

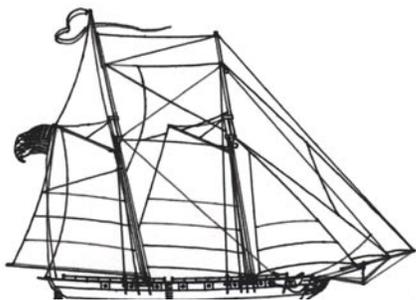
# Florida Keys

## Sea Heritage Journal

VOL. 14, NO. 3

SPRING 2004

USS SHARK




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 OFFICIAL QUARTERLY PUBLICATION OF THE KEY WEST MARITIME HISTORICAL SOCIETY
 

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## William Arnold's Key West

By William Arnold

*William B. (Bill) Arnold wrote the following article in 1983. He died at age of 90 on April 21, 1999. He began his career as an automobile dealer, then worked as agent for Greyhound Line for 20 years. He was then a partner in the Johnson & Johnson Real Estate firm. He served as chairman of the First Federal Savings and Loan Association from 1955 until 1980 when he retired. He served twice as member of the Florida Keys Aqueduct Commission, first on the original three-member commission from 1937 to 1941 and again from 1958 to 1962. He also served as a member of the Overseas Road and Toll commission from 1952 to 1954.*

It is the winter of 1983, and the winter of my life, I was born in 1908 on the island of Key West, Florida and it has been suggested that I write of my impressions of Key West in the early part of this century.

One of the things I recall most vividly is the smell of a summer rain on the dry dusty dirt roads, few of the streets were paved then. The cry of the street vender in Spanish, as he pushed his cart of vegetables and fruit through the streets, and the tinkle of the bell around the neck of the cow being driven to provide



*William Arnold center signs bonds for the Florida Keys Aqueduct Commission to help finance the first water pipeline. Left is William Doughtry, chairman of the commission and on the right Ross Sawyer, Clerk of Circuit Court. Photo credit: Monroe County Library.*

strictly fresh milk at each stop.

Ice was delivered along a route by a horse drawn wagon, which the children would follow to snatch a small piece of ice, while the ice man was making his delivery to the ice box in the home.

Drinking water was drawn from cisterns in the back yard or under the house, by hand operated pitcher pump. The water was collected during the raining, season by gutters from the roofs. Also well water from hand-drilled wells were found in the yards, and provided water for bathing, washing of clothes or watering the small

gardens. In most houses, the pitcher pump was located over a steel sink in the kitchen, toilets were in main part, strictly outdoors.

Radio and television were unknown, and entertainment was provided by games, music, or conversation. As an example, in my family, we would gather around the piano played by my sister Josephine, while Marguerite and Winkie (Emma) would play the mandolin and violin. All of us would sing or try to. Sometimes, in the summer, we would all sit on the front porch

(Continued on page 10)

Society News  
By Tom and Lynda Hambricht



Capt. Bob Montgomery looks on as a beaming Tom Hambricht shows off his first permit, a 24 pound beauty, caught with Capt. Bob on June 27, 1971. Photo credit: Capt. John Eckard.

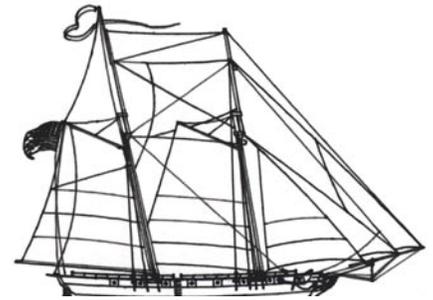
The fishing world lost one of its legendary guides and fisherman with the death of Captain Bob Montgomery, who died March 20 in Miami of early onset Alzheimer's disease at age 66. Bob arrived in Key West via the Navy and after 14 years of service he left the Navy in the late 1960's to become a professional fishing guide. He was the first guide in Key West to use an outboard open fishing boat to hunt large fish with light and fly tackle. He was also an expert flats fisherman who specialized in catching permit and defying the common belief of the time that the flats west of Key West were not worth fishing. Bob perfected the method of finding off shore wrecks and fishing grounds by using engine RPM, compass and stopwatch. With this he was able to fish wrecks that were teeming with fish. Bob's reputation as a fisherman and guide

soon found world class fishermen on their way to his dock in search of record fish. Bob's fishermen won numerous tournaments and set many records. He was also one of the first guides to put Keys fishing on television when he did two "American Sportsman" shows in the 1970's with Curt Gowdy. Bob spent a lot of time teaching others to fish including some fellow guides. When Bob began fishing he could never find a boat that met his needs, so he began buying bare hulls and designing the interiors to his own specifications. While still guiding he opened Montgomery Custom Boats in Miami, where he custom built fishing boats from skiffs to 25-foot open fisherman-style boats. Bob will be remembered as a great fisherman who taught a generation fisherman a new and exciting way to fish and will have his own chapter in Florida Keys fishing history.

## New Member

Dr. Peter T. Dalleo, Wilmington, Delaware; Edie Roland, Key West; T.J. McDermott, Key West; Julie McEnroe, Key West; William C. McKinley, Key West; Howard

Travis, Grand Isle, Vermont; Richard Weech, Key West; Clarice M. and Charles S. Yentsch, Key West; Paul G. Watler, Summerland Key.



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Letters and articles are welcome. Please write to: Editor, Florida Keys Sea Heritage Journal, KWMHS, P.O. Box 695, Key West, FL 33041 (305) 292-7903.

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# Wreck of the C.V. Domburgh

By Captain Hilary Crusoe

*Continued from the Winter 2003/04 Journal.*

Tuesday, October 30, 1973

The day begins with the M.V. **Cable** assisting the C.V. **Domburgh**. Captain Hiller, myself and three salvagemen ashore.

About: 0400 Clear, gentle west-northwest breeze and slight swell.

About: 0700 Salvage crew ashore turned to and went down to Tomkins Service Station and picked up lumber that was previously ordered to install on the bulwark frames on the **Domburgh** for keeping the traveling block and carpenter stopper, on the beach gear clear of the frame

About: 0720 Boarded the **Domburgh** and preparing to receive the #2 set of beach gear. **Domburgh's** heading and list remains the same.

About: 0745 Charter boat **Scout** and the surfboat arrived on the scene. Captain Hiller is aboard the **Scout**.

About: 0800 Clear, moderate west northwest breeze and slight sea and surf. Three crew members of the **Domburgh** turned to, to assist with the operation.

About: 0805 **Cable** hove up anchor and proceeding in towards the **Domburgh**. Captain Hiller aboard the **Scout** sounding ahead of the **Cable**.

About: 0830 The **Cable** anchored in about 20 feet of water about .3 of a mile from the **Domburgh**, in position to receive the messenger line from the **Domburgh**. The end of the messenger line was placed in the surf boat and the surf boat ran the end to the **Scout** and the **Scout** in turn ran the end to the **Cable**.

About: 0850 The end of the



*The C.V. Domburgh ashore St. Augustine Beach. Photo credit: the Author.*

messenger line was hove aboard the **Cable**.

About: 0920 **Cable** hove the end of the 9 inch nylon messenger line aboard and connected the end of the 1 5/8 inch beach cable into same. **Domburgh** commenced heaving the beach cable aboard.

About: 1110 The end of the beach cable for the # 2 set of beach gear was hove aboard and made fast through the starboard after chock into a 1 5/8 inch carpenter stopper and around a set of bits. High tide this morning is 1100 hours height 5.1 feet.

About: 1134 **Cable** hove up anchor and extended the beach cable full scope and planted the 8,000 lbs Eells anchor, on predetermined ranges bearing about 90 degrees off the starboard stern, in about 19 feet of water. This set of gear was in all respect to the #1 set of beach gear, except there are 4 beach cables connected to same. The 4 inch 2400

feet poly messenger line was placed in the **Scout** and delivered to the **Domburgh**, via the surfboat.

About: 1200 Clear, gentle west-northwest breeze and slight sea and surf. **Cable** anchored off the St. Augustine Sea Buoy. All Hands knocked off to for lunch.

About: 1230 Salvage Crew knocked off for lunch.

About: 1330 Salvage Crew resumed work. Preparing the 9-inch x 2400 feet nylon messenger line to be passed to the **Cable** in the morning and this line will then be spliced into the other nylons to be used as the towline. Towline will consist of 9 inch x 3600 feet nylon, 10 inch x 2600 feet nylon and the 2 inch diameter wire towline, to the **Domburgh**. **Cable's** Crew splicing nylon toelines together and preparing beach gear blocks etc. for the set of beach gear to be laid over the bow of the **Cable**, also

(Continued on page 4)

(**Domburgh** from page 3)  
preparing the set of gear to be laid.  
About: 1400 Called our New York office and reported conditions and progress.

About: 1530 Captain Hiller and myself met with a Mr. Charles G. Shermock, manager of Wood Hopkins Construction Co. in Jacksonville, and discussed the rates of hire for a crawler crane equipped with a 2 yard clam shell basket for digging a hole around the **Domburgh** for refloating of same.

About: 1600 Captain Hitler departed the area. Mr. Shermock and myself went down to the **Domburgh** to survey the situation for bringing equipment to the site. Mr. Shermock advised his equipment could do the job and he would make up a contract for rental of the equipment to Murphy, and if Murphy accepts the contract he could have his equipment on the scene Thursday and could commence digging on Friday.

About: 1700 Salvage Crew, Mr. Tomkins and his two men and the 4 crewmembers of the **Domburgh** ceased work.

About: 1930 Called Captain Madeo at his home and reported conditions on hiring Wood Hopkins equipment. He advised that he would call me tomorrow for instructions.

Notes Spoke with the Master of the **Cable** and it was decided to use the **Cable's** motor boat for running the **Cable's** towline to the **Domburgh**.

About: 2000 Clear, gentle southwest breeze and calm sea.

About: 2400 Clear, gentle southwest breeze and calm sea.

Wednesday, October 31, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**, myself and three Salvagemen living ashore in a motel.

About: 0400 Clear, light southwest breeze and calm sea.

About: 0800 Clear, gentle southwest breeze, calm sea and moderate surf. All hands turned to, also Tomkins and 2 of his men and **Domburgh's** crew of 4 men, to assist in putting the **Cable's** towline out to the **Domburgh**. **Cable** launched the port motorboat for running the messenger line for the towline. Salvage crew aboard the **Domburgh** preparing to send the 9-inch x 2400 feet nylon towline to the **Cable**.

About: 0830 **Cable** hove up anchor and proceeding in towards the **Domburgh**, for passing of the towline. High tide this morning 1030 hours.

About: 0850 **Cable** anchored in 19 feet of water, about 0.3 mile off from the **Domburgh**, in position to pass the towline.

About: 0900 Passed the end of the 4 inch poly messenger line to the surf boat, hired from Tomkins, and in turn passed the end to the **Cable's** motor boat which then ran the end to the **Cable**.

About: 0920 **Cable** hove aboard the 9-inch nylon from the **Domburgh**, and this towline will be spliced into the nylon towline aboard the **Cable**.

About: 1100 Nylon towlines spliced together. Towline consists of 9 inch x 3600 feet nylon, 10 inch x 2600 feet nylon and shackled into the **Cables** 2 inch diameter wire towline.

About: 1115 **Cable** notified the U.S. Coast Guard at Jacksonville, the **Cable** was stretching out about a mile of towline to the **Domburgh**.

About: 1118 **Cable** hove up anchor and slacked out the towline.

About: 1140 **Cable** anchored in about 23 feet of water with 4600 feet of nylon towline out and awaiting the salvage crew aboard the **Domburgh** to connect up the 1

5/8 inch diameter x 125 feet towing penda at to the 9 inch nylon towline, before paying out more towline.

About: 1200 Clear, gentle south southwest breeze and calm sea. Knocked off for lunch.

About: 1230 Resumed work. Salvage crew connecting up the towing pendant. **Cable's** crew preparing the set of gear to be laid over the bow of the **Cable**.

About: 1330 Towline pendant made fast.

About: 1350 The **Cable** hove up anchor and payed out the towline to lay the set of beach gear ever the bow.

About: 1445 **Cable** planted the Ells anchor to the set of beach gear, in about 46 feet of water. Notes: While performing the above operation, the #4 main engine generator burned out. **Cable** now on three engines. Salvage crew set up on the two sets of beach gears. Experiencing breakdown on the anchor windlass, which is being used to heave the beach gear. **Domburgh** Master arranging to have the anchor windlass repaired.

Note: Called our New York office and reported conditions and progress.

About: 1700 All hands ceased work for the day. Instructed the **Cable** to pull at 0500 hours in the morning.

About: 2000 Overcast, moderate south southwest breeze and sea and surf.

About: 2010 Met with Mr. Shermock, Wood Hopkins, and he presented the contract for hire of the 60 ton crane, Clam Shell Bucket Bulldozer and operators. I Informed Mr. Shermock that I would present the contract to my Office and will advise him later.

About: 2300 Received a call from Captain Madeo and I related to him the contents and terms of the Wood Hopkins contract. Captain

Madeo instructed me to accept and sign the contract.

About: 2400 Overcast, gentle south-southwest breeze and slight sea.

Thursday, November 1, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**, anchored with a set of gear laid over its bow and the towline out to the **Domburgh**. Lookouts tending the towline in event of wind shift and manning the searchlight to warn off small craft approaching the towline. Myself and three salvage men living ashore.

About: 0400 Calm weather. Due to the calm weather will not make a pulling effort this day.

About: 0700 Called Mr. Shermock, at his home in Jacksonville, and advised him that Murphy Pacific would accept the terms of the contract. He advised that he would commence trucking the equipment to the scene this morning and it would take a day to assemble same and would probably be digging tomorrow afternoon. Contacted Mr. Porter, Park Superintendent, and advised him of the equipment that would be arriving today.

About: 0800 Salvage Crew turned to. Rigging portable lights on the port and starboard decks of the **Domburgh**. Repairs being made to the anchor windlass salvage crew assisting. **Cable's** crew rigging the beach fall for heaving the on the set of beach gear over the bow. Also fabricating metal boxes to be installed on buoys to accommodate lights for marking of the towline, as required by the U.S. Coast Guard.

About: 1130 Some of Wood Hopkins equipment arrived.

About: 1200 Clear, moderate north northwest breeze, swell and surf. Knocked off for lunch.

About: 1300 Resumed morning work. Temporary repairs made to

the anchor windlass. Signed Wood Hopkins contract and sent same to our New York office.

About: 1500 All Wood Hopkins equipment arrived and Crane is being assembled. Bulldozers, Cherry Picker and mats were taken to the site of the **Domburgh**.

About: 1600 Clear, gentle northwest breeze and slight swell and surf.

About: 1700 Ceased work for the day.

Note: Called our New York office and reported developments. Anticipate to commence digging around the causality sometime tomorrow.

About: 2400 Clear, light northeast breeze and calm sea.

Friday, November 2, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**.

About: 0400 Calm weather.

About: 0700 Wood Hopkins crew continues to assemble the crane.

About: 0800 **Cable's** Crew continuing fabricating light boxes for installing on buoys. Salvage crew making adjustments to the beach falls.

About: 0830 Hired the charter boat **Scout** to transport a newly hired crewmember to the **Cable**. **Scout** also brought ashore some more salvage gears which was then trucked to the **Domburgh**.

About: 0850 Called our New York office and reported developments, will commence working the crane this afternoon digging around the **Domburgh**.

Note: Seven buoy lighted were received from Wood Hopkins and same were delivered to the **Cable**, via the rented surf boat. **Cable** installed two of these lights on the crown buoys on the beach gear.

About: 1200 Clear, calm

weather. Knocked off for lunch. Dragline crane arrived at the site of the **Domburgh** and Wood Hopkins Crew rigging the clam shell bucket on same.

About: 1300 Resume work. Salvage crew assisted Wood Hopkins crew in putting the cherry picker on a lowboy truck, which will be transported back to Jacksonville.

About: 1400 Dragline and bulldozer commenced digging on the port side, of the **Domburgh**, at the forward end of the #1 hatch. High tide this after noon was 1246 hours. Digging will be a very slow process.

About: 1700 All hands ceased work. Foreman continued work with the operators, as digging continued. Lights were rigged over the side of the **Domburgh** for night time operation, by the **Domburgh's** crew.

Note: Hired 2 men from D. Tomkins to stand security watches on Hopkins equipment and for ship's security. Also hired one Auxiliary Sheriff Deputy for security to keep onlookers and sightseers clear of the **Domburgh**.

About: 2000 Clear, gentle southeast breeze and calm sea.

Note: Our New York office advised that arrangements were being made to have repairs made to the burned out #4 main engine generator armature. **Cable's** Crew preparing the armature to be sent ashore.

About: 2200 Digging ceased for the day. Equipment was serviced.

About: 2300 The two operators ceased work.

Saturdays November 3, 1973

The day begins with the M.V. **Cable** assisting the stranded **Domburgh**.

About: 0400 Fog, calm weather.

(Continued on page 6)

(**Domburgh** from page 5)

About: 0500 Dragline operators, foreman and myself left for the **Domburgh**, to resume digging. Low tide this morning 0732 hours.

Note: Hole that was dug yesterday had filled in a littler overnight.

About: 0525 Commenced digging on the port side forward.

About: 0600 Foreman ceased work.

About: 0800 Hazy, calm weather. All hands turned to. **Cable** launched the port motor bout to warn traffic of the towline to the **Domburgh**. Called the Master of the **Cable** and instructed him to pull the towline clear of the bottom (sand), as we would have to let go the towline from the stern of the **Domburgh** and pull same up on the beach, clear of the digging operation. Beach gear cables were slack down to enable the dragline to work on the starboard side, on low tide tonight. **Cable** cleared the towline and then slacked it off. Salvage Crew let it go from the **Domburgh** and the bulldozer pulled it up on the beach, clear of the digging operation tonight on the starboard side. **Cable's** crew continued rigging the buoy lights.

About: 0900 Called Mr. Shermock in Jacksonville and requested him to send a bulldozer operator to the scene, as it will be necessary for the bulldozer to push the dug out sand higher up on the beach, where it will not refill the hole on high tide. He advised that he would send a operator to the scene this afternoon.

Note: Contacted Mr. Porter, Park Superintendent, and advised him of developments and progress.

About: 0900 Dragline ceased work. Bulldozer continued to push sand higher up on the beach.

About: 1030 Our Company's

truck arrived from Key West with equipment for the **Cable's** boiler. Same was trucked to the St. Augustine Municipal Dock and sent out to the **Cable**, via the **Cable's** motor boat. Company truck departed for Key West.

About: 1130 Bulldozer operator arrived on the scene, and continued pushing sand. Three operators are on the scene, dragline operators: Carl Wade and Dave Cotney, bulldozer operator D. Forline. They are living at the Lion's Motel.

About: 1200 Knocked off for lunch.

About: 1300 Resumed morning work.

About: 1430 Called our New York office and reported developments and progress.

About: 1530 All Hands ceased works also bulldozer operator. Will return tonight on low tide.

About: 1640 **Cable's** motorboat planted the lighted marker buoys for the towline. Motorboat was hoisted and secured.

About: 1730 Foreman, wrecker operators and myself left for the **Domburgh**. Low tide is 2015 hours.

About: 1800 Arrived at the **Domburgh** and found the towline had washed down to a position close to the rudder, pulled same further up the beach with the bulldozer and anchored same with 2 mats.

About: 1825 Dragline commenced digging on the starboard sides, about 30 feet forward of the deck house. Bulldozer pushing the dug out sand higher up on the beach.

About: 2215 Ceased digging, as high tide is coming in. Water is up to the tracks on the dragline. Removed dragline higher on the beach and same was serviced.

About: 2300 All hands ceased work for the day.

About: 2400 Calm weather.

Note: Today the beach was roped off about 1500 feet from the **Domburgh**. Auxiliary Sheriff Deputy on Security watch also a security watch being maintained on the equipment, supplied by D. Tomkins

Sunday, November 4, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**. Shore gang awaiting low tide to resume digging operation. **Domburgh** heading 350 degrees magnetic and listing 10 degrees to starboard

About: 0400 Calm Weather.

About: 0630 Foreman, operators and myself arrived at the site of the **Domburgh**, to resume digging operation.

About: 0655 Dragline in position, same area as last night, and commenced digging. Bulldozer pushing the sand higher up on the beach.

About: 0800 Calm weather, **Cable** launched the port motor boat to lay more lighted buoys.

About: 0925 Motorboat laid two more lighted buoys, marking the towline. Notified the Coast Guard that the buoys had been laid. They advised that they had put out a Notice To Mariners to keep clear of the operation.

About: 0930 Called Captain Madeo at his home and reported conditions and progress.

About: 0940 Tanker Truck arrived at the **Domburgh** and delivered 1600 gallons of diesel fuel oil. Master made these arrangements through D. Tomkins.

About: 1015 Dragline and bulldozer ceased work, tide coming in. Equipment was taken higher up on the beach and serviced.

About: 1100 Foreman and operators ceased work, awaiting low tide tonight.

About: 1115 Tanker truck departed and will deliver more fuel

oil this afternoon.

About: 1200 Calm weather.

Note: Crewmembers of the **Cable**, returning from vacation was transported to, the **Cable**, via the surf boat of Tomkins.

About: 1600 Calm weather. Tanker truck arrived to deliver 1600 more gallons of diesel fuel oil. Conditions remain the same aboard the **Domburgh**. Refrigerated containers, on deck, being maintained by the **Domburgh's** crew.

About: 1900 Operators, foreman and myself left for the **Domburgh**.

About: 1920 Resumed digging with the dragline, in same position as this morning, bulldozer pushing the sand higher up on the beach.

About: 2000 Calm weather. Tanker truck completed delivery of the fuel oil and departed the scene.

About: 2100 Shifted the dragline aft, towards the stern. Hole dug is about 50 feet long and 50 feet wide and about 9 feet deep.

About: 2250 Ceased digging, due to the tide coming in. Equipment was moved further up on the beach and was serviced.

About: 2330 Ceased work for the day.

About: 2400 Calm Weather.

Note: This day the #4 burned out armature, aboard the **Cable**, was hoisted out of the engine room and placed on the after deck. Awaiting transportation to send same ashore to Jacksonville Shipyard to be repaired.

Monday, November 5, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**. Awaiting low tide to resume digging operation.

About: 0400 Calm weather.

About: 0730 Operators turned to and left for the **Domburgh**.

About: 0800 Partly cloudy, gentle southeast breeze and calm sea. Salvage crew, ashore, turned to

and boarded the Causality. Making adjustments to the beach falls. Digging operation resumed, in the same position as last night. Low tide is 0929 hours. **Cable's** Crew preparing to send the armature and accessories ashore.

About: 1000 Armature and all parts connected with same are prepared to be sent ashore.

About: 1050 Called our New York office and reported progress. Captain Madeo was in agreement to work the dragline and the bulldozer 4 hours overtime per day to expedite the operation. Size of hole is about 70 feet long x 50 feet wide and about 4 feet to 9 feet deep.

About: 1100 Tide coming in. Shifted the dragline to the port side forward to resume digging at the port bow.

About: 1120 Digging operation resumed.

About: 1200 Knocked off for lunch.

About: 1250 Tomkins surf boat arrived at the **Cable** to deliver stores. Portable lighting equipment was sent ashore, via the surfboat, to the St. Augustine dock and then trucked to the **Domburgh**.

About: 1300 Salvage crew turned to and after trucking the equipment to the **Domburgh**, portable light were rigged on the port and starboard decks of the **Domburgh**. Electrical power being supplied by our 2 ½ KW portable generator.

About: 1500 Ceased digging operations high water. Equipment was serviced.

About: 1540 Operators ceased work. Awaiting low tide tonight.

About: 1600 Calm Weather.

About: 1700 Ceased work.

About: 1900 Tanker truck arrived at the **Domburgh** to deliver more diesel fuel oil.

About: 2000 Operators, foreman and myself went down to the

**Domburgh** to resume digging operation. Low tide is 2157 hours tonight. Tanker truck completed delivery of 1600 gallon of fuel oil and departed the scene.

About: 2010 Dragline in position to dig on the starboard stern and commenced digging. Bulldozer pushing the sand higher up on the beach.

Note: Dragline was broke down several times on this digging tide.

About: 2345 Ceased digging. Equipment was taken higher up on the beach and was serviced.

About: 2400 Overcasts moderate northerly breezes sea and surf.

Tuesday, November 6, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**. Awaiting low tide to resume digging operation.

About: 0030 Ceased work.

About: 0400 Partly cloudy, moderate northerly breezes sea and surf. Conditions remain the same aboard the Causality.

About: 0700 Salvage Crew and myself turned to. Boarded the Causality and making preparations to reconnect the 2 sets of beach gears and **Cable's** towline to the **Domburgh**, in preparations to pull on this afternoon's tide.

About: 0800 Cloudy, moderate northeast breeze and rough sea and surf. Operators and 4 crewmembers of the **Domburgh** turned to. Crewmembers assisting the salvage Crew in preparing the beach gear for heaving.

About: 0815 Commenced digging on the port side, due to high water and surf. Salvage crew set up a heavy strain on the 2 sets of beach gears, anchors are holding good. Salvage crew also connected up the **Cable's** towline to the causality. Instructed the **Cable** to be prepared

(Continued on page 8)

(**Domburgh** from page 7)  
to pull at 1400 hours this afternoon. High tide is 1619 hours and the height is 4.7 ft.

Note: Electrician from Miami working on the anchor windlass.

About: 1100 **Domburgh's** crew ceased work.

About: 1115 Called Captain Madeo, in our New York office, and reported developments and progress. Also advised him of the deterioration of the weather and will give the **Domburgh** a pull this afternoon.

About: 1200 Knocked off for lunch. Cloudy, fresh northeast breeze and rather rough sea and heavy surf.

About: 1300 Salvage crew resumed work, making adjustments to the beach gear. Brought aboard 50 gallons of gasoline for operating the portable generator.

About: 1400 Salvage crew commenced pulling on the beach gear, being assisted by 4 crewmembers of the **Domburgh**. **Cable** commenced pulling slow ahead.

About: 1440 Ceased digging. Equipment was taken higher up on the beach and was serviced.

About: 1455 **Cable** pulling full power and maintaining a heavy strain on the set of beach gear. Salvage crew maintaining a heavy strain on the 2 sets of beach gears. No movement on the causality.

About: 1600 Cloudy, moderate north northeast breeze and sea and surf.

About: 1640 Stopped pulling operation. Beach gear was secured. and the **Cable** also secured. Tide was very high but there was no movement on this pulling effort.

About: 1700 Ceased work.

About: 1830 Called Mr. Harry Martin, London Salvage, in Jacksonville and advised him of conditions.

About: 2000 Called Captain Madeo, at his home, and reported conditions and weather is moderating. Will continue digging operations, tomorrow.

About: 2000 Partly cloudy moderate northeast breeze, sea and surf.

About: 2400 Clear, gentle easterly breeze and slight sea.

Wednesday, November 7, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**. Awaiting low tide to resume digging operation.

About: 0315 Foreman and myself went down to the **Domburgh** to check conditions. Found no movement to the causality and no change in the beach gears. Partly cloudy, gentle easterly breeze, slight sea and small surf.

About: 0420 Returned to the motel.

About: 0800 Partly cloudy, gentle southeast breezes and slight sea. Salvage crew and crewmembers of the **Domburgh** turned to. Slacked off the 2 sets of beach gears and disconnected the **Cable's** towline, in order to resume digging operation on the starboard side.

About: 0900 Operators turned to and resumed digging operation on the port side. Low tide is 1116 hours. Hole extends from the bow to the amidships and is about 6 feet deep, on the port side.

About: 0930 Called Captain Madeo, in our New York office, and reported developments and progress.

About: 1010 Completed slacking down the beach gears and disconnecting the **Cable's** towline. Dragline was shifted to the starboard side aft and commenced digging in this position. Bulldozer pushing the sand further up on the beach.

About: 1030 Crewmembers of the **Domburgh** ceased work.

About: 1200 Partly cloudy, gentle southeast breeze and slight sea. Knocked off for lunch.

About: 1205 Shifted the dragline to the port bow to endeavor deepen the hole. Tide coming in.

About: 1400 Received assorted wire straps from the **Cable**, via the surf boat.

About: 1425 Shifted the dragline to the port amidships and continued digging.

About: 1600 Received a call from Mr. S. Clarke, **Domburgh** owner, from London England. I reported conditions and progress to him. He was in agreement to use the main engine of the **Domburgh**, if necessary to refloat the **Domburgh**. He also advised Mr. J. Beatty of this.

About: 1615 Digging operation stopped due to tide coming in. Equipment was taken up higher on the beach and was serviced.

About: 1700 Salvage crew and operators ceased work.

About: 1710 Called Captain Madeo, in our New York office, and reported conditions and progress, also telephone conversation with Mr. Clarke.

About: 2200 Operators, foreman and myself went down to the **Domburgh**.

About: 2220 Dragline commenced digging on the starboard quarter. Bulldozer pushing the sand further up on the beach.

About: 2400 Clear, gentle southerly breeze and slight sea.

Thursday, November 8, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**. Digging operation in progress.

About: 0130 Digging operation ceased, due to tide coming in. Equipment was taken up higher on the beach and was serviced.

About: 0200 Ceased work.

About: 0400 Partly cloudy, calm weather.

About: 0740 The tug **Kathryn** arrived alongside the **Cable** to transfer the armature etc. to be transferred to Jacksonville Shipyard for repairs.

About: 0800 Calm weather. Salvage Crew turned to and proceeded to the **Domburgh**.

About: 0845 Tug departed with the armature and the **Cable's** Chief Engineer for Jacksonville. About: 0900 Operators turned to and changed oil filters on the dragline.

About: 1000 Digging operation commenced and continued digging on the starboard quarter.

About: 0930 Fresh water truck arrived on the scene to deliver 15 tons of fresh water to the **Domburgh**. These arrangements were made through the Master of the **Domburgh**.

About: 1155 Completed delivery of the fresh water. Truck departed the scene.

About: 1200 Salvage Crew knocked off for lunch. Called our New York office and reported conditions and progress to Captain Shirley.

About: 1300 Resumed work.

About: 1430 Shifted the dragline to the amidships on the port side, due to the tide coming in.

About: 1605 Stopped digging tide coming in. High tide is 1756 hours tonight. Moved the equipment higher up on the beach and serviced same.

About: 1700 Ceased work.

Note: Truck arrived from Key West, with equipment for the **Cable**. Driver will stay overnight at the Lions Motel.

About: 2120 Operators, foreman and myself left for the **Domburg**

About: 2145 Dragline commenced digging on the stern.

About: 2400 Clears calm

weather.

Friday, November 9, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**. Digging operation in progress.

About: 0100 Dragline broke down. Fuel pump trouble. Operators working on same.

About: 0200 Ceased works Operators could not repair the dragline. Will contact Mr. Shermock in the morning and request he send a mechanic and parts to repair same.

About: 0700 Called Mr. Shermock, at his home in Jacksonville, and requested a mechanic and parts to be sent down as soon as possible to repair the dragline.

About: 0800 Calm weather. Salvage crew turned to. Boarded the Causality and run and tested the 2 ½ kw portable generator. Also making adjustments to the beach gears.

About: 1000 Operators worked on the dragline and got same running.

About: 1005 Commenced digging operation at the stern.

About: 1010 Dragline broke down awaiting the mechanic to arrive.

About: 1055 Mechanic from Wood Hopkins arrived on the scene and commenced working on the dragline.

About: 1130 Called our New York office and reported developments and progress.

About: 1200 Clear, gentle southwest breeze and calm sea. Knocked off for lunch.

About: 1300 Resumed work.

About: 1415 Bulldozer commenced digging sand from the starboard quarter.

About: 1430 Wind shifting to the north. Salvage crew commenced reconnecting the **Cables** towline

and set up a heavy strain on the 2 sets of beach gears. 3 crewmembers of the **Domburgh** assisting in this operation also used the bulldozer. Repairs to the dragline continue.

About: 1530 Towline made fast to the stern of the **Domburgh**.

About: 1600 Set up a heavy strain on the 2 sets of beach gears.

About: 1700 Salvage crew ceased work.

About: 2200 Operators, foreman and myself went down to the **Domburgh**.

About: 2225 Dragline commenced digging around the stern. Bulldozer pushing sand further up on the beach.

About: 2400 Cloudy, strong northerly breeze and rather rough sea and heavy surf.

Saturday, November 10, 1973

The day begins with the M.V. **Cable** assisting the stranded C.V. **Domburgh**. Digging operation in progress.

About: 0200 Stopped digging operation, due to the high tide coming in. Called the **Cable** and instructed them to be prepared to pull at 0530 hours this morning.

About: 0400 Partly cloudy, fresh northerly breeze and rough sea, swell and heavy surf.

Salvage crew and myself boarded the causality to prepare to pull. **Domburgh** heading 350 degrees and listing 10 degrees to starboard. Instructed the Master to commence pumping out the port and starboard wing tanks, capacity of both tanks is 58 tons, and also to pump out the # 3 port and starboard ballast tanks, capacity of both tanks is 44 tons. Called the **Cable** and instructed them to commence pulling. High tide is 0733 hours this morning and height is 5.9 feet.

(To be continued in the next issue of the Journal)

(Arnold from page 1)

to listen to ghost or Indian stories. Refreshments consisted of lime-ade or Klim (Ad said, milk spelled backwards) a powdered milk we would mix with water.

Most of the houses were built close to the front sidewalk which enabled the porch sitters to engage in conversation with neighbors walking by.

Air conditioning was also unknown -- the homes which were fortunate enough to enjoy electricity had either a ceiling fan or a small portable one. Those who did not, used a palm fan or pasteboard one, to try and propel some cool air across their faces.

Mosquitoes were terrible, and since the houses were not screened, everyone slept under a mosquito bar or netting which was hung on a metal frame on the bed, and pulled down at night to protect the sleeper. This usually obstructed whatever breeze was available, and one would awake soaked in perspiration.

Washing of clothes was done in a washtub in the back yard over a wood fire. The clothes would be pushed around punched up and down and finally hung on a clothesline to dry. Pressing was done by iron irons heated over charcoal. This part of the chores was done by a huge black woman, who as I recall was paid \$1,00 for a full day's work.

Food was purchased by telephone and delivered to the homes. Chickens, turkeys and eggs were raised in the back yard, and "cold storage" chickens were never used in our household. The killing and cleaning of the fowl was a duty assigned to the male members, but I do not remember my father participating in this matter too much, and it seemed that I was usually assigned this distasteful

duty.

Fish, also, were purchased strictly fresh. In fact, Peter Roberts who operated an open air fish market at the east end of Front Street kept the fish alive in wood pens floating in the water. The customer would point out the fish he wanted, which was then scooped out of the water in a net and swiftly scales and cleaned.

Local transportation was by horse and carriage, and the electric streetcar. The early streetcars were open vehicles with perhaps ten rows of wooden bench type seats across, and a running board along both sides of the car. The motor-man who controlled it with two large levers, one which he used to brake, and with the other to increase or decrease speed. The conductor moved up and down the running boards on the side to collect fares from the passengers as they boarded, The young male passengers would board and leave the car by this running board while the car was in motion, perhaps to enhance their macho image and it was the height of my ambition to be able to imitate these young men. Unfortunately, at my much earlier age, I did not possess their agility, and my efforts would end in an undignified sprawl in the street.

Bathing in the ocean was done either very early in the morning or late in the afternoon, and only after the rains had occurred in the spring. Many of the old timers felt that the rains would wash away any impurities in the waters surrounding the island.

Much of Key West was still heavily wooded with native shrub type vegetation, and a habitat for many different types of birds and raccoons. During the winter large flocks of migratory birds would visit the area, including, in particular, many doves and some ducks. The doves in particular were hunted by local sportsman during the season,

usually early in the morning or late afternoon. Songbirds were trapped and housed in back-yard cages. The traps were constructed of light wood frame, with coconut frond stems used as bars. A live bird was placed in the center or cage portion to lure like birds to the two trap sections at both ends. These trap sections were baited with cactus fruit, or Boston Apples. Boston Apples, incidentally was the fruit of a wild vine which was about the size of as plum, orange in color, with a rough bumpy skin.

The island had many fruit trees, most prominent of course was the coconut and sapodilla trees. Some of the smaller shrubs were the sugar apple, the soursop, guava, pomegranate and many others. Some of these fruits were used to flavor ice cream, and some were used in making "Compuesta," a native drink, in which various fruits were steeped in Aguardiente, clear rum, made from sugar cane. It made a heavy very sweet, brown color drink, with the kick of a proverbial mule.

The people of Key West were mainly Conchs and Cubans, The Conchs or Anglo portion were of English descent. They had migrated from the Bahamas, and were fishermen and spongers, Many retained their cockney accent. They lived in the old section of Key West, and also west of what is now Eisenhower Drive, family names like Sawyer, Roberts, Pinder, Knowles, Curry, etc. are still evidence today.

The Cuban or Latin people migrated here from Cuba, and lived near the cigar factories where most of them were employed. This was the area generally south of Truman Avenue. Some of the cigar manufacturing firms built small-frame houses which they rented to their employees. These little houses,

many of which still stand today, were crowded together on small parcels of land, each very much alike on the outside. The interiors usually painted by the tenant, were bright green, yellow, and blue, each room a different color. Perhaps, these bright colors reflected the light-hearted, fun-loving people who lived there. Their weekends were spent in attending cockfights, baseball games, or Rumbas (parties at different houses, with roast pig, arroz con poll, and rum).

It was the cigar manufacturing which brought my father to Key West, where he married my mother Emma Cosgrove, daughter of a sea captain. He was born in 1860 and had to leave home at about 15 years of age, probably due to the economic condition of the South after the Civil War. He was born in Mobile, Alabama and he went to live in Cuba, where he worked in the tobacco business, starting out in the fields, and finally becoming a factory manager. Since Key West was the largest cigar-manufacturing center, he moved here.

Christened Augustus Woodcock, which was a harsh mouth-filling name to inflict on an infant, he was known as Gus (the Cubans pronounced it as Goh) and spoke Spanish fluently from his years living in Cuba. The factory he was manager of and which I remember was located at the corner of United and Simonton Streets (a motel is located there now). It was named the Mi Favorita, and was owned by Park & Tilford of New York (the candy people).

I remember the factory well, and some of the people who worked there. One was a squat black man, whose front teeth were filed into points. He had come from a tribe in Africa and had ended up in Key West, coming here from Cuba. He spoke only Spanish.

I remember the Reader, a man employed by the cigar makers to read the news, and a novel which he would continue from day to day. The making of cigars is a monotonous occupation, and to make their work more pleasant, this Reader would mount a raised platform in the center of the floor and speak in a loud clear voice, with gestures as he spoke. Again, the language was Spanish.

Then I remember Josephina, the comely and curvaceous young woman, who was employed as a bander. She was one of the women who would place the bright colored paper band on each cigar before it was packed in the box. She was the only employee privileged to use the manager's private rest room and it was also rumored that she sometime accompanied the manager on his frequent trips to Havana to purchase tobacco. If so, she must been a great help to him in selecting the tobacco, as he usually returned with a smile on his face.

The Black population lived in very much the same area they do, today, west of Whitehead Street. Those employed in our household included Clemintina, the coal black fat cook who presided over the kitchen with an iron hand. Then, there was Prince Cash, the yardman, who lived in the one-room wood house to take care of the property when the family was away.

My father had purchased a number of the wood-rental houses around our home, and to keep them in repair used the services of a black carpenter named Wilkerson. It seemed to me that he and Wilkerson had daily arguments, which resulted in Wilkerson being fired daily. He would pick up his tools, walk around the block, come back and start again where he had left off, I realized later in life that these dramatics were enjoyed by both parties.

It was in this area, west of Whitehead Street, that houses of prostitution were located. It was called Jungle Town, and the leading houses of those times were: Big Annie's, Alice Reed's and House of Nations. Each house featured a bar and a coin operated player piano. Their best customers were the spongers, who after a successful trip would spend time there until they ran out of money.

Commercial travel to and from Key West was either by rail or boat, the P&O steamship line operated vessels between Tampa, Havana and Key West. The Clyde Mallory Lines ran a passenger and freight service which touched at Key West on its way to New York. And of course the main method was by the Florida East Coast Railroad.

My father made occasional trips to New York to report to the company who owned the cigar factory, and on one occasion took the whole family there on the train. He engaged a drawing room and compartments on the train. The drawing room had a private bath, and the compartments were small rooms. Weeks of preparation for the trip included proper clothing, and admonitions as to our conduct, "don't drink the water in the finger bowl in the dining car." All the children were wide-eyed in New York City, and even today I remember so well the elegant dining room at the hotel and how impressed I was over the endless crowds.

I remember our first automobile, it was a Oakland open touring car, and a garage was built to house it. My father spent hours reading the manual and then lifting the hood and tinkering with the engine. We had a hand air pump to inflate the tires and he purchased a small air

(Continued on page 12)

(Arnold from page 11)

compressor, which was attached to the engine and used that for the weekly testing and inflating of tires. During the week, the car rested in the garage, awaiting the important event on Sundays when it was brought out for a family drive. My father wore heavy-leather gloves with wide cuffs while driving and used these gloves also to swat the kids fighting in the back seat. As I remember, he never turned his head from the wheel, but took off a glove, and blindly hit both innocent and guilty. Also, the car was never driven in a rain. At the first raindrop, he would hurry back to the protection of the garage. He finally sold it for a sum over what he had paid for it, and was probably relieved to be rid of a contraction with which he was never too comfortable.

When the Overseas Highway was opened to automobile traffic in 1938, it was operated by the Overseas Bridge and Toll District Commission a group appointed by the Governor of the States of Florida, and who served for four years, at a time. B. M. Duncan, the engineer who had been in charge of the construction of the highway, which was the conversion of the old Florida East Coast Railroad right-of-way, from railroad to automobile traffic. Upon completion Duncan was named manager of the District which was the area between Lower Matecumbe on the north and Big Pine Key on the south, with tollgates of both ends, where a toll charge was collected for car and passengers traveling through that District.

The Florida Keys were still trying to recover from the Labor Day, 1935 hurricane, which had swept through the middle Keys area, killing hundreds, and leaving a

path of destruction which was really awesome. Even the mangroves were destroyed in the hardest hit areas, and bare expanse with stark tree trunks, made me think of the illustrations of Hell in Dante's Inferno.

The survivors of this disaster, many of whom had not only lost their homes but relatives as well, were given a ray of hope when money was borrowed from a U. S. Government agency to construct a automobile highway over the now abandoned railroad bed and bridges. The money was to be repaid through the collection of tolls, and the Overseas Bridge and Toll commission was formed to handle the construction and then operation of the District.

During these difficult times, a political figure was coming more and more to the front. Key West, in particular, had been hard hit by the depression. The hurricane seemed be the final crushing blow, and perhaps the people were looking for a Messiah to lead them out of this morass of despair, and this seemed to be a young man named Bernie C. Papy, who had pulled himself by his boot straps from a shoe-shine boy to the owner of a wholesale grocery, and who had been elected as a member of the House of Representatives State of Florida. Papy had started to build a political machine which has never been seen on the keys before or since.

As a champion of the "little people" or as he called them "my people" he fought long and hard for the County. He held himself forth as one of little people, and even in later years when he had become wealthy, and powerful, he continued to drive a modest old car, wore a loud open sport-shirt, and spent time drinking coffee with old conch fishermen around town. Key West was the county seat and the area of the most of population, and on this Island

Papy knew almost every voter and family member.

Papy in his post of Representative from this county soon realized he had a power which few if any of his predecessors used, which was to control salaries of other City and County officials, by introducing bills to either lower or raise their salaries. In the legislature he allied himself with powerful figures and some special interest. The people here felt that he was a Robin Hood figure, who helped them and what happened, otherwise, did not interest them.

As the years passed, he molded a powerful organization and the support of this organization was almost a sure success of various candidates for office. He was a tough street fighter who would reward his friends and crush his enemies. He was a sort of Mafia Godfather image to whom some would even bring their family problems. These people were forever in debt to him.

As the years passed he owned an insurance agency, an oil distributorship, controlling interest in a bank he had formed, and much real estate. He retained his wholesale grocery business and took on a popular beer account. Homage was paid to him by his supporters in their banking, insurance, gasoline, and even the type beer they drank. His most powerful weapon to enforce the cooperation was the Tax Assessor who was a strong ally. A favorable tax assessment of your home or other property would depend on one's patronage of the Papy industries.

In 1938, Papy had started his rise to power, and I believe he was sincere in his efforts to help this county. He asked me to serve on the first Florida Keys Aqueduct Commission, which was a three man board, formed to try and find a way to bring fresh potable water

to the Florida Keys. As I recall each member received \$1.00 per year, and had to pay their own expenses no money was provided. After much work and time, we finally managed to arrange a loan from a U. S. Government agency to start construction of a pipe line from the mainland to Key West. I served out my four-year term, but during the last part of my term, I was beginning to have doubts about Papy's sincerity, and did not seek re-appointment.

In 1947 and 1948, Earl Adams, a friend of mine, was a member of the Overseas Bridge and Toll District Commission, and through Earl, I enjoyed some of the benefits which members were given. Since they were paid just \$50.00 per month, they were allowed to use the cottages at Pigeon Key and in particular the large fishing boat, which was also used as a work boat

Earl decided to run for Clerk of the Circuit Court and after he was elected, he could not seek re-appointment to the Overseas board, and I decided that I would like to be a member of the board, in particular to enjoy the use of the cottage and the fishing. I would not ask the support of Papy, as I did not want to be obligated to him, and instead had the support of some influential friends I had in the State Capital. On May 12, 1949 Governor Fuller Warren appointed me as a member of this board, of seven members. Five of these appointees were dyed-in-the-wool Papy people, and the other member Col. Edwin Trevor and myself were not.

Soon after our appointments, and before we had our first meeting, I received a message that Representative Papy would like to meet with the appointees. About this same time, I heard that the old manager of the District, B.M. Duncan was to be fired, or rather not



*The first Florida Keys Aqueduct commission receive their checks for \$1.00 a year that was not paid in 1938. From left William Arnold, William Doughtry, Joe Pinder, then chairman of the commission and Earl Adams. Photo credit: Florida Keys Aqueduct.*

re-appointed, and a political crony of the Governor, Brooks Bateman was to be named in his place. This worried me as not only did I have faith in Duncan's basic honesty and ability, and one of the reasons I had accepted the appointment, but I had heard some very disconcerting things about his replacement. I did not question the Governor's right to name his own person, but rather it was who this person was.

At the meeting with all appointees present, Papy announced that the Governor wanted us to appoint Batemen in place of Duncan. He had the Governor on long distance, and asked each of us to talk to him. When my turn came, the Governor said, "I hope you can go along with my program." I mumbled some reply and when we were all seated again, I stood up and told Papy that I would not vote to appoint Batemen. He became furious and shouted "the Governor put you there, and he can take you away." I replied that all the Governor had to do was blink his eye and he knew what he could do with my appointment. And this was my start

aa a member of the board.

Soon after that, the Commission held its first meeting at Pigeon Key, which incidentally was the headquarters of the District. At this meeting and at all subsequent meetings, the five pro Papy members would ride together from Key West, while I would either ride with Trevor the other anti member, but usually I went alone as Trevor was out of town a lot. When I arrived at the meeting I was usually given the cold treatment, with all conversation coming to a stop.

This started a very unpleasant experience and a frustrating one. What information was given was passed to me while the meeting was progressing with no time for study. As example, at one meeting, I heard the word swimming pool, and when I asked about it I was told it was a work in progress at Pigeon Key, which was really a work camp, with a few clerical workers. I began to hear of large expenditures in particular on fill for road or rather bridge approaches with apparently

(Continued on page 14)

(Arnold from page 13)

no checks or audit.

Things continued to worsen, any attempt made by me to remedy the situation was met by a solid block vote opposition. Trevor and I would stand together, when he was here, but unfortunately most of the time he was away, and I was alone.

Finally, at a meeting in early 1950, I was given a financial statement while the meeting was in progress. There was a motion to approve it, and I objected given as my reason I had not had a chance to even read it. The motion was called and passed five to two, with Trevor and myself in the negative.

I walked out of the meeting and sent my resignation to the Governor as did Trevor.

Out of all of this came a Grand Jury investigation, with a special out of town States Attorney, and it was brought out that the fill for which Mr. Cothran had been paid, could not have been delivered, even if he had twice the number of trucks and worked them 24 hours a day. Both Batemen and Cothran were indicted, and a trial date was set for them.

The Papy machine was now in full operation, to protect Batemen and Cothran, and to discredit those who opposed, and in particular Trevor and myself. Various people would turn their backs when I approached them on the streets, or parties so as not to be seen talking to me. I was really an outcast in Papy country and the heat was on. At that time, I was employed as a District Passenger Agent by the Florida Greyhound bus lines, and Papy had contacted their man at Tallahassee, telling them that they could expect no cooperation from him as a State Representative unless they fired me from my position here.

They covered themselves by

writing me a strong letter saying that my political activity was hurting the company, a copy to him, but they called me and said to disregard the letter.

By the time the trial was held before a local jury, the influence and pressure, there was no question as to the outcome. Both men were acquitted.

Although, by this time I was disillusioned, with a different outlook on life, all was not lost as when the final bond payment was made the Overseas District was done away with and the road became toll free the entire length, even though an effort made to retain it and use the funds from the tolls for other purposes.

So, I came through this somewhat bruised but dedicated to someday see the overthrow of the Papy regime. Fortunately, I did live long enough to see this, and to see his many faithful followers disclaim any affiliation with him, after he lost his power.

During the time this struggle was on, there were many times I felt like Don Quixote, but I learned a most valuable if cynical lesson. First, that most of our fair weather friends melt away, and how many lack the fortitude when the going gets tough.

Another aspect was the attitude of the other members of the Commission. Two of these were out and out strong Papy supporters who would support him right or wrong through anything, and although they were adversaries I respected their frankness and I always knew where they would stand. One of the others was a Papy man but the type who would look after number one. But the remaining two pro-Papy members, were the ones for which I had the least respect.

One was a barber, who came to me on one occasion and said that he

would like to vote with me on some issues as he felt I was right, but said that frankly he lacked the courage to do so. The other was an older man who was an active churchman, deacon, I believe in one of the local churches who told me he used to kneel down at night and ask God for guidance at the meeting next day. Well, either the Lord did not hear him, or he misunderstood the advice as he ended up voting with the majority on all issues.

So, I had decided that I did not fit into any political activity, or I should say serving on boards, as I remained active in elections, and speaking of elections I must add this experience.

In 1934, I took over the management of the General Motors automobile agency here, Meltzer Motor Company. In fact Meltzer had moved to Miami, and the agency was about to close when I worked a partnership deal with Meltzer to manager his agency here on a 50-50 basis. This was the time before Papy came into power and the town was under the dominance of the one and only local banker, William Porter. Porter as the only banker, and as a member of the County Commission had a lot of power, and most of the people here felt that he was holding the community back. I also felt that

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way, and in fact I was one of the leaders in backing an opponent for Porter in the election, named Monsalvatage. Monsalvatage had faults, but we felt that if we could get Porter out of office, it would break his power and after that we could easily get rid of Monsalvatage later. We elected Monsalvatage, and defeated Porter badly.

At that time I had a loan from Porter's bank (the only bank here) for my automobile business, I had a lot of collateral, but was short on cash. Well, a few days after the election, I had a call from the bank that they were calling my note (it was a demand note). I asked them if there was anything wrong with my collateral, they said no, but they wanted their money now. So, after some scrabbling around, I managed to raise the money, but after that I had to do my borrowing through Miami and my partner Meltzer,

In 1958, John Spottswood was State Senator, and had discussed with me on a few occasions the need to improve the tone of the Florida Keys Aqueduct Commission. When the then Governor of Florida, Leroy Collins, came to Key West that year, Senator Spottswood gave a large reception at his home for Collins. I attended and talked at some length with the Governor who asked me to meet with him the next day. I did so, and at this meeting, he asked me to serve on the Florida Keys Aqueduct Commission.

I was doubtful and said "Governor, I am flattered since I did not solicit the position, but before answering, I want to know what strings are attached, as frankly I have been this road before." He assured me he would not interfere in anyway, and any decisions would be mine alone. I asked about the Papy influence, and he said that since Papy was the State Representative, he would have to appoint some

Papy people. Of the names he listed, one was anti like myself, two were Papy and one seemed to be in the middle. They seemed to be people with whom I would have no serious difference, and further the manager of the board was Earnest Ramsey, a CPA who I had known for many years, and who I felt was competent and basically honest, even with Papy leanings.

At the first meeting, I was named Chairman (at the Governor's request), but within a few months a re-organizational meeting was called at which Merville Rosam, who was manager of the City Electric System, was named Chairman in my place. So, now Rosam was chairman of the water board of which Ramsey was manager, and Ramsey was chairman of the Electric System of which Rosam was manager. Very neat!

All of the insurance of both the Electric System and the Water Board was carried through the Papy Insurance Company, much of it was over insured in my opinion, but I did not belabor the point. Papy had a beautiful expensive home on Sugarloaf Key, and the water company ran water line and storage tank to his property at no charge, and many other favors.

I soon found myself in a very familiar situation; I was a minority member in a Papy dominated Board. This time, however, I was older and I hope somewhat wiser, and while, I still fought, I tried to heed the advice given me once by a wise old man who said, "Be the bull fighter and not the bull." So, I tried to be the matador, and to not try head on changes. With this philosophy, I served out my four year term, during which time I tried to keep my opposition from becoming too complacent, and the meetings interesting. It was a great experience, but I decided this time, that I had served on my last political board.

## BUSINESS MEMBERS

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KEY WEST, FL 33040 294-2833

KEY WEST ENGINE SERVICE, INC.  
P.O. BOX 2521  
KEY WEST, FL 33045

THE LANGLEY PRESS, INC.  
821 GEORGIA STREET  
KEY WEST, FL 33040 294-3156

MEL FISHER MARITIME HERITAGE SOCIETY  
200 GREENE ST.  
KEY WEST, FL 33040 294-2633

MYSTIC SEAPORT  
P.O. BOX 6000  
MYSTIC, CT 6355-0990

OLD TOWN TROLLEY  
6631 MALONEY AVENUE  
KEY WEST, FL 33040 296-6688

PIGEON KEY FOUNDATION  
P.O. BOX 500130  
MARATHON, FL 33050

A.R. SAVAGE & SONS, INC.  
1803 EASTPORT DR.  
TAMPA, FL 33605 813-247-4550

SEACAMP ASSOC.  
RT. 3, BOX 170  
BIG PINE KEY, FL 33043 872-2331

SEA STORE  
614 GREENE ST.  
KEY WEST, FL 33040 294-3438

SOUTHERNMOST HOTEL IN THE USA  
1319 DUVAL STREET  
KEY WEST, FL 33040 296-6577

ST. LOUIS AUTOMATIC SPRINKLER CO.  
3928 CLAYTON AVE.  
ST. LOUIS, MO 63110 314-533-7710



*The Radio Range Tower on south Stock Island take on November 1945. The building on the left side center is now the Hickory House Restaurant. The Boca Chica bridge is in the upper right. Photo credit: Monroe County Library.*

Key West Maritime Historical Society  
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