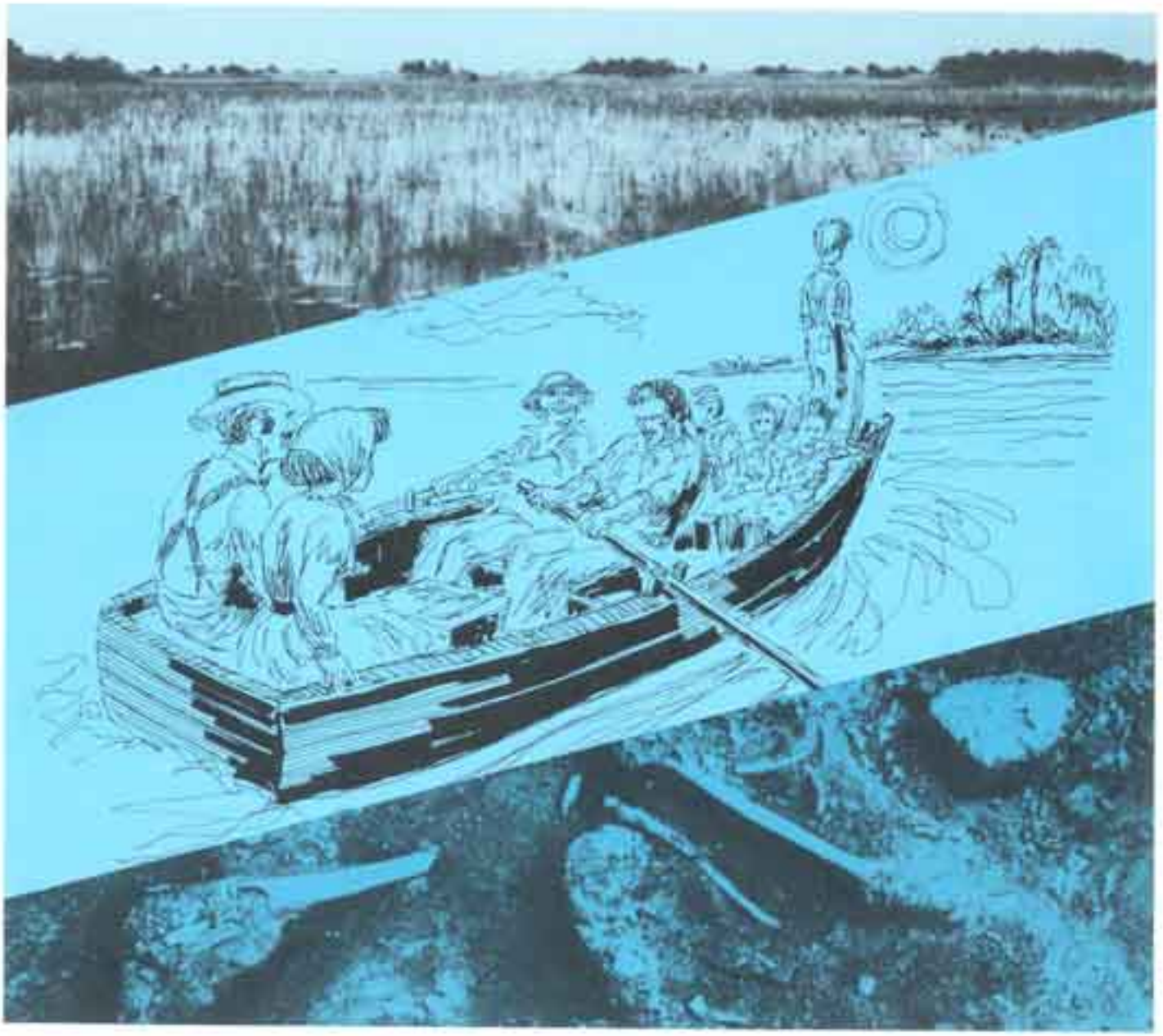
## Water + Land + People = ?

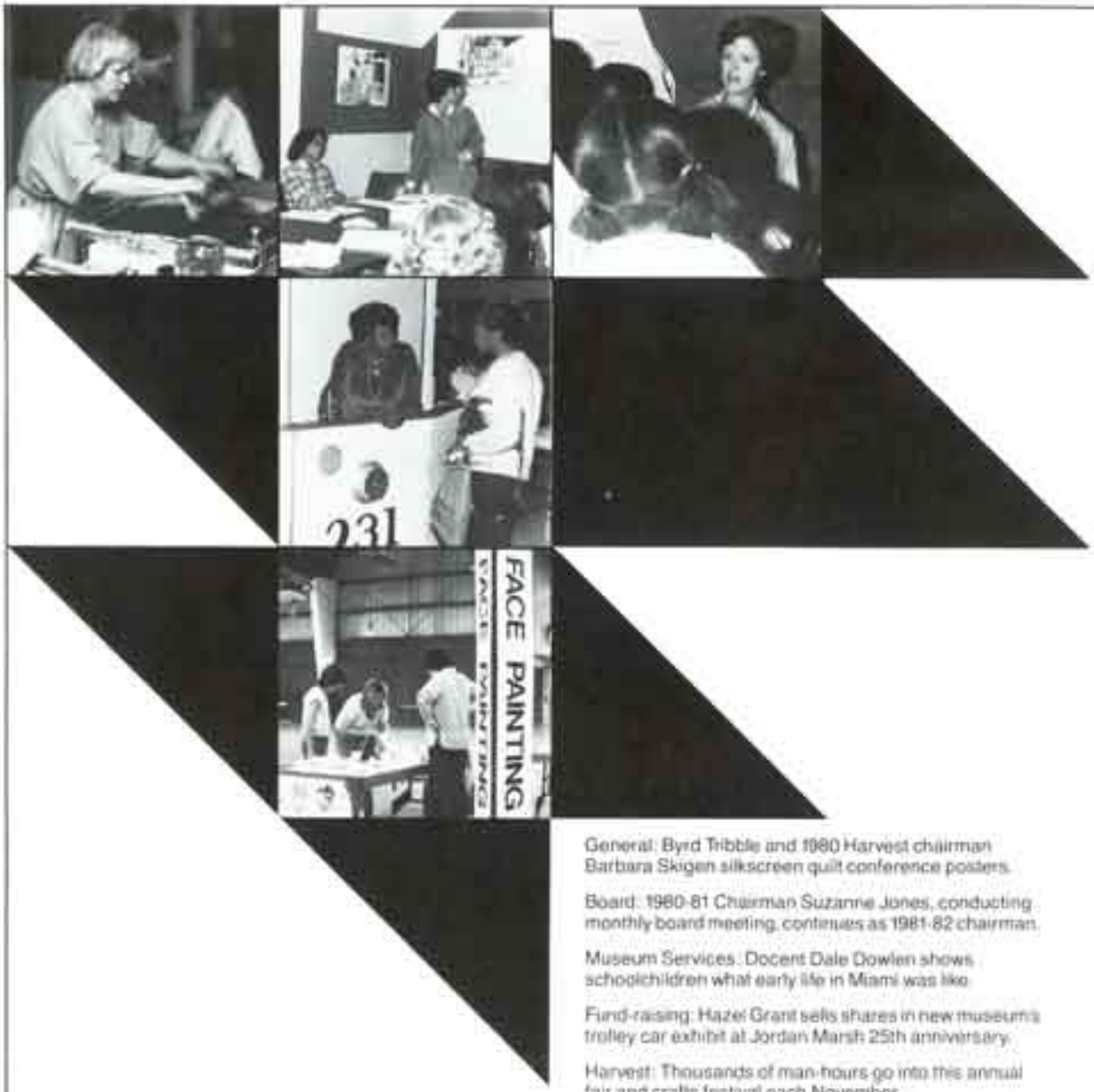
## A Tale of a Trolley

The Historical Association of Southern Florida

# UPDATE

Volume 8, Number 2 May, 1981






General: Byrd Tribble and 1980 Harvest chairman Barbara Skigen silkscreen quilt conference posters.

Board: 1980-81 Chairman Suzanne Jones, conducting monthly board meeting, continues as 1981-82 chairman.

Museum Services: Docent Dale Dowlen shows schoolchildren what early life in Miami was like.

Fund-raising: Hazel Grant sells shares in new museum's trolley car exhibit at Jordan Marsh 25th anniversary.

Harvest: Thousands of man-hours go into this annual fair and crafts festival each November.

Museums may seem somewhat static on first acquaintance; the more intimate your association the more the joint jumps. The Tequestans, the service group of the Historical Association of Southern Florida, is a whirlwind of activity all year long. Its sixth year is just starting and the Tequestans invite members of HASF to join them in promoting appreciation and importance of Miami's history, to learn new skills or develop new ones, and to help them in raising funds for HASF to expand its museum and programs. Call Leslie Rivera, 854-3289.

TEQUESTANS

Volunteers in service to the Historical Museum

The Historical Association of Southern Florida

UPDATE

Published quarterly by
**The Historical Association of Southern Florida**
3280 S. Miami Avenue
Miami, Florida 33129

**Marie Anderson**
EDITOR
**Mrs. James S. Wooten**
PUBLICATIONS CHAIRMAN
**Don Altshuler**
MANAGING EDITOR
**Laura Stearns**
ASSISTANT
**Jack Kassewitz**
**Arva Moore Parks**
**Thelma Peters**
**William Primus**
**Frank Soler**
ADVISERS

**Update** is the magazine of popular history published quarterly by the Historical Association of Southern Florida. Designed to appeal to a broad audience, it presents articles, illustrations, and photographs which help to capture the known and the little known aspects of South Florida's past in a lively, informative and attractive manner.

**Receipt of Update** is a privilege of membership in the Historical Association, a non-profit cultural, educational and humanistic organization dedicated to providing information about the history of South Florida and the Caribbean and to the collection and preservation of material relating to that history. Association programs and publications are made possible by membership dues, gifts from private sources and grants from federal, state, and local government agencies.

**Categories of membership** in the Association include individual, family, donor, sponsor, fellow, corporate. For information regarding membership fees and benefits, contact the Association at the address above.



# Contents

## The Water, The Land, The People

Marjory Stoneman Douglas calls it River of Grass. It is the Everglades, neither land nor water, but the people who live with it want it to be both.

### The Water 3

Jeanne Bellamy traces a history of good intentions that turned out not to produce the best of results.

### The Land 8

Raymond Lang peeks between the highrises on Brickell Avenue and discovers a civilization 2500 years old.

### The People 8

Ida Perdue Myers takes a trip to the beach in 1915 and comes home the long way 'round.

## Number 231: A Tale of a Trolley 12

Forty years after Miami's mass transit system of electric cars was retired one of them is preparing for a second debut.

## Departments

Letters 2
Around the Museum 2
Book Review 14
Out of the Trunk 15
The Final Word 16

**On the Cover: The Everglades in its natural state; a Miami family taking a trip to the beach 65 years ago; remains of a Tequesta Indian uncovered on SW 8th St. in a recent archeological excavation. Stories begin on pages 3 and 8.**

**Photo Credits: p 3 South Florida Water Management Board (SFWMB); p 4 SFWMB; p 5 adapted from diagrams by Don Cravens in Miami Herald pamphlet "Taming the Everglades" by Jeanne Bellamy; p 6-7 SFWMB; p 8-9-10-11 City of Miami Office of Information and Visitors; p 11 sketch, William S. Bodenhamer; all others Historical Association of Southern Florida.**

## LETTERS

### CHARTER/FOUNDER

*I think that you perhaps have been not quite correct in the distinction that you make on the last page of the February 1981 UPDATE between the Founding Members and the Charter Members of the Association.*

*Unless my memory fails, the Founding Members were that small group that met at Ruby Carson's under the leadership of Gaines Wilson, planning over many months what the association might be, what its name would be, how to attract members, how to interest the University of Miami in joining with us in providing space for exhibits, collections. I believe that each member of that group did contribute something – perhaps it was five dollars – to help get the Association off the ground.*

*Charter Members were those who joined on or about the time of the organizing meeting, their fees kept low so that we could tempt many, which I think we did.*

*But I speak from memory only – check with Marjorie Douglas.*

*Congratulations on the fine job that you are doing with UPDATE, and all else besides. It joys us to see the HASF grow to such splendid size from its small but eager beginnings.*

*Lewis Leary*
*University of North Carolina*
*Chapel Hill, NC*

Following the initial meeting of twenty-three at James and Ruby Leach Carson's home an executive committee appointed by George Merrick and Gaines Wilson met Jan. 18, 1940, again at the Carsons' home. In the minutes of that meeting:

"Mr. Leary suggested that there be two forms of membership, charter members being listed at $5 for the first fee, and subscription members at $1. All dues after the first year would be $1 per member. It was also decided to make up a list of all those thought to be interested and to send out letters offering membership, which would also have a statement of the general aims and program of the contemplated society, and stating that an organization meeting was to be held shortly, of which they would receive notice."

In a letter from Secretary Gaines Wilson dated April, 1940 the first meeting is announced. To be held April 23 at 8 p.m. in the University of Miami Administration Building (formerly San Sebastian Hotel), it would include a program of four speakers and an election. The closing paragraph states:

"A list of those who will be especially interested in historical matters has been made up and you are invited to become one of the Charter Members. Dues have been placed at a minimum so that all those interested may become members. Charter membership (dues $1) will be open through the evening of the organization meeting. A special founding membership of $5 is available to those who wish to make a larger contribution. Annual dues for all members will be $1 after the first year, and all will receive copies of the publications of the society."

The archives contain no record of what happened to Mr. Leary's suggestion of $5 charter memberships, made at the Jan. 18 executive committee meeting and apparently agreed to, but by the time the April invitational letter went out Charter memberships were offered at $1 with a special founding membership at $5.

Like Lewis Leary, Marjory Douglas paid the $5 but says she can't remember any great discussion about it "so you'd better go along with what your archives say."

### AN ACQUISITION

*I am sending you a couple of photo albums with pictures and "set-ups" for publicizing Miami from 1935-1942. This material was sent to me recently to pass on to you by Hamilton Wright, Jr., who was director of news service for the City of Miami publicity department at that time. He thought maybe it would be of some value to the historical society.*

*B. Hiram Blakey*
*11001 SW 88 Ct.*

### RE BURDINE

*Thank you very much for the additional copies of UPDATE I ordered. The Burdine article was excellent and since I have resided in Miami since 1903 I am always interested in articles such as this one.*

*George E. Whitten*
*5660 Collins Ave.*

George Whitten was a second-grader in school when his parents moved to Miami from Palatka where he was born. William Burdine's store had been operating five years. George worked there during summer vacations from Stetson University's business college and became an employee after his graduation in

► Continues on page 16

## AROUND THE MUSEUM

While work continues on our new home in the downtown Arts and Cultural Complex, HASF's Curator of Exhibits, Bob Burke, is busy designing the new exhibits which will occupy the third floor gallery.

Based on two major themes – Bob is designing a series of exhibits that follow in a chronological progression. The theme of South Florida's unique environment will introduce us to the area's bays and beaches, the coastal ridge and pinelands, and west into the wetlands of the Everglades. The exhibits will show the different trees, grasses, animals and rocks found in each of the areas.

The second theme is the arrival of man and his interaction with the environment, beginning with the prehistoric Indians. We'll be able to see how the Indians made a life for themselves by observing the tools and crafts they made.

Onward through history to the period of International Rivalry, during the Colonial Period, which sent several of the European powers after possession of Florida. Then comes the period of Southward Expansion during the 1800's. During this time South Florida's modern day history comes to life. The exhibits highlight the warring period between the Seminole Indians and the white settlers, Key West and the "Wrecking Industry," and the Homesteading of the land with the arrival of Miami's pioneers. Early Coconut Grove, Lemon City, the post offices and trading posts are featured.

Then, as new people continue to arrive – new technology is quickly changing their lives. The exhibits feature this time of Henry Flagler's railroad, trolley cars in Miami, dredging and draining, and Miami's boom time in the hey days of the 1920's.

We see more changes following the 1926 hurricane, the stock market crash and World War II. The exhibits show Miami as it becomes a major metropolitan area, featuring the waves of new people flocking here.

There will be extensive use of rare photographs throughout the exhibits, as well as artifacts and various audio-visual displays. Plans are to supplement the exhibits with docent tours and educational programs which might include visits to present day sites featured in the gallery. And of course, information will be presented in English and Spanish.

The second floor will include the gift shop, an orientation theatre, the library and temporary exhibits. Museum offices and classrooms will be located on the first floor, as well as a storage area.

All in all, the new museum will

► Continues on page 15

# The Water, The Land, The People

BY JEANNE BELLAMY

"Once altered, the landscape and plant and animal life can never be restored to its natural condition."

So says the Jacksonville District of the United States Corps of Engineers in a report on the Shark River Slough area of the Everglades. The insight is useful. Its truth can be seen in the changes wrought in the Everglades over the past hundred years.

Men of the 19th century had no wish to preserve the natural state of the great swamp. Their aim was to remold it nearer to their hearts' desire. Many persons today share that view. At least a few would like to preserve as much as possible of the unique wilderness. Their reasons are practical as well as idealistic.

Over the years, leading voices have called for reshaping the Everglades. Their intentions were good. For example, Florida's first Legislature in 1845 petitioned Congress to send engineers to examine the Everglades. The lawmakers said that "recent information derived from the most respectable sources has induced the belief ... that at a comparatively small expense the aforesaid region can be entirely reclaimed, thus opening to the habitation of man an immense and hitherto unexplored domain, perhaps not surpassed in fertility and every other natural advantage by any other on the globe."

"The most respectable sources" of 1845 had incomplete information about the fertility and other natural advantages of the Everglades.

Still, the underinformed enthusiasm persisted. One of Florida's first two U.S. senators, James D. Westcott, Jr., pushed the project in Washington. He prodded the Secretary of the Treasury, R.J. Walker, into commissioning Buckingham Smith of St. Augustine to make a reconnaissance of the Glades. At the senator's suggestion, Walker sent the revenue cutter Wolcott, skippered by Lieut. Francis Martin, to take Smith around the peninsula. The voyage from St. Augustine to St. Marks lasted from August 8 to October 8, 1847. Their longest inland expedition spanned seven days from the mouth of the Miami River. Five sailors used poles to propel their long, narrow, shallow-draft "batteau" to a point 55 miles from the ocean. Notes were kept by both Lieut. Martin and Smith, a lawyer and scholar.

After gathering 27 documents, including letters from military officers who had been inside the Glades during the recent Seminole War, Smith wrote his report on June 1, 1848. Here is a key excerpt:

"To reclaim the Ever Glades and the Atseenahoofe and Halipatiokee (Big Cypress and Allapattah) swamps, and the low lands on the margin of the Kissimme river and its tributaries, and the other rivers emptying into Lake Okeechobee, this lake must be tapped by such canals running into the Caloosa-Hatchee on the one side, and into the Loca-Hatchee or San Lucia, or both, on the other, and cuts must also be made from the streams on both sides of the peninsula into the Glades."

Smith estimated the cost at $500,000 at most. He found fewer than 50 white persons in the whole region, but predicted that it could ultimately house the amazing number

▶ Continues on page 4

of "perhaps 250,000 souls." All Florida then had only 70,000 people.

Smith had one reservation about the soil. He wrote that "when dry and broken to pieces, it becomes an impalpable powder" of the consistency of snuff. "Whether it is of such a character that, without the admixture of loam or other soil, it can be relied upon for cultivation of anything, can only be determined by actual experiment."

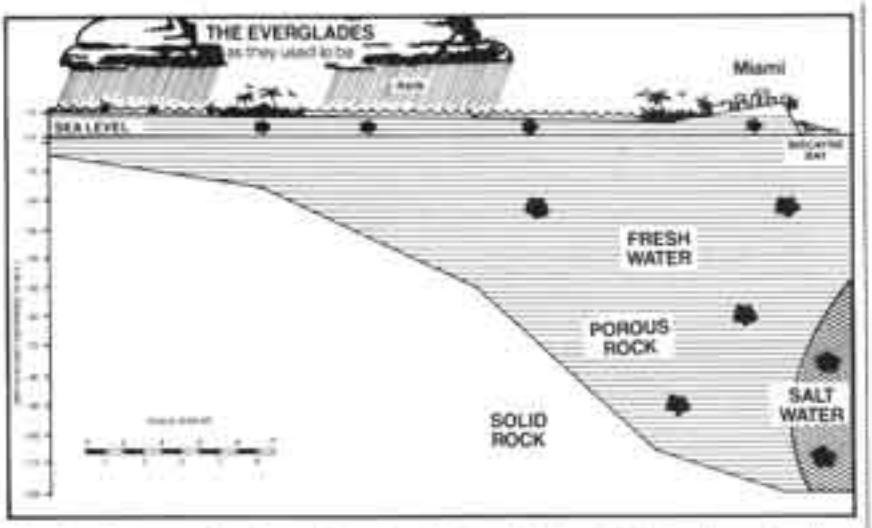
His qualm was justified. Early crops, planted some 60 years later, shot up like Jack's beanstalk, then withered without fruiting. It took scientists several years to find out that the black muck lacked minor elements – the trace minerals without which vegetables cannot be formed. That discovery was unavailable to Buckingham Smith and his contemporaries.

Florida, like other states, had been dunning the federal government to hand over swamp and overflowed lands. The Swamp Land Act of 1850 gave them what they wanted. Florida's General Assembly promptly set up the Internal Improvement Board to manage the gift. In 1854, the board reported a need for railroads to connect Jacksonville to Pensacola, Fernandina to Tampa, and a St. Johns-Indian River canal. The report recommended using state lands to help private companies build these improvements. The General Assembly acted on the report in 1855 by creating the Internal Improvement Fund to be administered by the governor and four other state officials as trustees. They began shoveling out grants of 200-foot strips for rights-of-way, plus alternate sections of land six miles wide on both sides of the proposed tracks.

By 1881, the Internal Improvement Fund was so hogtied by over-commitments and litigation that Gov. William D. Bloxham came to the rescue through selling 4,000,000 acres to Hamilton Disston of Philadelphia for 25 cents an acre. Within four years, Disston's dredges had dug canals linking lakes in the upper Kissimmee valley, where drained land produced

**Still water, when too high, can drown tree-islands whose teardrop shape was carved by the lazy current. These tree islands are at north end of Everglades National Park.**

**Construction of Hoover Dike after 1928 hurricane drowned 2,000 people southeast of Lake Okeechobee has cut off natural overflow; two canals drain high water swiftly.**




**Shaded area above sea level shows fresh water below undrained Everglades flowing into Biscayne Bay and seeping down through porous rock, holding back salt water. ▸**

crops. His dredges also straightened and deepened the Kissimmee River and connected Lake Okeechobee with the Caloosahatchee. The rest of the giant job proved too much for Disston's resources. So the drainage dream faded until the start of the 20th century.

Gov. William S. Jennings shut off railroad claims to 3,000,000 acres of the Glades by establishing the state's right to the lands for reclamation. He joined with his successor, Napoleon Bonapart Broward, in the crusade for drainage. Gov. Broward's first Legislature designated the trustees of the Internal Improvement Fund as the Board of Drainage Commissioners, which eventually created the Everglades Drainage District to levy a tax of five cents an acre on 4,300,000 acres. With the money, digging began in the New River canal in 1906. A souvenir of the event is preserved in the name of Broward County, created in 1915, five years after Gov. Broward's death.

These men were heroes in their time because they shared a popular belief and acted on it. Their conviction was that Florida had too much water and must get rid of it. As Gen. William S. Harney wrote in 1848, he had found the Everglades to be "a waste of water, fit only for the resort of reptiles." The general, whose name lives on in the Harney River, praised the prospect of drainage as "a happy epoch for Florida." Those who came after Harney, with few exceptions, shared his view. It was reinforced by the sparseness of Florida's population — fewer than 3,000,000 as late as 1950. The state and its leaders, private as well as public, reached out for visitors and settlers. Bigger was better.

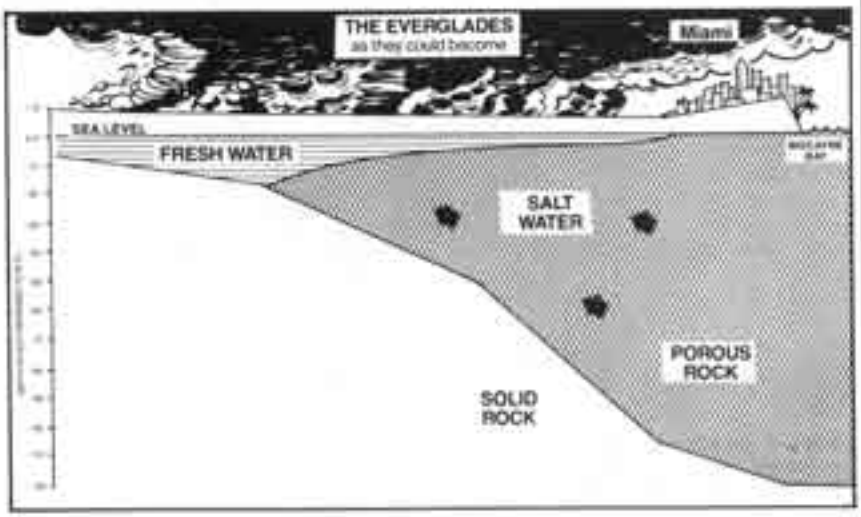
One of the exceptions was a naturalist named Charles Torrey Simpson, whose name is perpetuated in Miami's Simpson Park. He had made his home on Florida's southwest coast from 1882 to 1886, then moved to Miami in 1902. Writing in 1919, just a decade after the land boom induced by drainage, Simpson grieved: "Today most of the hammocks are destroyed, the streams are being dredged out and deepened, the Everglades are nearly drained; even the pine forests are being cut down."

Another exception was the state's first drainage engineer, Fred C. Elliott. He had been hired from the U.S. Department of Agriculture by Gov. Jennings to survey the reclamation problem south of Lake Okeechobee. The first land surveys ever made there were carried out by Elliott. He had his feet on the ground, literally. In 1911, he raised a warning. He said the land surface of the deep muck would fall as much as 18 inches after drainage, and that water would have to be hoarded once the Glades was drained to a point two and one-half feet below the land surface.

Nobody listened. The subtropical sun broiled the dry, peat-like muck. It oxidized slowly, and by now has lost up to six feet of its original depth. At times, the muck caught fire, sending acrid smoke billowing up to turn the sunlight orange and burn the throats and noses of city-dwellers along the coast.

In 1937, a strange thing happened in Miami. City wells in Coconut Grove began yielding salty water. The mayor, Alexander Orr, Jr., asked questions. Where did Miami's water come from? Why was it turning salty? What could be done about it? He persuaded the officials of Miami, Coral Gables, Miami Beach and Dade County to share in putting up the local matching money to bring the U.S. Geological Survey to Miami. The first USGS man on the assignment was Garald G. Parker. His report, a two-and-a-half-inch-thick tome, published in 1955, answered Mayor Orr's questions: Miami's water came from rain falling on the Everglades and percolating down into a sponge-like layer of rock where it oozed slowly seaward. Before drainage, the head of fresh water stood high enough to hold back the heavier salt water in the ocean and Biscayne Bay. Drainage had lowered the head so that the salt water was pushing inland at the bottom of the water-bearing rock, about 100 feet deep near the shoreline. The salt also moved inland in canals when their

▸ Continues on page 6




**Clear area above sea level shows absence of fresh water when land is drained. Fresh water diminishes in porous rock and salt water creeps in. ▸**

fresh-water level was low. From the canals, the salty water pushed out and down into the porous rock, displacing fresh water. The only way to stop this was to build dams or gates in the canals near the coast to hold up the head of fresh water and hold out the sea.

The suggestion for putting controls in the canals was offered to officials long before Parker finished his 1955 report. Controls were built in all but the Coral Gables Canal, where salt has moved upstream in the aquifer to Red Road. Elsewhere, the structures caused the salt front to back up toward the bay.

Meantime, the natural overflow from Lake Okeechobee into the Glades had been cut off. A hurricane in 1928 pushed the big lake's water over its south and southeast shore, drowning some 2,000 persons. President Herbert Hoover, himself an engineer, came to inspect the site of the disaster. The U.S. Corps of Engineers built the Hoover Dike, up to 34 feet high, to replace the puny eight-footer which had failed in the hurricane. The lake was left with no outlet except the Caloosahatchee and St. Lucie Canals, which were widened and deepened so that high water in the lake could be drained swiftly to tidewater. Locks in both canals and a channel across the shallow lake have fulfilled a dream of the early 1800s for a cross-state waterway. It is called the Okeechobee Waterway.

Like the St. Lucie and Caloosahatchee, other main canals of the Everglades Drainage District followed the pattern outlined by Buckingham Smith. The 435-mile network operated by gravity flow. In wet seasons, the canals gushed seaward and were glutted. In droughts, they stagnated. That began to change after two wet hurricanes in 1947 left 15,000 square miles of South Florida flooded. Expanding cities along the coast had set out suburbs in the old basin of the Everglades. People there disliked water up to their windowsills. Farms and groves were drowned. Cattle starved. Cries for relief arose. The Corps of Engineers and Congress responded by approving the Central and Southern Florida Flood Control project, a cooperative venture with the state. Florida's Legislature in 1949 created a district of the same name to get the project built.

Mammoth pumps, some the largest of their kind, were installed in the key canals, which were widened and deepened. Walls of levees were built around three large water conservation areas in the original trough of the Everglades. People thought the big ponds would restore natural conditions in the Glades. They didn't know or overlooked the difference between water flowing, however slowly, and water impounded. As it has turned out, still water, when too high, can drown tree-islands whose tear-drop shape was carved by the lazy current. Motionless water also breeds water weeds which die and rot on the bottom, replacing water with mire. The conservation area in Broward County is being drained to let sunlight cure the mucky bottom.

As part of the federal project, the Kissimmee River was channelized, with locks and dams to control the level of the river and of lakes near Orlando which are its headwaters. Around the same time, large dairies which had maintained their herds in Dade and Broward Counties moved north of Lake Okeechobee. Their old farms had become too valuable for dairying, and were sold for urbanization. Tons of bovine dung drain into tributaries of the Kissimmee River and of Taylor Creek, the chief recipient, which flows into Lake Okeechobee east of the point where the river enters the lake. Pollution in the big lake is frightening. It is the

**Two wet hurricanes in 1947 left 15,000 square miles of South Florida flooded. Suburbs of expanding cities were set out in the old basin of the Everglades. Farms and groves were drowned; cattle starved. This is Cooper's Chicken farm north of New River canal, September 1947.**

central reservoir for all of South Florida, and a scientist reported many years ago that foreseeable demands for water from the lake exceeded the supply.

Pollution of the river's headwaters is a current threat. The cities of Orlando and St. Cloud and Orange County are piping ever-larger outflows from sewage disposal plants into streams which empty into lakes there. The channelized river can speed this filth toward the big lake.

West of Miami, the water-bearing rock is so porous that rain falling on the conservation area there seeped eastward under the levees. So two diagonal dikes were built, running from northeast to southwest in the conservation pool. These parallel levees act like a dam across the Shark River Slough, the principal drainageway for Everglades water. The "dam" has the effect of trying to move the slough about 20 miles to the west, where the northern panhandle of the Everglades National Park touches the Tamiami Trail. An enormous spillway was built there. When water in the big conservation area gets too high for its conflicting constituencies, the gates are opened and a cataract plunges into the park. In July 1978, the cascade drowned 40 per cent of the alligator eggs in the Shark Slough. Several agencies of government are studying ways to put the slough back where it belongs.

Even scientists have fallen into error in the Everglades. Dr. John C. Gifford, a respected forester and conservationist in Miami, let his writings be used in 1911 as a brochure for the Everglades Land Sales Company which was peddling "reclaimed" land all over the country. Dr. Gifford later reversed his pro-drainage stand but as late as 1946 still advocated a nonstructural approach: planting the cajeput, also known as melaleuca and paper-bark tree, as "an efficient pump" to dry up the Glades. He had got melaleuca seeds from Australia in the early 1900s, sprouted them and given seeds to his friend Frank Stirling of Davie, who planted a cajeput nursery. Stirling's son, Hully, in 1936 scattered melaleuca seeds from an airplane into the Everglades of central and western Broward County. Today they form a veritable forest, a thicket, immune to flood and fire. Allen Andrews, a pioneer in Fort Myers, did something similar there. Melaleucas are spreading, sucking up moisture and breathing it into the air. So is the Australian pine, imported by settlers in the late 1800s, and the Brazilian pepper, whose red seeds are swallowed and sown by birds. The Brazilian pepper has been noticeable in South Florida since about 1950. It grows rankly in dry soil, and its dense shade engulfs and screens out native vegetation.

**Drained glades oxidizes slowly; has lost up to six feet of depth. Dry muck catches fire sending acrid smoke billowing up to turn sunlight orange.**

Well, why not go ahead and drain what's left of the Everglades to make room for the millions of people who want to live in the only subtropic corner of the U.S. mainland?

If that were done, here's what would happen: Faucets would run dry unless sea water were desalted at great cost. Animals would die for lack of drinking water. Greenery would turn brown. Farms and groves would shrivel. The Everglades National Park, that immense outdoor zoo at the tip of the peninsula, would turn into a desert, and the fish that thrive along its brackish coastline would vanish.

No. The opposite course of action is in order now. Instead of drainage, Florida, already the seventh state in population and moving up, needs to treasure its fresh water. The flat land holds no deep valleys where rainfall can be stored. Porous rock under foot is the largest reservoir in sight. The best chance of enhancing the water supply is to raise water levels in the ground wherever possible and pump water down there in wet seasons for recovery when needed.

Nearly everyone who has had a hand in the taming of the Everglades to date has acted from good motives. Each has been a creature of his time, influenced by contemporary fads of thinking and by the limitations of his knowledge. The lesson of the Everglades, in this centennial year of the start of its drainage, is mankind's need for a stronger sense of humility in dealing with nature, plus the certainty that no one ever is likely to know everything about anything in this life. ●

# The Water, The Land, The People

**BY RAYMOND LANG**

The father was obviously pleased with himself. His face was wreathed in a big smile as he strode to the campsite with his day's catch of fresh fish. His wife took the catch, prepared it for cooking and soon the fish were slowly baking on an open fire.

As the fire crackled and the aroma wafted to the shoreline, their little boy, his hands cupping his own proud "catch" of seashells, bounded back from the water's edge.

It was a contented family that sat down to enjoy its evening dinner, giving thanks for nature's bounty.

An outing to escape today's urban bustle? Not hardly.

**"There probably were as many as 20,000 Tequesta Indians in South Florida when the first Spanish expedition arrived in 1567."**

This was an ordinary day in the life of a family dwelling at the mouth of the Miami River as early as 750 BC where a simple people, the Tequesta Indians, were living out their own destiny centuries before Christ and 2,250 years before a Genoese explorer would discover a "New World."

Where once as many as possibly 1,000 Tequesta Indians were born, lived and died as a hunting and gathering society, in harmony with themselves and nature, today is the heart of downtown Miami, where a revitalization frenzy has high buildings competing for their niche in the sky.

Rising on a site where the Tequesta family could have played out its mealtime scene is a $32 million, 17-story Holiday Inn, due for completion in September.

"We know this site was occupied as early as 750 BC and evidence indicates people were there as late as the 16th century," said Robert S. Carr, an anthropologist and archaeologist with the Historical Preservation Division, part of Dade County's Office of Community and Economic Development.

Carr, with division director Ivan Rodriguez and his staff, has studied more than 100 similar sites in Dade County. It is the division's responsibility to inventory these sites and determine what should be preserved.

**Post holes in limestone were among findings of Holiday Inn site diggers. Bones of sea turtles, fish and reptiles and even whale vertebrae were uncovered.**

"There probably were as many as 20,000 Tequesta Indians in South Florida when the first Spanish expedition arrived in 1567," Carr said.

"In 200 years the number diminished to about 300. It's pretty well accepted this decimation was due to disease since the Tequestans had no natural immunities," Carr added.

## The Water, The

**BY**

"I can get a boat Sunday if you want to go to the beach. We'll have to walk down to Dumfoundling Bay and row across to the ocean. That's the only way we can get there from here," said J.W. at the end of the family's first week in Ojus in the spring of 1915.

"I'll make a picnic lunch and you can ask Rose and Sam to go along to help with the rowing," said Lila, J.W.'s wife. J.W. was John William Perdue, a section foreman for the Florida East Coast Railway, and Rose and Sam were two of his workmen. They had come from Italy, and the five Perdue children, who had trouble with their Italian names, called them Rose and Sam.

"How far is it across the bay to the beach?" asked Lila, which is what J.W. called Delilah. "Do you think the boat will hold all of us?"

"Oh, it's only about half a mile across the water but it is a good walk to the bay and another from the bay to the beach. I'm sure the boat will hold us since Charlie Howe uses it to take his fishnets to the ocean. He said we could use it this weekend."

"We'll leave early so we can have a good day at the beach. I'll send Rose and Sam down to the dock to scrub the boat and clean it out so it won't smell like fish. I'll take along my cast net and we can have a fish fry," said J.W. with a broad smile on his face since this would be his first opportunity to see how good the fishing was in his new home.

"Good. All we will need then will be the skillet, coffee pot, some meal, salt and shortening. I'll take some fruit for the children to eat when they get hungry," said Lila.

"You won't even need to take water," replied J.W. "Charlie tells me there is a fresh water spring and a picnic shelter in the seagrape bushes near the beach and they even have a road from the bay through the mangroves to the beach built of old cross-ties. I sure hope the mullet are running when we get there so there will be plenty to fry for lunch."

The family was down at the boat landing by the time the sun was up and J.W. assigned each of the children to a place in the boat. Since there were only three seats, some of the children had to sit on the hull. Rose and Sam sat on the middle seat to man the oars; J.W. and Lila sat in the stern and Clarence, the oldest boy, stood on the bow to watch for fish.

**Sea shells were used as tools. One conch shell dates back to the time of Christ; a cache of clam shells goes back even farther, to 750 BC.**

# ...nd, The People

...YERS

While many proudly point to the skyscrapers thrusting upward like arrows along the Miami River and Brickell Avenue few realize their foundations rest on land that once supported a sturdy people who lived there at the time the pharaohs were building pyramids in Egypt and the Aztecs and Incas were carving cities out of jungles and mountain tops.

"The Holiday Inn site is particularly significant," Carr pointed out. "We found indications that residents had carved out post holes from solid limestone rock. It is the first time we have seen anything like that.

"It would have been for a palisade wall or a long, major building. Not a house, something more significant."

**"We found indications that residents had carved out post holes from solid limestone rock. It is the first time we have seen anything like that."**

A large number of animal bones, such as sea turtles, fish and reptiles were unearthed at the site as were bits and pieces of pottery. There were even whale vertebrae, an unusual find, Carr said.

Much of the material has not yet been dated by radioactive carbon testing but Carr said a portion of a conch shell used as a tool goes back to the time of Christ and a cache of clam shells dips back even farther, to 750 BC.

While Carr was unearthing remnants of an earlier way of life at the Holiday Inn site he got to know the contractor, Henry Keel.

"I knew there also was an archeological site at Atlantis but Keel didn't know that I knew. He called one day from the Atlantis site, where he also was working, and said, 'You'd better come over here. We're turning up the same materials we found at the Holiday Inn.'

"He's been a key man in this operation," Carr said. "In both cases he gave us the room and the support right under the nose of the bulldozer. I think this man provides an excellent example of how preservation and development can work together in a partnership."

Remnants of an Indian village also were discovered when bulldozers began excavating for the City of Miami's $100 million-plus convention center complex on the north side of the Miami River west of NE Second Ave. Construction was delayed to allow artifacts to be recovered.

Carr also has been probing gently into prehistoric cemeteries. One is on what is called the Atlantis site, not in honor of the lost continent of the same name but rather a condominium under construction on Brickell Ave. Another is at the Flagami site on SW Eighth St. at the Palmetto expressway.

Both cemeteries were located

► Continues on page 10

Oars dipped, then glistened, in the early morning sun as they were raised, lowered and pulled by the strong arms of the two Italians and the boat sped along at a good pace until the channel of the bay was reached. Then the boat began to twist and turn in the swiftly-flowing water.

"J.W., you know the little ones and I can't swim. I'm not returning through this deep water. You better find us another way to get home this evening," cried Lila.

Finally, the boat passed through the deep, swift-flowing channel and in a short time it was tied up to the dock near the cross-tie walk. Everyone took a share of the supplies and for the children it was just like walking on the railroad since they stepped from cross-tie to cross-tie over the mud and sand.

The ties ended as they climbed the ridge where seagrapes and wild lantana made a covered passage across the beach sand.

"Look down that path to the right," called J.W. "That's the way to the fresh water spring Charlie told me about. He said he had placed a hollow barrel down in the spring to keep sand from sifting into the fresh water. Can you imagine anyone finding fresh water coming up out of this salty sand? And nature has made a cover for it with that big seagrape tree spreading over it for shade."

A few steps farther up the ridge stood the shelter where fishermen camped out when their fishing expeditions and turtle hunts lasted two or three days. Here the family stowed their picnic supplies as Lila opened the wooden shutters to let in the cool breezes. She was remembering that this was the same spot where poor George Gibson had lain the night his arm was blown off by a charge of dynamite as he was blasting fish from the water last spring. She had met George during the week and wondered how he had lost his arm. Later J.W. had told her of the tragic accident. She would not need to worry for the safety of her fisherman, though, because he only used a cane pole or his twelve-foot cast net to do his fishing.

"Get ready for your swim," J.W. told the children. "The men and I will walk back to the bay for the fish. Your mother can sit here in the shade and watch you along the shore. Don't go far out into the water because you know your mother can't swim."

Long before noon the men were back with a load of fish and everyone was assigned a task as they prepared the noon meal. Fried fish, hush puppies, coffee,

► Continues on page 10

**Cemetery at Flagami site, 8th St. and Palmetto Expressway, is one of two found near Tequesta villages.**

conveniently near remnants of Tequesta villages in which Carr found pits of pottery and artifacts such as shell tools. The Atlantis location dates back to 500 BC and Flagami to about 66 AD.

Carr said the Tequestas would bury several bodies at one time, digging shallow graves. It was tribal custom to allow birds, such as buzzards, to "deflesh" the bodies first.

"The Tequestas believed that before burial the soul had to make its exit," Carr explained. "The buzzard was a very sacred animal. It was the agent that allowed the soul to leave the body," he said.

**"I don't think of these people as primitive or savages. They may not have had the machinery of a modern age, nor even the wheel, but they had a strong spiritual life."**

A question arises: what, if anything, can we learn from these Tequestas, long vanished into the dust of the ages, whose civilization is kept alive by men and women dedicated to its preservation?

"We have an example of a people living in an identical environment to ours but living in harmony with that environment – the same environment we have altered so dramatically," Carr offered.

"I don't think of these people as primitive or savages. They may not have had the machinery of a modern age, nor even the wheel, but they had a strong spiritual life.

"They were great artisans and observers of nature. They were successful as a culture. They had no flint, but they were able to use their local resources, such as sharks' teeth embedded in a piece of wood and used as a cutting edge," Carr said.

Carr does not deplore development of the land around us, especially if the public is to benefit. But he would like to see historic areas preserved so that families of this era and future generations can more fully appreciate those who lived and loved and worked here at a much earlier time.

**"...he would like to see historic areas preserved so that families of this era and future generations can more fully appreciate those who lived and loved and worked here at a much earlier time."**

"If we are to learn anything," Carr pointed out, "it is the realization that we are insulating ourselves from those very elements that originally attracted so many people to South Florida. Rarely do we set foot on natural ground anymore – it's all concrete.

"We seldom make contact with the magnet that brought us here."

The Tequesta Indians were adaptable to their environment. They lived within it. Can today's Miami – which got its name from these very Indians – say the same? ●

milk and fruit never tasted so good. Lila kept cooking more so that there would be some to eat later when they were ready to return across the bay.

"There'll be no more swimming until three o'clock, so you children might as well find a shady spot and rest while the sun is so hot. The men and I will take a short nap," said J.W., "so we will be ready to take the long way around the bay to home since your mother won't let us cross through the wide channel again."

Sleep was impossible for the children when there was so much exploring to be done, but they knew they had better not go near the water because J.W.'s word was law in the family and no one wanted to risk the consequences of disobedience.

After gathering bunches of sea oats and cups of seagrapes to take home the children sat quietly in the shade in front of the shelter to watch the waves lap and caress the shore. Suddenly, great splashes of water shot upward into the air just off shore. Then the children saw black fins swish, dart and roll through the

**Oars dipped, then glistened, in the early morning sun as they were raised, lowered and pulled by the strong arms of the two Italians, the boat sped at a good pace.**

**Construction on Miami's new $100 million convention center, Miami River at NE 2nd Ave., was delayed while digs were examined for artifacts.**

churning water. The younger children ran screaming into the cabin to find out from their father what was causing all the commotion. When he announced it was only porpoises at play in the shallows they were ready to go for another swim, but Lila said, "No. How do we know they won't bite like sharks?"

J.W. knew porpoises would not harm humans, but he also knew there was no use arguing with Lila where the children were concerned so everyone played in the warm sand, building castles with moats and canals surrounding them until J.W. called to say, "Rinse the sand from your arms and legs and come get your load: ready to start for the boat."

As the family retraced their steps over the ridge to the cross-tie walk J.W. told them the story of the brown bear hunt that J.W. Ives had recently told him.

Mr. Ives, the owner of Ives Certified Dairy, had come to Ojus in 1903. Before he had started the dairy he made his living from farming and digging coontie root for the mill at Arch Creek. It was he and his men who had laid the cross-tie walk to the beach. As they were working on the project one day, the dogs which always accompanied them began sniffing and baying. The men, thinking the dogs had scented a coon, set out to follow them and were soon deep in the mangrove jungle.

The dogs followed the scent and the men followed the dogs until they all came upon a brown bear loping over the mangrove roots. He had been in search of fiddler crabs when he was startled by the dogs. The men were without weapons so they called off the dogs and let the bear go on his way.

The children were very excited after hearing the bear story and hoped they would be able to return to the beach again real soon. Maybe they would see a bear, too.

As J.W. and the two Italians pushed the boat away from the dock on the return journey, J.W. said, "We'll see how far it is around the bay and how long it takes us to get home this way."

Lila and the children were too tired to talk and the only sounds were the dipping and swishing of the oars as the men moved the boat through the water. Suddenly, though, the boat came to a dragging halt as the bottom hit shallows in the bay. The men had to lay aside their oars and drag the boat through the shallows until they reached the narrow part of the channel at the south end of the bay. From there the men rowed and dragged the boat back to the Ojus landing and it was well past dusk when they finally tied up for the day.

Lila decided she would swallow her fear of deep water and go directly across Dumfoundling Bay in the future because she knew her family would be going to the beach often. ●

**Black squares at bottom of picture are series of excavations supervised by archeologist Bob Carr prior to construction of new convention center.**

# NUMBER 231: A TALE OF A TROLLEY

**Trolley of the Sociadad Cooperativa de Transportes Urbanos y Sub-urbanos de Veracruz is a Birney car, single truck, similar to HASF's but older (late 19th century) and open car.**

The Florida East Coast Railway installed a trolley in 1906 to take its passengers from the railway station to the Royal Palm Hotel but the era of the trolley car in the Miami area really began December 18, 1920 with a fleet of cars riding on a track across the County (MacArthur) Causeway, Carl Fisher's method of transporting masses of people to his development on Miami Beach. It ended November 16, 1940 when the last car struggled to the carbarn near midnight, having collided with an automobile at SW 16th Ave on its way. Those years had spanned the boom, the '26 hurricane and the bust.

In November 1977 a telephone caller to the Historical Association of Southern Florida passed along the information that an old street car was sitting in a workshop out west on Coral Way. The property had recently changed hands and possibly the new owner might be interested in disposing of it. Were we interested? We were.

**Port of Veracruz, Mexico, only city in this hemisphere with single truck for Birney car. Parts were shipped from here to New Orleans and trucked to museum in spring 1980.**

The property, which had been a paint testing workshop, had been bought by Jose M. Ribas of Big Five Developers, Inc. Museum director Randy Nimnicht and collections curator Linda Williams inspected the workshop and discovered trolley car No. 231, definitely vintage, not mint condition.

Mr. Ribas was persuaded to donate No. 231 to the museum. The M.R. Harrison Construction Co. and the Dade County Parks & Recreation department were persuaded to move No. 231 to the museum, where she arrived in February 1978 and was cleaned out. Some research showed her to be one of 15 trolleys purchased in 1925 by the City of Miami, a model which rode on four wheels mounted on a truck which was attached to the center of the car's underbelly.

There she was – a genuine 52-year-old trolley car, wrapped in protective plastic, sitting in the museum's back yard. Only she didn't work. She needed reconditioning.

Noses began to quiver with excitement. Exhibits curator Bob Burke envisioned No. 231 as a centerpiece in the permanent exhibit covering the top floor of HASF's new museum in the downtown culture center. Where to start to restore her?

A committee is as good a beginning as any and a trolley car advisory committee was formed. Dr. Eugene F. Provenzo Jr. had published a book on the St. Louis street car company. Edward A. Ridolph, Lake Worth, had written a two-part account of Miami's trolley car systems for **Update** which appeared in the 1974 June and August issues. Dr. George Rahilly, Ft. Lauderdale, and Alvin M. Samet of Miami's hurricane center are both trolley car buffs. Rahilly makes model trolleys, some of which he has donated to HASF and to the Coconut Grove Library. Samet had a collection of photos which he has given to HASF. Samuel J. Boldrick, Seth Bramson and Samuel D. LaRoue, Jr. round out the committee. Boldrick and Bramson are railroad buffs and LaRoue fancies antique cars.

Curator Linda, knowing Pensacola had a restored trolley, queried her cohort Jean Pitts, who pointed her to Todd Prowell of State College, PA, author of **Railways to Yesterday**. Prowell provided information on the trolley car systems of Brazil and Veracruz, Mex., two possibilities in this hemisphere.

The center four-wheel truck was vital for the restoration. Museum administrator Consuelo Maingot sought the assistance of her husband Anthony in composing a letter of query in Portuguese to the Brazilian company. Tony established himself as president of the Trolley Restoration Committee so as to deal from a presidential level with the president of the Brazilian company. Brazil had nothing available.

Tony placed a telephone call to Pedro Quiroz-Lopez, president of the Sociadad Cooperative de Transportes Urbanos y Suburbanos de Veracruz. The cooperative, established in 1905, is one of the oldest cooperatives still functioning. Yes, they did have parts, said president Quiroz-Lopez, and yes, they had a truck. Tony followed his call with a letter saying that exhibit curator Bob Burke would be in Veracruz at an early date.

Proud welder adds iron to worn down wheels which are then turned and trimmed down to original size.

What looks like junk in foreground is HASF's 79E truck; smashed trolley in background offered other parts.

Pedro Quiroz-Lopez

President Pedro Quiroz-Lopez was a genial host, showing Burke the activities in the central square plaza at night as well as the trolley car parts during the day. Bob selected two motors, a brake system, trolley poles and a catcher to hook down the pole, two controls (to operate the trolley), 16 seats (No. 231 can hold only ten), a fuse box, air compressor, and, best of all, the truck, which may be the last one available. He established a time for the parts to be ready for shipment and returned to Miami where further sessions of the trolley committee took place.

Estimates were figured on the value of the parts, crating, shipping and custom costs. President Tony was back on the telephone to President Pedro. Much conversation, much negotiation. Finally, agreement. For $20,000 the museum would get the parts, the labor to put them in working condition and load them on the boat, shipment to New Orleans and trucking to the museum. It was less than half the original asking price.

High-arched openings are facade of the trolley barn of the Sociadad Cooperativa, set behind buildings that line a commercial street in Veracruz, Mexico.

The parts arrived in the spring of 1980 and are stored at the museum. In the meantime, collections curator Linda was busy filling in state forms for a state nomination to place the trolley in the National Register of Historic Sites and Properties (object category). In December 1980 the state review board approved the nomination and the state Division of Archives, History and Records Management sent it to Washington. It could take another year for the National Register to reach a decision.

Linda also was busy getting estimates from restorers around the country to put No. 231 back together again since she is too big to be worked on in house. The job could

► Continues on page 14

## BOOK REVIEW

**A History of Florida.** By Charlton W. Tebeau. (Coral Gables, Florida: University of Miami Press, 1980. Revised. xvi, 527 pp. Preface 1971 and 1980, Appendix A, Appendix B, Selected Bibliography, Index. $16.95 paperback, $25.00 hard cover.)

In 1971, Dorothy Dodd reviewed Charlton Tebeau's book **A History of Florida** in the **Florida Historical Quarterly**. In that review she stated that his book would become "the standard Florida history for some years to come." It has lived up to that prophecy, becoming the official text for most Florida history classes in the state.

The University of Miami Press has just released a revised edition of that work. The major changes in this volume are a rewritten section on Florida's prehistoric Indians, a page on utopian groups migrating to Florida during the late nineteenth and early twentieth centuries, a chapter on Florida in the 1970s, an expanded bibliography, and a slightly reworked index.

In most comprehensive histories the section dealing with prehistory is changed and reevaluated almost as fast as modern history is made. More archeological evidence and new ways of interpreting old evidence dictated several changes in Tebeau's section on prehistoric Florida Indians. Dr. Jerald T. Milanich of the Florida State Museum provided revisions that include a discussion of projectile points used by the Indians and the number and classification of the Indian tribes in Florida when the Europeans arrived.

Dr. Elliott J. Mackle, Jr. contributed material on utopian groups migrating to Florida. He discusses attempts by the Shakers, Christian Socialists, and the Koreshans to establish colonies in Florida, the "last frontier" and a "tropical Garden of Eden."

The **Florida Historical Quarterly's** 1971 review stated that Dr. Tebeau's "chapters devoted to the twentieth century are most valuable. A great mass of information not readily available elsewhere is brought together here." This is high praise and it is equally appropriate for his new chapter, "Florida in the Seventies."

He dubs the seventies "the Askew Years," and proceeds to describe that decade in terms of Askew's political, economic, and social contributions to the state. Those contributions include accelerated integration, diversification of Florida's economy, and the advancement of environmental issues. Tebeau also describes the succession of Robert "Bob" Graham to the office of the governor and updates developments in education and tourism.

Dr. Tebeau has increased his bibliography more than 15 per cent, adding over fifty titles. Most of them are in the section on the twentieth century. This bibliography is very important for further reading on specific topics because the book is not footnoted.

**Dr. Charlton W. Tebeau**

Ms. Dodd's 1971 review also described the book's index as "deplorable." Regrettably, little has been done to change this assessment. Granted over seventy new listings have been added, but about two-thirds of them are for the new sections of the book and only two changes suggested in 1971 were made. This reviewer found one incorrect page number in a very cursory check of the index.

Dr. Tebeau's book, however, remains the standard work on Florida history by which any other will be judged. It is a well-balanced narrative describing the political, economic, social, and cultural evolution of Florida, one of the fastest-growing states in the union.

—DANIEL MARKUS

**Here's what it is like to ride in Veracruz's trolley car. Well-worn tracks and eroding track-bed make for bumpy riding.**

take from nine to 18 months and No. 231 should be ready by May 1982 since she has to be the first object installed in the new museum if she is to be placed there on the third floor.

Linda hopes to get the restoration for under $60,000. Estimates have ranged from $28,000 to $91,000. The Historical Museum Trolley Car Company was formed to finance No. 231's restoration, with shares selling at $2.31 per share. (See inside back cover.) Linda dreams of a couple of 10,000-share stockholders.

If No. 231 sounds like an expensive item, she stands up well in comparison with today's mass transit. Janet Martin of Metro-Dade bus transportation division reported that she expects buses that cost $113,000 each six months ago to go to $125,000. As for Metrorail, public affairs officer Roger Doucha says the 136 vehicles are being built at a contract figure of $94.8 million. That is $697,058 per vehicle.

It makes No. 231 look like a Streetcar Named Desire.

—MARIE ANDERSON

## OUT OF THE TRUNK

HASF's trunk of pictures has many trays. Some pictures are not really a mystery. This picture was given to the museum by Dean Miller of Miami Shores. It is part of memorabilia Miller and his brother Dale received from their parents, Dale and Jean Miller. This contrivance digs ditches and was used in the years after 1906 in the drainage of the Everglades as described by Jeanne Bellamy in this issue's "Water, Land, People" feature.

Dale Miller Sr. participated in that development, in an area about seven miles west of town. His son Dean remembers his father's stories about soil tests showing the land to be "the richest soil in the world." They grew potatoes as large as melons "but they had no taste," Dean said.

Stories such as this enhance the treasure in HASF's trunk. The museum wants more of them. If any **Update** readers know incidents that occurred during this early land development, send them to **Update** in care of the Historical Association of Southern Florida, 3280 S. Miami Ave., Miami, FL 33129. They are invaluable contributions. ●

Around the Museum

▶ Continued from page 2

be over four times larger than our present facility. We hope to start moving in around August of 1982.

---

What if – as you were sitting at your desk at work – suddenly water began pouring in through the roof, threatening to destroy your important papers and files? What would you do?

There was little time to think about an answer on a late Friday afternoon in March when just that happened at our museum.

HASF staffers showed their dedication and love for the museum by immediately securing boxes of rare photos, papers and other artifacts under plastic tarps. Throwing off shoes and socks and rolling up pants legs, they grabbed plastic trash cans and buckets and began tackling what had turned into an honest-to-goodness flood.

During the week roofers had come several times to fix minor leaks. But an all-day rain that Friday left water standing in parts of the roof that had had several layers of sealant removed during repairs. That, coupled with an unfinished repair job, resulted in the unrelenting water torrents pouring through the roof at 4:30 p.m.

While the staff's quick action saved almost all of the museum's artifacts, had the leak occurred just one hour later virtually everything in the gallery, library and storage area would have been destroyed.

---

Jean Taylor, who is putting the finishing touches on her book on South County, took time off from that and her 16-part lecture series to spend the day at Merri Belland's "Melon Basket Workshop," one of three conducted during the exhibit of Florida Basketry at the museum in early spring. A gaggle of people gathered around one of the tables under the mango trees as they worked on the chunky baskets, trailing their raffia behind them.

Merri is Folkarts coordinator with the Florida Folklife program, which is in Secretary of State George Firestone's Department of State. A staff of twelve studies folk culture throughout the state, including the Czechoslovakians at Masaryktown, the Vietnamese in Pensacola and the Greeks in Tarpon Springs.

Merri was enthusiastic about HASF's annual Harvest, which, she says, is one of her favorite outreach programs of the Folklife operation, and she was glad to be back here with the basketry exhibit.

Besides melon baskets, there was an opportunity to learn Seminole coil basketry from Ethel Santiago of the Immokalee Reservation and palm basketry from Miamian Caroline Todd.

The exhibit, funded through the National Endowment for the Arts and cosponsored by the Folklife Program and HASF, was a gem of a display set up in the museum board room. It opened in the Pinecastle Center for the Arts in Orlando and after its stay in Miami went to the Junior Museum in Tallahassee and the Pensacola Historical Museum. It will be part of the annual Folk Festival May 22-25 at the Stephen Foster State Folk Culture Center in White Springs. This is a four-day fun-filled bash of crafts, music, singing and dancing, storytelling and puppetry. You can set up camp in surrounding campgrounds or city-slicker at nearby motels. One continuous whirl, funded and supported by the State of Florida, Florida Department of State, Florida Fine Arts Council and the Division of Recreation and Parks.

Incidentally, if you missed getting a catalog during the basket exhibit because of late delivery, the catalogs are still available in the museum shop.

– DON ALTSHULER

# THE FINAL WORD

One thing frequently leads to another in the putting together of a magazine. Last fall I had telephoned Ida Perdue Myers at the suggestion of Thelma Paters to try to interest Mrs. Myers in writing an article for **Update**. It was just before Christmas and, like everyone, she had her hands full but she said she would see what she could do.

Several weeks later she called and read over the telephone a delightful account of a day's trip to the beach back in 1915, the story that appears in this issue of **Update**. It was just what I wanted, I told her. She then admitted that she had not written it for me but had written it for her grandchildren so that they would have some idea what Miami was like when their grandmother was a little girl. She agreed to send it to me and we ended our conversation with my hoping she had other stories she had written for her grandchildren.

The article gave the personal touch, the "people" part of this issue's "Water, Land, People" theme. Jeanne Bellamy's masterful account of man and water's uneasy life together in South Florida and Raymond Lang's report of archeologist Bob Carr's life among the highrises were primarily informational.

Later, in discussing our Out of the Trunk picture with museum librarian Becky Smith, I suggested that perhaps it might be more pertinent to have the Trunk picture tie in with the main theme of the magazine, an idea Becky liked since it at least defined an area among her 33,000 images in which to look. The picture of the ditch-digging contraption was her choice. We presumed it was a ditch-digger since one picture clearly showed a ditch beside it. Becky then told me that the picture had been given by Dean Miller.

"Why should we run it if you know a source who can tell you about it?" I asked.

"Well, even though he donated it, he may not know," said Becky. "Besides, someone else may have other information relating to the picture."

That set me to thinking. Why make a mystery of a picture? Why not give what information we have and invite readers to add to it? With history, more is better.

Dean Miller confirmed that the Rube Goldberg machine was a ditch-digger and told the story about the big, tasteless potatoes that appears with the picture. Perhaps it will spark a remembrance of those days from some of our readers. If so, do write. Don't call; the museum staff can't handle that kind of call.

Dean Miller also told me a delightful story about his father's arrival and early days in Miami. Now I must get busy and persuade him to write it for a future issue of **Update**.

---

**Update** welcomes a new managing editor whose name is Don Altshuler. Like HASF's director Randy Nimnicht, Don is a native Miamian. Just looking at him you can tell that his birth was not too many years ago but even so he says that back in grade school a teacher asked for a raise of hands by those who had been born in Miami and his was one of only three in the class. Following his graduation from the University of Florida, which conferred upon him a degree in journalism, he joined the public relations and advertising firm of Herb Kelly Associates where he has been an account executive.

Besides the **Update** position Don handles the museum's public relations and directs the corporate section of the museum's development program.

While the rest of the museum staff is out jogging during their off-duty hours Don is flailing away at a south county racquetball club where he plays once a week.

---

If readers wonder how the University of Miami Press published a revised edition of Dr. Charlton W. Tebeau's **A History of Florida**, Robert Fuerst assures that the UM Press is not out of business. It is just out of the publishing business. The Johns Hopkins Press has been doing its publishing for five years.

Fuerst, who is director of the UM Press, says that the negatives of the Tebeau book were destroyed and that Classic Printers reproduced it from a mint copy of the first edition. The press received a subsidy to produce the book and Johns Hopkins reports it is selling well. Six thousand copies were printed and they may run a reprint.

Other UM Press publications have run the gamut from a scholarly account of airline development, **Perilous Sky**, to a how-to book on underwater adventure, **New Practical Diving**.

Marie Anderson

---

Letters

► Continued from page 2

1913. Young Roddey Burdine had been running the store two years.

They worked together until Roddey Burdine died February 5, 1936, just after Burdine's had opened its Lincoln Road shop. Whitten was vice president and general manager and Roddey Burdine's brother William became president, holding the position until 1943 when he became chairman of the board and Whitten became president of Burdine's, a position he held until his retirement.

## LETTERS POLICY

**Letters relevant to previous issues** as well as appropriate historical topics should be addressed to: Update Editor, Historical Association of Southern Florida, 3280 S. Miami Avenue, Miami, FL 33129. Letters should be signed. Letters may be edited to meet space restrictions.

## AUTHOR BIOGRAPHIES

**Jeanne Bellamy** reported the condition of South Florida's water for many years as a writer and editorialist for **The Miami Herald**. Currently, she is a member of the South Florida Water Management Board.

**Raymond Lang**, who wrote about presidential visitors to Miami in the November **Update**, is a member of the City of Miami's Information and Visitors department.

**Ida Perdue Myers**, born in Lake Mary, FL in 1907, still lives within blocks of the home the Perdues moved into in 1915. She is a retired schoolteacher, enjoys writing when she finds the time.

**Daniel Markus**, **Update's** book reviewer, is collections/research assistant at HASF.


# SHARE IN THE RESTORATION OF OLD #231!

In 1977, the Historical Association of Southern Florida became the owner of trolley car #231 from the original City of Miami trolley line which stopped service in 1940.

Following extensive research, the Association elected to undertake the formidable task of restoring #231 to its original state – at an estimated cost of $42,000. Following completion of the restoration, #231 will be displayed at the new Historical Museum, now scheduled to open in the Dade County Cultural Complex in 1982.

To finance the restoration, the Association has established the Historical Museum Trolley Car Company. Opening shares are offered at $2.31. Blocks of shares are available at $231 for 100 shares, $23.10 for 10 shares, or $2.31 each in odd lots. Your purchase is tax deductible; your dividend is the satisfaction of preserving an important part of South Florida's past. For each contribution of $2.31, the Association will send you a personalized certificate complete with embossed corporate seal. To become a shareholder, send your check (payable to The Historical Association of Southern Florida) to:

**Trolley Car**
The Historical Association of Southern Florida
3280 South Miami Avenue
Miami, FL 33129

**Yes, I would like to purchase shares in the Historical Museum Trolley Car Company.**

Enclosed is $ _____ for _____ shares @ $2.31 per share.

Name _____

Address _____

City/State/Zip _____

Phone _____

Purchase of shares is tax deductible.

**Update**
Historical Association
of Southern Florida
3280 S. Miami Avenue
Miami, FL 33129

Address Correction Requested

Non-Profit Org.
U.S. Postage
**PAID**
Miami, Florida
Permit No. 608