THE NEWSLETTER AND JOURNAL FOR THE ESCAMBIA COUNTY HISTORICAL SOCIETY

Escambia ECHOES

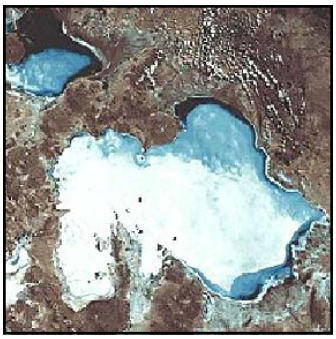
The May Meeting

The Program: A Journey to Bolivia's Rainforest Lake Titicaca and Uyuni Salt Flats

Presenter: Darryl Searcy

The Thomas E. McMillan Museum

Tuesday, May 22, 2012, 3:00 p. m



Bolivia's Diversity
From jungle to salt flats to the world's largest navigable lake
On Top: A Jungle Scene
On the Bottom, Left:Two of Bolivia's salt flats viewed from space.
On the Bottom, Right: Lake Titicaca

More about the Program

Darryl completed a plant collection expedition for two pharmaceutical companies in February of this year. The overall trip was 18 days spent in the Lake Titicaca, pre-mountain jungle rainforest, and the Uyuni Salt Flats of Bolivia.

While hundreds of photographs were taken during the expedition, Darryl has agreed to let the membership of the Escambia County Historical Society view a few while he speaks about the exciting finds and experiences of the jungle.

He will also speak on the vast diversity

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Our Speaker for the May Meeting—Darryl Searcy

Volume 39, Number 4

May 2012

Contents

The June Meeting, June 26, 2012

Guest Speaker Jim Parker will present a program on the Tensaw Project, an archeological dig at the location of Forts in the Tensaw Area associated with the War of 1812 and the Creek Indian War.

Some of the items found are displayed in the exhibit for the Andrew Jackson Period in the McMillan Museum.

Former Curator of the Museum, John Powell, who worked with Jim Parker on the project, created the display.

More about the Program *(continued)*

(Continued from page 1)

of Bolivia as well as the pitfalls associated with deep jungle life.

Darryl was not only the leader of the expedition but was teacher as well as there were 12 graduate students present from various universities located around the country - Brigham Young University of Utah, the Rocky Mountain Herbarium of Wyoming, Kansas State University and Florida State University.

The junior botanists earned credits for their field research, as well as proving themselves worthy of recruitment by the pharmaceutical companies that sponsor the expedition.

There were also four biologists from Oral Roberts University who came along as well to do their own collections of insects, reptiles, and small mammals. Those collections were for the Oklahoma Museum of Natural History located in Oklahoma City. €

Lake Titicaca and the Floating Islands

Located in the Andes (at 12, 500 feet), on the border of Peru and Bolivia, Lake Titicaca is the highest commercially navigable lake in the world. However, the main attraction for visitors to the lake are the 40 or so floating islands on the lake, made by and inhabited by the Uros people of Bolivia.

According to Wikipedia, these islands, made of totora reeds, which grow at the edge of the lake, were originally constructed for defensive purposes, since they could be moved.

The Uros, who have lived on the islands for hundreds of years, were forced to move onto the islands when the Incas encroached on their land. As a reminder of their defensive purpose, some of the islands still have watch towers..

From Wikipedia we also learn how the Uros construct these floating islands. They weave the dense roots of the totora reeds together to form a layer that supports the islands. Ropes attached to sticks driven into the bottom of the lake anchor the structures. However, the islands can still be moved if necessary.

A Floating Island with A Watch Tower

A reed island or floating island, showing the dept of the islands which is six to eight feet.

The islands are six to eight feet deep with a spongy surface so that each step on the surface sinks one to four inches. The reeds on the bottom rot and new layers have to be constantly added to the top, about every three months. The islands last about thirty years (Wikipedia <http://en.wikipedia.org/wiki/Lake Titicaca>).

The online article "The Uros of Lake Titicaca" (from the website Atlas Obscura) describes the islands as consisting of simple reed houses with watch towers on the largest islands. Tiny outhouse islands have been created with ground roots that absorb the waste.

The Uros use the reeds not only to build their islands but to make their homes,

(Continued on page 3)

Lake Titicaca and the Floating Islands *(continued)*

To the left: Fishing in a Traditional Reed Boat

To the Right: A Reed Boat with an Animal Head on the Prow.

Reed Boat Made to Take Tourists to the Islands These boats last about 18 months.

Traditional and Modern

The two pictures to the left show the mixture of traditional and modern life-style in the lives of the Unos.

In the picture on top, you see the ancient tradition of gathering reeds with a modern boat tied to the shore.

In the picture on bottom, you find the houses made of reeds with a solar panel in front of one house.

Using a Bird to Help Catch Fish

The Cormorant is tied with a soft wool cord.

(Continued from page 2)

their furniture, and their boats. The boats are shaped like canoes but often have animal heads at the prow. They are used for fishing and to bring tourists to the islands.

The Uros also use the reeds for food (making a tea out of the flowers), for medicine (eating the white part of the root for iodine), and for comfort in a harsh climate (splitting the stalk and using the cool interior wrapped around their forehead for relief in hot weather) (Wikipedia <http://en.wikipedia.org/wiki/Uru_people>).

The Uros live their traditional lifestyle but include some modern conveniences. Some have motor boats or solar panels and there is a radio station on the main island that plays music each day (Wikipedia <http://en.wikipedia.org/wiki/Uru_people>).

In addition to the use of modern conveniences, tourism is affecting the traditional lifestyle. From "The Uru People," this comment on the effect of tourism:

"Because the people living there are so infiltrated with tourists now, they have less time to maintain everything, so they have to work even harder in order to keep up with the tourists and with the maintenance of their island. Tourism provides financial opportunities for the natives, while simultaneously challenging their traditional lifestyle" ((Wikipedia <http://en.wikipedia.org/wiki/Uru_people>). €

The Salt Flats of Bolivia

Salar de Uyuni is the world's largest salt flat (4,086 square miles). Located in southwest Bolivia near the crest of the Andes at 11,995 feet above sea level, the salt flat was formed from changes in several prehistoric lakes. The Salar consists of a salt crust which is extraordinarily flat (with variations of only one meter) covering a pool of brine.

Salar de Uyuni is part of the Altiplano of Bolivia, a high plateau which was formed during an uplift of the Andes mountains. There are fresh and saltwater lakes as well as salt flats on the plateau. When the Salar de Uyuni is covered with a film of water, it becomes a giant mirror reflecting the sky and creating the illusion that earth and sky are one.

The Salar de Uyuni at Sunset

The hexagons in this landscape evolved after the salt pan, near Bolivia's Volcano Tunupa, had dried up. Each year the ridges reform as the salt crystallizes from the evaporating water following the rains each year. Photo and text from <http://www.dailymail.co.uk/news/article-2027166/Bolivias-salt-flats-sky-ground-merge-like-heaven-Earth.html#ixzz1v2t7gl4Q>.

In the middle of the salt flats are islands which are the remains of the tops of volcanoes which were submerged during the era of the prehistoric lakes. One of the islands, Inkahuasi, is a rocky, hilly island which contains giant cacti, some of which are 1200 years old.

The Salar de Uyuni is also the breeding ground for several species of Andean animals including three species of pink south-American flamingos: the Chilean, the Andean, and the James. The flamingos get their color from eating pink algae in the lakes of the area.

Other animals found are the horned coot, the Andean goose, the Hillstar, the Andean fox, and the viscachas, a rabbit like creature. €

Salt Production at the Salar

Salt is harvested from the Salar but the salt does not compare to the value of the lithium in the brine underneath the salt crust.

Building Made of Salt Blocks

The Salt Lake is so remote that buildings such as this become dormitory-like hotels where visitors stay with limited or no electric power. There is no heat at night, no running water. At night temperatures can drop to below freezing.

The Salt Flats of Bolivia *(continued)*

Lithium
A Possible Source of Wealth for Bolivia

Lithium is increasingly required for batteries for phones, laptops., cordless tools and hybrid and electric vehicles. Since Bolivia has more than a quarter of the world's supply, some suggest that this resource could transform this economically poor country. However, there are concerns about the effects on the wildlife and the people of the area of extracting the lithium.

Pictured Below clockwise:

First, a photograph showing the stunning views of the salt lake when covered by water form rain or flooding from the nearby lakes. The salt lake becomes a giant mirror where one cannot tell where the sky and the lake begin and end.

Second, a rare flamingo, the James flamingo, which breeds in the high plateau of the salt lake.

Third, a shallow lake full of flamingos which return to the area to breed but leave in the winter season.

Fourth, another view of the Salar de Uyuni as a mirror.

The Salt Flats of Bolivia *(continued)*

The salt flat is loved by both photographers and visitors for its spectacular scenery.

On the left the Salar serving as a mirror reflecting mounds of salt and the clouds in the sky.

On the right, a view from the Isle de Pescadores.

On the Left: Giant Cacti on Inkahuasi Island at Salar de Uyuni

On the Right: The Red Lagoon, the color created by the algae in the water.

Animals of the Sala de Uyuni Region

To the Left: An Andean Fox

Below: A Viscachas

Two Birds of the Salar

Above, to the Right, the Andean Hillstar Hummingbird which survives the cold at night by going into a stupor close to a state of hibernation.

Below, to the right, the Andean Goose

Above and to the Right, the Red Lake, a Pink Flamingo, and Wild llamas, all part of the landscape of the Salar de Uyuni

Summary of Minutes for the ECHS April 2012 Meeting

Visitors: Dawn Libbey from Maine, sister of Barbara Page; Rent Calloway from Century, FL; Claude Warren from Tensaw, AL

Jerry Simmons has a list of newsletters which we need copies of for the Alabama Room. Please check the list (see below) and see if you have a copy which could be used to complete the files of ECHOES.

The ECHS historical marker for Robbins and McGowin is being prepared. Report on the progress will be given at the next meeting.

Jerry Simmons reported that the Alger-Sullivan Historical Society is making good progress on the restoration of Old 100.

Guest Speaker Claudia Campbell, president of the Fort Mims Restoration Association, presented a program on the fort, its past, present, and future.

Ann Biggs-Williams donated $300 to the Restoration Association for the "Buy a Log" project for the construction of a Block House at the fort, and offered a challenge for members to match her donation

Katherine Wilkerson was hostess for this meeting. She was assisted by Susan Crawford, Sammie McGlothren, and Jacque Stone.

List of Missing Copies of ECHOES

Jan 1984	Jan 1998	Aug 1999	Apr 2000	May 2001	Oct 2001	Aug 2006
Feb 1985	Feb 1998	Sep 1999	May 2000	Jun 2001	Dec 2001	May 2009
Oct 1993	April 1998	Oct 1999	Jan 2001	Jul 2001	Jan 2002	Jul 2010
May 1994	April 1999	Dec 1999	Mar 2001	Aug 2001	Feb 2003	Aug 2010
Dec 1997	Jul 1999	Feb 2000	Apr 2001	Sep 2001	Sep 2004	Oct 2011

Reprint of Books

The society is in the process of reprinting The History of Escambia County, Alabama and A Pictorial History of the Brewton Area.

If you know of any corrections that should be made for the reprinting of either book, please send a copy of these to the society. Phone numbers, email address, and mailing address are listed on the back page of the newsletter.

The deadline for submitting corrections is June 30, 2012.

Musket Ball from Fort Crawford

ECHS member Shon Scott has sent to ECHS this picture of one of two musket balls recovered in the 1950's from Black's field near the Ft. Crawford historic marker. It is the right caliber for the fort's time period. ECHS President Tom McMillan is still looking for information on materials or artifacts found near the Fort Crawford area

as he continues his research on the exact location of the fort.

If you know of any artifacts or materials, the society and Tom would be grateful to see the item or an image of it.

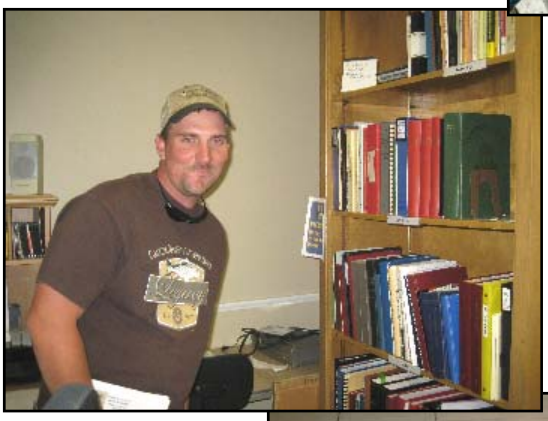
Donation to ECHS

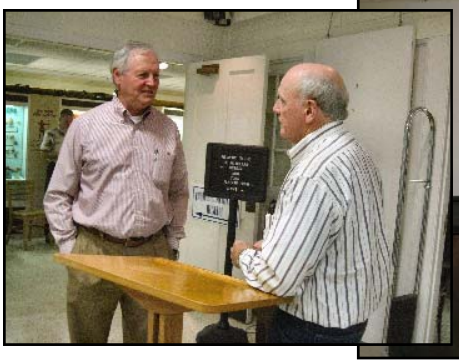
ECHS member Jerry Harold has made a generous donation to the society in memory of Doris Bruner and Fred Dixon.

Change of Date for Meeting

Because of a conflict with the voting date in August in which the ECHS meeting room will be used for a voting location, the ECHS meeting for August will be on the third Tuesday, August 21, 2012 at 3:00 p.m.

Snapshots of the ECHS April Meeting





Remember to support our Business Members

Waiting for the Bus Is a Learning Adventure

This article is courtesy of Jerry Simmons who published it originally as one of his columns.

As I think through the events of my life for this column, I considered my own children and the things they may have gone through in their school years. After high school, my daughter became a housewife first, then a teacher; and now she is a housewife again and the mother of three great boys and also a teacher again.

Her recognition of what is important in life has been an unfailing inspiration to me. My son went a while before getting his degree in journalism but worked full time while doing so - and now is an inspiration as well, in the fact that I write a column for the Tri-City Ledger. To illustrate, I want to share with you a column he did for his newspaper in Panama City years back that touches me every time I read it.

My daughter, with her three boys, and my son, with his two children, are both much better parents in so many ways than was I. This article following epitomizes the love parents should have – and demonstrate – for their children (printed in the Ledger with the author's permission):

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Story By Tony Simmons

"'Why don't you do a story about all the fathers standing out by the road each morning with their kids?' a woman caller asked recently. 'As I drive (to work) each day,' she said, 'I find it remarkable all the fathers I see holding their coffee cups and waiting for the bus. It's an interesting twist on how things have changed. It used to be mothers. I used to do that. Now it's the dads.'

"Well, I'm one of those early-morning roadside dads, sometimes drinking coffee while my son (age 7) tosses fallen pine cones into standing water in a ditch, sometimes scanning the morning's headlines while he jabbers on about *Power Rangers* or *The Tick.*

"It's a morning ritual we've shared since he started pre-school. Though I thought I would tire of it quickly (I'm not a morning person), instead I find myself anticipating what we'll see or talk about while we wait those few minutes for his ride.

"More often than not, we end up in an impromptu environmental investigation: examining ants as they pile grains of sand on their mounds; touching roly-polies to watch them curl into tiny black pellets, then waiting for them to open back up after long seconds of playing dead; talking about spongy mushrooms pushing above the dew-wet grass;

"Watching a red-headed woodpecker tapping grubs from a pine tree; marveling at the balance of a fat squirrel crossing the street on a power line; noting each morning how many of the palm tree's seeds have ripened and fallen from one day to the next; following a tiny frog as it scurries for cover;

"Or just discerning the limitless variety of grasses and weeds growing where we wait - the ones with soft hair on the stem, the ones with fronds like miniature hairbrushes, the ones with green seeds and the ones whose seeds have matured, blackened and are ready to be taken on the air...

"In the autumn, we note how the leaves have fallen in the trees down the street so that we can now see the approach of the school bus a half-block earlier. "In the winter, we bundle in our coats, and he stands close, using me as protection from the cutting wind.

"In the spring, we complain about the humidity and heat, we talk about going to the beach, and we note that - although we can hear the bus approaching, the new leaves in the trees down the street are hiding it from view.

"He asks if I think there are snakes in the woods across the street. I say I think maybe there are. He says he's glad we catch the bus on *this* side instead. And he's glad he's not catching the bus alone.

"Me too, bud. Me too."

****

Time takes us all from childhood to adulthood and, if we aren't careful, we'll miss our own children's childhood. I think my son is blessed to have been able to see his son's growing up years. You, too, can write of your memories of your children's - or your own - tiny life experiences to share with your descendants. It could be more important to them than you realize.

The ECHS *Journal* Section

Car Radios

This article is taken from the website Jim's Antique Radio Museum at<http://antiqueradiomuseum.org/thecarradio.htm>

Car Tunes

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story.

Sundown

Seems like cars have always had radios, but they didn't -- Here's the true story:

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

William Lear

Elmer Wavering

Lear and Wavering liked the idea. Both men had tinkered with radios -- Lear had served as a radio operator in the U.S. Navy during World War I -- and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

Signing On

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge Business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work -- Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioneers could hear it. That idea worked -- He got enough orders to put the radio into production.

What's in a Name

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names -- Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about $110 uninstalled, at a time when you could buy a brand-new car for $650, and the country was

(Continued on page 12)

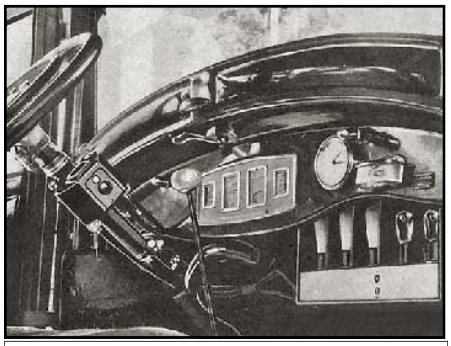
The ECHS *Journal* Section

Car Radios *(continued)*

(Continued from page 11)

sliding into the Great Depression. (By that measure, a radio for a new car would cost about $3,000 today.) In 1930 it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna.

Early Car Radio Advertisement



Early Car Radio

These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Hit the Road

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression -- Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores.

By then the price of the radio, installation included, had dropped to $55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio -- The Handie-Talkie -- for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under $200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturer in the world -- And it all started with the car radio.

Whatever Happened to

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.) €

The ECHS *Journal* Section

The History of Car Radios: Car Tunes: Life before Satellite Radio

BY JUSTIN BERKOWITZ

1930: First Commercial In-Car Radio

The Galvin brothers' expensive $130 unit (a Model A Deluxe coupe cost $540) was the first commercially successful car radio, and the first product to wear the Motorola name.

1952: First Radio With FM

AM was the undisputed king of the airwaves in 1952, but that didn't stop Blaupunkt from introducing the first in-car FM radio.

1953: Becker Mexico Introduced

Becker's iconic Mexico radio launched this year, arguably the first premium in-car radio. It had AM/FM and the first fully automatic station-search button.

1955: First "Music On Demand"

Starting in 1955, Chrysler offered a small turntable in its high-end cars, playing proprietary seven-inch records with about 45 minutes of music. It was a bust.

1963: First All-Transistor Radio

A number of manufacturers introduced transistors to their aftermarket car radios in the early 1960s, but Becker's Monte Carlo was the first to be fully "solid state"—no vacuum tubes.

1965: First Eight-Track Tape Player

Predecessor to the cassette, the eight-track was a loser from the start and was dead by the early '80s. Ford and Motorola jointly introduced in-car eight-track players this year.

Becker's Europa was the first in-car stereo setup, with the tuner amplifying two channels instead of one.

1970–1977: Cassette-Tape Players

The rollout of cassettes allowed for one of mankind's greatest achievements: the mix tape. This development also heralded the creation of branded aftermarket cassette-tape players from Alpine and Pioneer, among others.

1982: Bose Becomes First Premium Stereo System

Bose and GM's Delco teamed up to offer the first "designer" stereo system. Bose sank money into car-specific development; rather than just producing an expensive head unit, it was marketing the entire system to Oldsmobile, Buick, and Cadillac shoppers.

1985: First Factory-Installed In-Dash CD Player

While Sony had introduced an in-dash player the previous year, Becker's Mexico Compact Disc was the first to be factory installed (in Benzes, of course).

From <http://www.caranddriver.com/features/the-history-of-car-radios>

ECHOES
THE NEWSLETTER FOR
THE ESCAMBIA COUNTY HISTORICAL SOCIETY

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Headstones and Heritage	$40.00	$35.00
Escambia Historical Society Cookbook	$10.00	$ 5.00
Wildflowers of The Escambia CD	$12.50	$10.00
History of Brewton and E. Brewton (sc)	$51.00	$45.00
Flomaton Centennial Scrapbook	$46.00	$40.00

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ECHOES, The newsletter for the Escambia County Historical Society, a 501 (c) (3) corporation, is published monthly except November. Comments are welcome. You may email the Society at escohis@escohis.org or call 251-809-1528.