

THE DAILY EQUATOR-EL ECUADOR.

FOR OUR COUNTRY. BEST INTEREST.

VOL. 9. NO. 276

KEY WEST, FLA., WEDNESDAY, APRIL 24, 1889.

KEY WEST DEMOCRAT Founded 1880
EQUATOR-EL ECUADOR 1886 by C. B. PENDLETON

ONLY RUINS REMAIN.

An Enormous Amount of Property Destroyed by Fire in New York.

THREE MILLIONS IN SMOKE

The Insurance Companies Will Be the Heaviest Losers—One Man Killed and Several Injured—The Blaze Started in a Lard Factory.

New York, April 23.—A fire extending from Fifty-ninth street to Sixty-fifth street and from Eleventh avenue to the North river front did more damage than has been before wrought by any one fire in this city during the century.

Property estimated as being worth from \$3,000,000 to \$5,000,000 was destroyed, and one man lost his life, while several were more or less severely injured.

The Dead and Injured.

The names of the dead and injured are as follows:

Henry Benning, crushed by jumping from a third story window of Wilcox's lard factory, dead.

Fireman Tobin, overcome by the heat and taken to Roosevelt hospital. He has recovered sufficiently to go home.

Fireman William J. Noble, of Engine No. 2, living at No. 430 West Fifty-first street, shoulder was dislocated and slightly overcome by the heat. His shoulder set at the hospital and was taken home. He is doing nicely.

John Johnson, of No. 570 West Forty-second street, had one rib broken and was injured in the back.

Arthur McCooey, a fireman of Engine 20, while assisting at the back of an engine fell off the end of the pier at the foot of Fifty-ninth street and was rescued by his comrades.

Mary Murray, 50 years old, who was looking at the fire, lost her balance and fell from the fire escape of her home, No. 541 West Fifty-seventh street, in at Roosevelt hospital, where it is feared that her skull is fractured.

The Losses.

The losses, according to President Chauncey M. Depew, of the New York Central and Hudson River railroad, are as follows:

Total, \$3,000,000.
New York Central, \$1,400,000.
Amount of insurance on various foreign and home companies held by the railroad, \$900,000.

One of the daily papers presents the following table as being reasonably near the correct figures:

Railroad's warehouse, contents, \$450,000	Wilcox & Co.'s stores, 200,000
Building, 100,000	Elevator A, building, 50,000
Contents, 40,000	Fireman's warehouse, 50,000
Contents, 20,000	Fireman's warehouse, 20,000
Pier D and small buildings, 20,000	Contents of shed, 20,000

Total, \$2,220,000.
Experienced men differ greatly in their estimates. It is absolutely impossible to learn anything definite as yet. Some think that the total damage will amount to fully \$5,000,000.

Story of the Fire.

The fire originated about 4 p. m. in the lard factory of the Wilcox lard refinery, and, as the building was completely greased soaked, spread rapidly. By 5:30 one of the big grain elevators of the New York Central and Hudson River railroad was in flames, and before long a smaller one near by had also caught fire.

Tens of thousands of people watched the magnificent spectacle all night, and great crowds still surround the smoldering ruins.

A Magnificent Sight.

The fire was the greatest spectacular demonstration which has been offered to excitement lovers for years, and that class was out in full force. From every point from which the horrible rapid progress of the flames could be seen were dense masses of persons who looked on the swift flying hours.

The rapidly flames lit up the sky for a wonderful distance and served to attract more persons to the spot.

As the flames then revealed a curious sight. The multitude stood as if spellbound. Only the hoarse commands of the officers who directed the firemen how best to work completed with the crackling of the flames in breaking the silence. All about the night light shone on the faces of the multitude, faces which looked strangely pale in that light.

Barrels of Oil Still Burning.

Four regular fire engines and one special engine, besides the five boats Havemeyer and Fuller, are still working on the ruins at the foot of West Fifty-ninth street. There are about 2,000 barrels of oil stored in the cellar of the Wilcox refinery, which are still burning furiously.

The shedded piers and the elevator are a molten mass, and the fire boats are continually pouring water on them, but no effort has been made to extinguish the oil, as it would be a fruitless task, but ten of the firemen are closely watching it to prevent its spreading. There is a large crowd gathered as near to the fire as the police lines permit.

Police reserves have been placed in the city, and are about sixty or seventy tired and worn out firemen still working at the ruins. The Union Stock Yards abattoir, which was ablaze early in the morning, has been saved, and is only damaged on the exterior walls.

Descendants of Revolutionary Patriots.

Boston, April 20.—A meeting of the descendants of revolutionary patriots of Massachusetts was held at Tremont hall for the purpose of forming an organization, particularly with reference to the coming celebration of the inauguration of Washington.

About 200 gentlemen and some ladies attended. Secretary Ward read resolutions from the organizations of the Sons of the Revolution in Connecticut, New York and elsewhere. He then called upon those present whose fathers fought in the revolution to rise, and nineteen men responded. The venerable group was heartily applauded.

A constitution was adopted limiting the membership to the descendants of those who had done military service in the revolutionary war.

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The St. Lawrence Open Early.

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HENRY G. PEARSON DEAD.

New York City's Postmaster Passes Away After a Long Illness.

New York, April 20.—At 4:20 o'clock in the morning Postmaster Henry G. Pearson died at the home of his father-in-law, ex-Postmaster General James, at Highland, N. Y., after an illness lasting nearly six weeks, but which really began some years ago.

About six months ago Mr. Pearson was examined by his physician, who discovered a tumorous condition of the stomach. The trouble became more pronounced about six weeks ago, but notwithstanding his condition he went to his office about two weeks ago. His last visit was on Tuesday last week. This manifestation of will power surprised the physicians, but they never doubted the outcome.

The last audible words he uttered were: "I have spent my life fighting the spoils system, and it grieves me to know that those for whom I have fought have misunderstood and maligned me."

Henry G. Pearson was born in this city in 1812, and at the age of 14 entered the custom house service. In 1850 he became a postoffice distributor and stamper, and in October, 1854, he was appointed assistant clerk in the railway mail service between this city and Washington. He was promoted to the head clerkship in 1871.

In 1873 Thomas L. James, his father-in-law, who was then postmaster of New York, made him superintendent of mails, and in November of the same year he became acting assistant postmaster, and later he was promoted to be a full fledged assistant postmaster. In 1881, when Mr. James became postmaster general, Mr. Pearson was nominated for postmaster and was confirmed by unanimous vote of the senate. He was reappointed in 1885 by President Cleveland in spite of the protests of the party.

In his thirty years of public service Mr. Pearson's total absence from duty did not amount to three months. At various times his health broke down, and his friends had to use all their powers of persuasion to induce him to even take a few days' rest. At his home it was frequently his custom to work far into the night, only seeking repose when thoroughly exhausted.

The Snow-Alley Case.

Boston, April 20.—The Lynn item says: "It is reported on good authority, and the story is credited by some of his personal friends, that the Hon. John B. Alley has satisfied the last judgment in favor of Chester Snow, of Haverhill, Mass., and this celebrated and what looked to be for some time an interminable case is thus closed. It is also stated that the other possible legal complications of a like character, that have been held in abeyance awaiting the final outcome of the Snow suit, have been compromised and that Mr. Alley will shortly return to his native country. The settlements are said to have been made by his son-in-law, who recently started for Europe to join Mr. Alley."

The Wreck of the Everett.

BURLINGTON, Ia., April 20.—Four bodies have been recovered from the wreck of the steamer Everett. They are those of Capt. J. M. Bell, the clerk, the little 3-year-old daughter of the captain, and Miss Van Rensselaer, the nurse girl. The body of the cook, George Howard, has not been recovered, and a diver will make a search for it. The Everett will prove a total loss.

Russia to Demand a Big Indemnity.

ST. PETERSBURG, April 20.—It is stated that the Russian government will demand 45,000 roubles from France for the latter's bombardment of Sagallo.

BRIEF MENTION.

William Woods, of Pittsburg, has been restored to sanity by an operation performed at the city poorhouse, whereby a piece of skull was cut out and removed and the pressure on his brain relieved.

Surgeon General Hamilton has received word from his health inspector in Florida that there is no yellow fever there now, reports to the contrary having been circulated.

A. L. Mahone has been appointed superintendent of the public building at Pittsburg, Mo. J. W. Patterson, Jr., removed.

Maj. Carson, a witness in the Ames court martial at Washington, testified that he told Gen. Hastings that "Ames was a crank—an erratic kind of man."

Mrs. Kate O'Brien fell dead in her home in Brooklyn. She held her infant in her arms, which was killed by the fall.

Prominent citizens of Patrick county, Va., publish a pathetic appeal for aid for the sufferers by the recent disastrous forest fire.

Harvard historians think they have found the grave of Capt. Miles Standish.

The Colman will case in Boston has been settled by a compromise. Mrs. Colman taking \$15,000 and relinquishing her claim to the dead millionaire's estate.

The boomers are making fair progress across the Cherokee strip of Oklahoma. Gen. Merritt was instructed from Washington to use his troops to quell any disturbances that may occur.

Creditors of the firm of Downs & Finch, New York shirt makers, are requesting their whereabouts of Daniel Downs, the head of the firm.

Gen. George W. Kountz is said to have renewed his effort to induce all Democratic veterans to withdraw from the Grand Army of the Republic and has issued a call for a national convention to be held in Indianapolis, May 7.

Samuel J. Carpenter, the Indiana state senator indicted for bribery, has been acquitted by a jury.

The mayor of El Paso, Tex., brought an election contest to a sudden end by declaring the Republican council elected. Then he swore in new police, armed them with Winchester rifles and attempted to open the city safe.

Bloodshed was probably prevented by the timely issue of an injunction against the mayor.

The French government has made a formal complaint to the Belgian government regarding Boulanger, but has requested his extradition. The Belgian government has declined to notify the general again that he will not be permitted to engage in plots against France.

These deaths are among those reported: J. C. Gunn, one of Wayne county's wealthiest citizens and oldest director of the Honduras, La., National bank, aged 82; Rev. Bradford Kinney, Price, D. D., a widely known Methodist preacher and writer, at Newtown, Mass., aged 70; Francis B. Guest, one of New York city's oldest and most respected citizens, at Peekskill, N. Y., aged 71; Amos A. Bradley, cashier of the Little Falls National bank and one of the best known bank officials in central New York, aged 70.

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A CLEW AT LAST.

An Empty Life Boat Belonging to the Danmark Sighted at Sea.

WERE ITS INMATES SAVED?

The Incident Revives the Hope That the Passengers of the Ill Fated Steamship Were Picked Up by Some Passing Vessel.

LONDON, April 20.—The British steamship Minnesota, Capt. Blackden, for Tilbury, on the Thames, from Baltimore, has arrived and brings some news relative to the fate of the 700 people on board the abandoned Danmark.

Capt. Blackden reports that on April 4 he sighted a lifeboat painted white. On the stern, in large black letters, was painted, "Danmark of Copenhagen."

The boat was seen in latitude 43.18 N. and longitude 37.50 W. The location is just 32 1/2 miles W. of the four days later the derelict steamship Danmark was sighted by the Inman liner City of Chester.

No Signs of Life.

The boat appeared to have been in the water for a day or so at the least. There were no signs of life in the boat. One broken oar was in the boat. The boat was in position for use. A boat hook, rusty from exposure, lay by the oar in the bottom of the boat. There was a tarpaulin also in the boat.

It appeared as if the people that had formerly been in the boat had been picked up by some passing steamship.

At the time that the Minnesota sighted the Danmark's life boat there was a heavy sea on and a nasty wind was blowing. Otherwise the Minnesota would have picked the boat up and brought her to port.

The life boat was half full of water. A painter lay coiled up in the head boxes. Floating about on the top of the water in the boat were to be seen large pieces of cigar boxes.

At the Office of the Agents.

New York, April 20.—The dispatch received by Messrs. Funch, Ely & Co. and John Rath, the local agent, and last seen, has proved the means of rebuilding their fast fading hopes that some, or perhaps all, of the passengers and crew have been picked up, and may have been landed at the Azores, with which waterbound point there is no cable communication. The fact that the lifeboat was half full of water, and that the painter lay coiled up in the head boxes, is sufficient to show that the boat was manned.

The City of Chester passed the derelict steamship on the 8th, four days after the Minnesota fell in with the lifeboat. The agents of the steamship must have been abandoned on the 8th, when still in fair condition. Why it was deserted then, when it was possible for her to remain aloft for five days or more, is a mystery which the agents are unable to explain.

Some of the members of the Maritime Exchange think that a panic took place among the passengers, and that the officers and crew were compelled to give way to their wishes to take to the lifeboats. In a hasty departure such as would follow a panic, some lives would certainly have been lost.

This Man is Hopeful.

A member of the Maritime Exchange said when shown the dispatch: "Conjecture even now as to what has become of these people is almost worthless. They may be on some sailing vessel or some slow steamship bound for a distant port, or they may have been taken to the Azores. It is hard to understand why they deserted the neighborhood of the Danmark if they have not been rescued. For if they survived as storm they, or some of them, ought to have survived it too."

Why Was the Ship Abandoned?

John Rath, the general passenger agent of the Whitehall line, was shown the London dispatch. He commented on the fact that the 4th of April was just four days before the City of Chester fell in with the abandoned Danmark. This, he thought, would go to show that the abandonment was a hasty one, or one such as would follow a collision and panic. It is a mystery to him why the officers left the Danmark when she was in a condition to remain aloft for some days at least.

All shipping men, indeed, express much surprise that the officers did not remain on board until it became impossible to do so. It is hard to understand why they deserted the neighborhood of the Danmark if they have not been rescued. For if they survived as storm they, or some of them, ought to have survived it too."

Did a Panic Occur?

Did a panic occur? Did the 750 passengers compel the officers and crew by threats of violence to launch the life boats and life saving raft? If a collision had taken place, where is the vessel that did the damage, and did she save all hands?

An Engineer with a History.

SAVANNAH, April 20.—William Preston Brooks, a mechanical engineer with a history, died at his home on Anderson street of Bright's disease. He was a native of South Carolina. During the war he was an engineer on the Stonewall and on the Alabama. When the latter was sunk by the Keokuk he escaped in one of the boats. Ten years of his life was spent in the Spanish army. Among his papers was an autograph letter from Queen Isabella, commending him for courageous conduct. He was at St. Thomas during the terrible earthquake. For several years he has been in the employ of the Ocean Steamship company. At the time of his death he was chief engineer of the Tallahassee. Brooks was about 50 years old. He leaves a wife and seven children.

Speckels Can't Corner Sugar.

New York, April 20.—At the office of the Havemeyer Sugar Refining company very little stock was taken in the San Francisco dispatch published in a morning paper to the effect that Claus Speckels had cornered the year's crop of sugar. One of the members of the firm said to a reporter: "The talk of a corner is absurd. We don't know how much sugar Mr. Speckels has, of course, nor do we know how much the other refiners have. The visible supply in New York is only 14,000 tons—much less than it has been for years— but this represents only what is actually for sale on the market. Mr. Speckels has not got a corner and can't have a corner on sugar. He would have a white elephant on his hands."

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List of Delegates to the M. E. Conference.

The following is a list of the ministers and lay members who arrived in the city last evening on the steamship Olivette to attend the Tampa District Convention of the Methodist Episcopal Church which convenes in the First Methodist church, corner of Simonton and Eaton streets, in this city at 9 o'clock to-morrow morning; also the names of our citizens with whom they are stopping, to-wit:

Rev. W. J. Whiddier, Mrs. E. A. Clark and Mrs. Harris, with Geo. N. Nottage.

Rev. J. M. Sweet and wife, with Mrs. Charlotte Sticks.

Rev. S. R. Black and wife, with Mr. Richard Roberts (Rice).

Rev. A. A. Robinson and wife, with W. H. Williams (D).

Rev. J. J. Hanson, Supt. of the Mission in Cuba, with Rev. H. R. Robinson.

Rev. J. C. Sate, with Mr. Saml. Sawyer.

Rev. D. A. Cole, with Mr. John Thompson.

Rev. B. K. Throver, Mrs. Amanda Martin, and Mr. Orr, with Dr. C. F. Kemp.

Rev. G. W. Sellers and wife, with Mrs. Virginia Taylor.

Rev. G. J. Kennedy and wife, with Mrs. Mary S. Watkins.

Rev. T. M. Strickland, and Mr. Carlton, with Mr. John Roberts.

Rev. E. J. Holmes, P. E. and wife, and Dr. Ferguson, with A. E. Homelohed.

Rev. G. O. Curry, wife and child, with Amos Curry.

Rev. Joseph Anderson, D. D., Editor of the Florida Christian Advocate, with Hon. John W. Sawyer.

Rev. E. S. Tyner, with Mr. Daniel Bethel.

LAY DELEGATES.

Mr. A. D. Young, with Mr. Jabez Pinder.

Mr. Jas. A. Moody and daughter, with Mr. Jno. T. Sawyer.

Mr. L. P. Jiles and wife and Walter Freeman, with Mrs. Harriet Thompson.

Mr. M. L. Blount, with Mr. Ned Roberts.

Judge C. E. Harrison and wife, with Mrs. M. R. Givens.

Mrs. A. M. Sanford and Mrs. Rev. U. S. Bird, with Mrs. Emma Roberts.

Mr. A. W. Hendry, with Mrs. Alicia Curry.

Mr. J. M. Matrons and wife, with Mrs. Sarah Roberts.

[One steamer from Manatee, and a schooner from Clear Water Harbor are expected to arrive some time during the day.]

Miss Nettie Gulon the Wonderful Elocutionist.

The performance given by Miss Nettie Gulon at the Odd Fellows Opera House last night was well patronized by our theatre-goers, all of whom speak in the highest praise of the performance, though rendered under great difficulties. Her elocution and acting was perfect, and is pronounced by competent judges to be of the very finest order. Although Miss Gulon was unaided on the stage, yet she got along with the performance (frequently) during the night, and the characters in one act without apparent difficulty.

We are glad to be able to announce that Miss Nettie Gulon has finally decided to remain over and give our lovers of fine theatrical talent another opportunity of enjoying her splendid acting, and last night's performance was a most successful one. Fuller notice of the entertainment will appear in another issue of this paper.

PERSONAL.

Mrs. J. Curry and child returned to the island on the Olivette last evening.

Mr. W. S. Albany returned to the city on the steamship Olivette yesterday evening.

Mr. W. S. Hall, of St. Augustine, arrived in the city yesterday, and is registered at the New Russell House.

Messrs. A. P. Curry, C. O. Curry and wife, were among the passengers on the Olivette yesterday evening.

Miss E. E. Curry returned to the city yesterday evening on the steamship Olivette, from a visit to the Mainland.

Mrs. Frank Page, of Waterville, N. Y. arrived in the city yesterday, and is now registered at the New Russell House.

Rome Pinder, one of our third ward carriers, made a shortage of two papers to one subscriber during the past week.

Mr. S. Alfred Pozo, of New York, was among the passengers for this city yesterday evening on the steamship Olivette, and is registered at the New Russell House.

"Slackman can add line of small samplers in this ground. One man earned an average of \$400 per month for six years past. Several others from \$100 to \$200. P. O. Box 1371 New York City. 4-24-20.

A Train Struck by a Landslide.

MONTROSE, Colo., April 20.—A great landslide occurred in the Black canyon, and several immense boulders struck the engine of the Salt Lake express on the Rio Grande road, throwing it down a thirty-foot embankment into the Gunnison river. In its descent the locomotive rolled over and over, crushing the engine and killing the engineer. Engineer Ryan was pinned beneath the machinery in the river and nearly drowned before aid could reach him. He is injured internally. The cars remained on the rails. It is supposed that the jar of the train started some loose rocks from the top of the canyon, hundreds of feet above, and that these loosened other stones.

The Telegraph Pole Crusade.

New York, April 20.—The friction between the Western Union and city officials over the cutting down of its poles and wires has now developed an intensely bitter feeling. A conflict between its employees and those of the city is hourly expected unless the police prevent it by strict measures. The work of clearing Sixth avenue of telegraphic paraphernalia still goes on, and the crowds are kept at a respectful distance by the police. A fireman is stationed by the fire department near the Thirty-fourth street station of the elevated road to see that the fire lines attached to that structure are not cut and to have any one who attempts to cut the wires arrested.

Robbed in a Hotel.

CINCINNATI, April 20.—James Kelsa, of Miami, Ind., claims to have been robbed of \$3,000 at the Indiana house. He says he arrived in the city at night, going directly to the hotel. About 1 o'clock in the morning a stranger entered his room, assaulted him, beat him into insensibility, and when he recovered consciousness his clothing was strewn over the floor and his money gone. Kelsa's condition corroborates his story. He thinks the robbery was committed by some one who followed him from Miami and who knew he

There cannot be an effect without cause. Therefore use Warner's Loz Cabin HOPS AND BUCHU REMEDY.

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NO LIQUOR ALLOWED.

The Sale of Intoxicating Drinks Forbidden in Oklahoma.

FIGHT WITH THE BOOMERS.

Deputy Marshall's Posse Fires on a Lawless Band, Killing Two and Wounding Many—Would Be Citizens of Guthrie Petition for More Land.

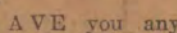
LEAVENWORTH, Kan., April 20.—N. F. Acers, collector of internal revenue for the district of Kansas, which includes the Indian Territory, has been instructed by Commissioner of Internal Revenue Mason to prevent the sale of liquor in Oklahoma. Deputy Collector E. N. Gates will leave for Guthrie at once, in charge of ten other deputies, whom Collector Acers has sworn in for special service in the new territory. The intention is that the force of deputies shall be on the ground in advance of the boomers, with arrangements

FROM THE DIARY OF INSPECTOR BYRNES.

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"I-by till then," said Pauline, ris-

CHAPTER IX.



A fine line of Marine Curiosities,
and the best assortment of

**A Newspaper Forecast Says the Defeat of
the Amendment Is Certain.**

open a market for the sale of Cuban Beef, on the corner of William and Southard streets, opposite Wm. H. Albury's, to-morrow evening. I guaran-

CURRY & BROST,
[Successors to Curry & Curry,]
AUCTIONEERS
—AND—
Commission :: Merchants,
Front St., Key West, Florida.
SPECIAL attention given to all consignments of Merchandise, Finest Poultry and

—AND DEALERS IN—
Imported and Domestic Wines

MRS. M. LEON,
MILLINERY AND SHELL WORK,
Thomas St., opp. the Foundry.
KEY WEST FLORIDA
A fine line of Marine Curiosities,
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