

THE KEY WEST CITIZEN

KEY WEST, FLORIDA, DECEMBER, 1915.

CENTENNIAL EDITION.

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KEY WEST'S NAVAL STATION ARMY POST AT KEY WEST

An Important Naval Base at All Times, But Particularly, Owing Its Strategic Position, In Time of War.

Local readers of this paper are familiar with the location of this Naval Station, occupying as it does the most prominent position on the water front, between Fort Taylor and the commercial wharves.

The Post Office building, which includes the Federal court rooms, Customs offices and Lighthouse district headquarters, is situated within this area and one of the Naval Station piers is at present temporarily assigned to the use of the Lighthouse service.

The removal of these important Federal activities to more suitable sites is contemplated in the not distant future, which will operate to increase the area available for purely naval purposes.

In addition to the one tract of land on this island upon which is situated the industrial plant of the Naval Station and the quarters of the officers and men assigned to duty in connection therewith, the jurisdiction of the station also extends to the Dry Tortugas and certain keys that have been acquired for naval purposes by the United States government. On one of these (Woman Key) a small arms target range has been erected.

In the unfortunate event of war the utilization of some of the other

ancient Greeks and Persians struggled for the mastery thereof.

The lesson for us to derive is that in any future war, to which the United States may be a party, we likewise may expect history to repeat itself.

Historic Waters Near By.

During the early Colonial Wars, there were numerous naval engagements in West Indian waters, the most notable being Lord Rodney's great victory over the Comte de Grasse.

During the Spanish-American War, the decisive action was the naval battle of Santiago. In both that war and the Civil War the paramount importance of Key West as a strategic naval base became strikingly and convincingly apparent.

Many of the citizens of Key West remember the tremendous increase in naval activities when, at the outbreak of the war with Spain, this harbor became the most important supply station for our battleships, cruisers, torpedo boats and auxiliaries.

Strategic Importance.

The same thing, on an enormously increased scale, would occur again in time of war, for in the meantime the Panama Canal has caused the Caribbean Sea, Gulf of Mexico and

A Navy tug, the Peoria, in command of Chief Boatswain Thomas James, U. S. N., is attached to the station, as well as a number of launches and other small craft.

The torpedo boat Mackenzie, loaned to the Florida Naval Militia, is stationed here and to which are assigned a number of men of the regular Navy.

There is also an excellent Navy Band, whose concerts are an important feature in the life of the city.

In addition to the bluejackets on duty here, there is a large detachment of Marines, commanded by Captain Clifford P. Meyer, U. S. M. C.

The Naval Station is one of the show places of Key West, being a veritable park, beautifully kept and open to the public in daytime.

The present Commandant of the Key West Naval Station is Commander Warren J. Terhune, U. S. N., an able and experienced officer, who is not only keenly alive to all matters pertaining to the naval service, but also takes an interest in any movement for the betterment of the community at large.

The officers on duty at the station are:

Warren J. Terhune, Commander, U. S. N., Commandant.
W. E. Whitehead, Lieutenant, U. S. N.

F. L. Benton, Surgeon, U. S. N.
Geo. R. Crapo, Paymaster, U. S. N.

Gustav Sabelstrom, Chief Boatswain, U. S. N.

MILITARY SPIRIT IN KEY WEST

Much is heard of preparedness for national defense just now, but the people of Key West demonstrated their patriotism and belief in preparedness long before the European war was thought of.

For many years Company I, 2nd Infantry, National Guard of Florida, has been the crack company of the state, winning pennants year after year and maintaining a standard of efficiency which will compare favorably with that of any military organization in the country.

For several years Key West has maintained a battalion of Naval Militia, and this organization is now in excellent condition, having received high praise from the regular Naval officers on board the U. S. destroyer Reid, on which the battalion made a summer practice cruise to Mobile and Pensacola.

The Key West Guards.

Company I, above referred to, is popularly known as the Key West Guards, and is the outgrowth of the old Island City Guards, organized in 1888. The company volunteered for service during the war with Spain and was mustered into service and sent to Tampa for rendezvous, but was not permitted to see active service owing to the shortness of the campaign.

Lieutenant Colonel Sam J. Wolf of Key West was a former captain of the Guards, he being now the second ranking officer of the regiment and one of the most efficient in the National Guard service.

The officers of the Guards at present are Captain Arthur H. Sheppard, First Lieutenant J. Waldo Leon, and Second Lieutenant William J. Delaney, all capable and earnest students of the military art.

The company has an excellent armory, situated on White and South streets, equipped with recreation rooms, gymnasium and a large drill hall, which is also used for dances

Key West Barracks and Fort Taylor Are Important Factors In National Defense.

While it is not within the purpose of this article to draw upon the historical past for evidence of Key West's unquestionable importance to the United States from a military and naval point of view, we would fail partly in our purpose if we did not dwell for a moment upon the fact that the Island City enjoys the distinction of being the only American city which has figured in all our wars.

Boston's Bunker Hill of the Revolution brightens a single page of history; the surrender of Cornwallis suggests Yorktown; the fiercest battle of the Civil War made Gettysburg's history, but in the Civil War Boston's faltering sons of the revolution were being drafted into the blue ranks while the loyal unionists of Key West sprang with a patriotic spontaneity to the smooth bore guns of old Fort Taylor. In the Spanish-American war Yorktown awoke only when the whereabouts of Cervera's threatening fleet was a terrifying mystery, and Gettysburg's fame and glory, eternally sufficient, slept.

Some bold historian claims, and his claim remains unchallenged, that more than the loss of many battles, Key West's strategic position, its activity and possession by the Federal Government were responsible for the reverses of the Confederacy and its final loss of British support. And it is this same strategic position which gave Key West its military and naval importance during the Spanish-American War.

These are lessons taught by the past but newer lessons are to be learned in the future. Our greatest political concern as a nation is with the small republics of the Western Hemisphere. Our wealth might depend upon European and Asiatic patronage but our safety leans with care upon the Monroe Doctrine. Less formal than a treaty spread with literary embellishment upon a scrap of paper, it aims to guarantee the sovereignty of the American republics; it is a hopeful warning to the world that our Belgians are for our Belgians, our Serbians for our Serbians. Will world continue to heed the warning? Is it heeding it now? Teutonic devilry is at play within and just outside of our borders, and soon the plague might sicken other nations within

the Army. Located at Fort Taylor are modern sea-coast batteries which would in the event of war protect the naval station from an enemy's naval attack. Whereas at least eight companies of Coast Artillery Troops are required to serve all the batteries and plant the mine fields, only one company is stationed at the barracks now.

But we are depending upon Congress to remedy these conditions, which exist not only here but throughout the country. Preparedness is a live issue prompted by the lessons the European war is teaching and destined to bring our army and navy up to a standard of efficiency and adequacy consistent with our wealth and our position among the nations of the world.

Preparedness should, among many other things, mean the recognition of Key West's military and naval importance; its logical location as a naval coaling and supply base; its acceptance as a destroyer and submarine base; then for defensive measures Fort Taylor would be equipped with the most modern ordnance, the garrison increased to eight or ten companies and the troops quartered at the barracks.

Captain Curtis G. Rorebeck, a most efficient and popular officer, is now in command of Key West Barracks and Fort Taylor, comprising the coast defenses of Key West.

Although he has been stationed here but a short time, Captain Rorebeck has become closely identified with the life of the city, and he and the officers under his command evince a deep interest in local affairs as well as in their professional duties. The officers of the Army stationed here include:

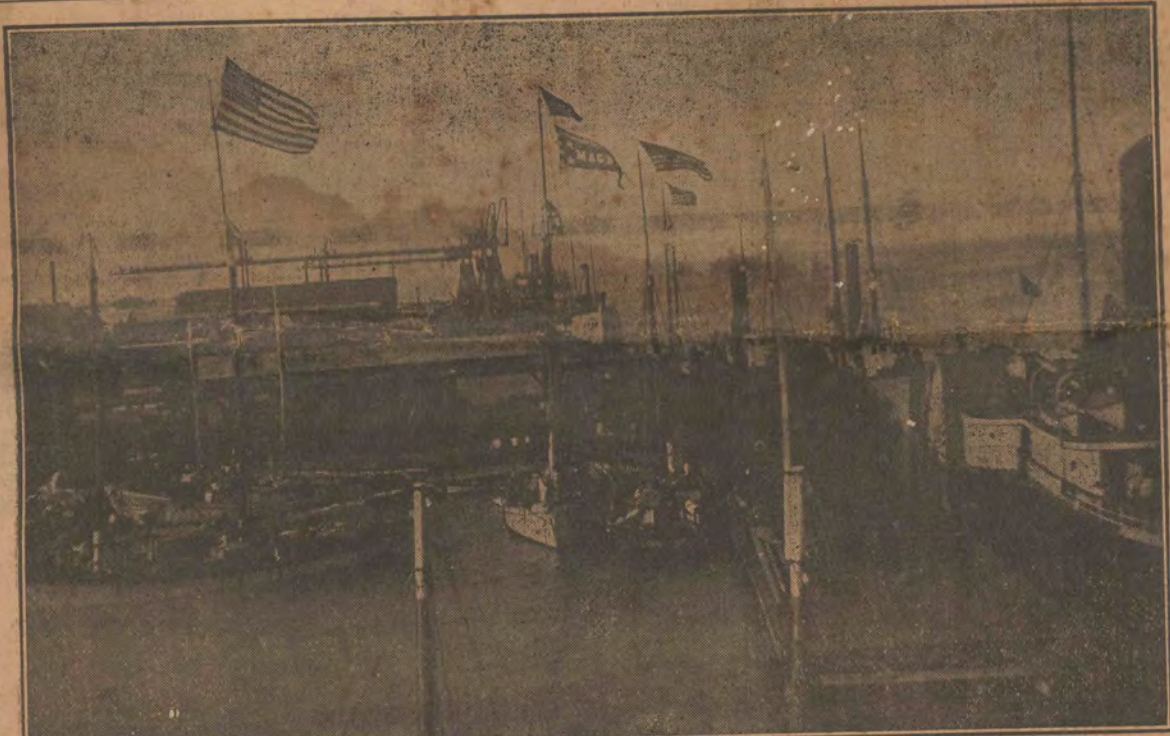
Captain Curtis G. Rorebeck, Commanding.

First Lieutenant Allan R. Edwards.

Second Lieutenant Andrew L. Pendleton.

Second Lieutenant Glenn P. Anderson.

Dr. F. E. Artaud, Medical Reserve Corps.



SCENE AT THE KEY WEST NAVAL STATION.

outlying keys might prove advantageous in the conduct of military operations.

Utility of Southern Yards.
It is worthy of note that Florida shares with another southern state, South Carolina, the unique distinction of having within its borders two naval stations, namely, Key West and Pensacola in our state and Charleston and Port Royal in South Carolina.

Of these southern naval stations, Port Royal is at present serving as a Marine recruiting station and disciplinary barracks and Pensacola is the scene of the development of Naval aeronautics, an exceedingly important adjunct to all modern military operations.

On the other hand, Charleston's Navy Yard is rapidly forging to the front as one of the leading industrial naval arsenals, and it is hoped that in the near future it may serve the interest of our government to increase the size and scope of the manufacturing establishment, the nucleus whereof is already in operation at Key West, to a degree such that our local Naval Station will become recognized as one of the best equipped and most efficient government plants for the repair of destroyers, torpedo craft, submarines, tugs, tenders and aeroplanes.

Expansion Necessary.
In order that this yard may prove of the utmost value in the crucial test of war, it is necessary that the necessary expansion shall form part of the preparedness policy which is now viewed with such universal favor by public opinion throughout the country; for it is axiomatic that victory in battle perches upon the banner of the nation which, in time of peace, neglected no reasonable and sane precaution to safeguard its honor against humiliation at the hands of possible aggressors.

Lessons of Present War.

Upon examination of some of the features of the war that is at present devastating many of the countries of Europe, one is struck with the significance of the fact that the scenes of many of the greatest of the recent conflicts have been, in the past, the battlefields of hostile nations century after century.

Indeed, thousands and thousands of years ago the Dardanelles, under another name, was recognized as of prime strategic importance and the

contiguous waters to acquire a military and commercial value far in excess of that which in the past these waters owed to their natural geographical position.

Furthermore, the building of the great Over-Sea Railroad has made Key West a railway terminal. Supplies, munitions and troops may now be rushed by rail to the point nearest the headquarters of the fleet. The war vessels will rush here to replenish coal, oil, stores and ammunition; also to effect minor repairs.

The Naval Station will be better able to perform its functions then if it is expanded now in like ratio with the fleet; but best of all, the logical effect of preparedness is to WARD OFF WARS, thus sparing our people from the horrors that have recently visited many of the nations of Europe.

Present Naval Station.

The total area of the present Naval Station at Key West is 101 acres, containing fifty-five buildings, including coal sheds with a capacity of 50,000 tons of coal.

A quay wall of concrete, 1,200 feet long, has been built along the waterfront. There is also a slip with a marine railway capable of docking vessels of 800 tons. A large dry dock, to occupy a portion of the reservation at present submerged, is among the contemplated improvements.

The steam engineering shop and equipment building are fitted with the most modern machinery and extensive work can be done at the station by the excellent force of mechanics under charge of Mr. P. J. McMahon.

The work performed by these mechanics has been excellent and at a cost not greater than would have been the case if done at New York or other yards in the north. The number of employees varies from 100 to 300, depending upon the arrival of ships for repairs.

The wireless telegraph station is one of the most powerful and efficient in the world, with steel towers 300 feet high. Gunner C. C. Stotz, U. S. N., is in charge, under the personal direction of the commandant. This wireless station has communication constantly with Colon, Panama; San Juan, Porto Rico; Pensacola and Washington.

Thomas James, Chief Boatswain, U. S. N.
Clyde Keene, Gunner, U. S. N.
Chas. C. Stotz, Gunner, U. S. N.
Alfred Bledsoe, Carpenter, U. S. N.

John H. Rauch, Chief Pay Clerk, U. S. N.
Miles Gilman, Chief Pay Clerk, U. S. N.

George C. Short, Mate, U. S. N.
Marine Corps.
Clifford P. Meyer, Captain, U. S. M. C.

COAST GUARD SERVICE

Important Branch of the Treasury Department Has Station Here.

The United States Coast Guard Service, recently formed by combining the old Revenue Cutter and Life Saving Services, is represented at Key West by a fine vessel, the cutter Miami.

This service is of inestimable value to vessels in distress and also takes cognizance of violations of Federal laws relating to various subjects.

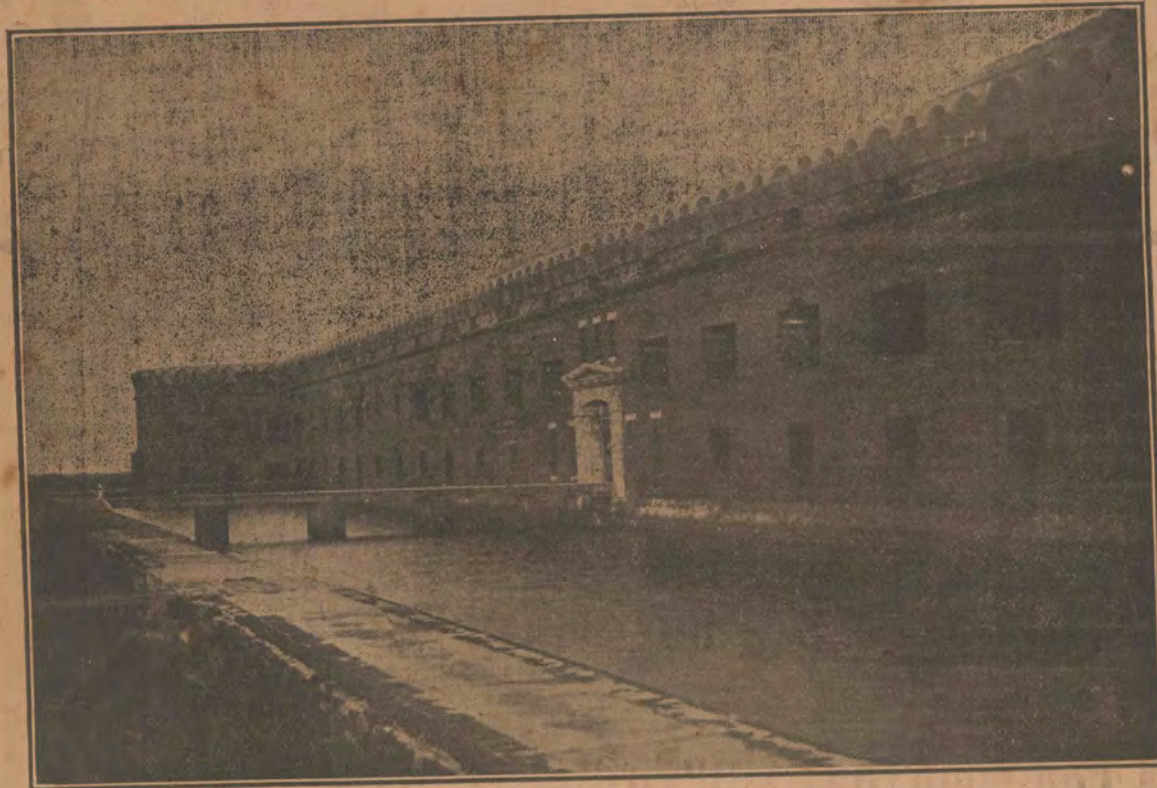
While Key West is the home port of the Miami, the vessel makes extensive cruises throughout this coastal district and in the spring of each year is sent on ice patrol duty along the lanes of trans-Atlantic commerce.

The Miami is commanded by Captain Satterlee, an able and experienced officer, recently assigned to duty here.

TOWLES STEAMSHIP LINE

An important factor in the shipping facilities of Key West is the service of the large steamer City of Philadelphia, which makes weekly round trips between this city and Punta Rassa, the port of Fort Myers on the mainland.

She carries both freight and passengers, her cargo including live cattle for the Key West market, as well as produce of all kinds.



FORT JEFFERSON—DRY TORTUGAS.

and other social entertainments.

Naval Militia.
The First Battalion, Florida Naval Militia, is commanded by Lieutenant Commander George B. Graham, with headquarters at Key West.

Two divisions of the Battalion are stationed here, where a suitable armory is provided by the state and a workshop for practice cruises is furnished by the national government.

The officers of the Battalion have as inspector-instructor Lieutenant W. E. Whitehead, U. S. Navy, detailed for that duty by the Navy Department, under whom they receive systematic instruction in navigation, seamanship, ordnance and gunnery, infantry and artillery drill, engineering and other branches necessary to qualify them for their respective ranks.

The officers of the Battalion are: Lieutenant-Commander George B. Graham, commanding.

Lieutenants—Geo. W. Almour, W. B. Russell, Geo. G. Cleare, Marcy B. Darnall.

Lieutenants (junior grade)—J. J. Kirschbaum, Cyril Bush, Dexter P. Dorgan, Geo. F. Archer, paymaster; Rev. W. T. McGann, chaplain.

Ensigns—Geo. B. Schmucker, P. R. Clements, Edward L. Semple, Jose R. Valdez, Murray Cleare.

Boatswains—J. W. Pinder, Andres Lopez.

the sphere of our Pan-American concern. Greater than ever is that concern today. The President dwelt upon it at length in his message to Congress.

Time and again, with an interest no less great than a mother-country's, has the United States exercised the kindly policy of preserving the sovereignty of and establishing good governmental control in the smaller republics such as Haiti and San Domingo whenever they have been terrorized by revolution.

In connection with these conditions, the strategic location of Key West with relation to the West Indies, Mexico, Central and South America, is entitled to more serious consideration than politics has permitted the Navy and War Departments to give it in the past.

A naval force operating on Key West as a base could control the Gulf of Mexico; a like force operating on Guantanamo could control the Caribbean Sea. The canal would then be effectively defended on the east and lines of communication to it from the states would be open. And we of Key West are not alone in fostering this view. Army and Naval Officers who have visited Key West grasp the situation at a glance and readily appreciate its importance.

Because Key West is important to the Navy it becomes important to

ATHLETIC ASS'N NEW BUILDING

The Key West Athletic Association is a young and progressive organization, which is doing much in the interest of clean sport and intelligent physical training.

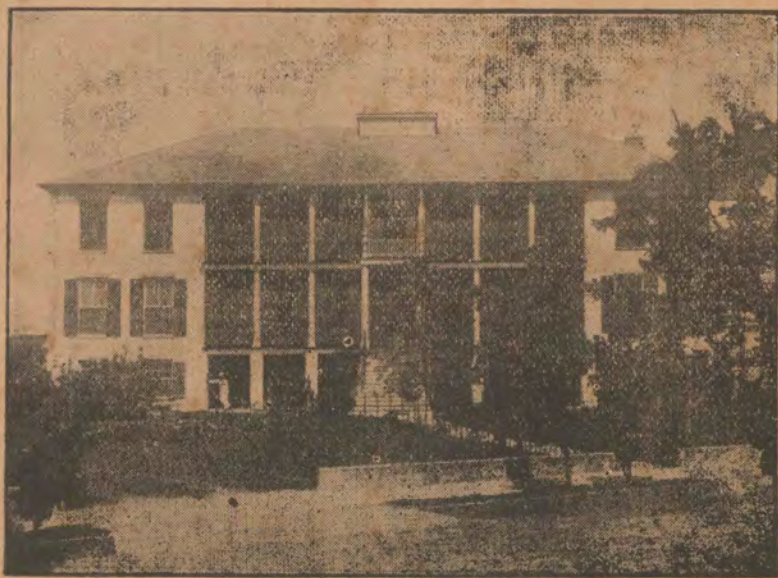
A magnificent new club house is in process of erection on the South Beach, where a gymnasium, with basketball and tennis courts, bath house and other conveniences will be installed.

The grounds are to be converted into a park, accessible not only for members, but for the general public as well, which will be a most delightful recreation center.

Key West is the terminus of the Florida East Coast Railway and because of its great advantages in location will derive more benefit in increased commerce from the opening of the Panama Canal than any other American port.

Key West is the gateway from the United States to Cuba, Central and South America.

MARINE HOSPITAL



The U. S. Marine Hospital at Key West was founded and erected by the Government in 1844, for the care of sick and disabled American seamen. Since then it has had an interesting history, having been used during the civil war and again during the war with Spain. Many of the wounded of the U. S. Battleship Maine were treated at this hospital, as well as a number of sick and injured men from the Army and Navy during the progress of the war.

The Marine Hospital is not a charitable institution, as supposed by many. While it treats American sailors without charge, the underlying idea of doing this is to protect the health of those who, in the event of war, would naturally form the first naval reserve.

The beneficiaries of the Service, other than seamen of the American merchant marine, are as follows:

Officers and crews of the Light-house Establishment.

Officers and crews of the Coast Guard Service.

Seamen employed on vessels of the Mississippi River Commission.

Seamen employed on vessels of the Engineer Corps of the Army.

Keepers and crews of the United States Life-Saving Service.

Officers and seamen on vessels of the Coast and Geodetic Survey.

Seamen employed on United States Army transports or other vessels belonging to the United States Army, when not enlisted men of the Army.

In addition to these duties, Marine Hospitals now serve as bases for public health work, including observation and experimental work in contagious and infectious diseases, quarantine and the issuing of bills of health. The seamen's law lately passed by Congress, imposes on its officers the physical examination of all applicants to the rating of "able seaman."

The Key West Marine Hospital is pleasantly located on the water front, occupying about 1 1/2 acres of ground, immediately between the U. S. Naval Station and the Army reservation of Fort Taylor. The old and massive building with its classic columns and broad verandas, in accord with the common-sense architecture of antebellum days, with the bright green turf on one side and the no less bright green and blue waters of the bay on the other, is, or should be, one of the sights of the city of Key West.

The beauty of the reservation as a whole, is marred at present as the result of the hurricane of 1910, which destroyed the sea-wall and damaged many of the out-buildings.

To repair these damages an appropriation of \$40,000 was made by Congress in the year above mentioned, but nothing has been done until now towards utilizing this appropriation. Plans, however, are at present being prepared by the Supervising Architect's Office for the

re-construction of the ruined sea-wall and the erection of two new buildings, one as a residence for the officer in charge, the other, to serve as attendants' quarters, store-room and laundry. On the completion of this contemplated work, the present frame out-buildings will be removed and the hospital and reservation will present an appearance alike creditable to the Government and to the City of Key West.

The Marine Hospital, however, should appeal to the people of Key West not only from its historical interest and its charming setting, but on account of the practical benefit that it confers on the community. A considerable proportion of the people are dedicated to a seafaring life, to whom are open the advantages afforded by the Marine Hospital. Then again, the money expended by the Government in the maintenance of the hospital, is distributed throughout the city in the different lines of commercial activity.

Government Expenditures.

During the fiscal year ended June 30, 1915, the Government spent \$13,771.70 in the maintenance of the hospital, practically all of which amount was utilized in Key West.

In addition to this, a large sum was spent in repairs and improvements during the said fiscal year. The following table shows a resume of these improvements and their cost:

New conduit and wiring system	\$1,676.00
Electric light fixtures	550.00
New electric light pipes	
Repairs to plumbing fixtures	150.95
Repairs to plumbing	349.72
Enclosing veranda, West side Surgeon's quarters, with glass	
Paints, hardware, etc., for repairs	201.00
Lumber for repairs	182.31
Repairs to Pharmacist's quarters	165.00
Additional electric radiators	148.75
Miscellaneous repairs	126.25
	558.70
Total	\$4,107.68

During the calendar year about to close, there has been a gratifying increase in the work of the hospital. This increase does not mean that there has been any more sickness than usual in the city of Key West. The health of the city is as good or better than in recent years. The increase is due to added facilities for the work, and the care and attention devoted to the same.

The U. S. Marine Hospital at Key West is in charge of Dr. G. M. Guitierrez, Surgeon in command, who ranks as one of the ablest officers in his profession.

Since his residence here in charge of the hospital, he has taken great interest in its work and to his energy many of the recent and prospective improvements are due.

CONVENT OF MARY IMMACULATE



INTERIOR VIEW OF THE CONVENT.

The Convent of Mary Immaculate enjoys the distinction of being the pioneer educational institution in Key West to give instruction in the higher branches of learning, having been founded in 1868.

Five Sisters of the Holy Names of Jesus and Mary, from Montreal, Canada, established the school in the old soldiers' barracks, with an original enrollment of twelve pupils. The first convent building was erected in 1875.

From this humble beginning has been developed the present splendid institution at which many of Key

the convent, the Sisters rendered heroic service to the sick. During the War with Spain the Convent was turned over to the military authorities for use as a hospital and this generous action on the part of the Sisters elicited the highest praise from Admiral Sampson, Commander Forsyth and other officers of high rank.

After the war the schools were reopened and the classes grew with such rapidity that in 1904 the Convent was enlarged to practically twice its original size at an added cost of \$22,000.

Capt. P. L. Cosgrove

Interesting Career of a Key West Man in the Country's Light House Service.

When Captain Philip L. Cosgrove Sr., after thirty years spent in the Light House Service, resigned the command of the light house steamer, Laurel and retired to private life, his son, Philip L. Cosgrove, Jr., was promoted to captain and given command of the vessel. This was January 26, 1906.

The younger Captain Cosgrove—he has been known since boyhood as "Bub"—was born in Key West in 1871, and his early years were spent here and in Savannah, in both of which places he attended school. His education was completed at Gainesville College. When he returned from Gainesville ready to take up his life work, he decided to follow in the footsteps of his father, and become a seaman. He, therefore, shipped aboard the Laurel as a coal passer in 1890. In March, 1892, he was promoted to fireman; January 15, 1895, was made second mate; November 1, 1895, became mate; was temporary captain of the steamer Mangrove from April 1 to August 16, 1900; and on January 26, 1906, as stated above, was promoted to captain and given command of the Laurel.

Since his last promotion he has served in this district, with the exception of two years, when he was stationed in Massachusetts. He has commanded the Laurel, the Mangrove, the Hibiscus, the Azalea, the Lilac and is now in command of the



CAPTAIN PHILIP L. COSGROVE.

Magnolia. During the time he has been in the service he has been employed all the way from Maine to Porto Rico.

He was a warrant officer in the Navy during the Spanish American war, and was serving in that capacity on the Mangrove when that vessel captured the rich Spanish prize ship, Panama. This capture was one of the notable achievements of the American Navy during that brief war.

Captain Cosgrove now holds a license as master of ocean going vessels, and another as a first class pilot for the Gulf of Mexico.

The career of this son of Key West is a story of the success that comes with determined effort and the faithful performance of duty.

The Light House Service is one of the most important branches of the government's marine business, and while it offers fine rewards for those who are faithful and efficient, it takes a high degree of ambition and determination for a young man to devote to it the necessary years and the necessary labor to raise himself from the position of coal passer to that of captain of a ship.

That Captain Cosgrove has done so is proof of his possession of those many qualities which his friends have long known him to possess, but which too often win but tardy recognition from those in whose hands promotion is held.

His friends and acquaintances, and they compose the majority of the people of Key West, rejoice in the success that has crowned the labor of their fellow-townsmen, knowing as they do that he deserves it and whatever else of good may follow.

PINDER LINE TO MIAMI.

The large power boat Panama, Captain Luther Pinder, makes regular weekly trips to Miami with freight and passengers, and affords a fine trip for those desiring to coast along the Florida Keys.

The Panama is one of the best equipped boats in the coastwise trade with all the conveniences and comforts of a regular passenger steamer.

Duncombe L. Cash

Able Councilman Fourth Ward—Will Be a Candidate for Sheriff in Democratic Primary.

Duncombe L. Cash, who so ably represents the Fourth Ward in the city's governing body, is a native of Key West, having been born here July 23, 1885, and is a son of W. D. Cash, one of the oldest and most highly esteemed citizens of this community.

Councilman Cash attended the local schools and later entered the Hobrooke Military Academy on the Hudson. After finishing school he was employed by business houses in New York City and Newark, N. J., for some time.

He then returned to his native city to become bookkeeper in his father's large general store, where he has been employed ever since. He is a most faithful and industrious young business man and one who is highly esteemed by all who know him.

In the city election of 1913 Mr. Cash was elected Councilman from the Fourth Ward by a handsome majority over several candidates for the office and entered upon his duties in the fall of that year.

He was made chairman of the Fire committee, as well as a member of the committees on Budget, Finance, Printing, Jail and Sanitation, and has been a diligent worker for the interests of the city at all times.

In the municipal election of 1915, Mr. Cash stood for re-election and was elected over a well known and highly respected opponent by an overwhelming vote.

He is again chairman of the Fire Committee of the council and a member of various other committees of importance.

During his service on the city council, Mr. Cash has shown unmistakably that he is possessed of ability of a high order in his grasp of public matters, and he is known for his fearless advocacy of or opposition to, a proposition, as his conscience dictates.

Having made good in such a re-



DUNCOMBE L. CASH.

markable degree as Councilman, there is a growing sentiment among the voters that Mr. Cash should aspire to higher and more remunerative public service.

According to the wishes of these friends and supporters, Mr. Cash has decided to enter the race for Sheriff of Monroe County in the Democratic primary next spring.

There can be no doubt as to his qualifications for the office and in past political contests in which he has been engaged he has proven himself an aggressive and effective campaigner.

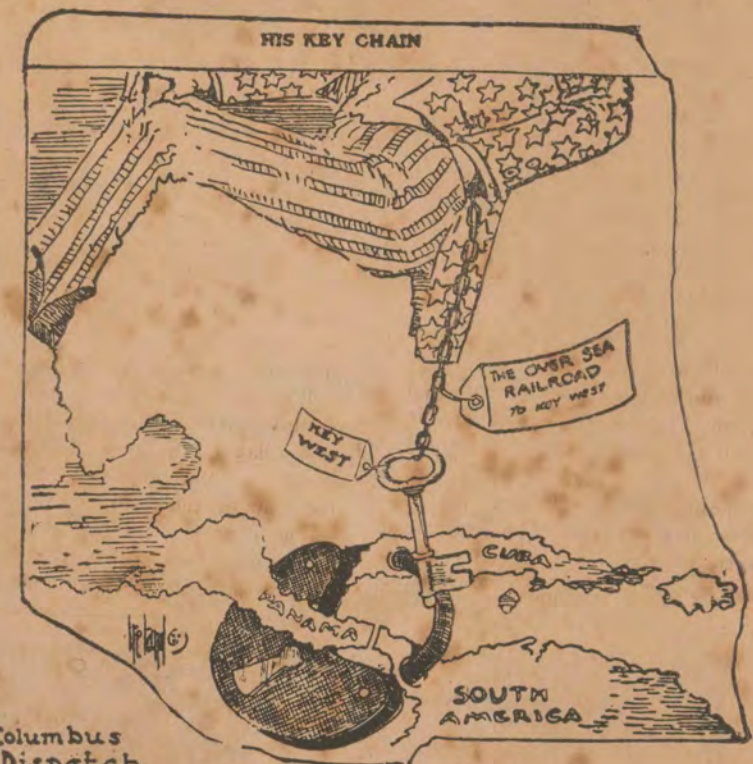
His entry into the race for sheriff has been the signal for many expressions of approval from his friends and admirers, who have expressed full confidence in his success.

Key West has one of the most important Naval Stations in the country with a coaling station, machine shops, ample docking facilities and a new marine railway. Other important additions to the station are under way. This Naval Station has one of the most powerful wireless telegraph plants in the world, capable of communicating with the Panama Canal direct.

Key West is the headquarters of a large sponge-gathering fleet.

Key West has immense shipping interests, coal, coastwise and foreign.

Key West has the only exclusive turtle soup canning factory in the world.



Columbus Dispatch.

KEY WEST GREATEST FLA. PORT

KEY WEST'S GREAT NEED

An Adequate Tourist Hotel to Accommodate Throng of Winter Visitors.

A specially attractive inducement is offered here for the building of a big tourist hotel. While Key West has a number of hotels that are capable of taking care of the ordinary transient trade, there is a demand for a hotel of sufficient capacity to accommodate trade of an extraordinary character. It is a well known fact that a good hotel creates its own demand, and that a town which is well supplied with facilities for taking care of crowds is pretty sure to get the crowds to take care of. This would undoubtedly be found true of Key West. There are so many features here that are calculated to bring people that there can be no doubt that the people would come if they were assured of being properly taken care of.

Since the inauguration of the ferry service between Key West and Havana, Key West has taken first place in importance among the ports of Florida.

During the past three months, Key West has not only led all other ports in the value of exports, but has exceeded that of all other ports combined.

For the month of November, 1915, Key West's exports were \$1,475,874, while those of all other Florida ports combined were only \$1,126,338. Thus Key West exported merchandise valued at \$339,535 more than the total of the eight other ports last month.

A detailed statement of the value of exports for November follows:

Port of Shipment.	
KEY WEST	\$1,475,874
Pensacola	982,796
Tampa	72,838
Fernandina	31,680
Boca Grande	20,000
Apalachicola	14,250
Jacksonville	5,874
Miami	4,819
St. Andrews	4,000
Total	\$2,612,231

In value of imports, Key West stands second among the ports of Florida.

John Lowe Jr.

Oldest Native Born Citizen and One of Key West's Best Known Business Men.

The oldest native born citizen of Key West is John Lowe, Jr., whose birth occurred March 11, 1833, so that he is now 82 years of age.

Mr. Lowe's school days were limited, lasting probably not more than six months, but a wide and varied experience has given him a broad and full knowledge of the realities of life that he could never have learned from books.

When a boy he frequently went to sea with his father, and thus became familiar with various phases of life, and saw much of the world. He was given a ship master's license when but 13 years of age.

At 15 he entered the employ of



JOHN LOWE, JR.

his brother-in-law, the late William Curry, who was for years the largest merchant and business man in the city. Mr. Lowe remained in the Curry establishment for thirty years as clerk, salesman and manager, finally retiring for the purpose of embarking in the mercantile business on his own account. This he did, and successfully carried on a large general mercantile and trading business for thirty-five years, turning it over a few years ago to his

in itself a rich heritage for his children.

Mr. Lowe was in the sponging business in Key West for a longer period than any other man, and at one time maintained a sponge fleet of 15 vessels. This gives some idea of the magnitude of the business he carried on, being but one of its several branches.

In his religious faith Mr. Lowe is an Episcopalian, and his entire life has been largely influenced by the teachings of the Christian faith. Though hard upon 83 years of age, Mr. Lowe would readily pass for a man of three score, his vigorous physique not showing the weight of his years.

During the disastrous hurricane of 1909 Mr. Lowe suffered a property loss of some \$30,000, but even this large amount did not seriously impair the fortune which well directed energy and frugality in his early years had enabled him to accumulate, and in the evening of life he is able to spend his days in rest and comfort.

The climate of Key West is cooler in summer and warmer in winter

Key West, the Cigar City

to Those of Havana.

To make a perfect cigar, granting that material and workmanship are the best, the climatic conditions should be such that the tobacco will always be in the best possible condition for manufacturing, neither too dry nor too damp, too cold nor too warm, without great changes in humidity or temperature whereby tobaccos will steadily mature and cure without sudden checking or over-advancing by reason of sudden climatic changes.

Next after the question of quality,

pared for manufacture is longer in Key West than at any other point in Florida.

It is conceded by those manufacturers who have been engaged in the manufacture of cigars at Key West and other points in Florida, that the wrapper yield is from 10 to 15 per cent greater in Key West than any other point in the State.

Weather conditions permit the manufacturer to operate his factory every day in the year if he should so desire, no shutting down because it is too cold or too damp.

The duty on the raw material being proportionately lower than on the manufactured cigar enables our

been branding their cigars as Genuine Key West Cigars, when as a matter of fact the goods never saw Key West, and oftentimes were of the most inferior quality, thereby injuring the good name of this city.

To prevent this and possible injury to the reputation of Key West Cigars in the future, and to protect its members from this unscrupulous competition, the Key West Cigar Manufacturers Association engaged the services of Messrs. Steuart and Steuart, of No. 60 Wall Street, New York City, who will prosecute all parties using the name of Key West in advertising, and in the sale of their goods, who are not entitled to do so. A number of suits were instituted against parties engaged in this practice, and in every instance where they have gone to trial restraining orders have been issued by the court and all cost of the suit charged against the defendant.

A good, live and up-to-date manufacturer will appreciate what an advertising card this will be to manufacturers of Key West Cigars; in fact, to our mind its value can not be overestimated, for it will mean that the millions and millions of cigars sold each year in recent years as Key West Cigars will in the future have to be what they are now represented to be, Genuine Key West Cigars, and the demand must of necessity be supplied by Key West manufacturers.

Key West's cigars are world famous and are superior to any manufactured elsewhere in the United States. Being made under climate conditions identical with those of Havana, they are fully equal to the best Cuban product. Cigar factory employees are skilled workmen and command high wages.



CIGARMAKERS AT WORK.

the question of economy in handling material is the most important to the manufacturer. In such climate conditions as are mentioned above, his material opens without breakage, and from that point on, in casing, in the dry-room, and on the cigarmakers' tables his waste by breakage is the minimum, breakage in the packing-room is also greatly reduced. Wrapper yield is very much higher without the necessity of constant dampening in process, which dakens and stains the wrappers.

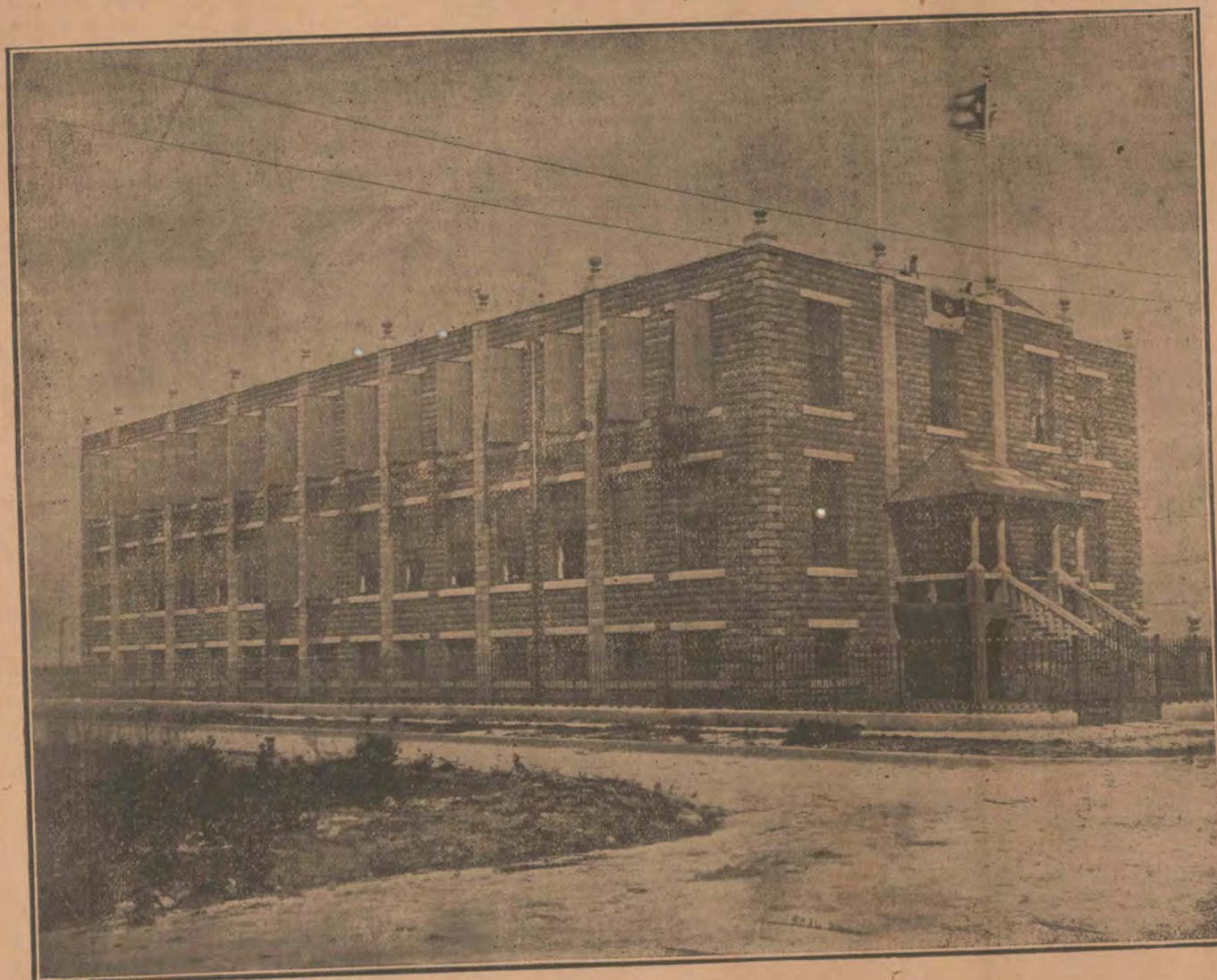
All of these favorable conditions so necessary in the successful and profitable manufacture of Clear Havana Cigars exist to a greater extent at Key West than at any other point in the United States. It is said in the manufacture of cigars the City of Havana enjoys the distinction of possessing more natural advantages than any other point in the world.

By reference to the Reports of the United States Weather Bureau, it will be found that the atmospheric conditions of Havana and Key West are identical; on an average the difference between the two places is not one degree for the entire year.

The climate of Key West is soft and balmy the year round. Frost has never been known in the life of the city. There are no violent changes in the temperature necessitating the use of artificial heat, and any manufacturer knows how his tobacco which is in process of manufacture is affected if there is a sudden drop in the temperature overnight. The life of wrappers pre-



STRIPPING DEPARTMENT.



MARTINEZ HAVANA CIGAR FACTORY.

Ruth Hargrove Institute

Among the educational institutions of which Key West is proud, the Ruth Hargrove Institute stands in the front rank. This school is the property of the Woman's Board of Home Missions of the M. E. Church South, and was founded in 1900.

It is one of the leading schools of the South, having ten departments, and its graduates are admitted to the leading colleges and universities without examination.

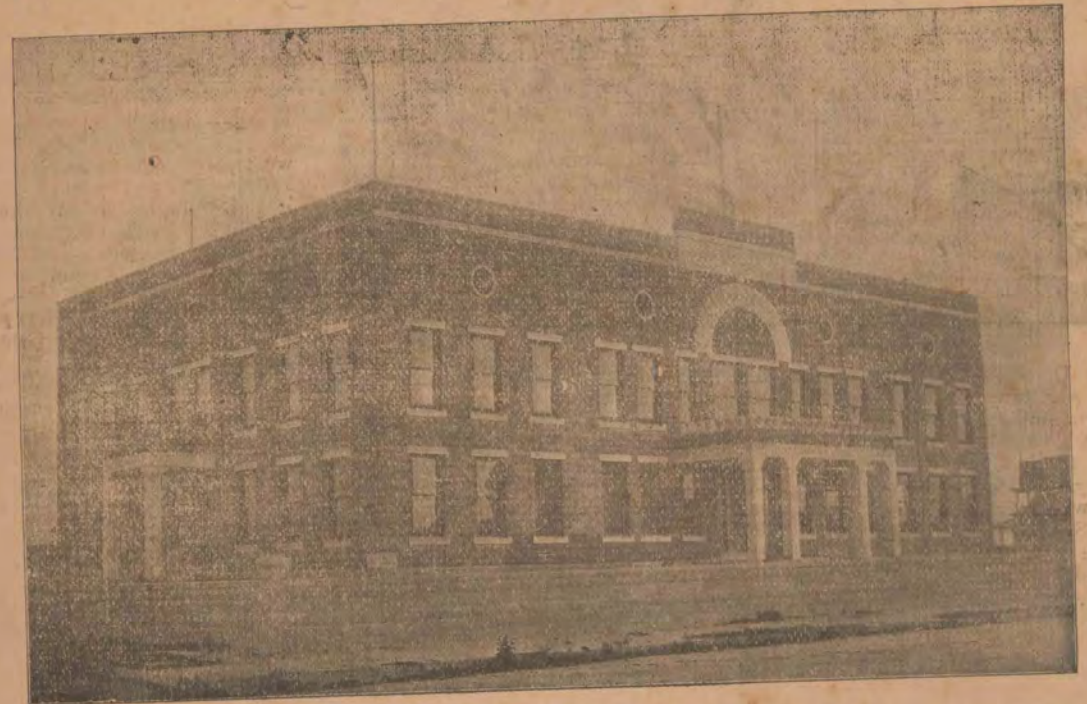
The administration and recitation building contains twelve recitation rooms, two music rooms, laboratory, library, the principal's offices and an auditorium with a seating capacity of more than six hundred. It also has a roof garden which is used for social gatherings and open air meetings.

Ruth Hargrove Hall is used as a dormitory with accommodations for fifty teachers and pupils. There is also a well appointed kindergarten

cottage and a handsome residence occupied by the principal.

The school is distinctly Christian, but, while denominational, is non-sectarian in management. Physical training is recognized as an essential feature of the school course and this training is provided for both boys and girls.

Prof. A. W. Mohn, a native of Ohio and a graduate of the Ohio Wesleyan University, has been principal of Ruth Hargrove Institute since 1908.



ONE OF THE HARGROVE INSTITUTE BUILDINGS.

SPONGE INDUSTRY

Somewhere about the year 1843 a small boat called the Mohawk, and owned by William Kemp, came to Key West carrying a lot of sponges. It was Mr. Kemp's purpose to establish a market in Key West for the sponges to be gathered throughout this region, but he found no purchaser here, and his attempt

seemed a failure for the time. Not long afterwards Mr. Kemp went in his boat to New York to buy a stock of goods, and took samples of the sponges with him. There he found parties who agreed to handle what he had on hand and such further quantities as could be secured. When he returned home Mr. Kemp let it be known that he would purchase what sponges the fishermen

along the bottom of the sea, making a clean sweep of the sponges as they go. This latter method is more costly to initiate, but more effective when once put in use, as the sponges can be gathered much more rapidly. But it has been found that the feet of the divers as they walk over the bottom destroy the young sponges to a very great extent, and that a few years of such methods ab-



ASSORTING SPONGES FOR THE BUYERS.

would bring in, and thus was established a business that has long been of great importance to Key West.

The prices paid at that time were ridiculously low when measured by those of the present day, sheeps-wool sponges bringing but ten cents a pound, but they were then regarded as high, and many boats gave up the lucrative wrecking business to go after sponges, and many of them made large sums of money. Sponges were then so plentiful that cargoes could be procured within a dozen miles of the city, and sometimes in a very few days.

For the purpose of looking down through water of great depth a common water bucket with a glass bottom is utilized. By holding the bottom of the bucket slightly below the surface of the water, and putting his face down below the rim, the lookout can plainly see to the bottom of the water as the boat is rowed along. When a sponge is spied the boat is stopped, a pole with a hook at the end is brought into requisition, and the sponge is torn loose from its moorings, brought up and deposited in the bottom of the boat. Then the search is resumed and the operation repeated when a sponge is seen.

This manner of securing sponges is still used in the Key West region. In the water about Tarpon Springs, where sponges are taken in great quantities, diving suits are used and the fishermen go down and search of the commerce of the city.

It was a long time after becoming a sponge market before Key West could furnish sponges that had the appearance they bear today. The first cargoes were poorly handled, and badly cleaned, and were extremely unattractive. It was a number of years before the spongers learned an effective way to separate the animal matter from the fibre of the sponge, leaving it bright, springy and attractive as it now appears. But the lesson was finally learned, and the sponges were treated in Key West as thoroughly and properly as in any other market in the world.

While the number of sponges secured in this region and brought to the Key West market is not so large as formerly, and the relative value of the business to the city is not so great, sponge fishing is still one of the leading industries, and brings in more clear money than any other except that of cigar making. At present there are about 500 men engaged in catching sponges, and they employ some 130 boats of various kinds and sizes. Some of these men and boats only put in part of the time at the business, but most of them have no other means of livelihood and give it their entire time and attention. The annual catch approximates \$250,000. As most of this represents labor, it will be seen that it means a very important part of the commerce of the city.

Marcy B. Darnall

Postmaster.

Marcy B. Darnall is a native of Illinois and came to Key West in 1904 as bandmaster in the regular Army.

He left the service in 1906 and engaged in the newspaper business, being now a half owner of The Daily Citizen.

He served as a member of the House of Representatives of the Florida Legislature in the special session of 1912 and the regular session of 1913, being chairman of



MARCY B. DARNALL

the committee on Military affairs.

On July 15, 1913, Mr. Darnall entered upon his duties as Postmaster of Key West and custodian of the Federal building.

Mr. Darnall participated in all the land engagements of the Santiago campaign in 1898 and is past commander of the local camp of United Spanish War Veterans.

He holds the rank of Lieutenant in the Florida Naval Militia, commanding the First Deck Division.

PLEASURE CRAFT.

Along the Key West waterfront visitors may find a number of launches, sail boats and other craft suitable for pleasure parties and fishing excursions, which may be rented at reasonable rates.

No place in the whole world offers better fishing than the waters about Key West, where an endless variety of edible and game fish are to be found, from the savory "grunt" to the noble tarpon, the gamest fish that swims.

Dr. J. M. Renedo

Skillful and Popular Dentist Who Has Built Up a Fine Practice.

Dr. J. M. Renedo was born in Key West in 1890 and received his early education in the public schools of this city, afterwards attending school in New York City for several years.

In 1911 he entered the Atlanta Dental College, graduating from that institution in 1914, receiving in addition to his regular diploma a special diploma for efficiency in the use of nitrous acid.

At college he was very popular among his associates and was grand master of the Sigma Yota fraternity, historian and editor of the Psi Omega fraternity and president of the Latin-American Club.

Upon leaving college he successfully passed the examinations of the Florida Board of Dental Examiners and also the Georgia Board, which is considered one of the most exacting boards of the union.

Dr. Renedo is president of the Cuban Club of Key West, the oldest and leading social organization among the Cuban people of the city, whose club rooms are a popular resort for recreation among both Cubans and Americans.

In his professional work here Dr. Renedo has been eminently successful



DR. J. M. RENEDO

ful and by modern, skillful methods and strict attention to the interests of his patrons he has built up a lucrative practice within a very short time.

Dr. Renedo has the happy faculty of making friends and retaining them and he has made for himself a secure place in the professional and social life of the city.

Judge W. Hunt Harris

Able Jurist Who Has Had a Distinguished and Useful Public Career.

Judge William Hunt Harris of the Criminal Court of Record of Monroe County is a native of Louisiana, born October 5, 1869. He came to Key West March 4, 1889 and has resided here since that time.

He was admitted to practice law in May, 1891, and was elected Police Justice in August of the same year, serving as such until October 1906.

He was a member of the House of Representatives of the Florida Leg-



JUDGE W. HUNT HARRIS

islature in the sessions of 1895 and 1897, and a member of the Florida Senate from 1899 to 1909, inclusive.

In the session of 1905 he was chairman of the Senate Judiciary committee and was President of the Senate and ex-officio Lieutenant Governor of Florida from 1907 to 1909.

Judge Harris declined to stand for reelection to the Senate and on June 10, 1910, he was appointed Judge of the Criminal Court of Record and was reappointed for another term beginning June 10, 1915. He was married on April 29, 1896, to Minnie Louise Porter, daughter of Dr. Joseph Y. Porter, state health officer of Florida. Judge and Mrs. Harris have two children, Minnie Porter Harris and William Curry Harris.

Judge Harris is a man of exceptional force of character, which, coupled with unusual ability and energy, makes him one of Florida's leading citizens.

His long and honorable service as a public official has been characterized by zeal for the general welfare of his city and state and no man in the community stands higher in public and private esteem.

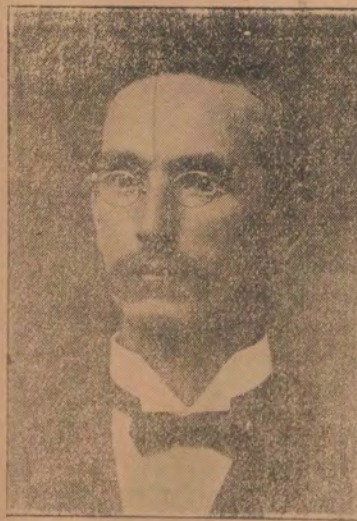
Benjamin Lopez

Successful Business Man and Progressive Citizen of Key West.

Benjamin Lopez, the well known undertaker and funeral director, came to this city from the Bahama Islands, the place of his nativity, in 1875, when he was but nine years old, and has made it his home ever since. In 1891 he established for himself the business which he still conducts, and in which he has made a notable success.

Mr. Lopez carries a full and complete line of coffins, caskets and other articles usually found in an establishment of the kind, and has also the most modern cars. He gives the business strict personal attention, which accounts in large measure for his success.

He is a member of a number of secret orders in the city, takes a lively interest in all public movements having the progress of Key



BENJAMIN LOPEZ.

West for an object, and is an all round progressive and useful citizen of the community.

Dr. N. C. Pintado

Native of Cuba Who Stands High in the Medical Profession.

Dr. N. C. Pintado was born in Pinar del Rio, Cuba, in 1885 and received his general education in the preparatory schools until 1903, when he entered the College of Medicine of Havana University, where he graduated in 1908 with distinction, and was warmly congratulated by the professors on the high marks attained.

In the last two years of his college course he was connected with the private sanatorium San Rafael with Dr. Jose Pereda, who is one of Cuba's most renowned surgeons. Dr. Pintado came to Key West in

1909 and a few months later took his examination before the Florida board, at Jacksonville, passing with a high average.

Shortly after entering upon the practice of his profession here he bought the drug store formerly conducted by the late Dr. Armona, known as El Central, and changed the name to St. Joseph's Pharmacy, which, through his earnest attention to business has been placed in the front rank of local drug stores, with



DR. N. C. PINTADO

a branch establishment at the corner of White and Division streets.

At both stores large and well assorted stocks are carried, which are as complete as can be found in many of the large cities, as the stocks include medicine of all countries and can meet the wants and fill the prescriptions of both Cuban and American physicians.

The main store at 608 Duval street is managed by Chas. S. Johnson, while the branch is in charge of E. M. Paine, both capable pharmacists of many years' experience.

Dr. Pintado was married in 1911 to Miss Clara Fleitas, a member of one of the old and highly respected families of the city. He is a member of several fraternal and social organizations, including the Odd Fellows, Caballeros de la Luz, and Cuban Club, of which he is the official physician.

He has for several years been a prominent member of the Monroe County Medical Association, which this year honored him by electing him as president.

Dr. Pintado is a citizen who is a credit to any community and one who has made for himself an enduring place in the estimation of the people of Key West.

Key West is the winter rendezvous of a fleet of torpedo boats and many battleships and other Navy vessels call during the year.

S. P. Vecker

Able and Energetic Young Manager of the Key West Gas Company.

S. P. Vecker, the able and energetic young manager of the Key West Gas Company, is a native of Providence, Rhode Island, where he was born in 1887. He attended the public schools of Providence and a private school at Worcester, Massachusetts, for his primary education, and then entered Yale, graduating from the last named as a civil engineer in 1911.

He was employed for a time with J. D. Shattuck, a gas engineer of Philadelphia, afterwards with the American Gas Company of Philadelphia, and then with the Philadelphia Suburban Gas and Electric Company. He came to Key West in January, 1913, as manager of the Key West Gas Company.

A few months ago Mr. Vecker was sent to Colon and Panama to make the preliminary arrangements for the erection of extensive gas plants at each of these cities on the Isthmus and he will have charge of



S. P. VECKER

the construction work which is soon to be commenced.

Mr. Vecker is an enterprising and progressive young business man, who enjoys the utmost confidence of his associates, and he has taken an active part in the Key West Board of Trade and in every movement in the interest of the community.

Key West is the nearest United States port to the Panama Canal, the distance being only 1075 miles. It is 445 miles nearer Panama than Pensacola. It is 475 miles nearer Panama than Mobile. It is 495 miles nearer Panama than New Orleans. It is 600 miles nearer Panama than Galveston.

KEY WEST

THE GATEWAY TO THE PANAMA CANAL
THE STEPPING STONE TO CUBA
THE HOME OF THE HAVANA CIGAR
WANTS YOU
AND SO DO WE

KEY WEST GAS COMPANY

FIRST NATIONAL BANK OF KEY WEST

**Solid Financial Institution Which Has
Established a Consistent Record of
Success--Prominent in the Develop-
ment of Commercial Enterprise.**

The development of any community along modern industrial and social lines is so largely a matter of adequate banking facilities that it is safe to say that no city has yet risen to prominence without the co-operation of one or more first class banks.

In this respect the City of Key West is particularly fortunate, for the First National Bank ranks with the soundest and most ably conducted to be found throughout the length and breadth of the state.

Founded in 1891, this institution has kept pace with the growth of the city in every way, until today it stands as high in financial circles as any similar enterprise in the state as far as soundness and progressive banking ideas are concerned.

With a capital of \$100,000 the First National Bank of Key West is amply supplied with financial resources for the carrying out of extended operations in its line of enterprise.

Chartered originally as a national bank, a savings department has been added, paying interest at the rate of 4 per cent per annum compounded semi-annually on all time deposits. The First National Bank is a member of the American Federal Reserve Organization, American

Bankers Association and also of the Florida Bankers Association, thus being entitled to the advantages, protection and privileges incident to membership in these organizations.

Numbered in the board of directors and in the list of executive officers of the institution are many of the most forceful figures in the business circles of Key West. The officials and directors are as follows: President, Geo. W. Allen; vice president, G. Bowne Patterson; cashier, Richard H. Kemp; assistant cashier, J. F. Uhrbach; directors, Geo. W. Allen, Richard H. Kemp, G. Bowne Patterson, W. R. Porter, John Lowe, Jr., John W. Allen, William R. Warren.

Mr. Geo. W. Allen, president of the institution, is one of the foremost figures in the business structure of Key West having held the office of Collector of Customs for several terms and prominently identified with various important projects for the development of the community. He has also been honored by the bankers of the state in being chosen president of the Florida Bankers Association. Mr. Allen is also a member of the firm of Porter and Allen, operators in real estate and insurance, and is a lawyer by profession.

Mr. G. Bowne Patterson is a leading attorney of Key West and has held the office of postmaster, while Mr. John Lowe, Jr., is a retired capitalist well known in commercial circles in this section of the state.

Mr. W. R. Porter, also of the directorate, is a member of the firm of the Porter and Allen Co., and is also connected with the Key West Realty Company. He is a member of the Board of County Commissioners and also President of the Board of Public Works of the City of Key West.

Mr. John W. Allen has long been identified with the commercial progress of Key West and his familiarity with local conditions is an asset to the institution of which he is a director.

Dr. William R. Warren is one of the leading physicians of the city and a prominent figure in the activities of the community.

The cashier, Mr. Richard H. Kemp and the assistant cashier, Mr. J. F. Uhrbach, are both thoroughly equipped for the positions they hold with the First National Bank, both by experience and by natural ability, having practically spent their lives

in financial operations. With its directorate and executive list composed of such men of established reputation for business acumen, acquired by long years of actual accomplishment in the community, the First National Bank of Key West has achieved an enviable record during the years of its business history.

The building in which the bank is located is owned by the institution and is modern throughout, the ground floor being used for the banking business, while the upper portion is used for office purposes. The interior of the banking rooms has been remodeled within the last few years to meet the requirements of a first class, up to date financial institution and the details of arrangement demonstrate the attention given to efficiency in the various departments of the business.

The bank is equipped with a safe deposit vault of modern burglar and fire proof construction. Individual boxes are obtainable by patrons on the monthly or yearly rental plan and a portion of the vault is set aside for the safe keeping of records, cash, collateral and other valuables owned by the bank itself. Covering effectually all departments of commercial banking, the First National Bank receives money on deposit, allowing interest on time accounts money is loaned on satisfactory signatures; approved paper is discounted; exchange is bought and sold on all the leading money centers of the country; collections are made and promptly reported.

An established system of correspondents composed of the leading banking representatives in the prominent cities of the country, is maintained so that every facility is possessed for the rendering upon all occasions of a prompt and satisfactory service.

The following figures, taken from the books of the bank at the close of business on Nov. 10, 1915, are submitted for the purpose of setting before the public at large the exact financial condition of the institution, because these figures furnish the best possible evidence that could be given in support of the assertion that the career of the First National Bank has been uniformly prosperous, and the institution enjoys the patronage of the community in general.



THE FIRST NATIONAL BANK OF KEY WEST.

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RESOURCES	
Loans and Discounts	\$518,965.57
Overdrafts	404.17
U. S. Bond	155,572.00
Bonds and Securities	121,565.25
Banking House Furniture and Fixtures	33,862.13
Other Real Estate owned	1,377.50
Redemption Fund with U. S. Treasurer	5,000.00
Cash Reserve	147,594.35
	\$984,340.97
LIABILITIES	
Capital Stock paid in	\$100,000.00
Surplus Fund and Undivided Profits	21,896.99
Circulation	100,000.00
Re-Discounts	46,192.62
Deposits	716,251.36
	\$984,340.97

E.H.GATO CIGAR CO.

Manufacturers of Clear Havana Cigars.

EQUAL BEST IMPORTED

For forty years the standard by which

Clear Havana Cigars ARE JUDGED

**Factory
Key West, Fla.**

**New York Office
203 West Broadway**

Code Western Union Established 1845 Cable Address Curry, Key West

WM. CURRY'S SONS CO.

**Wholesale Grocers
AND
General Merchants**

**Ship Chandlery, Hardware and
Builders' Material, Coal,
Water, Ice, Lighters,
Machine Shops,
Tow Boats**

**AND
Marine Railways**

**New York Office
2 Rector Street**

**611 Front Street
Key West, Fla.**

LOUISE MALONEY HOSPITAL

Maloney Hospital in Key West, is an example of the medical and surgical institution found in up-to-date Key West today.

Established in 1908 and opened October 8th of that year, the Louise Maloney Hospital has maintained a uniformly high grade service in all departments and has succeeded in establishing an enviable reputation for careful and accurate penetration to the cause of physical ailments, with a remarkably gratifying record of recoveries on the part of its patients.

Important additions and im-

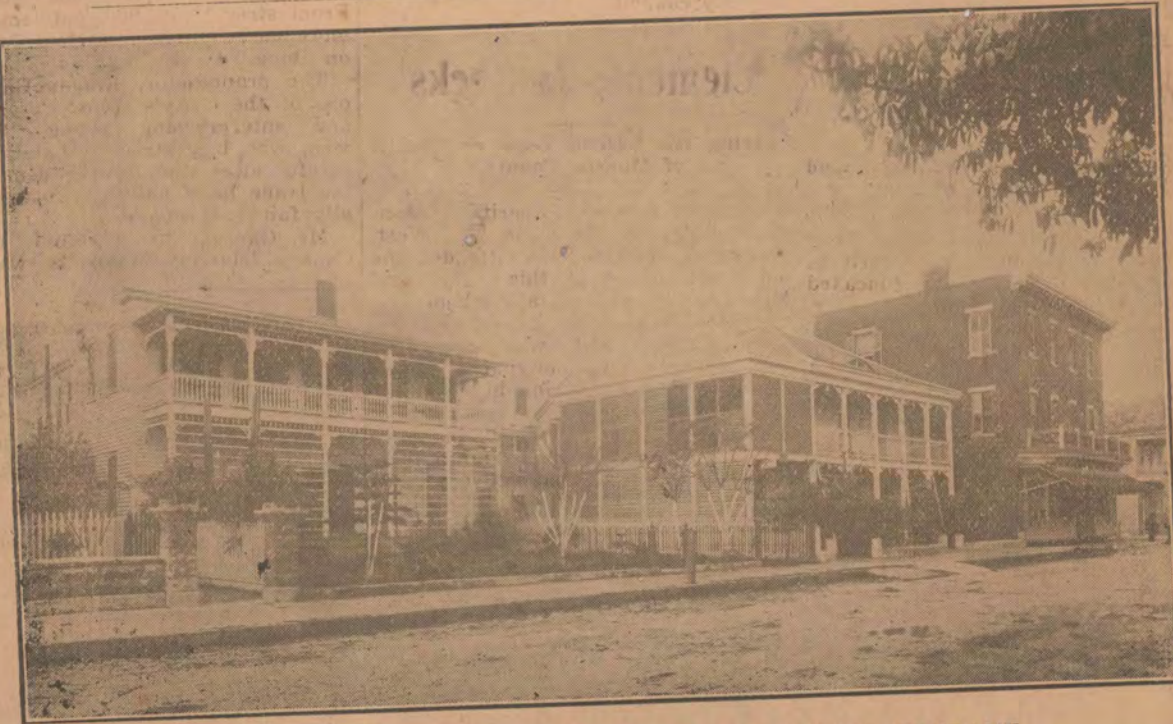
provements have been made in the institution since its establishment over 7 years ago and today there are accommodations for about 35 patients. Homelike surroundings and rest-including environment are important factors in the success of the hospital. Ample air space on all sides of the building makes proper ventilation not only a possibility, but an assured condition at all times.

The Louise Maloney Hospital is the only private institution of this character in the city of Key West.

and although the founder, Dr. J. B. Maloney, is in direct charge of its affairs, any of the physicians of Key West can and do make use of its facilities as occasion may demand.

Patients come to the institution for treatment not only from this city, but from the mainland and from the West Indies as well.

The surgical department of the hospital is a feature that should come in for special mention; a modern thoroughly sanitary and well equipped operating room is maintained and the facilities afforded in this phase of the institution are on a par with those to be found



LOUISE MALONEY HOSPITAL AND KEY WEST DRUG COMPANY.

DR. H. C. GALEY

Promising Young Physician Now Associated With Dr. Maloney.

Dr. H. C. Galey, the latest addition to the medical profession of Key West, was born in the city of Philadelphia in August, 1886, and received his general education in the public schools of that city, including the Central High School.

He later studied medicine with Dr. Maloney for several years and was also connected with the Key West Drug Company, where he gained much experience of value to



DR. H. C. GALEY.

him in his chosen profession.

He then entered and finished the course at Maher's preparatory school in Philadelphia. He then studied at the University of Pennsylvania, first in the Biological department and later in the Medical School, from which he graduated with an exceptionally high standing.

Dr. Galey then had extensive hospital practice in the Cofan Hospital at Colon, Panama Canal Zone, from which place he recently returned to Key West to enter upon the practice of his profession.

He has associated himself with Dr. Maloney, in general practice and hospital work at the Louise Maloney Hospital.

Dr. Galey has had exceptional training in all branches of his profession, as well as much practical experience. His high character and uniform courtesy have won for him many staunch friends and admirers, who are confident of his marked success in his life work.

KEY WEST AS A HEALTH RESORT

Wonderful Climatic Conditions Where the Atmosphere Is Pure and Full of Healing Qualities--Where Consumptives Regain Strength and Pneumonia is Rarely Known.

(By Dr. J. B. Maloney.)

There are very few people in this country who are aware of the fact that Key West was the only seaport in the Southland during the war between the States that was in the hands of the Union forces all the time. Not because she really wanted to be, but because the Union forces were in possession at the outbreak of the war.

The above has nothing to do with the health conditions of Key West, but it cited merely as a parallel for another comparatively unknown fact--the wonderful climatic conditions which prevail here. It is a fact that there are not two dozen fire-places in the entire city. It is likewise a fact that a frank case of pneumonia is hardly ever known here.

he was well. Score one more for the climate of Key West.

Wounds heal in this climate just as they do on shipboard. In abdominal wounds, stitches are removed in from five to six days.

The climate is free from fogs. We do not average more than one a year. So rare are they, in fact, they they are regarded as a pleasing novelty. Not more than twice in twenty years has a moisture accumulated on the walls of the inside of houses.

The birth rate is as high and the death rate as low here as in any other city in the country. The death rate is lower than any other city of the same size in the South. In number of days of sunshine and in equable temperature this city leads all others in the country.

Children are the future of the Nation, and our children are the most robust in the world, simply because they live perpetually out-of-doors.

The Fountain of Youth may be a myth, but the climate of Key West is a delightful reality. Octogenarians are so numerous here as to be common and they excite but little attention. When Key West becomes properly known, it will be the health resort of the Nation.

We do not advise people to come to Key West who cannot afford to take care of themselves after they get here. Too many cities do this, inviting everyone indiscriminately. Such a procedure is nothing short of criminal, for the man without means must live. There is in every city some industry, but everyone cannot follow the industry of the city to which he goes.

So, therefore, only for those who being able, without the necessity of employment, and being able to give our climatic conditions a trial, is this article intended. There is absolutely no-use for a man to come here for his health who will be obliged, owing to financial circumstances, to live under unfavorable conditions. Neither will it benefit him to go elsewhere under the same conditions.

LIGHT-POWER-RAILWAY



OFFICE OF THE KEY WEST ELECTRIC COMPANY.

Reliable Service at Reasonable Rates in all Parts of The City

"Do It Electrically"

THE KEY WEST ELECTRIC CO.



CAR BARN OF THE KEY WEST ELECTRIC COMPANY.

GOVERNMENT DEPARTMENTS REPRESENTED

Lying at the entrance from the Atlantic Ocean to the Gulf of Mexico, Key West has naturally been a port of call ever since it was first settled by the whites, and the consequence is that there has always been a market here for ship supplies of various kinds. Up to within a very few years it was the chief trading place for all of Southern Florida, and the fruit growers sent the products of their groves through this city to the northern markets. Vessels of all kinds sailing the southern seas made this harbor, and there was constant traffic carried on between here and other ports. All these things came to Key West naturally, and without the aid of artificial facilities.

The strategic position of Key West as a naval and military base in time of war was early recognized, and a military post has long been maintained here. The presence of a federal military force in 1861 kept the city from falling into the hands of confederate sympathizers, of which a large majority of the citizenship was composed, and the holding of it throughout the war was of incalculable aid in establishing and maintaining the blockade of Southern ports. During the war with Spain the government rushed troops and ships here in large force, preparing to use it as a base from which to operate in protection of South Atlantic and Gulf ports in case of threatened attacks.

Even outside army and navy circles its strong position with respect to the fighting in Cuba was recognized, and scores of vessels of various kinds not connected with the navy made this city the basing point for their operations. During that short war hundreds of ships of various kinds and equally various sizes dropped anchor in the Key West Harbor.

Key West was headquarters for the prize court during and after the war, and several million dollars worth of prizes were brought into the harbor. Some of these were turned loose, but most of them proved to be legitimate captures, and the prize money was awarded by the court sitting in Key West.

This city was also the point at which was held the court of inquiry that considered the destruction of the battleship Maine in Havana harbor, which led up to the war with Spain.

At the present time the Navy Department maintains here a large station, and has a company of marines in service, and the harbor is the winter rendezvous of the torpedo fleet, while the War Department has heavily armed Fort Taylor, and keeps in barracks Coast Artillery to man its guns in case of attack. In the event of war the Florida East Coast Railway could fill the island with troops in the course of a very few hours, and it would take but a little time longer, even measured by hours, to assemble a fleet that could drive from these Southern waters any hostile force that might assemble.

In addition to the Army and Navy practically every branch of the national government is represented in Key West, including the Post Office Department, Weather Bureau, Customs Service, Light House Service, United States Court, Marine Hospital, Immigration Service, Internal revenue offices and in fact practically every bureau of the Federal government.

It will therefore be seen that Key West holds a most important position with respect to the country's welfare in war and peace; in business and in the administration of government affairs.

Among the new government activities here may be mentioned the establishment of a biological station, the ground for which is now broken and almost ready for building operations; a new post office building, for which a site was purchased a few weeks ago, and a submarine base for the Navy.

It is expected that under the new program of preparedness for national defense that Key West will be made one of the most important military and naval bases in the entire country.

U. S. WEATHER BUREAU

Observer's Work Here of Great Importance to the Country at Large.

For many years the government weather bureau has maintained a station in Key West in charge of an experienced observer, whose work has been of great benefit to the entire country in making known the coming of storms found to be advancing from the south, thus putting on notice those whose property might be damaged. Especially valuable have the warnings sent from here been to the shipping interests, and many a ship has been kept from exposure to the fury of a storm because it was warned to seek the safety of a harbor.

A sub-station of the Key West station is maintained at Sand Key, a few miles southwest.

The local station is in charge of Observer H. B. Boyer, an official of long service and exceptional qualifications, and an expert authority on tropical storms.

William W. Demeritt

Key West Man Is the Efficient Inspector of the Seventh Lighthouse District.

William W. Demeritt, Inspector of the Seventh Lighthouse District, was born in Key West, July 20, 1880. He was educated in the public and private schools of this city and completed a course in civil and marine engineering in the International Correspondence Schools of Scranton, Pa.

Leaving school he entered the employ of the Venable Construction Co., then engaged in constructing the coast fortifications at Key West, and became night foreman of the company's machine shop.

August 20, 1898, he entered the Lighthouse Service as coal passer on the tender Laura and was soon made fireman. He became assistant engineer in 1900 and was promoted to engineer in 1905. In 1906 he was commended by the Department for efficiency and given a higher compensation than that received by other engineers on the South Atlantic and Gulf coasts.

In 1907 he was made Inspector of Machinery and assigned to inspection duty in connection with the construction of eight first-class light-house tenders at Camden, N. J., being the first assistant sent to the



WILLIAM W. DEMERRITT.

Department Superintendent of Construction and the last to be relieved in connection with this duty.

In 1908 he became engineer of the new tender Hibiscus, later serving in New York and Boston, returning to Key West in 1910 as engineer of the Mangrove. In April of that year he was again commended for efficiency by the Department.

His next important promotion was in 1911, when he was made Superintendent of the Seventh District, in charge of repairs and construction work.

August 22, 1913, Mr. Demeritt was appointed Inspector of the Seventh Lighthouse District, being one of the youngest men in the service to be promoted to this important and responsible position.

This recognition was most gratifying to his many friends who were confident of his ability to make good, and he has done so in exceeding measure.

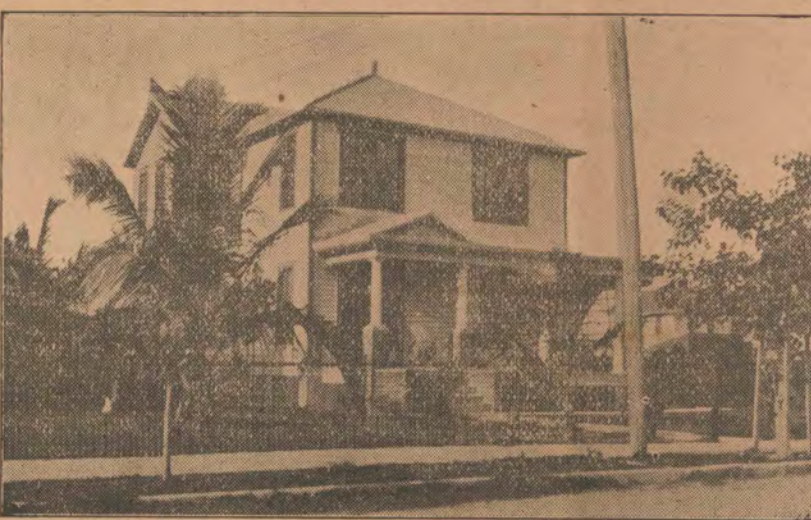
The satisfactory manner in which he is administering the affairs of his office and the many valuable improvements made in aids to navigation in his district have been attested by mariners, shipping interests and commercial bodies.

Improvements are also in evidence at the local office, where a non-descript collection of antiquated furniture has been replaced with suitable modern office equipment, so that this office is now, with new furniture, intercommunicating telephone system, mimeograph, addressograph, etc., second to none.

Mr. Demeritt is an Elk, 32d degree Mason, Knight Templar, Odd Fellow, Red Man, Woodman, a member of the Marine Engineers' Association and the National Geographical Society.

In addition to his high professional attainments, Mr. Demeritt is a gentleman of a most pleasing personality, who has won his present high position through sheer ability and devotion to duty, and he is justly considered one of the strong men of the community.

Key West has now 23,000 people. It is conservatively predicted that this will be doubled in five years or less. Opportunities for newcomers will be offered in every line.



RESIDENCE OF H. H. TAYLOR.

P. & O. S. S. Co.

The Peninsular and Occidental Steamship Company is one of the pioneer steamship lines to be established in these waters and for more than a quarter of a century has given excellent service between Florida ports and Havana, Cuba. In addition to their Cuban service they also operate a winter service between Miami, Fla., and Nassau, N. P.

Key West has become the principal Florida port of this company which offers a daily service to and from Havana, Cuba, throughout the year, the vessels of this company making direct connections at Key West with the fast through trains of the Florida East Coast Railway.

These trains, which arrive at and depart from ship's side at Key West, are of the highest class, being made up of all steel equipment with through sleeping cars to and from New York daily without change.

This line is under a very able management and, with its ships well and carefully officered, gives it the rank of the most desirable route to and from Cuba for the tourist as well as the business traveler.

An illustration of the development by this company of commercial intercourse between the United States and Cuba is shown in the magnificent ocean-going car-ferry, "Henry M. Flagler" now engaged in ferrying loaded cars from the rails of the Florida East Coast Railway at its terminus here to the rails of the several Cuban railroads at Havana, from which point the cars are distributed to all parts of the Island.

This car-ferry, with four tracks on its deck, is capable of carrying twenty-eight standard railroad freight cars at one time and frequently brings solid trains of Cuban fruits destined for the American markets.

The development of this transporting freight to Cuba has been nothing less than wonderful. This service of ferrying freight cars to Cuba is less than one year old and today this company finds itself in urgent need of additional ferry steamers to transport these cars.

Within another year they will have two or more of these ocean-going ferries in this service, made necessary by the great number of cars offered for Cuba.

A. C. Elgin is the efficient and obliging local agent of the company, with a large force of capable and courteous assistants, at all times ready to facilitate the business and traveling public in their transactions, and to look after their comfort and welfare.

FEDERAL BUILDING.

Key West's federal building, first occupied in 1891, is a handsome brick structure, but is now entirely too small to accommodate the various branches of the public service.

On November 3 of this year the government purchased a most desirable site at the corner of Simonton and Caroline streets, on which a new and more commodious structure will be erected, while the present building will be turned over to the Navy Department for use as an administration building, its site being surrounded by the Naval Station reservation.

The present building is occupied by the Post Office, Customs Service, U. S. Court and Lighthouse Service.

The Immigration Service, Internal Revenue offices, Weather Bureau and U. S. Engineer offices have quarters elsewhere in the city.

Key West has the largest and most modern ice plant in the state, with a capacity of 150 tons daily.

William F. Maloney

Tax Collector of Monroe County and Former President of State Federation of Labor.

William F. Maloney was born in Key West in 1871 and was educated in the public schools of this city, after which he learned the cigar-maker's trade, later conducting a cigar manufacturing business of his own.

He has long been prominently identified with the laboring organizations of the community and state and has been a recognized leader in securing legislation for the betterment of the working man.

He has served as president of the local cigarmakers' union and was one year first vice-president and two years president of the Florida State Federation of Labor.

Mr. Maloney has long been active in politics and has fearlessly de-



WILLIAM F. MALONEY.

fended the principles he thought to be for the best interests of the public on all occasions.

He was supervisor of registration of Monroe County from 1904 to 1906 and from 1908 to 1910. He was appointed county commissioner by Governor Trammell to fill an unexpired term and served as such until February 10, 1915, when he received an appointment as Tax Collector of Monroe County which he now holds.

Mr. Maloney has shown exemplary devotion to duty in all his career as a public official and will be a candidate to succeed himself in the Democratic primary of 1916.

During his incumbency of his office he had been faithful and efficient and his friends are confident that his record will meet with the approval of his fellow citizens in such measure as to make his reelection a certainty.

C. W. Sanderson

Progressive Citizen Recently Elected Councilman from the Sixth Ward.

Charles W. Sanderson is a native of Rutland, Vt., where he was born July 16, 1879, removing to Cleveland, Ohio, when about four years of age.

He attended the public schools of Cleveland, Detroit, Mich.; Dayton, O., and Pittsburgh, Pa.

Upon the outbreak of the War with Spain in 1898 he enlisted in Company B, 5th Ohio Volunteer Infantry and was stationed at Tampa and Fernandina, Fla., until the end of the war, his regiment not having had the opportunity to go to Cuba

owing to the shortness of the campaign.

He came to Key West as a private in the 121 Company, Coast Artillery in 1902 and was discharged with the rank of sergeant at the end of his enlistment, having also served as acting sergeant major.

He has been connected with the Ruy Lopez Co., cigar manufacturers for the past eight years in the capacity of head bookkeeper in charge of the office force of this leading firm.

Mr. Sanderson has always evinced a keen interest in public affairs, but never sought public office until this year, when he was elected councilman from the sixth ward by a most handsome vote.

He is wide awake to the needs of the city and is imbued with progressive ideas which makes him a most valuable and useful member of the city council.

Clements Jaycocks

Serving His Second Term as Sheriff of Monroe County.

Clements Jaycocks, Sheriff of Monroe County, was born in Key West, November 23, 1865, and attended the old Sears school of this city and Mrs. Lightbourn's private school.

At the age of 12 he entered a printing office and was connected with nearly every newspaper established in the city during his younger days.

He was in the grocery business about five years and was for a long time manager of the delivery department of Wm. Curry's Sons' ice business.

During Cleveland's second administration he held the position of deputy customs inspector and has always been prominently identified



CLEMENTS JAYCOCKS

with the Democratic party, having been a member of the Monroe Democratic Executive Committee from 1897 to 1901.

Mr. Jaycocks has passed through the chairs in the Independent Order of Odd Fellows and is also a member of the Knights of Pythias and Patriotic Order Sons of America.

In 1908 he was elected Sheriff of Monroe County and was reelected in 1912. He is a most able and fearless officer and has administered the affairs of his important office with high credit to himself and to his constituents.

Mr. Jaycocks will be a candidate for reelection in the Democratic primary next year and is assured of loyal support by a vast number of friends and admirers who believe his faithful and efficient services should be rewarded by his retention in the office which he is so admirably adapted to fill.

In his seven years of service as sheriff, not one charge of any character reflecting on his integrity or efficiency has been brought out and he stands for reelection simply and solely on the record he has made during that time.

D. Z. Filer

Capable and Conscientious Official Who Will Seek Promotion.

Among the efficient public servants of Monroe County, none stands higher in the esteem of his fellow citizens than D. Z. Filer, clerk of the Criminal Court of Record.

Mr. Filer was born in Key West, August 7, 1878 and received his early education in the public schools of this county, afterwards attending a business college at Macon, Ga.

He entered the political field in 1902 and served as deputy clerk of the Circuit Court from 1902 to 1913. He is now serving his second term as clerk of the Criminal Court of Record to which office he was elected in 1908.

He is a member of the State Democratic Executive Committee and chairman of the Monroe County Executive Committee, which indicates the high value placed upon his services in the councils of his party.

Mr. Filer was married October 14, 1903, and he and Mrs. Filer are held in the highest esteem among a wide circle of friends and acquaintances. He is a member of St. Paul's Episcopal Church.

A most modest and unassuming gentleman, Mr. Filer has gained enviable popularity among all classes by strict attention to duty, coupled with a most affable and obliging manner.

His unimpeachable integrity and exceptional ability have caused his friends to desire him to seek higher political honors and he has decided to be a candidate for the office of Clerk of the Circuit Court in the Democratic primary next spring.

He will have the support of a large following among the voters in every walk of life and his friends and supporters predict for him a decided victory over any opponents who may contest for the place.

DELMONICO RESTAURANT IS POPULAR

One of the best appointed and most popular eating places in Key West is the well known Delmonico Restaurant, established first on Front street in 1908, but removed to more modern and spacious quarters on Duval street in 1914.

The proprietor, Ramon Garcia, is one of the city's most progressive and enterprising young business men, who by strict reliability and careful attention to the demands of the trade has built up an exceptionally fair patronage.

Mr. Garcia is a native of the Canary Islands, where he was born



RAMON GARCIA.

in 1908, coming to Key West in 1903. He was associated with S. Cabrera in the grocery business, later opening the Delmonico, which has been a success from the beginning.

A new departure at this restaurant is the installation of an aquarium in the front show windows, where a choice variety of fish are on display, and a patron may, if he desires, select his fish while it is still alive and have it killed and prepared then and there.

Mr. Garcia's success has been due to a careful study of the wishes of his patrons, unfailing courtesy and strict attention to business. He enjoys the confidence and respect of the community in the highest degree, and his establishment is a credit to him and to the community.

E. J. Estevez

Proprietor of Key West's Leading Photograph Studio.

E. J. Estevez, proprietor of the well known Estevez Photo Studio on Duval street, which has been a Key West institution for more than forty years, was born in this city January 23, 1876. After attending the public schools of the city he engaged in the photograph business, in which his father had been engaged before him, and has followed it ever since.

The Estevez studio has long ranked with the best in the state, and its reputation has not been in the least diminished under the manage-

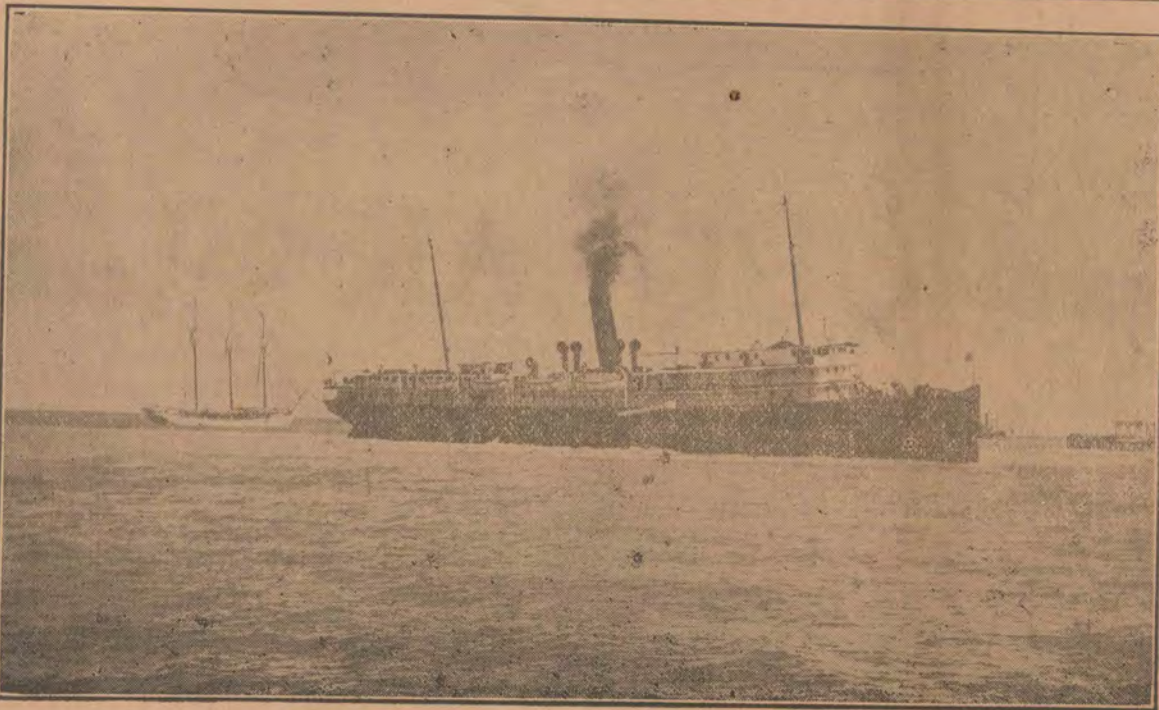


E. J. ESTEVEZ

ment of its present proprietor, who has made art-photography a study, and who keeps fully abreast of the most advanced methods. He is not only an artist, but he is a man of pleasing manners and cordial bearing, who is as popular personally as he is in business.

Mr. Estevez is a democrat in politics and a Catholic in religion. While never holding office, he takes a great deal of interest in public matters, and keeps thoroughly posted on current political events. He served three years as a member of the Key West Guards, the city's crack military company.

Key West is the "American Gibraltar," defending the Gulf of Mexico, its position making it the logical point for the country's greatest naval base.



ONE OF THE STEAMERS OF THE P. AND O. S. S. COMPANY.

Havana American Co.

Manufacturers

LA INSTRUCTOR

THE PREMIER OF SHADE GROWN WRAPPED CIGARS

Mild-Aromatic-Sweet

MADE OF

Finest Havana Tobaccos With Shade Grown Wrapper

IN TEN POPULAR SIZES

THE KEY WEST CITIZEN

KEY WEST, FLORIDA, DECEMBER, 1915.

CENTENNIAL EDITION

BRIEF HISTORY OF KEY WEST, FLORIDA, 1815-

Sketch of the Principal Events in the Development of a Barren Island Important Commercial City and Military Base of Immense Strategic Value to the Nation.

For the early history of Key West we are indebted to an address delivered by Hon. W. C. Maloney, Sr., deceased, in front of the City Hall, in this city, July 4th, 1876, and from a few other printed documents, including the writings of Mr. Wm. A. Whitehead.

Key West is the county seat of Monroe County, the most southern county in the State of Florida, and is composed of all the islands of Florida, from Cape Romano, on the Gulf of Mexico, to Miami, on the Atlantic Ocean, a distance of two hundred and fifty miles or more. It has also, a small strip of territory on the extreme southern portion of the peninsula. The principal islands of the County of Monroe are Key Largo, the Ten Thousand Islands, Torch Key, Plantation Key, a hundred or more smaller islands, and last, but by no means least, the island of Key West, with which we have to deal in particular.

Monroe County is bounded on the north, by Lee (which was cut off

The island of Key West is situated in latitude 24 deg. 32 min., sixty miles from the border of the tropics, and the climate is the finest in the world, and no conscriptive was ever known to come to Key West FROM A COLDER CLIMATE, and die of lung trouble. In fact the climate is essentially tropical, and frosts are unknown here.

The temperature was never recorded lower than 41 degrees and only one time at that, which was thirty-three or four years ago. The lowest since then was about 45 degrees or 46 degrees. The average temperature for January, which is about the coldest month we have, is from 68 degrees to 72 degrees, and for July and August the average temperature is from 80 degrees to 85 degrees. Of course we have occasional exceptions from this average, but very rarely, and the extremes either way do not last over one or two days. The highest temperature seldom exceeds, in summer, 90 degrees. A cool pleasant, salt breeze is ever blowing. In

fest, and the fishermen (many of them from St. Augustine) who were engaged in supplying the market of Havana from the "finny tribes" that abounded in their vicinity.

"That the harbor of Key West was the occasional resort of pirates, has been proven by the evidence of many who were connected with them in their lawless depredations, and by the discovery of hidden articles, that could only have been secreted by them.

"We are not left to conjecture that the island was known, and resorted to by the fishermen supplying the market of Havana, years previous to the change of flags from Spain to the United States.

Early Owners.

"On the 26th day of August, 1815, for some military services rendered to the Government by Juan P. Salas, Don Juan de Estrada, then Governor of Florida, granted to him the Island of Key West. On the 20th of

Island from that time."

Government Occupation.

A territorial government having been established for Florida in March, 1819, several persons from St. Augustine, the Bahama Islands, South Carolina and other States of the Union, repaired to this island shortly after it was taken possession of, and were hospitably received by the proprietors. Building lots were given to some of them within that part of the island intended to be laid out for a city. Among the first settlers were Joseph C. Whalton and family, Michael Mabry and family, William W. Rigby and family, Antonio Giraldo and family, Mr. Richard Fitzpatrick, and others.

On the 7th of February, 1822, Lieut. M. C. Perry, Commander of the United States Schooner Shark, received orders to visit and examine the island and harbor and to take possession as part of the territory ceded by Spain; and on the 25th of March following, the interesting ceremony was witnessed by the few residents, of raising a staff and displaying therefrom the flag of the United States, while at the same time their sovereignty over this and the neighboring islands was formally proclaimed. Captain Perry named the island "Thompson's Island," and the harbor "Port Rodgers," the first in honor of the then secretary of the Navy, and the other after Commodore Rodgers, the President of the Navy Board. These cognomens according to the report of the commander, Perry, seem to have originated with him, and were in accordance with the wishes of the proprietors of the island, three of whom were present, but they have long ceased to be used. During the summer some officers and men were left on the island, dwelling in tents.

In February 1822, Captain L. T. Patterson and Lieut. Tuttle, of the United States Navy, arrived with orders from the government to survey the coast and harbor, and they

for their respective uses, a Marine Hospital was constructed in 1845.

Two Martello Towers and a Sand Battery have been constructed on the island, and another Sand Battery on the Southeastern side between Fort Taylor and the Marine Hospital. The Towers were commenced in 1861, and the Sand Batteries in 1873.

Municipal Organizations.

For purposes of municipal government, an act of the Legislative Council of the Territory of Florida was obtained in January 1828, to incorporate the Island of Key West. No copy of this Act is at present within reach, nor is it material to the matter in hand, as in November of the same year it was repealed by an Act to incorporate the Town of Key West.

The incorporated Town gave place to an incorporated City in 1832. The Act of incorporation gave more general and specific powers to the City authorities, especially in regard to the subject of taxation, regulating and restraining the retailing of spirituous liquors, etc.

Natural Advantages.

Key West derives its importance in the commercial world from:

First. Its geographical position, it being the extreme southern point of the United States;

Second. For its capacious harbor, the great depth of water over its bar and the ease of ingress and egress to and from its outer and inner roadsteads, and

Third. From its affording, as has been already stated, such ready protection of her shipping, naval and otherwise, in time of war and stress of weather.

By special legislation, the President was authorized to establish a Custom House at Key West in 1822. A Collector and other officers were appointed, and the following year a revenue cutter was attached to the port; but not until 1828 was a col-

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Mr. Samuel Kem

Key West in 1837, organized the



VIEW IN LOWER BUSINESS DISTRICT KEY WEST, FLA.

from Monroe in the spring of 1837) winter the waters of the Gulf, seconded by the warm, refulgent rays of the sun, temper the chilly blasts of the frozen north, so when they reach the "Coral Island" they are as pleasant as could be wished for by the thinnest-blooded consumptive or dyspeptic.

Key West has the finest climate, at all seasons, together with the finest capabilities and natural advantages to make it the most attractive Winter resort of any other city or section of country in the world.

Tradition.

"It is probable," says Mr. Whitehead, "that from the time of the first visit of Ponce de Leon until the cession of the Florida to the United States, the Islands (or Keys as they are termed, a corruption of the Spanish word 'Cayo') which extended in a South Westerly direction from Cape Florida, were only resorted to by the aborigines of the country, the piratical crews with which the neighboring seas were in-

December, 1821, Salas sold his right, title and interest to John W. Simonton, then of Mobile, who met with Salas in Havana. Having heard of the advantageous situation and capacity of the harbor, etc. Mr. Simonton was induced, from the certain prospects of improvement throughout the country, by the cession to the United States, which his mercantile experience led him to foresee, must advance the interests of a settlement at this point, he consummated the purchase of the Island for the sum of two thousand dollars, and on the 19th of January 1822, he took possession."

"Soon after making the purchase of the Island, Mr. Simonton sold one undivided quarter to John Warner and John Mountain, and the other quarters to John Whitehead and John W. C. Fleming, also of Mobile at the time. The interest of Messrs. Warner and Mountain was soon after transferred to Pardon C. Greene, who became a permanent resident of the

we soon followed by various government vessels bringing stores and materials, and by the end of the year the island was a regularly constituted Naval Depot and station, under the command of Commodore Potter.

In 1824, a company of United States Marines was stationed here and barracks erected for them, fronting upon the harbor between Duval and Whitehead streets.

In February 1831, Major James M. Hassel arrived in command of a detachment of two companies of Infantry, leading to the purchase of about ten acres of land in the northeastern section of the city, and the erection of buildings for the accommodation of the troops.

In 1845, Fort Taylor was commenced, and so much of the work as had been accomplished up to October, 1846, was, by the disastrous hurricane of that year washed away, together with the lighthouse on Whitehead's point. Another lighthouse was constructed a few years after.

Work on Fort Taylor, although interrupted, was not suspended and was far completed as to be available for garrison purpose for 1861 to 1865.

Between the Custom House and Fort Taylor, both admirably located



MONROE COUNTY COURT HOUSE AND JAIL, KEY WEST, FLORIDA.

lection distret regularly established for South Florida. Key West was constituted the port of entry, which it continues to be at the present time.

In March 1858, Messrs. Browne & Curry, merchants of the city, caused to be constructed a Marine Railway for the better convenience of commerce.

Cigar Industry.

We find as early as 1831, an advertisement in the Key West Gazette, by W. H. Hall, of the establishment of a cigar factory by himself. This factory employed about fifty operatives, and exported cigars. It was located between Duval and Fitzpatrick streets, and was eventually destroyed by the fire.

Estava & Williams, in 1837 and 1838, also operated a factory in which sixteen men were employed, and made shipments to New York.

Odet Phillips and Shubael Brown, also engaged in this business with a force of six men, about the same time.

The Arnan Brothers, Francisco and James, as far back as 1834 down to the death of both, were constantly employed in the manufacture, and in 1838 were joined by Albert, another brother. They did not aspire however, beyond domestic trade.

Messrs. Francisco Sintas, Manuel

first Methodist congregation, of which the present First Methodist Church, South, (Stone Church) is the outgrowth.

The first Baptist Church in the city was erected in 1848, on Eaton street between Duval and Simonton, and is known as the Eaton Street Baptist Church.

The first Roman Catholic Church was erected between 1850 and 1852, on Duval street, between Eaton and Fleming.

The first colored church was erected in 1865 and bears the name of Zion A. M. E. Church.

The First Congregational Church was organized in 1892 and already has the distinction of being the largest church of its denomination in Florida. The cornerstone of its handsome brick edifice was laid on June 27, 1893.

Several missions have been established from time to time, of which no mention is made, as it is the purpose of this article merely to mention the first church founded of each principal denomination, in chronological order.

The First Schools.

The earliest school of which we have any information was kept by the Rev. Alvah Bennett in 1834-5, he

Continued on Page 2 This Section



SCENE ON DUVAL STREET, KEY WEST.

THE Pleasant Climate of the City of Key West

MANY TROPICAL SNOW ARE UNKNOWN--WARMER IN WINTER
VARIATION IN SUMMER THAN ANY OTHER CITY IN THE STATES

Mallory Lighthouse

It took the European War to leave many a citizen of the United States from travel bondage to London, Switzerland and the just as this winter is going to boom in general business, it is destined to record an increase of domestic railroad and steam tickets. "See America First," 92. The ready rising from the honor here lowly position of a national north are held by word.

In the past, it has not been much that our American Key West tractions have been entirely lected, but that those who by the ronize the distinctively wiving from sorts, for instance, were he north is fraction of that larger in winter, seeking body which yielded other almost atlantic enticements. Now is almost as effective against the Yankee travel not exist, and he must satisfied with his own panion lands in the where or none at all.

To some this may misfortune, but a investigation will char opportunity for The American who country can tell y scarcely a single pean sightseeing not duplicated or side of the water Riviera; America enchanted Land of The Egyptians beauties of the Florida point at St. Johns. The an Indian Ocean medleys, and the old Spain in T annually travel globe in order



U. S. WEATHER BUREAU.

springlike in its warmth and balminess.

Vital statistics prove that people live longer in a mild than in a rigorous climate, and the general health of the people of Key West, as compared with that of people elsewhere adds cumulative force to the proof.

The island of Key West is situated in latitude 24 degrees and 34 minutes north, and longitude 81 degrees and 49 minutes west. It is about 1-2 miles in length and 1-4 miles wide, and its highest point is 14 feet above mean tide. The weather bureau has maintained an office here since 1871, the instruments being all that time located with 200 yards of the western limits of the island, and never more than 50 feet above the surface of the ground. So that the conditions under which observations have been made were practically identical during the en-

tire period. These observations show the range of temperature to be the smallest shown anywhere in the United States, the limit being, as stated above, from 41 to 97 degrees. Neither frost, snow nor hail has ever been seen on the island.

The climatic changes during the year 1912 are shown by the following table:

	Temperature	Clear
	Highest	Lowest
Louisville	95	-8
New York	93	-3
New Orleans	98	23
Salt Lake City	94	6
Philadelphia	95	Zero
Chicago	95	-16
Los Angeles	92	-8
Key West	91	53

It will be seen from this table that the highest temperature in Key West was lower than that at any other station mentioned, while the lowest was much higher than that of any other. The range between

The variation in daily average temperature is shown by the table following:

	From	To	Monthly
January	68	69	1
February	70	72	2
March	72	74	2
April	74	77	3
May	77	81	4
June	81	83	2
July	83	84	1
August	83	84	1
September	83	84	1
October	81	83	2
November	76	81	5
December	72	76	4

The average daily temperature throughout the year ranges from 68 to 84 degrees.

The table below shows the average temperature, rainfall and wind velocity at Key West, taken from the records from 1871 to 1914 inclusive:

	Tem.	Rainfall	Wind	Vel.
Jan.	69	1.98	11	
Feb.	71	1.64	11	
Mar.	73	1.48	9	
April	76	1.30	11	
May	79	3.36	9	
June	82	4.25	8	
July	84	3.95	8	
Aug.	84	4.69	7	
Sept.	82	6.9	8	
Oct.	79	5.38	11	
Nov.	74	2.36	11	
Dec.	70	1.84	11	
Annual Av.	77	38.66	9	

KEY WEST SCHOOLS

Key West has an excellent public school system, including a High School, in which the people of the city take a justifiable pride.

Two magnificent concrete school buildings, both of recent construction, are among the most imposing structures in the city--the Harris School and the Division Street School--each with an excellent corps of teachers.

The public schools of the city have been developed wonderfully in the past ten years and now stand second to none in Florida or the South.

Virgil S. Lowe, county superintendent of public instruction, is a tireless worker in the cause of education and his efforts are ably seconded by the school board, composed of Chas. R. Pierce, Geo. F. Archer and S. C. Bott.

Supplementing the public schools are a number of private institutions, two of which, the Hargrove Institute and Convent, are mentioned elsewhere in this issue.

An excellent school for Cuban children is also maintained by the San Carlos Association, an old and praiseworthy institution which has done much for the educational advancement of the Cuban colony of Key West.

FERTILIZER FACTORY MAY BE ESTABLISHED.

A number of prominent citizens met at the office of Geo. W. Allen Thursday morning for the purpose of looking into a proposition for the establishment of a fertilizer factory from the loggerhead sponge.

The matter was gone over in detail and a committee was appointed to invite the parties interested to come to Key West and meet with this committee to see if arrangements could be made for the establishment of this industry.

The committee appointed is composed of the following well-known business men: Norberg Thompson, M. W. Curry, Geo. W. Reynolds, Alfred Atchinson, J. Tropas and Jefferson B. Browne.

Brief History of Key West

(Continued from Page One of this section.)

being then in charge of St. Paul's Congregation. The next was by Alden A. Jackson in 1835 and about 1839 Rev. Dyce of St. Paul's Church conducted a school.

In 1834 the first provision was made for paying from the county taxes for educational purposes. The first school under this arrangement was taught by Hon. W. C. Maloney, from whose address much of the present article is taken.

In 1870 Sears' School was opened in the Masonic Hall and in 1874 was removed to the large building which it occupied until the erection of the new High School.

The Douglass School for colored children was organized in 1870.

In 1868 the Sisters of the Holy Names from Canada opened a school at Whitehead and Division streets, which was the forerunner of the present splendid convent, the foundation for which was laid in 1875.

In 1900 the Ruth Hargrove Seminary was established, the name of which has since been changed to Ruth Hargrove Institute. This institution is the property of the Women's Board of Home Missions of the Methodist Church, South, and has had a most remarkable growth.

Civil War.

A peculiar historical fact connected with Key West is that during the Civil War it was always in possession of the Union forces and a majority, at least, of its citizens remained loyal to the Federal government.

The island was garrisoned by United States Artillery during the war

was in 1843, when the large wooden warehouse of F. A. Browne, on Simonton street, was destroyed.

No other fire of any magnitude occurred until May 19, 1859, when in the silence of the night the Fire King took possession and for eight long hours revelled in his wanton fury, destroying the entire business portion of the city.

The next visitation of the fire fiend to reach the proportions of a calamity, and the worst in the history of the city from the standpoint of financial loss, occurred on March 30, 1886.

The entire business section, together with many of the finest residences of the city, was destroyed, the loss reaching the stupendous total of nearly two million of dollars.

Hurricanes.

The hurricane of October 11, 1846, was the most destructive that had visited this community up to that time, and has only been exceeded in fury by that of October 11, 1909, exactly sixty-three years later.

The storm of 1846 attained hurricane force about 2 o'clock in the morning and lasted for several hours.

The Lighthouse on Whitehead Point was totally destroyed and all the members of the keeper's family, seven in number, were lost. Most of the buildings in the city were either destroyed or seriously damaged and many horses and cattle were swept into the sea, or killed by missiles of timber and slate from the surrounding buildings.

The next violent gale occurred on October 19 and 20, 1876. Considerable damage was done to roofs, fences and trees, the vessels in the harbor were more or less injured and there were some cases of shipwreck along the reef.

In 1906 a severe storm visited the Florida Keys, playing havoc with the construction work of the extension of the Florida East Coast Rail-

reached over 100 miles. "Warnings had been issued by the Weather Bureau and the time of the climax of the storm was predicted almost exactly by Observer Doherty, who stated that it would reach its worst about noon.

"A strong wind, accompanied by rain, set in during Sunday night and increased Monday morning until about 9:30, when it assumed the nature of a hurricane. For over three hours the city was swept with unceasing wind and rain. Building after building collapsed before the storm and the air was full of flying debris. That more lives were not lost seems miraculous. Only three lives were lost in the city.

"The shipping interest were great sufferers from the storm. Nearly every dock in the city was greatly damaged, several being almost wholly destroyed.

"Crafts of every kind are jammed together or sunk along the water front. Many boats broke from their moorings and went crashing through other boats and docks."

Several of the largest cigar factories and six churches were among the buildings entirely destroyed, the electric and telephone plants were put out of commission and business was paralyzed for the time being. Great damage was also done to the railroad work.

This storm, while of shorter duration than that of 1846, was of much greater intensity and the property loss was much larger.

As soon as the storm had abated, however, a large force of men, under the supervision of Mayor Fogarty, set to work to clear up the debris in the streets and with the co-operation of all the people order was soon restored.

The destruction of the fishing and sponging vessels and the cigar factories had deprived thousands of their only means of livelihood and it was found necessary to call for out-



THE FAMOUS LONG KEY VIADUCT--A TRIUMPH OF RAILWAY CONSTRUCTION.

and a local volunteer company was formed.

The company was furnished arms by the government, officers and the men were familiarized with their use, but the company was never called into active service and was disbanded in 1863.

During the Spanish-American War of 1898, Key West was the scene of great activity, and the importance of its development as a great military and naval base was strikingly demonstrated.

Hundreds of vessels, from battleships down to dispatch boats, entered this harbor for orders and supplies. For some time this was the headquarters for an army of war correspondents and during the wait for the departure of Shafter's Army from Tampa many a fanciful war tale was sent out to the great newspapers who were clamoring for news when there was no news.

The remains of many of the sailors of the ill-fated battleship Maine were brought to Key West and are buried in the City Cemetery, where a handsome monument has been erected in their memory.

Disastrous Fires.

Key West has had several disasters in its history, but happily the loss of life on these occasions has been comparatively slight, so far as the island itself is concerned.

The first fire of any consequence

way, but entirely missed Key West. In this storm the lives of 130 employees of the railroad were lost, the camps were blown to shreds and vessel after vessel of costly construction equipment swept into the gulf.

The greatest loss of life was occasioned by the blowing to sea of the houseboats on which the workmen were quartered. Eighty-seven men were picked out of the sea and saved after they had clung to pieces of wreckage for from one to five days. Forty-four were rescued by the Italian steamer Jenny and brought to Key West; twenty-six more were saved by the British steamer Alton and carried to Savannah. Other castaways were picked up and carried to various ports, including New York, Mobile, Galveston, Liverpool, London, and Buenos Ayres. As stated before, this storm did no damage at Key West, having passed several miles to the eastward of this city.

The great hurricane of Monday, October 11, 1909, is fresh in the minds of all. The following is taken from the account of the storm which appeared in The Citizen on the following day: "The worst disaster that has ever befallen this city occurred Monday morning, when the hurricane swept over the island, reaching the height of its fury at 11:30. A steady velocity of 76 miles an hour was reached and in some of the gusts it no doubt

side aid for the immediate relief of the sufferers. This call was responded to sufficiently by the generous people outside to give the temporary relief necessary.

Our people were undismayed and set to work with a will to rebuild, better than before, that which had been destroyed.

Looking to the future, it may even be said that what at the time seemed to be a dire calamity was in reality a blessing in disguise, for several reasons.

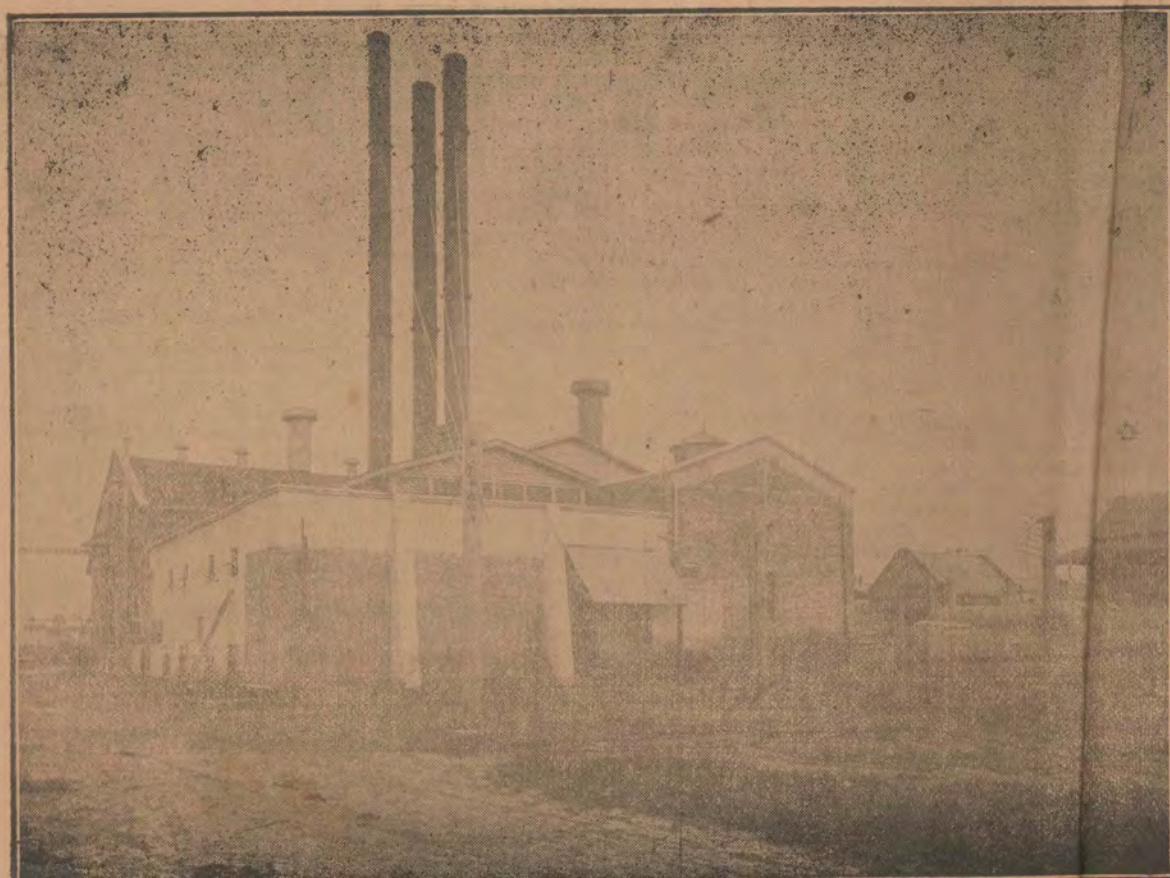
It established the fact that the Island of Key West is in no danger of inundation by storms.

It showed that it is possible to build structures strong enough to withstand any hurricane and will tend to cause the erection of more substantial buildings in future.

It brought our people closer together and has helped to develop a better public spirit, which was shown by the raising of more than \$30,000 in the city for the purpose of assisting in rebuilding the destroyed factories.

On October 11, 1910, Key West was visited by another severe hurricane, but the damage done was not nearly so great as in the previous storm.

No fear of hurricanes has the slightest effect upon the progress of the city, as with modern construction no damage of consequence can result from them.



KEY WEST IS THIRD PORT OF THE U. S. IN IMMIGRATION

Number of Passengers Arriving and Departing are Increasing Each Year as Shown by Official Records.

Key West, as an Immigration port of entry, is steadily increasing in importance, and during the past fiscal year was exceeded only by New York, Boston, and San Francisco in total number of passengers arriving.

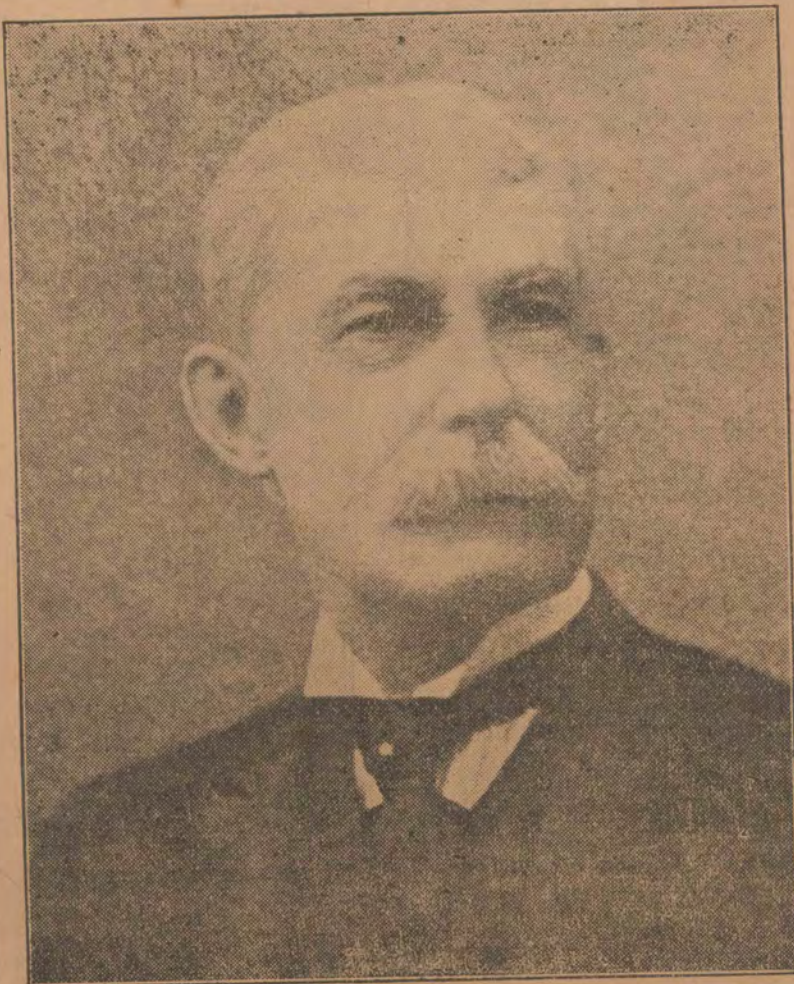
Since the completion of the Florida East Coast Extension the route via Key West to Cuba, Mexico, Central and South America has become increasingly popular, and thousands of persons annually are impressed by the facilities offered by Key West as the farthest South railway terminus.

Through passengers from the North reach the ship's gang-plank at Key West without change of cars, or delay, and apparently nothing can check Key West as the most popular port of departure and arrival along the whole Gulf and South Atlantic seaboard.

Passengers arriving at Key West during the fiscal year ending June 30, 1915, were classified as follows:

Aliens arrived	3,922
U. S. citizens arrived	10,092
Total arrivals from foreign ports	14,014
Passengers departing from Key West to foreign ports during the same period were:	
Aliens departing	7,725
U. S. citizens departing	11,234
Total departures for foreign ports	18,959

HENRY M. FLAGLER, BUILDER OF FAMOUS OVER SEA RAILROAD



HENRY M. FLAGLER.

Henry M. Flagler, Florida's most potent friend and greatest constructive citizen, was born in Canandaigua, New York, in 1830 and died at Palm Beach, Florida, May 20, 1913. From his own purse he built the Florida East Coast Railway, that transformed hundreds of miles of barren waste into a garden spot that now furnishes homes and means of sustenance to thousands of happy people. He grappled Key West to the mainland with hooks of steel, thus laying the foundation of the city's future greatness as a port, and as the location of mighty commercial and industrial enterprises. Coming to Florida in search of health, he saw here opportunities for development that those of less clear vision had overlooked, and although then past the age when men usually en-

gage in new undertakings of great magnitude, and already in possession of one of the country's greatest fortunes, he outlined and carried to their conclusion plans of development staggering in their immensity, and unsurpassed in their beneficent effect upon mankind. The building of the Key West Extension of the Florida East Coast Railway, aptly and poetically called the "Over-Sea" road, was one of the most stupendous constructive undertakings ever conceived, and one of the world's greatest engineering achievements. It will stand forever as a monument to the genius, the courage and the restless desire for accomplishment of Henry M. Flagler, and throughout the decades to come thousands of people, realizing to the full the meaning of his benefactions, will rise to call his name blessed.

the citizens of the community is best attested by his long and unbroken record as an official, he having never been defeated for any office for which he sought the support of the voters of the county.

Mr. Russell was married to Miss Grace Lumley April 21, 1892, and to this union four children have been born, Vernell Corenna, now Mrs. C. Leland Roberts; George Adelbert, Grace Lamont and James Wymann. They also have one granddaughter.

Mr. Russell is a member and active supporter of the Protestant Episcopal Church of the Holy Innocents. He is a past Exalted Ruler of Key West Lodge No. 551 of the Benevolent and Protective Order of Elks and a member of the Knights of Pythias and Odd Fellows.

He has been prominently identified with the various local commercial bodies and has always stood ready to aid any movement for the civic and commercial betterment of the community. He is a director in the Monroe Investment Company, an institution having extensive real es-

tate holdings in the city.

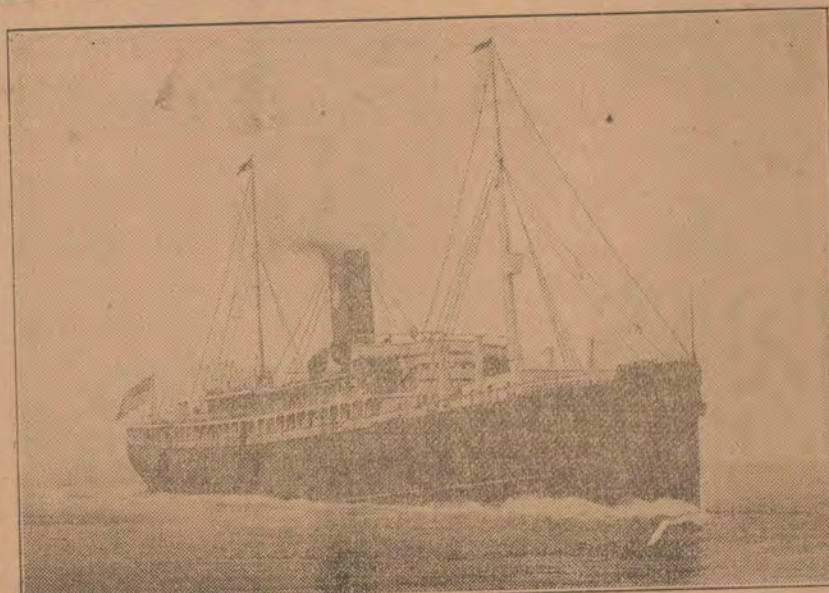
Mr. Russell is a most courteous and companionable gentleman, yet one of positive character who fearlessly espouses the principles he believes to be right, without regard to expediency.

His qualifications and character have made him a power in the community and no man stands higher than he in the estimation of his fellow citizens.

Considering that only two severe storms have struck Key West in more than 60 years, it is felt that few communities have been more fortunate in this respect.

Key West is one of the most healthful places on the globe and the death rate is remarkably low.

A letter addressed to the Key West Board of Trade will bring you any additional information you may desire in reference to business opportunities that Key West has to offer.



AN OCEAN GOING LINER ENTERING KEY WEST HARBOR.



FIRE APPARATUS OF THE CITY OF KEY WEST—ONE OF THE BEST EQUIPPED COMMUNITIES IN THE SOUTH.

Mercedes Hospital

Among the several charitable institutions in Key West, there is one that is particularly worthy of mention, in that it does not discriminate against any race, color or creed, and is upheld and maintained solely by subscriptions donated by the people at large, and none are charged for services rendered, and that it is the Mercedes Hospital.

The idea of the hospital was conceived by Mrs. Dolores Mayg, who formed a society several years ago, which had for its purpose the uplifting of those who had fallen, aiding those in sorrow and want, and succoring the sick and disabled.

The grand idea of securing and maintaining a hospital was then born, and plans were laid for securing a building for the project.

There was one place, particularly suited for the purpose, and that was the Villa Mercedes, situated on the outskirts of the southeastern end of the city, on a magnificent tract of land, the property of Eduardo H. Gato, who had used it for many years as his home, and named it after his good wife, Mercedes.

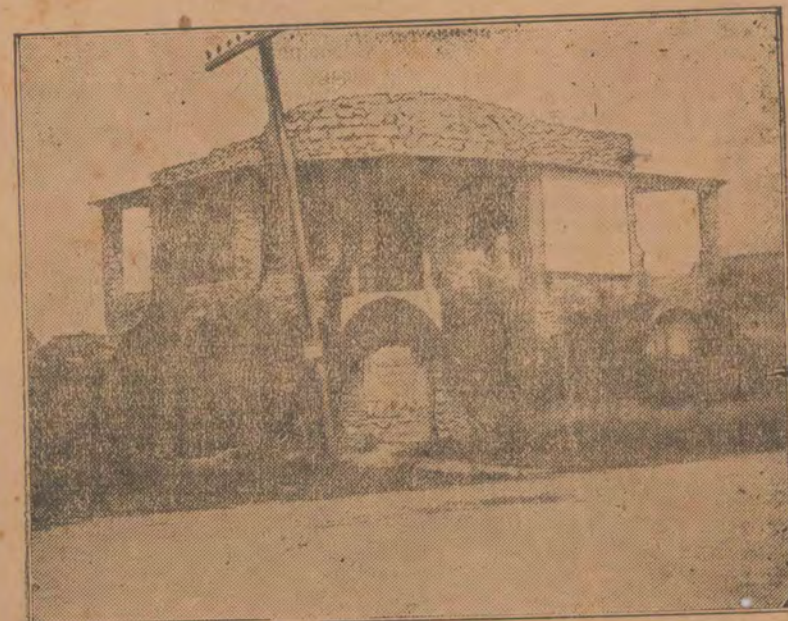
The society appealed to Mr. Gato, and after some consideration he granted the use of the building and grounds for the hospital, for a period of five years.

The house was fitted up, donations were given from Key West and Havana, all the necessary adjuncts of a hospital were purchased, and on October 10, 1911, on the celebration of El Yara, the day of the Declaration of Cuban Independence, the formal opening of the hospital took place, as part of one of the grandest celebrations ever held in the city, in which the entire population took part.

There was but one sad remembrance to mar the great happiness of the occasion, and that was that she who conceived the idea, Dolores Mayg, had not lived to see it bear fruit, but had some time before passed in to the great beyond, there to receive the reward of her grand labors in the Vineyard of The Lord.

Among the speakers of the dedication exercises was Dr. Loynaz del Castillo, a prominent orator, statesman and patriot of Cuba, and in making his address he paid a wonderful tribute to the memory of Dolores Mayg and Mercedes Gato, the first for her conception of the idea, and her subsequent efforts in carrying it out, and the other in whose memory the hospital was given and in whose name it was dedicated.

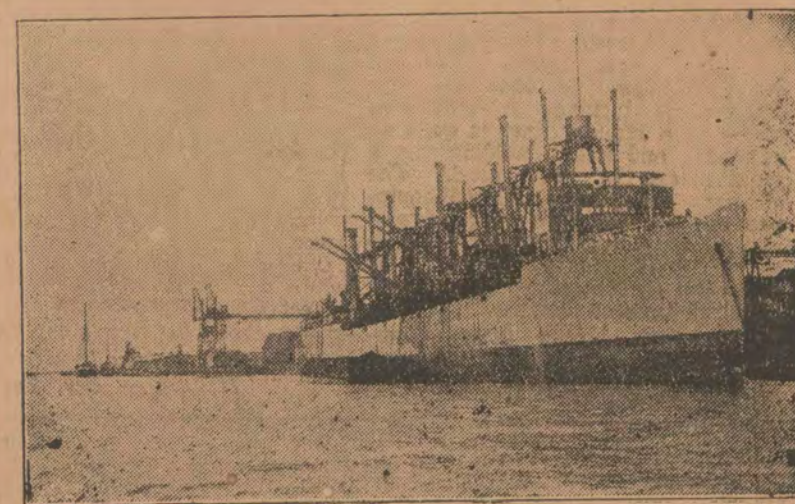
From that day until the present, the members of the committee in charge have been actively engaged in the work of ministering to the sick, and their work has been such as to call forth the commendation of the physicians of the city, the entire people, and has met with such unqualified approval by Mr. Gato that he called the members of the active committee together, and formally presented the building to them, and a portion of the land in the tract, recording the deed in the name of the Sociedad Dolores Mayg.



KEY WEST RESIDENCE BUILT OF NATIVE ROCK.



ONE OF KEY WEST'S LARGE CIGAR FACTORIES.



LARGE U. S. COLLIER AT GOVERNMENT DOCKS.



FRUIT AUCTION IN COMMISSION HOUSE DISTRICT, KEY WEST.



GEO. B. SCHMUCKER.

Total passenger movement through the port of Key West during the fiscal year ending June 30, 1915, 32,973.

The foregoing statistics do not include the large number of persons arriving and departing from Key West on coast-wise steamers in interstate travel.

All arrivals and departures are recorded for the use of the United States Immigration office, and all arriving passengers are promptly inspected aboard ship. The Immigration office is under the direct supervision of George B. Schmucker, Inspector in Charge, assisted by Inspectors Thos. E. Borden and Henry W. Bartlett.

Eugene W. Russell

Clerk of the Circuit Court Who Has a Most Envious Record.

Hon. Eugene W. Russell was born in Key West January 3, 1873, and has resided here all his life, although he has made extensive journeys at various times throughout the United States and Cuba.

He was educated in the public and private schools of the city until sixteen years of age, when he learned the brick mason's trade, afterward engaging in the cigar manufacturing business until the age of twenty-four, when the cigar industry was disturbed by the Spanish-American War in 1898.

Mr. Russell entered the office of G. W. Reynolds, then clerk of the Circuit Court, as deputy clerk, being elected to the office of Representative in the Florida Legislature the same year.

He served two terms as a member of that body, having been reelected in 1900, and during that time performed valuable services in promoting constructive legislation, meanwhile continuing as deputy circuit clerk.

In March, 1902, Mr. Russell was appointed tax collector of Monroe County to fill a vacancy and in the fall of that year was elected to the office, serving until January, 1905, when he resigned to enter upon the duties of the office of Clerk of the Circuit Court to which he had been elected.

He was reelected in 1908 and again in 1912, now serving his third consecutive term which will expire in January, 1917.

In his long official career Mr. Russell has made a most enviable record, having been repeatedly commended by the highest state officials for the excellent manner in which the business of his office has been conducted throughout his entire public service.

The esteem in which he is held by AN OCEAN GOING LINER ENTERING KEY WEST HARBOR.

KEY WEST THE "PIVOTAL CITY OF FLORIDA"

MANY TOURIST ROUTES BY WATER, SERVING
VAST TERRITORY, CENTER HERE.

Mallory Line Affords this Port Unusual Freight
and Passenger Facilities.

It took the European War to release many a citizen of the United States from travel bondage to Paris, London, Switzerland and Egypt. Just as this winter is going to see a boom in general business, it is also destined to record an increased sale of domestic railroad and steamship tickets. "See America First," is already rising from the honorable but lowly position of a national household-by-word.

In the past, it has not been so much that our American tourist attractions have been entirely neglected, but that those who did patronize the distinctively winter resorts, for instance, were only a fraction of that larger pleasure-seeking body which yielded to transatlantic enticements. New Europe is almost as effectively sealed against the Yankee traveler as if did not exist, and he must perforce be satisfied with his own and companion lands in the western hemisphere or none at all.

To some this may seem a decided misfortune, but a little personal investigation will change it into an opportunity for larger pleasures. The American who knows his own country can tell you that there is scarcely a single element of European sightseeing appeal which is not duplicated or excelled on this side of the water. Europe has the Riviera; America has Florida, the enchanted Land of Ponce de Leon. The Egyptians boast of the tropic beauties of the Nile; the people of Florida point at the incomparable St. Johns. The Gulf of Mexico is an Indian Ocean of strange, foreign medleys, and there are many bits of old Spain in Texas. Many persons annually travel half way around the globe in order to break their necks on an Alpine glacier, without stopping to realize that in our own Grand Canyon we have a natural wonder two hundred miles long in which you could sink the Alps intact. So it goes: Each European allurements has an American prototype and each American marvel possesses an individual charm which no overseas rival can simulate.

On the continent, each country has its peculiar stock-in-trade, the thing in which it excels. In wide and cosmopolitan America, and its neighboring islands, are representatives of every race, clime and natural formation. While you are reading these very words, people are snow-shoeing in Maine and bathing in Florida; tramping over the pathless plains of western Texas and climbing steep peaks in Colorado; walking through the ultra-modern streets of New York and treading flagstones laid four hundred years ago in St. Augustine.

You have but to make your selection; every variety of tourist appeal lies before you. Even the ocean voyage incident to the European trip is not lacking. A coast-wise cruise on a Mallory liner is quite as enjoyable and health-building as a jaunt across the "big pond." The steamers are staunch and well-equipped and sail on fast and regular schedules. A utilization of their direct and well-planned routes is by no means in the nature of a detour either in time or distance.

They serve people from a surprisingly large extent of territory, and, as an important factor in the

country's transportation system, occupy a large sphere of usefulness. Their lines run between New York, Key West and Tampa, Fla., Mobile, Ala., and Galveston, Tex. Only a glance at a map will show you the important travel routes they offer not only between the North and the South and between the Southwest and the East, but as convenient units in circle tours originating in any point in the United States and passing through the various Southern resort points mentioned above. No matter where you live, you can lay out a route which includes an invigorating, restful sail on the Mallory Line and takes you through tourist places which attract people from all over the world.

steamers a week calling at Key West, two in each direction. Sunday mornings the Galveston steamer from New York drops in and anyone bound for Texas or any southwestern or Pacific coast point can reach Galveston in three days by this route. Tuesday sees the arrival of the northbound steamer on the same route which reaches New York the following Friday. The New York steamer for Tampa and Mobile is in port every Wednesday, while the boat of this division in the opposite direction calls on Fridays.

All this means that Key West enjoys two Mallory Line sailings to and from New York each week and one sailing every seven days for the

Beach, and a half hundred other lower East Coast resorts. In fact, if you want to, there is nothing to hinder you from continuing straight up the shore through Ormond, Daytona Beach and St. Augustine to Jacksonville, where the Clyde Line can be utilized to return to New York. Many winter travelers find this trip, with the addition of a side jaunt to Havana from Key West, a very enjoyable circle tour.

A more comprehensive trip of the same kind and one which provides a remarkably interesting tour of characteristic Florida scenery comprises the following itinerary: New York to Key West via Mallory Line steamer with side steamer trip to Havana, Cuba, thence continuing by Mallory Line to Tampa, Fla. After visiting nearby St. Petersburg, the traveler proceeds through a fertile orchard and farming country to Sanford on the St. Johns River, where a steamer of the Clyde St. Johns River Line can be boarded for the combination daylight and searchlight trip through tropical jungles to Jacksonville. From this point the Clyde Line big main line steamers convey him back to New York. The Mallory Line does not offer a



Beginning with Key West, we find a prosperous and growing city situated one hundred and thirty miles out at sea on the last of a long chain of coral reefs and islands and connected with the mainland by a marvelous marine railroad which strides courageously from key to key on strong concrete arches and heavy steel girders. It is the most southern port in the United States and a port with a future of exceptionally bright promise. Key West is also the stepping-stone to that long line of delightful lower East Coast resorts which include Miami and Palm Beach via the "Over Sea" railroad just referred to. Steamers also run between Key West and Havana, Cuba, which, until a traveler has seen, hides the fascination of Spanish America. Tourists from all nations disport among its white-walled avenues, its foliaged plazas, its gray-towered cathedrals, its gay cafes and its quaint theaters. There is life, excitement and variety.

The Mallory Line now has four

ports of Galveston, Tampa, and Mobile. This is some distinction for a place the size of Key West, and shows what an important freight and passenger transfer point it must be. In fact, some of us rather like to call Key West the "pivotal city of Florida." At no other place in the Peninsula State do so many tourist routes by water center.

Just consider the wide travel field which the Mallory Line service to and from Key West reaches. Arriving at Key West from New York, through connections in the famous 'over-sea railroad' can be made for Miami, Coconut Grove, Lemon City, Fort Lauderdale, Palu,

one-sided service, but serves the South just as well as it does the North. Every season sees a large increase in the number of people from Texas, Oklahoma, Arizona, Colorado, and other southwestern states, who come across to Florida for a winter holiday. The Mallory Line could not serve these people better even if it had been created for their especial benefit. Trunk railroad lines serving all southwestern territory converge upon Galveston, from where it is but a short and comfortable run across the Gulf to Key West, distributing point for Havana, Miami, Palm Beach and the other places on East and West coasts already mentioned.

DR. J. N. FOGARTY

State Senator and Eight Years Mayor of the City of Key West.

Joseph Norman Fogarty was born in Key West, January 24, 1876.

His elementary education was obtained in the private schools of this city. In 1900 he entered St. John's College at Fordham, New York, later attending the College of Physicians and Surgeons, Columbia University, New York, graduating with distinction in 1908 with the degree of M. D. He located in his native city, and has built up an extensive and lucrative practice. Professionally Dr. Fogarty stands in the front rank of physicians of the state and has been called upon at various times to fill many positions of distinction.

amply demonstrated by the manner in which he handled a most trying situation just after the great hurricane of October 11, 1909.

In 1914 he was elected State Senator for the 24th Senatorial District of Florida, without opposition, no candidate having entered the race to oppose him. He served with distinction in the legislative session of 1915, taking his place at once as one of the leaders in the Senate.

Dr. Fogarty is president of the Key West Board of Trade and is connected with large business interests, being President of the Consumers' Ice and Cold Storage Co., Vice-



DR. J. N. FOGARTY.

Dr. Fogarty was elected Mayor of Key West in 1907 and was re-elected in 1909, 1911 and 1913, having finished eight years consecutive service as the chief executive of the city only a few weeks ago. He declined to stand for a fifth term, although strongly urged to do so by many of the leading citizens of the community.

As Mayor, he has been an especially alert and active official, giving freely of his time and energies to the duties of the position. His rare executive ability was

President of the Columbia Steam Laundry and William Curry's Sons co., Director in the Monroe Investment Co., and a stockholder in other enterprises.

Broad-minded, public-spirited and generous, Dr. Fogarty is possessed of a winning personality, which, with strength of purpose and unbounded energy, makes him a real leader of men. Should he seek further political honors, he will have the loyal support of a host of friends and admirers, not only locally, but throughout the entire state.

THE DIAMOND PALACE

P. Weinberg, Prop.

THE ONLY EXCLUSIVE JEWELRY
STORE IN THE ISLAND CITY

Carries an immense stock of Diamonds, Watches and Gold and Silver Novelties, Cut Glass and Imported Decorated China-ware.

Expert Watch and Jewelry Repair Work.

THE DIAMOND PALACE

P. Weinberg, Prop.

COR. DUVAL AND SOUTHARD STS.

THE KEY WEST CITIZEN

Oldest and Leading Daily
In Monroe County.

PUBLISHED AFTERNOONS