
Miami During World War II: Special Section
The First Legal Horse Race in Florida
New Research on Indians in Old South: Book Review

The Historical Association of Southern Florida

UPDATE

Volume 8, Number 4

November, 1981

\$1.00



The Harvest

A family tradition
Saturday & Sunday
November 21 & 22

10 a.m. - 6 p.m.

Fairgrounds
at Tamiami Park
Coral Way & 112 Ave.

Admission:

\$2.50 - Adults

\$1.00 - Children



- American Folk Dancing & Blue Grass Music
 - Antique Airplanes
 - Balloonists
- Cow Milking & Petting Zoo
 - Crafts for Sale
- Folk Arts Demonstrations
- Free Games for Children
 - General Store
 - History Bee
- Quilting Competition
- Traditional South Florida Foods
plus much, much more!



Bryant Sweeney, a former pilot and mechanic, took up caning chairs when he lost his eyesight. He also makes furniture and builds model airplanes. Sweeney, who lives in Hialeah, has participated in all five Harvests and will be on hand again this year caning at least one chair during the Harvest and getting enough orders to keep him busy until next year. "Blind people can do a lot of things," he says.

The Historical Association of Southern Florida

UPDATE

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It has been 40 years since the United States entered World War II and it doesn't seem like yesterday. It seems like another world. Here are some glimpses of it.

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Helen Hazlett saved the wartime letters of her daughter Eleanor, who had come to Miami to join the news staff of *The Miami Herald*.

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Luckily some people keep diaries. Thelma Peters checked hers from December 8, 1941 to August 14, 1945 and comments on some entries.

The Day Horse Racing Became Legal

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Everett Clay says Hernando DeSoto brought race horses from Havana in 1514 and there has been racing ever since but the first legal betting on a horse race took place the day after Christmas 50 years ago.

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On the cover : In November 1941 student pilots of USN Air Training Station fly America's newest, fastest bombers over Miami. "Tough as nails - deadly as arsenic," they were described. The next month war was declared; the US entered WW II.

Photo Credits: p 4 Opa-locka hangar: Romer collection, Miami-Dade Public Library; p 7 beach: *The Miami Herald*; p 10: *The Miami Herald*; p 11 canteen: *The Miami Herald*; Billy: Thelma Peters; p 12 *The Miami News*; p 13-18 Romer collection, Miami-Dade Public Library (p 17 Graham: William A. Graham); all others: HASF.

BOOK REVIEW

The Only Land They Knew. The Tragic Story of the American Indians in the Old South. By J. Leitch Wright, Jr. (New York: The Free Press, 1981. xi, 372 pp. Preface and Acknowledgments, Notes, Bibliography, Index. \$16.95).

J. Leitch Wright's book, *The Only Land They Knew*, tells the story of the Indians in the Southern United States from the time prior to their contact with Europeans until the American Revolution. His story, however, is different, challenging some traditionally accepted ideas about those Indians, including the number of native Americans present in 1492, their involvement in slavery and the slave trade in the colonies, and their dependence on European trade goods.

Dr. Wright directly challenges the estimates of native populations in the United States prior to 1492 made by James Mooney and John R. Swanton in 1928. They based their estimate on the Indian population in 1600, assuming that no major changes had occurred before then. Dr. Wright contends that the use of that date seriously prejudiced the results by discounting over one hundred years of European contact. New diseases introduced to the New World by Europeans killed millions of Indians throughout the Americas and continued to depopu-



Jacques LeMoynes drew and described the American Indians during a 1564 French expedition that included Florida. This was during the century Leitch Wright finds demographically vital.

late those areas well into the eighteenth century, he states.

Leitch Wright supports his arguments for a larger population with archeological evidence, early Spanish records, and modern demographic studies of early Indian populations. He cites the old Indian chief Powhatan, who claimed, in about 1610, to have "seen the death of his people thrice in his lifetime and that none of his childhood companions was [sic] left" (p. 25). Dr. Wright also quotes John Archibald, the Quaker governor of North Carolina in 1707, who observed the phenomenon of epidemics among the Indians and com-

mented that "It ... pleased Almighty God to send unusual sickness amongst them [and his hand] was eminently seen in the thinning [of] the Indians to make room for the English." (p. 117)

Another one of "the myths of American History" disputed by the author is that "Indians did not make good slaves because it was so simple for them to escape to kinsmen in the nearby forest" (p. 168). He explains in great detail how Europeans, and especially the British after the founding of Jamestown, encouraged intertribal warfare to procure slaves. Indians captured and sold their

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Seebie, from left, front to back, are Sen. Robert McKnight, HASF vice president Sherrill Kellner, Dade delegation chair Elaine Gordon, trustee Dodie Wooten, HASF director Randy Nimnicht, Rep. Virginia Rosen and HASF president Joe Fitzgerald. For what they're doing, turn to p. 19, Around the Museum.



By early 1942 German submarine attacks on freighters off South Florida's shoreline were alarmingly frequent.

Wartime Letters From Miami

The following excerpts are from letters written by Miami newspaper columnist Eleanor Hart to her mother, Helen Hazlett, in Bremen, OH during World War II.

January 1942

The blackout Sunday night was a comparative success. The traffic lights gave the most trouble. Even though they've been painted, they could be seen from 1,000 feet. A Goodyear blimp and Army planes droned over the city during the blackout looking for light. I hung a coat over the door, pulled all blinds and draperies over the windows and sat in total darkness

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Miami 1941-1945 From VIP Suites to GI Barracks

BY DANIEL MARKUS

In 1941 production of war materiel in the United States — partly for US preparedness and partly for Britain, her allies, and China — was having a beneficial effect on the national economy.

The Great Depression was coming to an end and President Franklin D. Roosevelt, recently inaugurated for an unprecedented third term, had promised to keep the country out of the fighting. With prosperity returning and with America "isolated" from foreign entanglements, Miamians expected to have a very profitable winter season.

These hopes were shattered on Sunday, Dec. 7, 1941. Japan attacked Pearl Harbor and the United States entered the war.

On Feb. 19, 1942, a German U-boat sank the **Pan Massachusetts** 20 miles south of Cape Canaveral. Five days later the **Republic** met the same fate off West Palm Beach and on May 19, 1942 the **Portero del Llano**, attacked by a German submarine, burned and sank within sight of Miami Beach. Debris from those freighters and other unfortunate ships began washing up on the Gold Coast's beaches.

The proximity of war's violence plus blackout and rumors that personnel from German U-boats were frequenting Miami's theaters ended South Florida's 1941-1942 season.

Prospects for the next season were even worse. With canned goods, meats, cheese, sugar and shoes already rationed, the federal government added

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except for the radio, which did throw a little light.

February 1942

No gas masks have been distributed here yet. . . Downtown buildings are busy hanging blackout curtains at windows. Tonight all the lights in town will be turned out between 9 and 10:30, and officers will cruise along the shoreline to see how much light is thrown out to sea.

March 1942

We've been having a great deal of excitement down here, what with three tankers being sunk by German subs off the coast by Hobe Sound, which is only about 100 miles from here. It all took place over the weekend and everyone in town knew about it before the Navy finally released the news. Yes, the war keeps getting closer home every day.

April 1942

We had lovely weather for Easter. Eight thousand people attended the



Opa-locka, one of four local Naval air bases, had a blimp hangar in 1931 photo.

gasoline, oil and tires. Those restrictions would keep tourists from driving to Miami. Then the Office of Defense Transportation froze railroad schedules at their October 1942 levels, thus banning the normal seasonal increases to Florida.

Fortunately Miami was saved from financial ruin by the armed forces. They had developed several hypothetical war plans since the end of World War I and by 1941 one of them was already being put into action. Southern Florida was part of two military districts, the Eastern Defense Command and the Seventh Naval District, designed to plan and to coordinate the coastal defenses in the areas that they controlled. The Eastern Defense Command included every state bordering the Atlantic Ocean, plus Pennsylvania and Vermont. The Seventh Naval District controlled all of Florida except for the western panhandle between the Gulf of Mexico and Alabama, which was part of the Eighth Naval District.

In February 1942 defense planners established the Gulf Sea Frontier, with its headquarters in Key West, to guard the waters around Florida. At that time the frontier only controlled six ships, 15 unarmed observation planes, 14 armed planes and three B-18 bombers. By June of that year, military leaders in Washington had greatly increased those numbers and had moved the headquarters of the Gulf Sea Frontier and the Seventh Naval District from Key West to Miami's duPont building.



Miami Beach golf course became training ground for some of the 600,000 men trained in southern Florida.



Collins Ave. from Shelborne to New Yorker, 7 of 16 Army Ground & Service Forces hotels.

As the war against the U-boats intensified, more military bases sprang up in South Florida. The Navy took over Miami's docks and established air stations at the Opa-locka Airport, Dinner Key, and the Merle L. Fogg Airport in Fort Lauderdale. The Navy also constructed a blimp base, Richmond Field, in southern Dade County. The Army Air Force set up bases at Morrison Field in West Palm Beach, Miami's 36th St. Airport and Homestead Air Force Base.

Besides being bases for anti-submarine patrols, the Army's airports were part of the Army's Air Transport Command (ATC). The ATC was a complex system of airfields set up to supply theaters of war all over the world. The Miami Airport was the stateside terminus of the ATC's Caribbean Division and the "Fireball Run," which supplied the China-Burma-India theater. The ATC's ferrying division, which flew planes from factories to war zones, was based at the Homestead Air Force Base. West Palm Beach was the control center of the command's "Splinter Fleet" — boats, seaplanes, and coast watchers — which conducted air-sea rescues for flyers that ditched in the Caribbean.

The real salvation for Miami, however, was the establishment of military schools in the area. Rather than go to the trouble of building large new bases to train the men needed to fight the war, the Army and the Navy came to southern Florida and took over the empty hotels for barracks, restaurants for mess halls,

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Navy men marched Biscayne Blvd. from hotel barracks to cruise line pier training centers.

Sunrise Service in Bayfront Park. This is the first year it's been held away from the beach, due to the request of the Defense Council. The Army is really moving in here lock, stock and barrel. To date, they've taken over the option of 71 hotels and expect to take more. When they get started, they'll graduate 1,000 men a day from the Officers Air Corps Candidate Training School. The Navy is rumored to be moving in on the downtown area, which means that the people will have to vamoose.

May 1942

The Army continues to send soldiers here by the hundreds. This is an ideal spot for training fliers because of the perfect weather. Also, the town is swarming with RAF cadets from Scotland.

Summer 1942

I suppose you read in the papers about the Mexican tanker being torpedoed just off Miami Beach. Hundreds of people saw the blaze from the ship. There have been

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PT boats tied up at Fifth St. fishing docks in the north end of Bayfront Park.



Private schools trained British aviators before the US entered the war, continued through wartime.



USOs were among many civilian recreation centers established for servicemen.

15 boats torpedoed off the Florida coast since May 4.

The Beach is under military law. No lights are allowed over there at night. Motorists drive 20 miles an hour with dimmers. Most of the nightclubs are closed. Of course, in Miami proper there is more light, more activity. Nightclubs and bars are still open. But the war is really giving this town a wallop.

Summer 1942

Everyone is in a panic over the gas rationing, which goes into effect soon. The amount isn't definite yet - something like 50 gallons a month.

October 1942

Just came from a large sale on Flagler Street of the Alcazar Hotel furnishings. The hotel, one of the big ones on Biscayne Blvd., has been taken over by the Navy and everything is being sold at grand savings. Wish you could have seen the mob. People lined up solid for a block outside the store.

November 1942

There is no coffee to be had in all the town. So we are gingerly nursing our 1-1/2 pounds. I shall be glad when rationing starts. Then at least a pound will be available. I am slowly buying up tea so at least we'll have that.

theaters for classrooms, and beaches and golf courses for training fields and obstacle courses.

The Army established three major schools on Miami Beach: the Replacement Training Center, the Officer Candidate School and the Officer Training School. In 1942 the Army spent over \$3 million on the Beach. By 1944 those schools occupied almost 400 hotels on the Beach plus the Nautilus and Biltmore hotels which had been converted into hospitals.

The federal government paid hotel owners \$20 per man per month, which was considerably less than the normal seasonal rate. The dearth of tourists, however, made the owners happy to get any amount for their rooms. The government's payments also had the added benefit of being spread evenly throughout the year rather than being limited to a short winter season.

The Navy moved into Miami hotels in a similar manner, setting up the Submarine-Chaser Training School. It used 11 hotels, a restaurant, a showroom, and a school to teach seamanship, navigation, administration, communications, engineering, gunnery, and anti-submarine warfare.

Other smaller schools in South Florida included the Naval Air Gunners School and a navigation school in Hollywood. The Key West Sound School trained sonar operators. Fort Lauderdale's Merle Fogg Airport housed a radar range-finding school and pilot training facilities. The Army maintained the Depot Overhaul School, Inspection and Maintenance School, and the Fourth Service Command School for Bakers and Cooks in the Miami area.

Private schools like Embry Riddle and the University of Miami, which trained British aviators before the United States entered the war, continued to train allied pilots and navigators throughout the conflict. The Armed Forces' schools also trained allied troops in South Florida.

Well over 600,000 men trained in southern Florida during the war. Twenty-five per cent of the Army Air Force's enlisted men and 20 per cent of its officers trained on Miami Beach. The Navy processed over 50,000 men through its subchaser school and over one-third of the naval gunners in the Pacific learned their trade in Hollywood. Besides the Americans, over 3,300 Brazilians went through the subchaser school and 1,016 men from seven different countries learned how to use sonar in Key West.

Even German soldiers made their way to Dade County. German prisoner-of-war camps were located in Kendall and Homestead. The prisoners cleaned Miami Beach's streets, worked in military garages and an ordinance maintenance shop in Hialeah, and helped South Dade's farmers who were short of laborers because of the war. When the United States repatriated the POWs at the end of the war, the camps could not account for 25 of the 650 enemy in their care.

With all this allied military personnel in the county, Dade's citizens responded to the need to make the soldiers' stay as enjoyable as possible. Toward that end several servicemen's clubs provided entertainment for the troops. However, most of those facilities excluded servicewomen and all of them refused to admit blacks. To make up for these inequities, the United Service Organization (USO) started some recreation programs for women and the Dade County Defense Council opened the Colored Service Men's Club.

The Miami Beach Servicemen's Pier was the most famous of the recreational centers in southern Florida. The pier welcomed both servicemen and women. It

featured dances, swimming, and fishing, but also provided mathematics classes, Spanish lessons, concerts, chess lessons, bridge, gin rummy, and parchesi games, jig-saw puzzles, ping-pong, pianos for individual use, quiet areas, radio shows, drawing materials, boxing matches, and floor shows from local night clubs. Celebrities appearing at the pier for the benefit of the troops included Bob Hope, Orson Welles, and Rita Hayworth. Over four million allied troops availed themselves of the pier's services during the war.

Civilians contributed to the war effort in other ways as well. Several war plants in southern Florida produced subchasers, rescue boats, electronic equipment, landing craft, and airplanes. Civilians aided in the defense of the area by participating in the Civil Air Patrol (CAP) and the Coast Guard Auxiliary. They searched for submarines and survivors from torpedoed ships. Twenty-eight pilots lost their lives in these efforts.

In South Florida, as in the rest of the country, women played an important role in all areas of the war effort. Women worked in the war industries and a women's board of directors ran the Servicemen's Pier. All of the Armed Forces recruited women to ferry planes, work as mechanics, and fill jobs in the areas of administration, supply, transportation, and education. The men who formerly filled those positions went to fight in Europe and the Pacific. Women also served in the Coast Guard Auxiliary and flew in the CAP.

By the end of 1943, the American economy was booming and the Great Depression was merely a bad memory. Civilians working in war industries all over the country were making good money and were looking for ways to spend it in a society where even food was rationed. Tourists began returning to Florida in large numbers. With so many people and so much money in the area, a profitable black market developed in Miami. Hotel owners became dissatisfied with their association with the Armed Forces and lobbied in Washington to have the soldiers transferred out of the area.

For the rest of the war Miami and its tourists received a great deal of bad press for their conspicuous consumption in the black market and their disregard for the Office of Price Administration's price ceilings. Miami, however, was just an exceptional example of what *Look* magazine called the "war-dodging, business as usual complacency" affecting the entire United States in 1945.

South Florida's contribution to the war effort in training troops and keeping their morale high far outweighed the bad press it received at the end of the war. Colonel T.J.J. Christian, commander of the Miami Beach Service Base, stated in 1945 that:

"... no other community with as small a population as Miami Beach... has done so much for servicemen and in my opinion there is no city or resort deserving less criticism and more commendation than Miami Beach."

Further proof of the good impression made on the troops that trained in the area was that many of them returned to live in Dade County after the war. ●



By the end of 1943 tourists began sharing beaches with the military.

August 1943

Canned goods rationing is in full swing. And would you believe, diaper pins are scarce. If you are visibly pregnant, you are permitted two packages.

December 1944

Christmas was fine with one exception—it was marred by the OPA announcement that all sugar red and blue stamps become void at midnight. I went to Shell's grocery, 12 blocks from us, and fought my way through a hysterical mob. I managed to make good my four sugar stamps (20 pounds).

January 1945

Sunday I went to Shell's to get a chicken and found that the government had frozen them all. Also, there was no beef, veal or lamb. In fact, all they had was weiners, sausage, fish and a few turkeys. So I came home with an 11-pound turkey.



Marilyn (?) was one of many women workers at Miami Air Depot during the war.



These WACs were photographed at Miami Air Depot during WW II. Thanks to Kate Shaw, HASF has a WAC uniform.



Copy of The Miami Herald's Service Parade and the Army weekly Yank are gifts of columnist Eleanor Hart.



Clockwise, knapsack, gas mask, pistol and helmet were donated by Mrs. John T. Bills and Donald Bellamy.

HASF's WW II Artifacts

Rationing. Everybody who lived through it remembers it and most museum visitors of that vintage stop and comment when they see the museum's ration books and tokens. Among HASF members who have contributed to the collection are W. Donald Thomas, Rosemary H. Wirkus, Adam G. Adams, Charles Brookfield, Hannah Coleman and Harriet McPhee.

Military artifacts include a helmet and helmet liner, a knapsack, gas mask and pistol case given by Mrs. John T. Bills and her brother Donald Bellamy. A parachute came from Laura Patton and a practice bomb found in Hialeah was given the museum by Metropolitan Dade County at the suggestion of HASF researcher Dan Markus, who wrote this issue's lead article.

WAVE uniforms from Sarah Miles, a WAAC uniform from Kate Shaw, military patches of Rosemary Wirkus and Navy League pins from Mary Munroe and Patty Catlow are among the museum's collection, much of which is in storage but will go on display in the new museum. If you have items which relate to World War II or some other aspect of South Florida history, call Linda Williams, Curator of Collections, 854-3289.



From An Old Diary

BY THELMA PETERS

December 8, 1941: Yesterday the Japs bombed Pearl Harbor. Some nut in DC cut down four Japanese cherry trees in revenge. Took radio to school so kids could hear President's speech and Congress declaring war. Everyone very excited. We are in it now!

The fall of 1941 I was in my eleventh year of teaching at Edison High School. The war had been going on for two years but it was not our war. Far away? Not so. It hung over our heads like the sword of Damocles

because Nazi submarines lurked in the Gulf Stream off Miami Beach to torpedo British supply ships, particularly tankers. Wreckage, oil spills and even bundles of raw rubber floated up onto South Florida beaches. My teacher friend, Ida Myers, who lived near Greynolds Park, once saw a ship burning in the ocean from the top of the "mountain" in Greynolds.

While our first declaration of war was on Japan, the second came only three days later, on Germany. It was scary to think those Nazi subs might start bombing us. The entire Florida coast was put under patrol, men on foot, on motorcycles, even on horses. In spite of the patrol, however, a Nazi submarine did manage to land four saboteurs and a stack of explosives on the beach south of Jacksonville

Beach. The explosives were to be used to destroy factories vital to the war effort. Before any damage could be done the four were apprehended and then electrocuted by the United States Army. Not that we knew anything about it at the time. Only years later did onetime FBI agent Leon O. Prior, then a history professor at Miami-Dade Community College, tell the story, under the title, "Nazi Invasion of Florida" (*Florida Historical Quarterly*, October, 1970).

January 7, 1942: We're getting ready for the first air raid drill. Three sand bags in every room.

At the piercing signal we at Edison quickly shut windows, drew shades and the pupils and I crawled under our desks, with some giggling, and waited for the all-clear. I never knew what the sand bags were for but they remained a constant and grim reminder of the war.

The United States was involved at once in fighting the Japs, who were attacking the Philippines, then an American territory. All the news was bad.

January 8, 1941: Philippines about to fall ... January 19: MacArthur still holding steady in the Philippines ... March 9: Japs have finished Java ... March 26: MacArthur now in Australia, says he'll win or die ... May 6: Philippines fall.

At the time Pearl Harbor was attacked South Florida was gearing for its usual tourist season. Then sudden

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The Passing Parade on Lincoln Road went from High Fashion to Government Issue.



Miami Beach Golf Course, they said, would never be the same, and it never was.



Folding bandages at NAS Red Cross room are wives of the Executive and Commanding Officers, Mrs. Henry T. Hodgskin, left, and Mrs. Harry D. Felt.



Volunteer Mrs. Byrd Boyce of SW 17th Rd. explains ration book to SW 19th Rd. neighbor E.L. Birmingham.

gloom — so many canceled hotel reservations that the hotelmen panicked. They cut prices, offered attractive eight-day packages, touted Miami's sunshine. This had an effect and some tourists came.

Then the hotels and the Army got another idea: why not turn the hotels over to the Army for barracks, hospitals and convalescent centers. Into storage went the fancy furniture of the Roney Plaza and other Beach hotels; out came the cots, the plain and solid desks and chests, the big steam pots and ovens for the kitchens. The golf courses became parade grounds, the old Minsky Pier, a popular recreational center for servicemen. Altogether 388 hotels in Dade County were taken over by the Army. What a sight it was to see five acres of soldiers in formation on the sands of the beach as the sun rose, all doing the same calisthenics. Their precision was as good as that of the Rockettes of Radio City Music Hall.

We were all caught up in the war in one way or another, if not actually in the service then in volunteer work — at the filter center, at the Red Cross making surgical dressings, at the rationing and recreational centers, collecting scrap, raising Victory gardens. Under the slogan "Slap the Japs with Scrap" everyone was into salvage. Our school clubs collected tin cans (Dade County turned in 337,000 pounds in one month), grease (24,000 pounds in one month), hugh balls of aluminum foil, and mountains of used paper.

Someone also turned in several 200-year-old cannons and a truckload of huge cannon balls once found on a Florida reef. These might have been great for "slapping the

Japs" but historically it was a sad loss for Miami.

Our Edison students brought in hundreds of books for the pleasure of the servicemen. The Edison Band was hauled about in Army buses to play — at the Opa-locka airbase, at Richmond Field, at the Beach, in the Orange Bowl.

February 15, 1942, Sunday:
On duty at Edison 2 to 9 p.m. registering men age 20 to 45. Slow. Only 104 came in . . . April 27, 1942:
Registered men age 45 to 64 today. Edison had 653.

May 14, 1942: Last day of gas rationing. I had the X cards and some of the men were pretty tough birds. I prefer rationing sugar — then the women come. They don't argue.

This was my last day registering people seeking gas rationing books. Rationing went on and on. The X cards were supplementary for emergencies.

Victory gardens popped all over Miami. I had a patch of sweet potatoes in the summers and tomatoes in the winters but did better with chickens. Every three months I bought 25 baby chicks at 13 cents each and these gave us all the chicken we could eat, even a few to share with friends. Meat was scarce and I prided myself on having 11 ways to fix chicken and chicken is what we ate. For-

tunately, we lived on acreage in the country with almost no neighbors except the fledgling Barry College across the way in the pinewoods.

Though some foods were scarce, there was no threat of starvation. The OPA fixed prices on 1,000 food items to prevent inflation. For example, a 16-ounce loaf of bread could not sell for more than 11 cents nor a pound of Crisco for more than 26 cents. Locally the price of riding a bus stayed at a dime.

Sugar, canned goods, gas, and shoes were rationed. The allowance on sugar was three pounds a month per person, on shoes, three pairs a year. This was more than some people needed or wanted but just before a coupon would expire they would rush out and buy anyway for no one knew how long the war would last.

It was the gas shortage I minded most. At first I had an A coupon which gave me one-and-a-half gallons a week. I had to save this for shopping and emergencies and perhaps one round-trip to school a week. Otherwise I rode buses, walked, caught rides, rode my son's bicycle. Then I bought a horse, on impulse, to my own total surprise!

December 16, 1942: Bought Billy, age 6, 1,000 pounds, saddle, bridle, \$160. I can't believe it!

Horses were rather scarce in Dade County then and Billy attracted attention wherever we went. I did not dare ride him to school, he would have been bored and over-petted. But we went everywhere else within a



Billy and Thelma

radius of five miles – to the store and post office, and to visit friends. One day I rode through Little River to NE 63rd St to the home of Elizabeth Routon, who was giving a bridge-luncheon for the women teachers. It was no problem because there were few cars on the street. Billy spent several hours in the Routon backyard, the fence overhung with admiring kids of the neighborhood.

Not everyone approved of Billy, however. Once when I had dismounted in Miami Shores a woman bawled me out for keeping a horse in wartime when there was such a scarcity of meat. My face must have exploded in surprise. After I had counted to ten I informed the woman that Billy was a vegetarian and had never had a bite of meat in his entire life.

At Mrs Routon's bridge party the high prize was a pound of sugar (rationed) and the low prize a roll of toilet paper (not rationed but very

scarce). When we ran out at home we brought out the spindle holding old dress patterns cut neatly into squares with pinking shears. Facial tissue and zippers had vanished from the stores. Almost worse was the stocking shortage. My diary records that on September 11, 1942 I went to school for the first time with my legs painted – then many were doing it. Tan lotion was smoothed on each morning, washed off easily in a shower.

January 6, 1943: No more joy riding.

The newspapers on January 9 gave the rules: it was forbidden to drive a car to a sporting event, to the beach, to a concert, or for sightseeing on penalty of losing one's gas coupons. The Biscayne Dog Track, a mile west of us, faced a dilemma which was solved by getting some horse-drawn carryalls to meet patrons at the end of the bus line. Music

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Fleetwood Hotel canteen for ATC personnel is staffed by, from left, Mrs. W.R. Hutchinson, Mrs. D.S. McConaughy, Mrs. O.G. Symons and B.A. Covington, ARC field director.

lovers attended a concert at Miami High School in sports clothes and hiking boots. The newspaper likened Miami to the Deserted Village.

This measure was so harsh that it was soon lifted. Gas rationing and the shortage of tires were enough to hold people in line. Moreover, we went through some months of dim-out when car headlights had to be two-thirds covered with black paint and you almost had to grope your way along at 15 miles an hour. Better to stay home and listen to One Man's Family on the radio.

The day I finally got a B coupon for gas — three gallons a week — is marked by red pencil and a big Whoopee!

The war brought many changes to Edison. One by one our coaches went into service — Irving Tutt, Ed "Pop" Parnell, William Duncan. Two of our women teachers, Margaret Combs and Leona Wildes, joined the WAVES. Nora Smith moved to Washington to teach English to Rus-

slans who were in training there.

Many of our older students enlisted ahead of the draft. Soon Edison students and former students were in uniform and scattered over the globe.

October 5, 1942: Jimmy Rainwater at Edison today, back on furlough. Looks good in his uniform. He has been to Pearl Harbor, Sydney and Alaska.

Jimmy is now Judge James S. Rainwater. Another former student, Ward Martin, wrote his parents that he had gone to Moscow in the Churchill party, had a room all to himself facing Red Square, and had caviar and vodka every day.

We were proud of "our boys" but scarcely a week passed that we were not saddened to hear of another casualty, especially after the invasion of France.

May 7, 1945: V-E Day at last! Tomorrow is the official day. Assembly for all students. Fred McCall read the names of 50 of our boys killed in the war and taps followed. There were tears, so many tears.

The war continued in the Far East. It was too soon to celebrate. On May 7 who among us could have known that somewhere an atom bomb was being prepared which would smash down on Hiroshima on August 6?

The last war entry in my diary came a few days later.

August 14, 1945. End of war. Radio in a dither all day. Celebrations beginning everywhere. Now for a grand post-war world! ●



Flagler St. and 2nd Ave. east was a sea of celebrants on Aug. 14, 1945 when VJ Day was announced.



Former dog track grandstand was turned 180 degrees to face east when track became horse track.

The Day Horse Racing Became Legal

BY EVERETT CLAY

The first legal horse race in the State of Florida was run at 2:32 p.m. Saturday, December 26, 1931 at Tropical Park.

Saturday, December 26, 1981, Gov. Bob Graham will officially dedicate a Historical Association of Southern Florida marker at the actual site, now a county park. It is most appropriate since the Governor's father, the late Sen. Ernest Graham, changed the course of Tropical Park's history in 1941 when he rid the track of "undesirable elements."

There were 14 horses in that first race, tails and manes braided with Tropical's blue and yellow colors. Open to horses of all ages, the claiming event was won, surprisingly, by a two-year-old filly.

For the records, the first legalized thoroughbred winner in Florida was Brown Supiney, owned and trained by M.J. Daly, and ridden by Jimmy Stout, later to become a famous rider and the jockey of 1939 Kentucky Derby winner Johnstown. The young filly ran the six furlongs in 1:14 3/5 and won by a half length. The track was fast in spite of a light rain.

From that opening day, Tropical Park was identified as the Friendly Track and has kept the reputation for 50 years under five ownerships, nine general managers and a geographic move to the new and more modern Calder track.

"It's warm, the attendants and clerks are courteous, everybody seems happy and you see all your friends," was the universal appraisal. The locals all regarded Tropical as "the home town track."

With Gov. Bob Graham for the 50th anniversary ceremonies will be 84-year-old Miami attorney Dan Chappell,

who wrote the 1931 law legalizing pari-mutuel wagering on horse racing and who guided it through a turbulent legislative session. The bill was passed twice, the second time over the veto of Gov. Doyle Carlton.

The Tropical Park site was originally the South Miami Kennel Club, west of Coral Gables on Bird Road, briefly operated in 1927. The dog track grandstand, which looked to the West, was jacked-up, placed on rollers, turned around and put down facing East. Otherwise, fans would have had to squint into the sun all afternoon, watching the horses run.

Accounts of the actual construction time are hard to document. Everybody agreed it was a speed record. Jack Bell, sports editor of *The Miami Herald*, reported that it took seven weeks with the help of no rain. And then the heavens opened on the first day of racing.

In his account of that opening, Bell wrote, "Frank J. Bruen, Miami Beach sportsman, after 28 years in the racing game, opened the first track he could call his own."

(This was not entirely true. Frank Bruen was president and general manager of Tropical Park. The track, however, was constructed and owned by Bill Dwyer, king of the New York run runners. Dwyer stayed in the background the first seasons with Bruen as the front.)

"A seven-race card was run for the pleasure and edification of some 5,000 customers, and the day was voted a huge success by all present, including Mr. Bruen himself," reported Sports Editor Bell. "Perhaps no course was ever constructed under greater opposition. Nobody but the

► Continues on page 14

"Official figures placed the attendance at 5,000 and that wasn't far off.

It was a gay, colorful throng, a typical race crowd."

Weather Man has been with Bruen since the start of work two or three months ago. Then the Weather Man wiped off his smile and frowned on the opening. Misty rain all morning and well into the afternoon discouraged many horse fans from being at Tropical Park for the first call of horses to the post.

"Official figures placed the attendance at 5,000 and that wasn't far off. It was a gay, colorful throng, a typical race crowd. All through the clubhouse and on the lawns were many fans from the East who never got to Miami until the hawsses started running. Mr. Bruen, although disappointed with the weather, was gratified with the good turnout, as well he should be. The day was gloomy, but not cold, and there were few heavy coats in the crowd."

If not a financial success for the track, opening day was a financial success for those who bet "the favorites." The

3-year-old Leros, the favorite, won the featured Tropical Park Opening Handicap. He was owned by James C. Ellis, president of the Dade Park track in Kentucky; trained by O. Johnson and ridden by Willie Carroll. The winning time was 1:13 for the six furlongs and Leros won it easily by 2-1/2 lengths.

In examining the chart of the race, experts would quickly notice that of the five starters, two were 2-year-olds, one was 3 years old, one was 5 years old and one was 7 years old.

It was a formful day, with "the public choices" winning three of the other six races. Bacciocco in the second paid \$2.20 in the mutuels, which is to say the odds were 1-to-10.

No jockey, owner or trainer won more than once on opening day. No purse was less than \$1,000 and fourth money was paid in every race.

Among the riders, six were to become famous on horseback: Jimmy Stout, Willie Carroll, Buddy Hanford, Herb Fisher, Georgie South and Henry Mills. Four other riders made their mark later as trainers: Eddie DeCamillis, Otie Cleland, Joe Bollero and Frank Catrone. The last named won the Kentucky Derby with Lucky Debonair in 1965.



Horses leave paddock for Inaugural Handicap on Dec. 26, 1931.



Trio of judges on the clubhouse terrace on opening day were, from left, W.H. Burwell, Miami, J. Warren Davis, Trenton, N.J., and A.B. Small, Miami.

"Well, as I've intimated, that opening crowd was just as good as could've been expected. In fact, it was a wee bit better — weather considered," the **News Sports Editor** conceded.

Winner of the seventh race was Griffin, owned by O.A. Simmons and trained by his son, Merrill Simmons. The family has been prominently associated with Florida racing ever since. The grandson, now president of the Florida Horsemen's Benevolent Association, was actually named for the winner, Griffin, but is better known now as John Harold Simmons. John's uncle, was a leader among the horsemen for two decades and considered among the better trainers.

Frank Godwin of **The Miami News** didn't exactly view opening day the same as Jack Bell, although he did see Frank Bruen as smiling all over his countenance long afore he'd given thought to customers. Bruen had been out looking at some horses in his barns. Them horses musta looked mighty good to Frank.

"Well, as I've intimated, that opening crowd was just as good as could've been expected. In fact, it was a wee bit better — weather considered," the **News Sports Editor** conceded.

"But I've gotta say there wasn't a lot of enthusiasm such as one usually expects when the horses get together in a forward march. The reason, I finally decided, was that there wasn't much betting going on. The folks were either sight-

seeing or were darn near dead broke on that first day. I'm athinkin'."

A notable absentee was the presiding steward, Tom Thorp — not to be confused with the famous Indian athlete, Jim Thorpe. The racing official was also a football official, and was recovering at his Rockaway Beach, L.I. home from a leg injury received refereeing the Army-Navy game at Yankee Stadium.

Grandstand admission, including the state tax, was \$2.30 and clubhouse was \$5. Hourly bus service was operated from 7:30 to 2:30 from the downtown Venetian Arcade by Dunn Bus Service, and the advertisement in **The Miami News** stated "Extra Service as Needed."

Seventy-one horses were entered for opening day and 57 actually ran in the seven races. There are conflicting stories about the participation of horses stabled at Hialeah. Hialeah's owner, Joseph E. Widener, miffed at Dwyer, was reported to have banned horses at his track from running at Tropical. One newspaper report is that 200 horses had been brought over to stable at the Gables track. The Herald reported that 19 horses had been vanned for opening day races after the owners received permission from the Hialeah racing secretary. This might have been a direct result of President Bruen requesting the Florida Racing Commission to cancel nine Tropical Park dates which would have been in direct competition to Hialeah.

Many of the horses stabled at Tropical for the meeting were shipped from the Fair Grounds track in New Orleans.

As this was the first racing under a Florida commission, there was a state steward in the stand. He was a Quincy, FL contractor, William Kennedy, appointed by Gov. Carlton. Vincent Treanor and Thorp were the other two

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"The history of Tropical is one of strange and fascinating people and events," was the understatement of Jack Bell in the **Herald** in 1956 on the track's 25th birthday.

stewards: William H. Shelley served the first day for the injured Thorp. H.D. Munroe was the racing secretary and William Hamilton the starter.

In the press box was a star lineup: George Ryall of **The New Yorker**, Frank Ortell of the **New York World-Telegram**, Al Copeland of the **New York News**, Fred Keats of the **New York Mirror** and Harry Williams, editor of the **Daily Racing Form**. Ryall was one of Harold Ross's original staffers at **The New Yorker** and wrote racing for more than a half century under the name of Adaux Minor.

In the opening day turnout were many officials and business leaders. Mayor Vincent Wyman of Coral Gables, Mayor Val Cleary of Miami Beach and City Manager L.L. Lee of Miami were photographed by **The Miami News** with Mrs. Tex Rickard, wife of the famous boxing promoter.

The inside of the new clubhouse was piled high with flowers from well-wishers, including Carson Bradford and Joe Adams, who was later to become president of the Orange Bowl Committee and president of the Miami Chamber of Commerce. "Pa" Stribling, father of the Southern heavyweight boxer, was there. The press also noted that George Stember, insurance executive, Wayne Allen,

later to become a circuit court judge, George Lanford and Gus Plumber were in the crowd. The last two named were prominent Miami businessmen.

Newspaper and newsteel photographers presented Bruen with a rusty horseshoe for "Good Luck."

Actually, there had been horse racing on and off in Florida for almost a century, and some say for four centuries. Hernando DeSoto brought along royal Spanish stock, which had raced the winter before in Havana, when he landed in 1514 near Tampa. There was racing at Apalachicola and St. Marks in the 1840s and 1850s. West Tampa and Pensacola both had tracks in the early 1900s. St. Johns Park, later Keeney Park, was built between Jacksonville and St. Augustine soon after World War I, and there were meetings during the 1920s and into the 1930s. A banker-promoter named Joe Smoot constructed Hialeah in 1924 with the help of cattleman-horseman James H. Bright, publisher-lawyer Frank Shutts, banker Ed Romfh and other Miamians. It opened January 15, 1924 with the law looking the other way. It operated again in 1926, and was closed the two following years. There was horse racing in 1925 at both Tampa, now Tampa Bay Downs, and at Pompano, now a standardbred track.

Joseph E. Widener of Philadelphia, who had both the money and talent to create the world's most beautiful track, bought Hialeah in the fall of 1930, ran it the following winter and then sponsored legislation in Tallahassee in the spring to legalize the sport.

Over the half-century Tropical has had its share of celebrities, characters and big-spending presidents. Tropical, in fact, is the only Florida horse track which has oper-



Lawn of the clubhouse on opening day attracted Mrs. Jack Fitzgerald, Mrs. John Stubblefield, Mrs. Frank Ortell and Mrs. Leo Edwards.



Back of grandstand in 1936, a year after gambler Frank Erickson kept the state from taking over the track for \$57,000 Bill Dwyer owed in mutual taxes.



In 1941 state Sen. Ernest Graham persuaded Gov. Spessard Holland to refuse Tropical a license until ownership was changed.

ated 50 continuous years. Hialeah was shut two seasons during World War II. Gulfstream Park operated four days in 1939 and was revived in 1944.

"The history of Tropical is one of strange and fascinating people and events," was the understatement of Jack Bell in the *Herald* in 1956 on the track's 25th birthday.

Even the birth of the track was a strange event, if you accept Bell's account.

It came into being, his version goes, on the eighth floor of the Biltmore Hotel in New York at a lavish banquet in the spring of 1931 in honor of Joseph Widener. Dwyer was host. He even had stalls built on the ballroom floor, and at the key moment out came three of Widener's top thoroughbred race horses, ridden by top jockeys wearing Widener's barber-pole white and red colors. The Hialeah president was moved to real tears by the tribute and expressed undying love for Dwyer.

Then came the legislature's override of Gov. Carlton's veto and passage of the law legalizing pari-mutuels on Florida horse racing. The law provided for county options to approve permits for tracks. Widener filed for a permit for Hialeah. Dwyer filed for a permit in opposition. Widener was bitter and love turned to hate. The party wasn't a success after all.

Many are the Tropical stories which can be told and hopefully will be told some day in detail:

...how arriving fans every winter, no matter the date of the opening, were greeted with ripe orange-loaded trees lining the clubhouse driveway (tied to the limbs by Tropical's superintendent, Henry Collins)

...how J. Edgar Hoover never missed a winter of coming down from Washington to vacation in a Tropical box

For its first 10 years Tropical was controlled by names you would hardly find in Who's Who in America or American Business, to say nothing of The Social Register.

For its first 10 years Tropical was controlled by names you would hardly find in Who's Who in America or American Business, to say nothing of The Social Register. The father of Florida's Gov. Graham, dairy owner and state senator Ernest Graham changed the course of Tropical Park's history in 1941. It took real courage for "Cap" (he was a captain in the Engineers in World War I) Graham to "throw out the ... how gambler Frank Erickson made a hurried trip from New York in 1935 to keep the state from taking over the track for \$57,000 Dwyer owed in mutual taxes

... how New Year's Eve celebrants, still in long dresses and tuxedos, would go to morning horse racing at Tropical, and then to the Orange Bowl stadium for the 1 p.m. football kickoff

... how President Saul Silberman used to strut like a peacock around the grounds the day before Christmas, handing out \$20 bills

... how the late W.L. McKnight, who guided the 3M corporation to international greatness, bailed out Saul again and again - and finally had to take over

... how Fred W. Hooper won \$93,000 in side bets in addition to the \$50,000 purse after his young thoroughbred colt Olympia beat the champion quarter horse mare Stella Moore in a famous winner-take-all match race

... how famous trainer Jim Fitzsimmons vanned Nashua to the track for the final workout before the 1956 Widener after overnight rains had left Hialeah's running strip in a muddy condition (Nashua's victory is considered one of horse racing's all-time performances, coming off a long layoff without benefit of a prep race and spotting his opponents

pounds and pounds of weight)

mob." But then, Cap was never short on guts. In the middle 1930s he had broken the hoodlum stranglehold on City of Hialeah politics after two of his milkmen had been beaten up during the election campaign. Graham persuaded then Gov. Spessard Holland to refuse the track a license until the ownership was changed.

The Tropical Park buyers in 1941, after Gov. Holland's message finally penetrated, were a group headed by three officials of the American Totalizator Company: Harry Straus and Charlie and Gurnee Munn. In the syndicate was one of the most flamboyant and capable of American journalists, Herbert Bayard Swope, who was given the title of general manager.

Tropical's president Straus was killed in 1951 when his own plane crashed. Nat Herzfeld bought Tropical from the estate and imported the capable Jerry Brady to run it. Just prior to the 1953-1954 meeting, Herzfeld received an offer he couldn't refuse from Saul Silberman and Ralph De Chiaro, who had successfully operated North Randall in Cleveland and were looking for a Florida track. Elmer Vickers, a former FBI agent in Miami, had gone with Silberman in Cleveland and came down in 1954 as general manager.

Silberman was the second "compulsive gambler" to serve as Tropical president. Dwyer had lost the Coney Island track near Cincinnati because of betting losses. The colorful Silberman had his own private mutuels machine. He lost more and more - and borrowed more and more from W.L. McKnight. Finally when Silberman died, McKnight had to take over. Among other things, he moved the racing permit to Calder, where he already had a large investment.

Both Tropical and Calder are now owned by Mr. and Mrs. James Binger. Binger was ranked high among international business and industrial executives in the 1970s when he served as president, board chairman and executive committee chairman of Honeywell. He is a member of the prestigious Jockey Club and well-regarded as a polo player. Mrs. Binger is the former Virginia McKnight. Binger brought in as president and general manager one of America's most respected racing executives and officials, Kenneth Noe, Jr.



Aerial view of Tropical Park taken just before opening in 1931, looking northwest. Dade County in 1975 completed land acquisition and opened a county park on the site July 4, 1979.

OUT OF THE TRUNK

Last year HASF's trunk of pictures turned up the accompanying print which was identified as a World War II picture. A check with Joseph NeSmith, who was general manager of Southern Dairies for 46 years, confirmed the date.

"We had to keep the milk trucks on the street and we needed bodies to do it," said NeSmith. "We hired women, approximately 20 to 25, and they did a terrific job. They delivered ice cream and milk. Many women were in-plant employees, too, lifting ten-gallon milk cans."

Alas, the plant burned in 1945 and all records were lost so that is all the museum knows about the milk maids. If any readers can contribute more information, please send it to **Update**, Historical Association of Southern Florida, 3280 S. Miami Ave., Miami, FL 33129.

Hopefully, readers who were on



WW II milkmaids – five of Southern Dairies' first women drivers. Does anyone know more about them?

vacation when the August issue came out may have gotten to it by now and can take time to help identify the many hurricane pictures from *The Miami News* which are filed by date only. Anyone with time to research the News's microfilm on those dates could be most helpful.

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.

AROUND THE MUSEUM

HASF's 40th anniversary year has made staff members wish they had Janus heads. When they are not looking forward, they are looking back.

Their forward look concentrates on the new museum, a recent picture of which shows a roof overhead at least. The past summer's plague of roof leaks and loss of climate control took its toll in lost staff time and replacement of many supplies. Fortunately, heroic efforts of staff and volunteers saved the collection.

A backward glance occasioned by Edwin Link's death in September, he and his wife Marian made possible the acquisition in 1962 of the association's first museum on N. Bayshore Dr. And it is hard to believe that the current building was the "new building" eight years ago.

Forward again to the new 1983 building. With almost \$1 million contracted for the new exhibits, much of it funded by the state, trustees thanked the Dade delegation for its support with a luncheon at Reflections on the Bay. Director Randy Nimmicht showed stones and shards from recent archeological digs in Miami. He then unfolded a square scarf with "National" printed on it and called luncheoners' attention to the



On August 15, 1981 this is how HASF's new museum looked. You are facing southwest and can see the art center on the left and the wall bordering the elevated piazza which is the entrance level for the three buildings. The north end of the library shows on the right.

fact that it is now historic. It is a scarf worn by National Airlines stewardesses. Those fine people pictured on page 2 are among attendees.

Back to the old days. The Big Band Sound came alive again one moonlit night in August when Sonny Mänge's orchestra struck it up at our across-the-street neighbor's Vizcaya mansion. It was a truly Janus-headed affair. The mood was 40-year-old nostalgia with costumes and dances to go with it but many of the participants weren't old enough to have been born then. And it was a peek into the future since it was the first

collaboration of HASF and The Vizcayans in a social event. Prospects for future joint gatherings are good.

Continuum. A sense of the past. A feeling for the future. Director Randy Nimmicht put it in focus at a recent meeting of the board of trustees when the discussion centered on the possibility of adding a program that involved three-quarters of a million dollars.

"I remember my first request to the board back in 1974 was authorization to buy a wide-angle lens for \$23. We've come a long way."

DON ALTSCHULER

Book Review

► Continues from page 2

enemies to the British who transported most of the males to the British West Indies sugar islands. Indian slaves remaining in colonies on the mainland were surrounded by whites and by the Indians who originally captured them. In many instances whole villages were destroyed and the entire population killed or sold into slavery, effectively eliminating safe refuges for the survivors. Indian slaves worked and lived in close contact with African slaves with whom they interchanged ideas, customs, and traditions. The fact that most colonists made no distinction in their records between Indian and black slaves also has tended to obscure the Indians' role in that institution peculiar to the southern United States.

Dr. Wright believes that the Indians became trapped in a new lifestyle of laboring for the Europeans because, "Natives really did not want to give up the white man's ax and saw to fell trees by burning any more than they preferred trimming their hair with live coals instead of scissors and razors." (p. 225) The Indians' dependence on the Europeans for trade goods caused severe dislocations in their culture. Prior to European contact the Indians were an agricultural people living in large towns. By the mid-seventeenth century they were acting as commercial hunters for the Europeans, killing thousands of deer and other animals, capturing slaves, and selling their own and their enemies' land to obtain firearms, gunpowder, hatchets, hoes, hardware, clothing, and other manufactured goods. By 1800 many tribes no longer could support themselves agriculturally and they often depended on the whites' surplus foodstuffs.

Letch Wright's style is pleasant and his basically chronological narrative flows easily from one point to another. His bibliography is extensive and is a testament to the prodigious amount of research that went into the writing of this book. Besides the normal historical sources, he has gathered information from archaeologists, linguists, anthropologists, demographers, geographers, and other scientists to supplement the information he gleaned from archives and libraries.

This book breaks new ground in the field of Indian history and it forces the reader to deal with new ideas that often are at odds with traditional beliefs and concepts. **The Only Land They Knew** is not only an important work but an interesting one as well.

— DANIEL MARKUS

THE FINAL WORD

"In May you featured the struggle of the land and water to survive with the people and the week after **Update** came out we had a water shortage," said Peggy Fisher, the commercial artist who prepares the magazine for the printer.

"In August you featured hurricanes and the next week we were getting hurricane warnings for Dennis. What are you featuring in the November issue?"

"World War II," I said with a silent prayer.

Besides WW II **Update** has Everett Clay's story on Tropical Park's opening with Florida's first legal horse race betting. Pictures illustrating the story are by Gleason Waite Romer, who started taking photographs in 1907 but did not come to Miami until 1925. Peggy Fisher, who was born in Miami, remembers going to Romer's house off Douglas Rd. in the Gables when she was an art student working with a commercial art studio. An advertising promotion for an awning company stressed the durability of the awnings and the company said that Romer had taken some pictures of their work before WW II and the awnings were still in use (this was the mid-50s). Peggy was sent to search for the pictures.

"It was an old coral rock house with files and shoeboxes of photographs wall-to-wall in the house and out on porches. No air conditioning. Negatives and prints stuck together."

Ten years later Romer decided to sell the collection. The Miami City Commission acquired it for \$5,000

and housed it in the Miami-Dade Public Library. Romer died in 1971.

There are 17,500 pictures in the collection and all but 60 have been identified. The library has these listed for reference but has only 9,000 prints. The Tropical Park pictures were among those.

The library has contracted with HASF to make copy negatives and contact prints of the whole collection. Curator Linda Williams is overseeing the process. The rephotographing has been sub-contracted to Associated Photographers. The original negatives will be kept except for a few hundred nitrate film negatives that are considered too hazardous to retain. The contact prints will be made from the duplicate negatives and "will be printed archivally," says Linda. "The wash time is different." This will take several months and then the whole collection will be recatalogued.

Ev Clay, whose story carries the Romer pictures, was dubious about attending his Miami High School class's 50th reunion last spring. "I didn't mind seeing how old we men were but I hated to think of all those cute girls getting old. I want to report that I saw more good-looking women than I've seen in a long time. Ruby and Ruth Nolan, Lillian McGahey, Marcia Malloy, Barbara Garfunkel..."

He says classmate Jack Beck with agrees with him.

Maria Anderson

AUTHOR BIOGRAPHIES

Daniel O. Markus was born in Belleville IL eight years after WW II ended but studied it enough to receive his Masters degree with a thesis on "The Defense of The (Florida) West Coast During World War II." He has been with the museum since 1979 and does **Update's** book reviews.

Eleanor Hart was created in the 1950s as the writer of **The Miami Herald's** Column with a Heart but Eleanor Hazlett came from Ohio in 1940 to be a **Herald** reporter. She has been a **Miami News** columnist since 1980.

Thelma Peters, who is **Update's** leading contributor, took time out from her new book for the current article. **Biscayne Country 1870-1926**, published by Banyan Books, should be available right now.

Everett Clay, who started working in **The Miami Herald's** sports department in 1929, was on duty there the day Tropical Park opened. He was a campus correspondent during his college days and became sports editor in '37. He left in 1944 to handle public relations for Hialeah where he stayed 28 years. The last four years he has been at Calder and is putting the finishing touches on a book full of racetrack stories.



Discounts

Education programs:

These can include walking, hiking, canoeing, busing, scuba diving, snorkeling, boating, flying. You can learn about the Everglades, Big Cypress, Indians, keys like Rabbit, Indian, Elliot, Lignum Vitae and the Dry Tortugas; cities from Redlands, Cutler, Homestead and Florida City to Palm Beach, St. Augustine, Fort Myers, Tampa; the prices can run from \$10 to \$300 per person. Member discount 25%

Gift Shop:

Good selection of maps, photographs, miniatures, toys, reproductions, stationery and publications that run from pamphlets to Arva Moore Park's compilation of Ralph Munroe's wonderful photographs *The Forgotten Frontier* with prices from \$1 to \$22. Member discount 10%



Give a Gift With Dividends

... A HASF membership

for the neighborhood babysitter or yardmower: a student membership, includes discounts, not bonuses... \$10;

for retired Mrs. Pleasant who housesits occasionally: a senior membership giving her discounts and bonuses... \$15;

for Ernest who cuts you hair: an individual membership with discounts and bonuses... \$20;

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for Mrs. Giftedge who has entertained you and your spouse at several lavish social functions: a donor membership which, besides the discounts and bonuses, gives her two passes to The Harvest and an 8x10 photograph from the HASF collection suitable for framing... \$50;

for Jorge Blanco, the president of the new bank whose contribution to your downtown civic project helped put it over its goal: a sponsor membership which includes all of the above and a gift book from the museum shop... \$100;

for yourself and family, since you deserve it: a fellow membership, giving you all of the above plus two more Harvest passes, invitations to special fellow events, a photograph from the HASF collection on a recognition plaque, an income tax deduction for all these membership gifts and HASF's undying gratitude... \$500.

Development Officer Carla Shaw will accept your MasterCharge or VISA credit card.

Bonuses

HASF has published an annual scholarly journal, *Tequesta*, since 1941, the year after the association was founded. It began a bi-monthly magazine, *Update*, in October 1973, which became a quarterly in October 1979. Over the counter (and the only counter you can buy them over is the museum's gift shop counter) *Tequesta* costs \$4 and *Update* \$1 per issue. You get both free with a HASF membership.



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