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Portland is getting a train station for Amtrak service to Boston. Now all the city has to do is convince citizens to pay for it.

Al Clark, Amtrak's director of operations planning, sees two great sites for a train station in Portland. The problem is that the city's old station was demolished at one of the sites and replaced with a shopping center, and the new Cumberland County Jail occupies the other. So the city must now choose between two inferior sites — one behind St. John Street, near the new jail, and the other on Commercial Street, near the International Marine Terminal.

The St. John Street site is better for train service because it's on the railroad's main line. The Commercial Street site is off the main line, but could boost the local economy because it's closer to the ferry terminal and downtown.

But both sites have potential drawbacks, such as hazardous waste and big price tags. "The sites that are left have problems attached. That's why the city's wrestling with the decision. There's no easy solution," Clark said.

The city is also grappling with the decision because it knows so little about what the station will cost and how to pay for it. And unlike the city's bid for a baseball team, there seems to be a lack of community support for building a train station in Portland.

Wayne Davis, chairman of TrainRiders Northeast, believes the future of passenger rail service in Maine rides on the city's choice of a train station. Davis calls the Commercial Street site a "dead end" for expanding train service to the north.

"People are implying that through service to the north is a fantasy," he said. "But they said the whole concept of Boston to Portland service was a fantasy, too."

Continued on page 9

To illustrate the Amtrak experience, CBW Photographer Tonee Harbert set off on a round trip from Boston to New London, Conn. The train equipment and distance on his coastal journey were comparable to those of a Portland-Boston run.
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A conversation with Scott Brown

Scott Brown, 25, lives on a tree farm in Dresden. He spends December in Portland, managing sales of Christmas trees on a patch of grass next to the post office on Forest Avenue. The lot is open — rain, shine or snow — from 8 a.m. to 10 p.m.

What kinds of trees do you have here?
All balsam firs. That's mostly what they buy in Maine; they like that Christmas smell. I've sold other kinds, though. Scotch pines, they have real long needles but some people like 'em. Last year we sold about a hundred white pine trees. People like that for a change. Spruce, spruce has a real bad needle drop.

What do you do with the leftovers?
We've never had leftovers! We try and stay within our means. It does vary from year to year — the first year, there were seven or eight dealers set up in the Oaks and there were lots of trees. But last year, people were begging for 'em.

How do you like sleeping in that camper all month?
I spent three-and-a-half, almost four years in the Marine Corps, so you get used to it after a bit. But it's nice to go back home and sleep in a real bed. I mean, there's no running water or anything, so you only get a shower every couple days if you're lucky, if you get a break in the action.

By Paul Kerr, photo by Tonne Harbert

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Unum is growing faster than insurance premiums.

The Portland company, which sells disability insurance, announced it will take over a South Portland company in a $250 million deal. Unum officials said Colonial Companies, Inc., will provide it with new markets and a system for selling and distributing its insurance products.

An insurance analyst said the merger was unusual because both companies are in such strong financial shape. "Unum is an unusually strong company, and I think this is a very significant opportunity for Oregon to go forward," said Tom Sampson, president of E. F. Cornwall & Co., a Portland investment bank.

The acquisition will broaden Unum's reach in the Pacific Northwest, it is said, and it will also help Unum's overall growth. A New York Times report that the company’s profits have been hurt by a slowdown in the insurance industry.

Unum officials said they are "excited" about the deal, which is expected to close in the first quarter of 1993.

Gov. McKernan is hitting the road with tales of woe in state budget

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Waterfront truce in the pipeline

Waterfront property owners and members of the Waterfront Alliance also praised the City Council for adopting the planning board proposals, saying, "This is a step in the right direction. Everyone should be able to move on to other issues facing the city." Delogu's proposal allows non-marine businesses on the Central Waterfront to move on to other issues facing the city.

Aftermath

The battles over Portland's gay rights ordinance, zoning amendments and a referendum to seek another referendum. It might be more than the city could handle. Barton said, "This is a step in the right direction. Everyone should be able to move on to other issues facing the city." Delogu's proposal allows non-marine businesses on the Central Waterfront to move on to other issues facing the city.

politics & other issues

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STATION AT A CROSSROADS

Almost since the moment a rendering ball finished destroying Union Station in October of 1961, Portland has needed another train station. Really, it's getting one. But not even Warren Davis, chairman of Transportation Northeast, expects the city to build anything as grand as Union Station. And visions of Portland's train station seem to be shrinking with the realization that the city has to pay for it.

The other partners in the venture to move passenger rail service to Maine have already picked up their share. The federal and state governments are contributing to spend $25 million on upgrading the tracks between Boston and Portland. And Amtrak has committed $20 million worth of equipment to service between the cities. So Portland is on its own to build the station.

"It will be a local hit," said City Manager Bob Allen. That hit includes acquiring the land for the station, constructing a parking lot and building the station facility itself. At the very least, the station must contain a ticket office, a waiting area and a covered platform for riders.

In April, the city selected two potential station sites, one on Commercial Street near the International Marine Terminal, and another off St. John Street. The Maine Department of Transportation (DOT) ranking system gave both sites 79 points, enabling them to edge out South Portland's site in the contest to house the southern terminus of Amtrak service in Maine.

From the start until Portland's site was due south, the city Council must pick a station site and pick it quickly. The council wants a decision by mid-January because the Boston to Portland train will roll on a test track, and trains are supposed to be running by early 1994. The council won't meet an estimate of the station's cost until they pick a site. In the meantime, public hearings and City Council workshops on the train station will focus on which site the citizens prefer.

Both sites occupy approximately seven acres. Both include space for parking at least 200 cars, plus parking spots for buses and taxis. But plans for the sites remain sketchy beyond that. No drawings have been done of the stations themselves and they won't be until a site is selected. Then the city will look at how much the federal government will address issues such as how large the building should be, what other uses it might have and where on the site it should be built. The St. John Street site is near the waterfront end of the street, behind Barber Foods. It also sits on the existing main line of the railroad, which means trains from Boston could pull into the station and head north — as the state hopes they will in the future — with minimum delay.

The site has the benefit of being close to 1805, the Veterans Bridge and other major traffic arteries like Congress and Commercial streets. According to consultants who assessed the sites for the state, it has great potential for linking train service with other forms of transportation. Metro buses already pass the site. The Greyhound station is located within walking distance. And shuttle buses could easily carry people to the ferry terminal, airport or downtown.

The Commercial Street site actually represents two possible locations for a train station. The primary site occupies land north to the ferry terminal, just west of the Million Dollar Bridge. An alternative site sits on the city-owned terminal property, on which the passenger station would be located near the flagpoles at the terminal entrance. The site is also accessible to 1805, the Veterans Bridge and the Million Dollar Bridge. Although an existing bus route runs by the area, the site is linked to other forms of transportation. The ferry terminal is adjacent to the site and the closed ferry terminal is nearby. And the city aims to create a shuttle bus service connecting commuters to park at the Portland Fish Pier. The city's proposed 1993 budget also calls for constructing sidewalks to connect the terminal to the Old Port.

The Commercial Street site's proximity to the Old Port could provide a boost for the downtown economy, according to City Councilor Tom Allen.

"If we have a train station near the Million Dollar Bridge — if we can fit it in and make it work even — it's likely to produce spinoff benefits for Commercial Street and downtown," Allen said.
Leroy Shepherd sells coffee

City councilors believe Guilford is trying to coerce the city into buying the waterfront property, according to Lucas. He said the company prefers to work the site for contamination.

The site on its Superfund cleanup list in 1989. So the site, which once housed a tannery and varnish factory - part of the city, which doesn’t appear very inviting.

There’s also a passenger in the car.

While both sites have merits, they also have flaws.

The site also faces the problem of being off the main line, in which case the company would have to build a track to the site — and pay the premium on which the track runs.

The state has offered the problem of being off the main line, in which case the company would have to build a track to the site — and pay the premium on which the track runs. The state said it would cost $10 million to lay one mile of track.

More important, trains running to the station would encounter delays they wouldn’t at the St. John street site.

A proposal being pushed by the Portland Maine Development Corp. would have to travel the extra mile at 10 mph, turn around at the station, and drive back to the main line - which translates into a 15 to 20 minute delay, according to Al Clark, vice president, “That’s an appreciable amount of time,” Clark said.

“A certain number of passengers would have the option of taking the other site,” said Al Clark of Amtrak.

Caron wants the stations located in the ferry terminal. He argues that the city already owns the site and start to drum up interest and support for a site on either side of the river.

Above all, Clark, who helps launch TrainRiders, aims to reach agreement on a site.

According to the Legislature’s study, a one-way ticket between Bensalem and Portland would cost $25 for regular commuters, and $10 for others.

However, the fare for service among towns in Waltham and Haverhill, Mass., Dover and Exeter, N.H., and Wells and Saco, weekend service to the University of New Hampshire in Durham or summer service in Old Orchard Beach.

The site's consultant also said that the service's success would be more limited.

As Clark and Murray worry about the impact of the ridership, they want to hear clearly the wants and needs of the public.

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**CROSSROADS**

**Saco has a one-track mind**

Mainers could live in Boston's North Station and then hop on Amtrak to South Station to continue north. But while Boston's Central Artery is undergoing its "Big Dig" reconstruction, there's a possibility its twin station might hardly be linked.

U.S. Senator George Mitchell has called the Federal Transportation Authority to study the feasibility and cost of connecting the two Boston stations. That study will be completed next year, but it will still take three to five years to build the link even if Congress authorizes the construction.

Davis cited other advances on the horizon that will make travel on the Northern Corridor even more efficient. For instance, Amtrak is bringing new multi-class cars into service next year that are longer, wider and even comforters. Amtrak is also currently testing new "swandel" cars that travel at 90 miles and make the trip from Boston to New York in under three hours.

Trains travel north from Portland could improve, too. That's because Maine owns a rail network, remaining from Brunswick that would allow trains to run in Lunenburg, Augusta, Bangor, Rockland, Bar Harbor and even the Canadian Maritime Provinces. Clerk said Amtrak might "like to consider" a Northern Corridor service with trains to Bangor, Davis also envisioning Acela and 40 trains running to Maine's western most concourses. Others have imagined a high-speed rail service connecting Portland, via existing tracks to the Seabrook region.

But before any such plans become reality, Portland has to buy a station site. And Davis is optimistic. If Portland holds the wrong site, the plans will serve for more than just plans. "But if the train service is there, the station site was just that, a dead end," said. "We might end up building a train station, but for a tavern at the end of the street." **CBR**

**Victim of progress**

Portland once had a good old train station in the perfect location. But it was destroyed to make way for a superhighway.

Condensed by Americans' love for cars and airplanes, Union Station was demolished on Oct. 31, 1961. As workers from Boston's Bay State Woodco. Co. topped the station's clock tower, the last to leave was a seagull named Willie the Hern. The girl had been perched on the tower of the newer daily near the demolished station since 1952.

Before the station opened in 1888, the city's West End was sparsely populated and sylvan. But even the building wasabort, the area around it became a wilderness for property owners. The West End Hotel — another victim of progress — was built across the street from the station andaments to the east and west and soon gobbled up quickly.

During the station's rich, bustling life, five of the nation's President passed through its overflowed halls. Countless thousands of Maine military men also said goodbyes to their loved ones at the station — same for the last time.

That meant the trains soared, and the station was closed on Oct. 31, 1961, because Maine Central Railroad couldn't afford to pay taxes on it. The story of Maine Express, which made its final run from the station at 9:45 that night, was no longer drawing enough passengers on its four daily trips to bolster the station's expenses. In 1963, Boston developer Samuel Normal purchased the 72-year-old station for $250,000. The Portland Terminal Co., which sold the station to Poors, had sought a demolition permit in March of that year. But the request was denied because the company's application did not include an adequate proposal for its own use.

Portland might want to look north for a few tips on how to use a train station.

From the start, Saco assumed an on-site, next to the heart of the city, and the community got behind it. "It was an idea that captured the imagination and fervor of the city," said Saco City Manager Peter Morelli. "There were presentations about the station at the chamber of commerce and other business groups, and classes of wheel children were even coloring pictures about what the train station meant to them."

There was kind of enthusiasm in Maine for the train station that was reserved for smaller municipal entities in Portland, Morelli said.

The city proposed that the station be built on a partially filled lake near Saco Bay, a new development zone that served as a station during the railroad's heyday. "The train shed is gone, the station is dead, but interest in the trains waned, and the station was closed on Oct. 31, 1961. As railroad trains ended for the season, the station was locked, and the pigeons continued until 1965. Riders used a new terminal daily since the demolition."

Even the station, which made its Evening Express.

Finally, Poorvu got the approval. The demolition of the station, which had been modeled after a French chateau, was viewed by many Portlanders.

"On such a right as this only a few years ago, Union Station would have been a great event, building with holiday entertainment, providing happy go-lucky as a victory postcard into Maine for a long weekend," said Portland Express Company. "Tonight there will be no goings, no long express trains gliding to a halt under the train shed, no locomotives appearing intermittently as they wait to move more trains deeper into the night. The trains are gone, the train shed is gone, the station is dead, crumbling into dust. Even the pigeons have been dispersed." Though Union Station was no more, passenger service to Boston continued until 1965. Riders used a platform across the tracks from the former station and bought their tickets, on ever dwindling numbers, right on the tracks.

The destruction of Union Station did give rise to something good, however. In uniting and presenting Portland to channel their range into activities. Within these three, Greater Portland for decades, the station was the core of the community. Incorporated and had begun to joy and restore historic buildings.**

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**BOSTON'S SOUTH STATION is currently the end of the line for Amtrak service in the Southeast Corridor.**

December 15, 1993

12 Coast Side Weekly-BEST BAGELS IN THE OLD PORT!
Get Portland's new train station on track

Portland's supposed to get a train station. However, most of the activity surrounding its arrival has been a tug of war between Old Port businesses, city officials and train advocates.

That's an important decision. But we also need to think about the money for the station. That money is not going to come out of our pocket. And we need to look at what kind of service people will find when they arrive. Is it going to be easy for them to get to the station? How will they get there? And what kind of effort from public officials, private citizens and businesses.

We must work together to ensure that doesn't happen. We can present a persuasive case that trains are quicker, cheaper and more convenient than cars. And the new station will be a gateway. We need to work together as we did in the push for Double-A baseball, we'd make a strong case for the station.

That's an important decision. But we'll also need to find money for the station. In the months since, the newspapers' interest in the station is still stuck at the crossing. Just because we're supposed to get a train station soon. However, most of the activity surrounding its arrival has been a tug of war between Old Port businesses, city officials and train advocates.

Herald

We need to keep working in those areas, to make sure the health of the waterfront is as big a concern to me as the health of the environment.

If you're going to play and you want to appeal to the waterfront, you need to do the same thing. If you're going to play and you want to appeal to the waterfront, you need to do the same thing.

What I'd like to see five years from now is continued support for the waterfront. Without the waterfront to go along with it, we're going to get something that will be just a footnote in history. It will be just a footnote in history.

The city has been struggling for about 20 years trying to divide what could be a very strong waterfront. We need to do things on the waterfront that does not have to infringe upon the needs of the industry. When you slip up, as I occasionally have done, you know you're going to get a lot of pressure. It's going to take people not getting greedy. That's what I think is the biggest challenge we face. It's going to take people not getting greedy.

We need to give owners some flexibility so they can use the waterfront to its fullest extent. We need to keep working in those areas, to make sure the health of the waterfront is as big a concern to me as the health of the environment.

The Portland Press Herald, which covers the waterfront, has been slightly off the mark. It's not doing a great job of covering the waterfront. It's not doing a great job of covering the waterfront.

Casco Bay Weekly
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**Telling tales in wood and paint**

Heidi Prior Gerquest introduces the Cheshire Cat to a pre-Renaissance Italian master at Congress Square

The chances are strong that Heidi Prior Gerquest didn't spend her childhood tuning out in front of a TV set, ignored by indifferent parents. A fair wager would be that she spent it instead thoroughly immersed in the worlds of the Brothers Grimm, Hans Christian Anderson, J.M. Barrie, P.K. Travers, and Lewis Carroll. Such sources of wondrous tales — and only those — could have forged the lovely and joyous imagination of this artist, furniture maker and creator of environments.

Continued on page 19
**Silver screen**

Dying to scheduling changes, other films and series give gobs to create movies of quality. Holiday films: let it snow.

**General Cinemas**

- Maine Mall (R) — Portland
- Ocean State (C) — Westerly, RI

**Triumph**

- West (C) — Narragansett
- West (C) — Point Pleasant, NJ

**Special**

- West (C) — Narragansett
- West (C) — Point Pleasant, NJ

**Fantasia**

- West (C) — Narragansett
- West (C) — Point Pleasant, NJ

**What’s where**

Dying to scheduling changes after that? A week goes to create movies of quality. Holiday films: let it snow.

**Studio**

- West (C) — Narragansett
- West (C) — Point Pleasant, NJ

**Home Alone**

- West (C) — Narragansett
- West (C) — Point Pleasant, NJ

**The Beast**

- West (C) — Narragansett
- West (C) — Point Pleasant, NJ

**Silver Features**

- West (C) — Narragansett
- West (C) — Point Pleasant, NJ

**Stage**

- West (C) — Narragansett
- West (C) — Point Pleasant, NJ

**Telling tales**

Continued from page 17

Germain’s art is wonderfully shy. Her "Pinted Benches and Chairs," in particular, look evasively unassuming. Still, you can tell that the artist has designed the pieces as a way to mix the over-the-top whimsy of the traditional tavern wood-Nickelodeon, Clockwork, and Victorian chairs with a raw, postmodern edge. Germain’s work is both highly decorative and unapologetically kitsch. She is not interested in the "authentic" feel of the past, but rather in creating a new kind of hybrid object that is both familiar and strange. Her chairs are not meant to be taken too seriously, but rather to be enjoyed as a playful, irreverent statement about the nature of design and the way we perceive and interact with our surroundings.

Germain’s work is also highly gendered. Her "Pinted Benches and Chairs," in particular, are often designed with a woman’s body in mind. The chairs are often adorned with elaborate decorations, such as ribbons and flowers, and are designed to be both comfortable and visually striking. Germain’s work is a celebration of the female body, and a rejection of the traditional notions of beauty and femininity that are often associated with women in our culture. It is a way for Germain to assert her own identity and to challenge the ways in which we think about and value women’s bodies.

Germain’s work is also highly political. Her "Pinted Benches and Chairs," in particular, are often designed with a critical eye towards the institutions that govern our society. The chairs are often designed to be both a form of resistance and a form of protest, and are meant to be a way for Germain to express her own political beliefs and ideas. Her work is a way for Germain to assert her own voice and to challenge the ways in which we think about and value women’s bodies and political expression.
Thursday 10
Not just for the web only anymore: In observance of International Human Rights Day, International Group #716 holds a silent vigil right at Merrill Memorial Library from 5 to 7 p.m. City Councilor Peter O’ Neil and former prisoner, Brenda Bailey will speak.

Friday 11
Dine on our Road to NYC and Boston. Your Neighborhood Saxophone Quartet is a wind ensemble that collaborates in a full spectrum of compositional styles from traditional jazz formation to avant-garde improvisational works. Each member of the quartet – Joel Springer, Tom Hahn, Allen Chase and Greg Young – contributes original improvisations to the band’s repertoire. Hear their impressive set at the Blue Door, 382 Forest St., Portland. Admission is $10 for adults and free for students and seniors.

Saturday 12
Quick-change McGee! Cecil Mears, the world’s lustiest lunatic, as he gives a flash of her technique at 11 a.m. and 3 p.m. today, and supervises a live Christmas Carolers Workshop featuring a two-song sing-along at 1 p.m. (Drawing materials will be provided at no charge.) Carver was discovered by Max Fischer, master of Betty Boop and Popeye cartoons, and eventually became his protégé and idea developer. Find her near the Gazebo at Maine Mall (Maine Mall Rd., Portland, 774-2082).

Sunday 13
Opposes attack. A maiden learns to love a hound for what he is, and not what he appears. Oh, that’s deep! Didn’t you wish the real world worked that way. It does, at the National Maritime Museum, which sets its production of “Beauty and the Beast” in the Renaissance period, using full stage sets, special effects and music by Bennett & Landis. The act’s a big wonder, but you won’t mind paying the $4 fee for kids and adults – at 2 p.m. in Lewiston Junior High School on Central Avenue. Call 207-624-5566 for more info.

Monday 14
Put paid to the metal. He stags, he slashes, he kills. That’s right. For the 15th year, David O’Donnell presents his ‘Beautification of Christmas’ theme featuring holiday songs and stories interpreted by David O’Donnell on the organ. Home-style refreshments prepared by Grand and Friends will be served after the concert at 7:30 tonight at the Cumberland Congregational Church, Main Street (Rt. 9, Cumberland. Create Cafe, 774-8760 for more info. Admission is $4 for the 9 o’clock show. 774-8760.

Tuesday 15
There are four kinds of movies in this world: full-price, matinee, rent, and sneeze. Using this system is fun and easy.

“The Hooded Man,” for example, is the kind of rap superstar (Wyatt Thomas) who talks to no one with his hoody on. (Kurtzweiler, yacht club attorney, can’t connect to her because he holds himself personally responsible for the shooting of ex-President Reagan – he definitely a racist.)

But if you’re desperate, and want to testify this Christmas, “The Hooded Man” is playing at General Cinema, Marine Mall, 6 Portland, 774-2032.

Wednesday 16
Years and years and years ago, when I saw a boy, when there were no clocks in halls, and flowers the color of those perpetually eternal just pop up here and there.

“The Hooded Man,” a work of art, is completely industrial and kind of like the French call an opus, as they call it in the Spanish. And what, wonder-fully called an opera, as they call it in the Spanish.

Thursday 17
Take the scenic route. Portland Jim Duggan submits his photos of Monhegan island and lesser island Maine in “Mindless Souvenirs,” which he produced on a Carina House grant.

The show opens tonight from 5-8 at the Photography Cooperative, 570 Congress St., Portland, 774-2032.

Friday 18
Stop balking, get out of the way – and see in Casablanca’s 133 Brown St., Portland, 778-1211, and at all garage rock bands from Portland. Double Threat, a Casablanca garage rock band, also plays. Admission is $5 for the 9 o’clock show.

Saturday 19
You’ll have Christmas coming out your ears. Portland Symphony Orchestra presents in annual “Music of Christmas” season, this year featuring national tour’s Kurt Nodel. The big news, the 150-member Magic of Christmas Chorus, and Portland municipal organist Ray Cereda. They’ll perform the usual national suspects under the direction of Conductor Todd Shirkada. The show kicks off today at 7 and 7:30 p.m. at Portland Memorial Auditorium, 30 Waverly St., Portland. Reservations: 774-2915.
HOLIDAY SPIRITS BEGINNER... LUCAS GARDEN CENTER

• Christmas Trees: Fresh Cut and Potted
• Wreaths: Plain and Decorative
• Holiday Spirit Begins here....

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828-1490 or 1-800-639-3110.
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Dr. Alexander Philippone, RN, DC
Attention Skiers! Do you have skier's knees? Are you having problems being the skier you want to be? Maybe the answer is simple - leg inequility. Call for a pre-skiing leg check and be the skier you can be. Saturdays and evening appointments. Free initial consultation.

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CHRISTMAS SPECIALTIES
Fancy Cakes • Fruit • Seasonal Coffeemeals • Cookies

Real Bake House
205 Commercial St., 773-2127 • 263 St. John St., 773-5466
Please place your order by Friday, Dec. 18

Ark & Seal continued from page 33

Stage

"Holiday Memories" at Portland Stage

Thomson (Bernard Stewart) moves on past Buddy (Dave Allen) to contemplate the future.

Share tru "Holiday Memories" at Portland Stage

By John Philipp

Portland Stage Company. These three words are enough to bring a smile to my face. It's not only because of the sense of warmth brought on by the thought of the season, but it's also because of the memories that come to mind. Whether it be past holidays, or future ones, the thought of the season brings a smile to my face. It's not only because of the sense of warmth brought on by the thought of the season, but it's also because of the memories that come to mind.

As the title suggests, "Holiday Memories" is a production with a sparse set and a small cast, but the result is a powerful, intimate, and moving play. It's a story of survival, the triumph of the human spirit, and the power of love. It's a story of the joy of the season, the love of the family, and the hope of the future. It's a story of the power of the human spirit, and the triumph of love.

The play opens with a pair of friends, Buddy (David Allen) and Sook (Philippine Philippone), on a train. They are on their way to see their grandmother, Mrs. Henderson, who lives in a small town near Portland. The train ride is filled with conversation and laughter, as they catch up on each other's lives and share their memories of the past.

When they arrive at Mrs. Henderson's house, they find that she is unwell. She has been diagnosed with cancer, and her condition is worsening. Despite this, Mrs. Henderson is determined to see her family one last time. She asks Buddy and Sook to help her make arrangements for her funeral, and to see that her affairs are in order.

Over the next few days, Buddy and Sook work to help Mrs. Henderson plan her funeral, and to see that her affairs are in order. They are assisted by Mrs. Henderson's sister, Mrs. Monroe, and by a local funeral director, Mr. Williams. The two women work tirelessly to make sure that Mrs. Henderson's wishes are carried out, and that her family is taken care of.

In the end, Mrs. Henderson passes away surrounded by her family and friends. The play ends with Buddy and Sook standing in front of Mrs. Henderson's grave, holding hands and saying goodbye. It's a moving, powerful, and intimate play, that is sure to touch the hearts of all who see it.
Dealing With Stress

Due to the overwhelming response to our free program on dealing with stress last week, Gina Mosher, OTWL and the staff at Jackson Brook Institute will offer it again this Monday, December 14, 1992 beginning at 6:30 PM at the hospital.

For many of us, the demands of everyday life can become overwhelming and lead to serious stress or depression. If you or someone you love are experiencing any of the following problems, please plan to attend this program:

- Isolation
- Sadness
- Financial crisis
- Physical illness
- Depression
- Stress

Reservations are not required for this free program.

6:30 P.M. Monday, December 14, 1992

Jackson Brook Institute
170 Running Hill Road
South Portland, Maine

(At the Maine Mall, take the road that runs West between Toys "R" Us and the new Lido's for dinner. Or call us at the number below for more information.

1-800-JBI-2000

The third in our Mental Health Awareness Series

concerts


saturday 12

Mitate Shinohara's IN/RE/OUT, 3:30 PM, Southern Maine Childcare Center, Portland. Free admission. (207) 772-9610

sunday 13

Mitate Shinohara's IN/RE/OUT, 3:30 PM, Southern Maine Childcare Center, Portland. Free admission. (207) 772-9610

upcoming

months

clubs

Thursday 10

Your Neighborhood Social Center (various locations throughout the Metro area) will host a weekly drop-in social center for kids 12 and older. (207) 772-9873.

Friday 11

Karma Ride, 9 PM, Cashman's. (207) 772-9924

Saturday 13

Mitate Shinohara's IN/RE/OUT, 3:30 PM, Southern Maine Childcare Center, Portland. Free admission. (207) 772-9610

Music

Babatunde Olatunji: "Rhythm is the soul of life."

He's got rhythm

Who could ask for anything more?

Jim Pinfold

Drummer Babatunde Olatunji came to the United States from Nigeria in 1959, intent on becoming some form of diplomat. On a Baseline scholarship to Northfield College, Olatunji quickly discovered what Africans felt only too true today: Americans don't know anything about Africa. Saturaffed by people whose only exposure to his home state from Susan movies and the like, Olatunji was amazed at their ignorance.

"They had never heard of anyone from somewhere other than Africa. Imagine how many years of very damaging stories people have heard..."

Olatunji tried to rectify these misrepresentations in informal gatherings, sung a few songs about his own experiences. As a child outside Lagos, he'd learned drumming from the local fishermen, and he'd brought a single drum with him to the United States. Drumming became part of these meetings. By the time he was to graduate school at New York University, Olatunji was aware that his diplomatic skills were not as slippery as at the field of professional diplomacy required. He undermined his music as the alternative.

In Western music especially is generally

Following Olatunji's drumming, the musical world saw traditional Native American music on Barbara Streisand's latest, at about any Asian or African music that isn't supposed to be seen or heard.

But to the music of heartland rhythm is the soul of music. The rhythm is the embodiment. Listen to any traditional Native American music or Barbara Streisand's latest, at about any Asian or African music that isn't supposed to be seen or heard. The rhythm is the embodiment.

An inscrutable artist or musician may redundantly the "why" of this or that as to

"That's what I do." In traditional culture that's what anyone does (though some certainly better than others). Then is no why. The separation from that integrated cultural life is one of the central anxieties of modernity.

So the drumming became part of the meetings. Olatunji would demonstrate his own rhythms, and the people would be amazed. Olatunji would augment his own music with modern instruments, he is the foremost African American to be

Music Babatunde Olatunji performs Dec. 12 at 8:00 PM at First Parish Church, 423 Congress St, Portland. The price is $5, $3 seniors & kids.

The most creative gifts you'll find!

Join us daily from 11:30-1 for holiday carols and 10% off all merchandise.

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Bringing you a little magic for the holidays...

**THE PINE TREE SHOP**
75 Market St. Portland 775-3007

**BAYVIEW GALLERY**
770 Forest Ave. Portland 770-5507

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**GET FRAMED FOR THE HOLIDAYS!**

20% Discount off all framing until Dec. 15th with this ad

**GREENHUT GALLERIES**

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**UNION of MAINE VISUAL ARTISTS**

**HOLIDAY ARTS BAZAAR**

Sunday, December 12th 10 am - 4 pm
Oak City Center
Pancake

---

**clubs**

Sunday and Monday garage-style, 6-11 pm. Chairs, 125 Union St.


The Maine Street Tap Room, 161 Water St. Portland, 10 pm-2 am. Saturdays.

Union of Maine Watercolors, 39 Forest Ave. Portland, 3-7 pm. Thursdays.


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**saturday 12**


Union of Maine Watercolors, 39 Forest Ave. Portland, 3-7 pm. Thursdays.


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**sunday 13**

Dancin' Duet (acoustic), 40 Market St. Portland, 6-9 pm. Sunday.

---

**monday 14**

Scott otd., Portland, 772-8114.

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**tuesday 15**

Bean Music (acoustic), 17 Market St. Portland, 772-8114.

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**wednesday 16**

Open Mic with Ways of the World, 3-7 pm. Portland.

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**around town**

7th Annual Arts & Crafts Fair.

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**out of town**

Oklahoma Contemporary Art Center.

---

**art openings**

Art openings continuing at multiple locations.

---

**other**

Ad Age Dance, 1st Friday, Portland.

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**news & notes**

For more events, check out the Union of Maine Visual Artists website at unionofmaine.org.
**HOT STUFF**

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- S.M. Hanson's Christmas Stocking Kits

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25% donated to Bruce Roberts Fund
Green Mountain Coffee
Last Stop for a great cup of coffee
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**FREE SINGLE CHEESE**

4x1 Pizza Hut and this coupon

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**OLATUNJI**

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An Invocation of the Holiday Spirit with the original African Drum Master

Saturday, December 12
Two Shows, 6:30 & 9:00
16 Parish Church
425 Congress St., Portland
Tickets $15/$8
Call 774-0003
Also available at The Whole Grocer
and Bar 4, 5, 6.

**Bayside Styling**

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Cut, perm & style with Kelly, Meg & Yvonne

**Casco Bay Weekly's Relevant Fiction Competition**

Casco Bay Weekly is accepting original, unpublished short stories in a range of literary traditions. We're looking for stories that are relevant to modern life in the Casco Bay region. A panel of three judges will choose the most compelling, well-written short stories for inclusion in Casco Bay Weekly's Relevant Fiction Issue, Feb. 11, 1993.

We seek stories that raise questions about some facet of everyday life here in the Casco Bay region. We're looking for stories that demand to be told; fiction that is creative and finely tuned to the traditions of erotica, fantasy, mystery, science fiction, the supernatural, reminiscence or romance.

We're looking for stories that will be told; fiction that is creative and finely tuned to the traditions of erotica, fantasy, mystery, science fiction, the supernatural, reminiscence or romance. Double-spaced manuscripts of 3,000 words or less will be accepted until 5 p.m., Dec. 25. Longer stories will be disqualified. The author's name and address must appear only on the cover page of the manuscript. Manuscripts will be returned. We seek stories that demand to be told; fiction that is creative and finely tuned to the traditions of erotica, fantasy, mystery, science fiction, the supernatural, reminiscence or romance.

We're looking for stories that raise questions about some facet of everyday life here in the Casco Bay region. A panel of three judges will choose the most compelling, well-written short stories for inclusion in Casco Bay Weekly's Relevant Fiction Issue, Feb. 11, 1993. We seek stories that raise questions about some facet of everyday life here in the Casco Bay region. A panel of three judges will choose the most compelling, well-written short stories for inclusion in Casco Bay Weekly's Relevant Fiction Issue, Feb. 11, 1993. We seek stories that raise questions about some facet of everyday life here in the Casco Bay region. A panel of three judges will choose the most compelling, well-written short stories for inclusion in Casco Bay Weekly's Relevant Fiction Issue, Feb. 11, 1993. We seek stories that raise questions about some facet of everyday life here in the Casco Bay region. A panel of three judges will choose the most compelling, well-written short stories for inclusion in Casco Bay Weekly's Relevant Fiction Issue, Feb. 11, 1993.

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and that...
HOLIDAY BASKET BOUQUET
A beautiful bamboo braided red and green basket is filled for Christmas with a joyful assortment of holiday flowers. Garnished with cinnamon sticks and candy canes, the bouquet will surely lift the holiday spirits.
A Harmon's and Barton's exclusive.
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A traditional three-candle long and low centerpiece with your favorite holiday greens and flowers. Bright loops of velvet and red glass balls complete this beautiful setting.
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This beautiful handcrafted red basket, accented with a holly leaf design is brimming with a wonderful assortment of holiday greens and traditional flowers of the season. Share the spirit with this special arrangement.
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Decorate To Celebrate The Holidays

HOLIDAY BOWL BOUQUET
A less traditional centerpiece for the holidays, yet elegant and tasteful. A glass ginger vase is designed with liner, more sophisticated flowers.
Lilies, freesia, gerberas and roses to name a few. Trimmed with red and green Gucci ribbon to complete the look.
Each bouquet may be custom ordered and designed exclusively for you.
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SINGLE CANDLE BOUQUET
A great gift for the holidays. A single red taper candle towers brilliantly over a lovely centerpiece of your favorite holiday greens and flowers. Accented with red glass balls and loops of velvet. A beautiful way to say Merry Christmas.
A Harmon's and Barton's exclusive.
27.50 30.00 32.50

FTD HOLLY BASKET BOUQUET
The beautiful golden glow bouquet is our way of showing a more sophisticated and formal look for Christmas. White roses, dendrobium orchids, white freesia, generous loops of gold lame ribbon, with garlanded holy, generous loops of gold lame ribbon, and golden glass balls. An elegant way to say Merry Christmas.
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