

Souvenir Edition of Formal Opening of the Overseas Highway

The Key West Citizen

Associated Press Day Wire Service
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THE SOUTHERNMOST NEWSPAPER IN THE U. S. A.

Key West, Florida, has the most equable climate in the country; with an average range of only 14° Fahrenheit

VOLUME LIX, No. 157.

KEY WEST, FLORIDA, SATURDAY, JULY 2, 1938.

SECTION, A—PRICE TEN CENTS

Key West In Nation's Spot Light

Cuban, American, Government Officials Make Courtesy Calls

Mexican, World's Fair, Art Center, Art Association, Work Center, Commercial Exhibits Open

Among the visiting officials from Cuba representing the different branches of the government who are visiting during the Overseas Highway Celebration are Honorable Miguel Angel Perez, representing the president of the Republic; Manuel Gonzalez Saler, representing the secretary of war Captain Owen Parr, aide to Colonel Fulgencio Batista; Lt. Federico Flaquer, aide to President Laredo Bru, and Dr. Carlos Odiozola, representing the governor of Havana, and Luis Machado, president of the Cuban Tourist Commission.

There are a number of other officials and men of outstanding rank in the affairs of Cuba, who arrived on the Steamship Cuba yesterday afternoon and on the Gunboat Cuba which arrived from Havana and docked at Pier 7 in the submarine base at 7:30 o'clock.

Naval Station Calls

This morning at 9:30 o'clock Lieutenant F. H. Callahan, U.S.N., officer in charge of the naval station, paid his official courtesy call to the Cuba, which was returned by the official body from the Cuba at Lieutenant Callahan's quarters in the naval station at 10:30.

Other courtesy calls were made during the day between the officers of the Coast Guard Cutter Pandora, and the U.S.S. Charleston, and the officers of the Cuba. Major J. D. MacMullen, U.S.A., also paid courtesy calls to the Cuba, Pandora and Charleston.

At 11 o'clock officers of the Cuba, in company with Cuban Consul Berardo Rodriguez, visited the county courthouse, city hall and other offices of the local government, where invitations were extended by the visiting officials to call on the Cuban official ships. This afternoon in the Miami motorcade will arrive other governmental officials.

Key West Art Center

th the theme "Art for the People," the Key West Art Center opened its exhibit this morning in the newly renovated lemon yellow and bright sienna rooms with royal blue entrance and counters and benches of mulberry.

(Continued on Page 7-A)

PAGEANT REVIEWS ISLAND HISTORY TONIGHT AT PARK

RANGES FROM DAYS OF PI-RATES, INDIANS, CONQUISTADORES TO HIGHWAY OPENING

The Historical Pageant tonight in Bayview Park will have a cast of 300 to participate in the portrayal of Key West's colorful history. A brilliant procession of the historic episodes of Key West will be presented, beginning at 8 o'clock tonight.

Beginning with the days when the Calusa Indians held sway on the Florida Keys, the pageant will depict the coming of the Spanish Conquistadores; those fearsome pirates, free-booters, gentlemen of fortune: Black Beard, Black Caesar, Captain Blood and Jean Lafitte; the raising of the American flag; the Cuban immigration including Spanish folk-dancing, Cuban rumba, and singing of Himno Nacional Cubano and La Habana. Succeeding scenes are Henry M. Flagler's triumphal entry into Key West over the Overseas Railroad; the rehabilitation of Key West as a tourist resort, and the final scene of the formal opening of the Overseas Highway.

Dramatic action, interesting narrating, musical background, folk-dancing and songs will combine to present a vivid picture of the romantic history of the "Island City."

Admission to the pageant will be free. There will be a charge of 25c for bleacher seats, which will also include a free souvenir program.

The pageant was written by the Federal Writers' Project, by Stetson Kennedy, member of the State editorial staff, and Enrique Esquinado, local supervisor. Material included in the pageant was drawn from the files of the Federal Writers' Project and represents several years research into the history of Key West and the Florida Keys. The accuracy of the pageant has been assured by the thoroughness with which the Writers' Project has checked and verified its material. Much of the historical material has been included in the "Key West City Guide," a unit of the comprehensive "Florida State Guide" written by the project.

The Committee who has directed the production of the pageant are: Miss Edna B. Smith, director; Mrs. Eva B. Warner, assistant; Mrs. Anne Livingston, accompanist; Emil Sweeting and Miss Christine Calico, stage directors; John A. Klinkenberg, Crawford Parker, artists; Donald Lowe, Bobby Sawyer, call boys; John Esperdy, property man; Clarence Thompson, electrician; Clifford Hicks, ticket chairman; Wm. H. Reardon, chief usher.

ROBERT DOPP GIVEN POSITION

(By Washington News Service) WASHINGTON, D. C., July 2.—Robert Henry Dopp, P. O. Box 12, Key West, has been commissioned lieutenant, army reserves, and assigned to the Field Artillery, according to an announcement by the War Department today.

On The Way To A "Gem In The Ocean"



OVER-THE-SEA TO THE ISLAND OF KEY WEST

STATE OF FLORIDA
EXECUTIVE DEPARTMENT
TALLAHASSEE

To the Citizens of Key West and Visiting Friends Assembled in Celebration of the Overseas Highway

Greetings:

To an unprecedented extent a spirit of cooperation and good will exists today between State and Nation, for which we humbly bow to the Giver of all good and render thanks.

The very remarkable growth experienced in recent years in Florida has become a factor of great economic importance to our state and country at large. Many millions of dollars have been put to work since we entered upon a stage of broad development and truly none can say that it is other than the hand of Providence that is guiding and directing men in such great work.

The Overseas Highway, that magnificent monument to the progress of our day, the formal opening of which is being celebrated at this time, justly comes in for its share of praise. The very word "highway" is significant of those higher, loftier aspirations uniting all interests in the one common cause of good.

Today we rejoice in the completion of a highway constructed to master the turbulent winds and waves and to reunite with us our sister City, Key West. Furthermore, it is designed to give an impetus to commercial interests and at the same time offers recreation and wholesome hours of amusements to our residents and to our most welcome tourist friends.

To our President, a man of broad vision and impartial sympathetic interest, such as the State of Florida in all its history has never before experienced, to his efficient and co-operative Assistants, to our State Road Department, and to those who have given unstintingly of their time and labor, I extend on behalf of the citizenry of our State the deepest gratitude and sincere appreciation for their contributions to this beautiful and most worthy project, the Overseas Highway.

Yours very truly,

FRED P. CONE,
Governor

Queen Bernice Brantley To Greet Visitors From Throne

Miss Bernice Brantley, to be crowned "Miss Key West" tonight as the Lions Club successful candidate in the Overseas Highway Celebration Contest concluded June 22nd, will greet

the residents and visitors of Key West from a special throne to be erected on a float for the July 4th parade next Monday morning. This feature of the celebration was decided on at the regular meeting of the club Thursday evening at Stone Church Annex. President H. E. Day presided. Guest speaker for the evening was Will Dougherty, chairman of

the Florida Keys Aqueduct Commission, who was sponsored by the Civic Improvement committee, Jos. R. Peacon, chairman. Mr. Dougherty presented a complete picture of the progress made by the commission.

Other business transacted at this meeting included the endorsement of the Better Housing and Slum Clearance government proj-

ects for this city; support of the club in helping to defray the cost of the welcome sign at the highway entrance to the island, and a report from the New City Charter for Key West committee on its progress in contacting other organizations of the city aiming at the establishment of a Central Committee to carry on the work now started.

Thousands Arrive To Join Key West In Celebration

VISITORS COME IN FROM VARIOUS SECTIONS TO TAKE IN FESTIVITIES; SHIPS ARRIVE TO JOIN IN PROGRAM; SPECTACULAR STREET PARADE TO FEATURE THREE-DAY FIESTA

Rising from the ashes of an economic blow like a battered but undefeated champion getting up to fight in the face of seeming defeat, Key West, long America's forgotten city, today moved into the spotlight of national attention and began playing host to thousands already here or steadily moving toward the city from every section of the country.

Yesterday and this morning visitors began arriving to participate in the Overseas Highway Celebration at about the same time as the arrangements for the most stirring civic affair in the history of the city were completed and the final program was announced by a weary committee headed by John N. Costar, as general chairman, and Warren Smith, as general manager.

In the short space of two months and in the face of a series of setbacks and disappointments, Manager Smith and the committee have combined to restore co-operative civic consciousness, to make a physical cleaning of the city's streets and yards, to arrange the appearance here of numerous American, Cuban and Mexican officials, to bring gunboats, Navy planes, Coast Guard vessels and racing boats to our waterfront, carried on a contest to select a Queen for the Fiesta and programmed scores of events ranging from church services, pageants and formal ceremonies to the world's first international Golden Gloves boxing tournament, wrestling matches, baseball games and swimming and boating regattas.

Various Amusements

No type of visitor can fail to find in that program the kind of amusement, entertainment, relaxation of mental exhilaration he or she likes best. The events scheduled, including such thrilling spectacles as the street parade, the crowning of the Queen of the Fiesta and the Miami motorcade of hundreds of cars and buses, are certain to arouse an admiration for Key West and bring the city a great volume of favorable publicity.

Arrival of the American, Cuban and Coast Guard ships at the Naval Station and the baseball game between the team representing the USS Charleston and Key West this morning heralded the approach of the celebration. At the same time, the Key West exhibition of Florida's New York World's Fair exhibit, and the displays of the Cuban and Mexican governments, the Key West Chamber of Commerce, the Key West native handicraft production of the sewing room project, the Key West Art association and the Key West Camera club. These interesting and informative exhibits may be viewed each day of the celebration between 9 a. m. and 10 p. m.

Official Welcome

This morning the Committee officially welcomed the American, Cuban, Coast Guard and army

and marine officials, and the general public began inspection of the war and peace vessels anchored at the Navy yard. On this occasion, and in keeping with a general Naval rule, no cameras were permitted within the Navy yard. The visitors who approached the entrance and declared they had cameras were courteously informed by the guards of the rule and no effort was made to evade it.

Shortly after the second of the series of baseball games, this one between teams representing Miami and Key West, and after the band concert in Bayview Park by the WPA Hospitality Band, Monroe county, Key West and Celebration Committee officials left in a special motorcade from La Concha hotel for the Bahia Honda bridge ribbon-cutting ceremonies.

As this article is being read the official opening of the \$30,000,000 Overseas Highway is taking place atop the Bahia Honda span. There, 75 feet above water the highest point reached by the highway, officials of Key West, Monroe county board of county commissioners and the Overseas Road and Toll Bridge commission, local consuls and others will greet the visiting dignitaries, including the personal representative of President Roosevelt, in the presence of Army, Navy, Marine and Cuban officers and distinguished Key West citizens and the members of the Celebration Committee. At that time a ribbon will be cut by Miss Bernice Brantley, Queen of the Fiesta, with an appropriate ceremony, while the whole event is being broadcast.

The Miami motorcade, which will carry the distinguished delegation from Washington and Tallahassee and the members of the Key West Club of Dade county, former Key Westers from Miami, Tampa, Jacksonville and other points, moved from Miami at 1 p. m. Chief Engineer B. M. Duncan of the bridge commission had arranged for special details of motorcycle policemen of the commission and the state road department, and had installed special cashiers and toll houses at the Lower Matecumbe end of the bridge district to facilitate the movement; so that the hundreds of cars and buses in the procession should arrive here as scheduled at 6 p. m. today.

One hour later, at 7 p. m., the wrestling matches will get under way at Navy Field. This event, sponsored by the Miami Daily News, is scheduled to last until 10 p. m., but for the benefit of those not interested in the sports program, the Celebration Com-

(Continued on Page 7-A)

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KEY WEST POINTS OF INTEREST

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NAMING OF KEY WEST

(North End Duval Street)

Near the beginning of the 18th century, Key or Caribee Indians, engaged in a feud with mainland or Calusa Indians, were driven back from island to island until they made a last stand at Key West where they were annihilated. The island was strewn with the whitened bones of the unbattered Caribees. Spanish sailors putting into the harbor named it Cayo Hueso (Key of Bones) corrupted into the English Key West. This is believed to be the approximate location of the battle. Here also Cuban Indians, crossing open sea in dugout canoes, traded with the Caribees.

SPORT FISHING DOCK

(Grinnell and Caroline)

The most experienced native fishing guides, bred on the ocean, berth their charter boats at this pier. They fish the best fishing waters of the country. Here the Atlantic Ocean and the Gulf of Mexico meet to offer the maximum to the angler. Fighting barracuda, 40 pound grouper, 300 pound jewfish, man eating shark are caught on the Barrier Reef. In the Gulf Stream the regal sailfish, bonito, mackerel, dolphin, kingfish, are hooked. (The largest sailfish caught in this country's waters, a nine foot seven-inch specimen landed by famous novelist Ernest Hemingway, was caught here). On the bay side, the tarpon, king of gamesters, strikes. Two thousand pound devilfish and giant turtle may be harpooned. Fishing parties come in around 5 p. m.

EAST MARTELLO TOWERS

(Boulevard Atlantic Side)

A square tower, surrounded by galleries and casemates. The original entrance was by a bridge from the top of the ramparts. Construction of this tower, one of the finest old fortifications in the country, was begun at the outbreak of the Civil War. The brickwork, particularly the vaulting in the tower and the galleries, is noteworthy. Four heavy guns were mounted on granite bases on top of the tower with smaller guns in the slate-paved casemates. The fortification is so designed that if an enemy gained access to the central tower over the ramparts the garrison could reach the galleries through the tunnel and engage the enemy in the tower by firing through the rifle slits in the interior wall. East and West Martello Towers were designed as outworks of old Fort Taylor.

BARRIER REEF

(Boulevard on Atlantic Side)

Seven miles out is the Florida Keys reef, dropping off into the deep, blue Gulf stream. In 1513 Ponce de Leon made his landfall in northern Florida sailed past here to the Tortugas islands. This was the path of the treasure galleons going back to Spain. Hurricanes and storms of old Key West invariably ran sailing ships on the jagged Reef. Wrecking vessels manned by hardy men rescued the finest of spice, lace, dyes and merchandise. Shadowy hulls of sunken square masters may be seen in the waters around the Reef even now. Ships going to the far flung ports of the world pass hourly in the distance.

FORT TAYLOR

(Whitehead and United)

Named in honor of Major General Zachary Taylor, who fought with distinction in the wars of 1812, Seminole and Indian Wars. Construction of the "old fort" built of Pensacola brick brought here by schooner and resting on granite and oak foundations was begun in 1845, continued until 1876. During the Civil War period, the armament consisted of columbiads, flanking howitzers, and field howitzers. Construction of the modern fortification commenced in 1893. The fortifications of Key West and the Dry Tortugas were designed to control the passages of the Gulf of Mexico.

MOLLIE PARKER GARDENS

(1015 South Street)

The most remarkable tropical garden in the country. In it is the limburger tree with the taste and odor of the famous cheese; the Monstrera Deliciosa, which combines the tastes of banana, pineapple, soursop and other tropical fruits; a breadfruit nursery; the only star apple tree in the U. S.; a Euphorbia Crystallina worth \$500; tallest night bloom-

ing cereus; Hawaiian pink show-er, which tourists make pilgrimages to see blooming in the Spring; a mammoth luxurious bougainvillea; a palm unknown in plant literature; and the largest and loveliest blue plumbago in the country.

TURTLE CRAWLS

(Caroline and William)

On this pier is the only canning factory for green turtle soup in the country. Willy turtle weighing as much as 400 pounds are captured with nets in the waters off the Keys near the coast of Nicaragua. They are brought here by schooner five times a year, their flippers fastened with thatch palm strands, and slid into the three crawls where swimming about they are fascinating subjects. They rise to breathe every few minutes. The turtle steak is shipped over the country as far north as New York City. Soup is made of the gelatinous portions of the turtle. The shell is saved for ornamental purposes.

BEARING BREADFRUIT TREE

(609 Francis Street)

Only bearing breadfruit tree in the country. The test of a tropical climate is that in which these trees grow. They will not grow where the temperature falls below 40 degrees. This 40 foot tall breadfruit bears three times a year. When ripe, the pulp is juicy and yellow. Each fruit weighs about five pounds. Its taste is similar to plantain. It may be placed underground, allowed to ferment, and will become cheese. Gathered before it is ripe it can be baked and made into bread. It is thus the wheat and milk of the tropics.

KEY WEST CIGARS

(Flagler Avenue)

The first factory was established in 1831. In 1869, following the Cuban Revolution, the larger factories came over from Havana. Among the 60 here, the largest were E. H. Gato, Ruy Lopez and Cortez Companies. The industry employed 10,000 workmen, manufactured over one hundred million cigars yearly. Advent of machinery and use of domestic tobacco eliminated Key West's hand manufacturing. Ruins of three large factories may be seen on Flagler Avenue. Climate makes for the fame of Key West's cigars, tobacco being sensitive to atmospheric changes. At present 30 small factories together average 100,000 cigars a month.

KEY WEST LIGHTHOUSE

(Whitehead and Division)

The Key West Lighthouse was originally constructed on Whitehead's spit in 1825. The present lighthouse was built in 1846 to replace the former structure. It has the distinction of being the furthest inland of any lighthouse in the United States. The building is 91 feet high and the light is visible for at least 15 miles. Prior to the establishment of this light losses of vessels wrecked on the surrounding shoals ran into millions of dollars. In the yard are many interesting Key West trees and an aviary of vari-colored tropical birds.

OPEN AIR AQUARIUM

(Whitehead and Front)

Only open air, tropical aquarium in the country. With natural coral rock and flora the backgrounds of the tanks resemble the habitats of the 600 varieties of fish in these waters, more than five times the number found in any other part of the country. Larger fish and turtle are in crawls at the rear. A crawfish hatchery is also here. To the right is the Art Center, with many excellent paintings of the city. Art classes are held. To the left in the Department of Commerce building is an exhibit of lights, lighthouses, beacons, channel markers used in these waters.

OLD BAHAMA HOUSES

(Eaton and William)

Floated over on schooners in 1865 from Abaco, Bahamas, were this home and that adjoining. They were built of cypress by ship carpenters. Original wooden posts and barrel poured concrete are the foundations. Notice the old style doors and windows, no two alike. Railings and columns are in solid pieces mortised and joined as strongly as in a ship. On the right side of the house may be noticed a style of different widths of boarding, a quaint

bay, an attic window with 24 old-style small panes. The cistern is the original. Coping on the gable is of unique cut.

BAYVIEW PARK

(Boulevard and Division)

In this playground, ringed with Key West coconuts and trees, are ample recreational facilities for all. There are ball diamonds, handball courts, kiddie swings, tennis courts, a band shell and pleasant walks. At the northeast end is the Jose Marti monument erected by Cuban citizens in memory of the great organizer in Cuba's effort to free itself. Marti wished always to be remembered in Key West. Two other memorials are dedicated to a Civil War disaster. The park faces the protected Garrison Bight, available to small craft.

SALT PONDS

(Boulevard, Atlantic Side)

These ponds are built in rectangles 100 x 50 of native coral rock and were once water tight with floodgates through which salt water could be entered. When a pan was filled with water and solar evaporation had reduced it after some time, it was again filled with the salt water and the process repeated until there were large deposits of crystallized salt in the pans. The ponds were built in 1830. 75,000 bushels of salt were produced in one peak year. Remains may still be seen.

BOTANICAL GARDENS AND COUNTRY CLUB

(Stock Island)

In greenhouses here (not hot houses) are housed thousands of the tropical specimens of palm, cacti, and tropical bloom indigenous to the Keys and tropical countries. Here are beautiful walks of coral rock in a grassy plot. Shade trees cover the grounds. Farther down the road is the Key West Country Club and the southernmost golf course in the country. On it you can drive from in sight of the Gulf of Mexico on some holes and on others you can be in sight of the Atlantic Ocean. The nine hole course is extremely sporty with high, rolling greens and bunkered fairways. There are many natural hazards.

ROCK HOUSE

(South and Reynolds)

The wonder of this home is that there is not a piece of wood in it excepting the doors and window panes. It is built of the loose surface rock found on the island around 1900 by a photographer, William Harrison, who designed it as a shop with studios, work rooms and living quarters. It has gone through three major hurricanes and not a crack has appeared. Notice the upstairs and downstairs verandas and arches. Plaster lines the walls.

CONVENT OF MARY IMMACULATE

(Division and Simonton)

In 1863 the Sisters of the Holy Names of Jesus and Mary, a Canadian organization, came to Key West and opened a boarding school for girls. In 1879 they erected the main part of this convent, quarried of native coral rock, with part of the convent of wood. The grounds extend 600 feet along Division street and contains eight and one half acres. In 1904 it was enlarged to nearly twice its original size. In 1898 the convent was turned over to naval authorities for hospital purposes in the Spanish-American War. In its cupola museum are historic relics of the battleship Maine, many of whose wounded soldiers and sailors the sisters tended. A wonderful collection of tropical shells and shellfish, insects and

animals, preserved in alcohol, is in the same museum.

SHIP CHANNEL

(South and Whitehead)

Going out from Key West through a break in the Florida Keys reef is a natural channel 30 feet deep and around 400 feet wide. Down this channel seven miles from the break in the reef to the city's docks, the larger ships of the world may come. At this point may be seen the lights and buoys marking the course of the channel. Out at Sand Key is a large lighthouse. The northwest channel is another channel through which ocean liners may come. Numerous other natural channels on the inside route may be used only by cruisers and yachts. Notice on the rock a half mile down toward Fort Taylor a natural rock geyser which spouts over ten feet in the air when waves break under the shore rock in which it is.

FISH MARKET

(Elizabeth and Greene)

Here is one of the most picturesque sights in Key West. Gathered in groups around the docks are some of the "old timers" of Key West who have followed the sea all their lives. During the afternoon they bring their fishing boats in with fish caught that day and either sell their fish immediately or put them into cars. When a Key West lady points to the kind of fish she wants—one of the many delicious colorful kinds found in these waters—the fisherman dips a net in, hauls out the fish and in a few moments has killed, prepared and wrapped the fish for the customer. Around the harbor may be noted a sailing pilot boat of the old days, and the present schooner used to repair the cable going to Cuba. On the shore may be seen wrecks of many ships of old days. Gulls and man of war birds cry overhead.

SOUTHERNMOST HOME

(Duval and South)

In 1899 Judge J. Vining Harris constructed this castle-like structure on the southernmost point of land in the United States at a cost of around \$200,000. Inside the structure, designed by Judge Harris, are spacious rooms, beautiful chandeliers and a tower. The walls are two feet thick. Judge Harris built the home on a fill of native rock jutting out into the ocean with a double seawall around it which has withstood many hurricanes. On the grounds facing the ocean is a beautiful grove of coconut palms and Australian Pines.

OLDEST HOUSE

(322 Duval Street)

It has withstood every hurricane since its construction in 1925. It was moved to its present location from Whitehead street in 1932 and placed high off the ground to allow hurricane waters to flow under it. Note the cedar railing and spokes, the three sizes of quaint dormer windows. The house is kept together only by wooden pegs. In the rear are slave quarters in use around 1850. A Dutch oven for all cooking purposes are in the quarters. Inside the home, notice the brass fittings, rare and delicate cedar furniture, latticed doors. The entire house is cedar lined and the original plaster remains. An old style lock and chain on one of the windows placed by a visiting naval officer remains to this day.

TRAVELER'S PALM

(Whitehead and Virginia)

The Traveler's Palm is a very rare tree. The name given this palm is very apt because it serves as a direction indicator. Since its fronds invariably point north and south it is possible for one to

readily ascertain the directions mentioned. It also has another attribute which makes it an aid to travelers in desert lands. The trunk contains a large amount of water, consequently it can be tapped and a sufficient amount of water procured to save the life of lives of desert wanderers.

MAINE MEMORIAL

(Southard and Margaret)

This is a turret of the U. S. Battleship Maine, sunk in Havana harbor February 15, 1898. At the end of this street is the Maine Memorial, the final resting place of many soldiers and sailors who lost their lives aboard the Maine. The shaft was erected in 1899 by the citizens of Key West. Twenty-four headstones in the plot mark a few known and many unknown in the Maine disaster. Sailors from other vessels are also buried there. The sinking precipitated the Spanish-American War, declared April 22 of the same years, which gave Cuba her freedom.

U. S. NAVAL STATION

(Whitehead and Greene)

Commodore David Porter, who drove the pirates from the Keys, made Key West a base for Navy operations in 1822. The base was abandoned after suppression of piracy in this area. In 1856 the Navy built a store house here, but nothing further was done until the outbreak of the Civil War. During the Spanish-American War naval forces in the campaign were based here. During the World War Key West was used as a base for vessels and planes employed in anti-submarine activities. In unique plant varieties are included the Indian mulberry and screw pine.

COUNTY COURT HOUSE

(Whitehead and Southard)

On the square on which this building stands, religious worship for all denominations was held, many marriages have been performed, births recorded and the dead buried. The present building was constructed in 1889. In 1934 in it Key West was declared bankrupt and turned over to the federal government, but later took over its own control again. From 1838, when the first U. S. Court was established until 1870, picturesque courts were held trying salvage cases coming up before the body in connection with wrecking activities of that time.

WRECKING TUG

(North End Duval Street)

Here is the wrecking tug, Warbler, which covers a large area around Key West extending from Cuba to Virginia. It is the largest wrecking tug on the coast. Its calls range from minor tows of ships which have lost propellers to assisting a ship fast sinking in a storm. It can also raise wrecked vessels. The only remnant of the old wrecking days is this sea going tug.

MUNICIPAL SPONGE DOCK

(Caroline and Grinnell)

Here dock strange, wide beamed boats, covered with the brown sponges wrested from sea bottoms, dried and cured. Bargaining with representatives of com-

panies from all over the country takes place frequently. The sponges are of different types and grades and are all gathered by hook from the beds of Monroe County by native spongers, many of whom know no other kind of business. Their knowledge of the sea and sea bottoms is unfathomable. The sponges, when bought, are taken to shops, trimmed, assorted, packed and sent off to the markets of the world.

CUBA BOAT

(Grinnell St., North End)

Here is a picturesque scene as people from Cuba and America mingle on their ways north and south. It is a lively scene as are all docks from which clear ships going to foreign countries. The old F. E. C. railroad station here is the abandoned southern terminal of the massive, strong railroad built by Henry Flagler, and over which now runs the roadways of the Overseas Highway.

U. S. ARMY BARRACKS

(White and Southard)

In 1824 a company of marines were stationed at Key West, three years after the pirates were routed from these waters. In 1844, the first quarters were erected for the troops here. They were all of the same style of architecture and very well suited to the climate. During the Civil War a road was cut connecting Fort Taylor with the Barracks. In the grounds are old cannon and old tropical trees of great interest.

PIRATE LANDING

(Southard Street, West End)

On an old beach in the harbor to the right, Black Caesar, Teach, Captain Blood, Jean Lafitte and numerous other pirates pulled up their boats to scrape and paint the bottoms. Loot was divided, and many a bloody fight has taken place on that beach. Key West was a pirate's nest, with the prey the rich galleons going back to Spain through this entrance to the Gulf of Mexico. In 1821 U. S. Commodore David Porter drove them from the Keys and annihilated them in Cuba. Many treasures have been found in Key West with the aid of secret charts.

PINEAPPLE CANNERY

(Eaton and Francis)

Only pineapple cannery in the United States. The pineapples are brought over from Cuba in launches, and are loosely stored in the holds of the vessels. Grading and sorting of the fruit takes

place on a large open-air platform. The fruit is hulled, cored and then sliced by machine. The slices are then placed in the cans by hand and syrup added. Steam cooking, and labeling completes the process. The factory produces 10,000 cases of canned pineapple each packing season. Most of the produce is sold in Florida.

TRAINED FISH

(Boulevard, Atlantic Side)

These colorful parrotfish, shark, grouper, snapper, angelfish, jack, jewfish rise even above the surface of the water to calmly take their food from the hand of the attendant. Raul Vasquez began training fish years ago in this pool. He releases them yearly, trains others. He can train a fish in three weeks. Well mannered grouper "Nigger," old fish, annually refuses to leave.

The fish, even the large shark, will swim obediently to a rock two inches under water, lie on their sides and allow themselves to be scratched. A beautiful marine museum of exquisitely delicate coral gathered on the shoals nearby is also here.

ROCK IN MULE'S JAW

Van Oss, Okla.—A twelve-ounce rock was removed from the jaw of a mule owned by S. D. Lowe of this city. Veterinarians explained that the growth was due to excessive lime in the animal's body.

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And We Don't Blame You---

There are so many reasons why we here are enthusiastic about our city that space on this page wouldn't allow us to tell all of the story concerning our ideal climate—winter and summer—our unsurpassed fishing—our recreation facilities—our well-managed government—and last, and by no means least, of course—the wonderful, new Overseas Highway we are formally opening at this time.

We suggest that you write our Chamber of Commerce for the complete story of Key West. Then make plans for your future dream home in this, the Southernmost City in the United States.

The City Administration Of KEY WEST

Mayor W. M. Albury
Council, President Earl Adams
Members W. M. Doughtry
..... W. A. Freeman
..... Roy Fulford
... W. H. Monsalvatge
..... W. E. P. Roberts
..... Jim Roberts

Clerk Wallace Pinder
Treasurer W. T. Archer
Tax Assessor and Collector .. Sam Pinder
City Judge T. S. Caro
Chief of Police Ivan Elwood
Captain of Police Alberto Camero
Sergeant of Police Joe Kemp

The Key West Citizen

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THE CITIZEN PUBLISHING CO., INC.
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All reading notices, cards of thanks, resolutions of respect, obituary notices, etc., will be charged for at the rate of 10 cents a line.
Notices for entertainments by churches from which a revenue is to be derived are 5 cents a line.
The Citizen is an open forum and invites discussion of public issues and subjects of local or general interest but it will not publish anonymous communications.

IMPROVEMENTS FOR KEY WEST ADVOCATED BY THE CITIZEN

1. Water and Sewerage.
2. Comprehensive City Plan (Zoning).
3. Hotels and Apartments.
4. Bathing Pavilion.
5. Airports—Land and Sea.
6. Consolidation of County and City Governments.

Welcome to Key West!

Welcome to Key West! The Citizen hopes you enjoy your visit.

A Key West lad who had never seen crowds of any size said there must be a million people here.

Everything in Key West is farthest south, even you visitors are the southernmost visitors in the United States.

Be particularly cautious in driving your car this month as the July accident toll each year tops all the other months.

Ford says we are "near" another boom. Most Floridians who went through the "late unpleasantness" will be satisfied with that proximity.

With some people, it is too hot to go to church, but just about right for any other activity they might want to engage in.

One cannot accomplish things with little or no money. The people in Key West should realize this fact. In matters of this kind it is pay as you go; there can be no deficits.

Albert W. Johnston, of New York, who is in Miami with his yacht Nicoya, protested a fee of \$15 which the harbor master exacted. Mr. Johnston has made frequent trips to Key West, where Harbor-master Papy waives the harbor fees which the law allows him to levy. If this courtesy were more generally known many more yachts would undoubtedly enter the local harbor.

It appears to be the consensus of opinion that the name of no person should be given to the Overseas Highway, that the name remain what it indicates, a highway over the sea to somewhere that is Key West. However, many agree with The Citizen that it should be "Oversea" and not "Overseas" Highway. The name of the organization that first proposed the road to Key West was "Over-Sea Highway Association."

The Overseas Highway leading to Key West is a \$30,000,000 investment in which the government has a \$3,600,000 interest. To protect this interest the government wisely should make the island attractive to visitors and a desirable place to build a home. A first requisite is an abundance of fresh water to be supplied from a source not as yet determined upon. Several propositions have been advanced, the most plausible, apparently, being the building of an aqueduct and the securing of water from the mainland. In any effort to supply water to Key West, the inclusion of the Keys must be taken into consideration.

KEY WEST'S DAY OF LIBERATION

July the Fourth! Our greatest National holiday, the day most memorable in the history of the Nation, takes on form this year, 1938, a new significance to the people of Key West. It will be written on the pages of our history as our own Independence Day, the day when the shackles of circumstance were stricken from the limbs of Key West and the day that marks the time when the city knew a new birth of freedom to rebuild on the ruins of the past a more glorious civic edifice than the past had ever comprehended.

It is not possible fitly to express the appreciation this city feels for the helping hand that the Nation has extended to us when self-help was beyond our power.

That appreciation extends on into the present and the future as from the remotest boundaries of our country come the congratulations to the "city that came back" and from near and distant States, from near and distant counties of this great State the friends pour in to join with us in our rejoicing at the restoration of easy communication with the mainland which, only a few months ago was a day's journey distant.

Upon the everlasting arches that are an imperishable memorial of the heroic genius of Henry M. Flagler who dreamed of sending a railroad to sea and who made the dream a reality, has been laid a shining broad highway that shall be equally an enduring testimonial to the vision and skill of an engineer of a later day, B. M. Duncan, and his associates.

Any expression of appreciation would be incomplete which did not recognize the splendid way in which the men of Key West, after a most demoralizing period of deep depression, unaccustomed to the work involved in bridge and highway building, acquitted themselves so well that they won the admiration and respect of the seasoned contractors under whom they worked.

The highway is the fruition of a long and arduous struggle, the rigors of which are no longer to be remembered as we rejoice in accomplishment and the Nation rejoices with us.

Nor does the Nation have to be confined to sentimental grounds for its rejoicing. For it the gates are thrown wide open to an island with an idyllic climate where the sick and the weary may restore body and spirit; and the young and vigorous may know such joy of sea and air as can be found nowhere else in this country.

King Arthur dreamed with utter longing for an island called Avillion, where falls not hail, nor any snow * * * crowned with summer sea, where he might heal him of his grievous wound, and the life of this nation will be strengthened as many of our mighty men and women shall come to know Key West as their "Island called Avillion."

And, with the hope that need for it may never come, still stands Key West,

"Burnished point of a scimitar that guarding sweeps
Before the Nation's heart and ever keeps
Unsheathed its vigilance, it watchful waits,
The out-post sentinel of our Southern gates."

The Nation is stronger today because of this newly welded link uniting this strategically situated island with the mainland.

To our many visitors on this great occasion we need not give assurance of welcome, that is extended to them on every hand, we can only say that we are deeply thankful for the good fortune that has come to Key West at last, and that many of us feel that upon us has been laid an obligation to establish Key West as a city concerned for the well-being of all who enter within its gates.

A LONG REST NEEDED

What business and industry needs at the hands of the government is not merely a "breathing spell," but a good long rest from paralyzing legislation and bureaucratic control, in the opinion of a large majority of big and little business men alike.

Until a definite change in the administration's attitude toward business and industry occurs, there seems to be little hope for any permanent improvement in the economic situation.

ADVICE TO KEY WEST

Quaint little town where the sun goes down
Into an ink-blue sea,
And the moon comes up from the Gulf's write cup,
Dripping with melody,
Where sponges hold six shades of gold
Young Rembrandt might have caught,
And feathered throats repeat the notes
Both Keats and Shelley sought,
I beg of you hold fast and true
That sheltered charm now yours,
Against the tide of those outside
Who beat upon your doors.
A road goes through to bring to you
A curious, jostling crowd . . .
O little town in homespun gown,
Aloof and brave and proud,
Sell not your soul for any goal
That men may label gain,
Who hold the loom of endless bloom,
Where frost has never lain;
But like some star we see afar
Through mists that wax and wane,
Concede to none that battle won
From slow white hours of pain.

—Vivian Yeiser Laramore

KEY WEST IN DAYS GONE BY

Happenings Here Just Ten Years Ago Today As Taken From The Files Of The Citizen

Spectacular parade, colorful drills, band concert and singing by Shriners and the chanters from Miami will be heard and seen tomorrow when the members of the order from Miami hold their annual midsummer ceremony. On a special train at 11 o'clock tonight the pilgrimage under the command of Assistant Rabban E. L. Stapp with 250 members from Mahi Temple Nobles in full uniform and regalia will arrive over the Florida East Coast Railway and to the music of their 90-piece band will march to the Overseas and La Concha hotels, which will be their headquarters during their stay. At 10 o'clock tomorrow morning the band concert will commence at Bayview Park with music by the famous Shrine band. The concert will include songs by the chanters and the Mahi chorus of 35 voices. At 11 o'clock in the park the Mahi Temple patrol will execute fancy drills performing all the intricate evolutions which have won fame for the team in all parts of the country.

A realty deal was closed today in which Dr. Harry N. S. Jones became the owner of a piece of property formerly owned by Henry Taylor of Miami. The property is on the north side of the avenue near the Casa Marina and facing the Martello Towers subdivision. Dr. Jones states he will immediately commence to overhaul the building and make it one of the handsomest homes in the city.

Editorial comment: We read that Ripon, England, has had an official hornblower for the past thousand years, yet we have never heard of the place before.

Pirates and Junior Sluggers will play a game of baseball tomorrow afternoon at 3 o'clock on Gato Park grounds. The game will be counted as an official one of the league, which is known as the Island City Juvenile League.

Lighthouse department this morning officially announced that the beacon known as Chip Channel Shoal Beacon, which was reported as missing March 15, has been replaced.

Requiem Mass was held yesterday morning in St. Paul's Episcopal church memorializing the late Edward Albury, of the custom service, who died in May of the present year.

Tom Watkins, of Tampa, who was nominated in the recent primary for one of the most important districts of Tampa as constable, has arrived for a visit with his parents, Mr. and Mrs. John Stocker Watkins. Mrs. Watkins accompanied him and they will spend some time in the city.

Violene Snell, colored, charged with the theft of clothing from the home of Lillie McComb, 725 Emma street, was given preliminary hearing in court of Judge Hugh Gunn yesterday and held in bond of \$100 for her appearance in criminal court. Some of the garments were recovered by officers with search warrants.

A very entertaining program has been arranged to be held in First Methodist church tomorrow morning in celebration of Independence Day.

Today's Horoscope

Today endows one who is strong and steady, and who by industry and thrift becomes comfortably situated in the declining years of life. More, he will furnish comfort to kindred and friends. Honor and esteem will follow his path in life and the world will be better for his having lived.

Dr. Frederick P. Keppel, president of the Carnegie Corporation, New York, born in New York, 63 years ago today.

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KEY WEST, FLA.

Country's Mildest Climate, Warmest Winter Sun, Cure Many In Key West

Arthritic, Rheumatic, Neuritic, Bronchitic, Asthmatic Cases Particularly Benefited

Old Sol is the great physician in Key West. Many visitors to the city will testify, for they have come wheezing with asthma, coughing with bronchitis, gasping with heart affections, tormented with eczema, crippled with arthritis, and left for home able to enjoy life once more.

The Weather Bureau estimates the percentage of sunshine in the following cities: at KEY WEST 72 PERCENT; Los Angeles, 72 percent; Denver, 62 percent; Chicago, 57 percent; New York, 56 percent; Manila, 51 percent; San Diego, 66 percent.

As far as an equable climate goes, compare these Key West mean monthly figures to those of any other city in the United States and notice the surprising differences: January, 68; February, 69; March, 71; April, 74; May, 78; June, 88; July, 83; August, 83; September, 81; October, 77; November, 70; December, 65. Even compared to Miami, Key West is always a few degrees lower.

Beneficial results from exposure to the sun and air have been observed since the beginning of the Christian era, but it is just recently that the curative power of both are being studied and recognized.

Arthritis Cures

Arthritis, Myositis and Neuritis intensively treated by sun baths combined with exercise routines are almost completely cured in Key West. The good results, especially in Arthritis, stamps Key West as one of the leading health resorts of the world. People come here with that disease, unable to walk, and in a few months are proudly walking alone.

Undernourished children thrive well in Key West's robust atmosphere and healthful exercise at sailing, fishing and swimming here. Diseases of the heart, blood vessels and kidneys, which usually occur after the middle period of life, are treated everywhere by means of proper diet, rest and exercise. The climate is ideal for such cases, which do better at sea level than at high altitude. High blood pressure is known to be materially reduced in the tropics, unless it is a fixed hypertension.

Less Sinus Trouble

Sinus infections, colds, hay-fever and asthma, all affecting the respiratory tract are benefited where there are not the sudden changes of temperature so common in northern climates. Chronic sufferers are usually free from these attacks from the moment they arrive in Key West.

Orthopedic cases, deformities, exemplified here as in Switzerland and elsewhere are greatly benefited by sun treatment. In surgical cases pneumonia rarely complicates an operation. Pneumonia, too, is rare in sunbathed Key West, and tuberculosis by

certain ultra-violet sun baths is arrested somewhat. Nervous and mental cases with a change of environment, freedom from domestic cares, and the peacefulness of the Island City often get a new start in life.

Treatment of rickets by the use of sunlight is benefited because the absorption of phosphorus and calcium is brought about by its use. Plants and animals must have sunlight to thrive.

The sun kills bacteria and is responsible in large measure for the natural sanitation of this planet and our Island City. Care must be taken, however, because of the high temperature to expose the body for only short periods when first beginning sun baths. Inten-

sity of sunlight is greatest between 10 a. m. and 2 p. m.

(Editor's Note: A great deal of the material for this article has been supplied by Dr. William R. Warren, who is thoroughly acquainted with cures accomplished in this city.)

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Three Picturesque Races Bring Customs To Key West

English Bahamans, Laughing Cubans, Voodoo-Believing Negroes Settled Here

The population of Key West is born out of its exciting past—the soft accents, hot blood and fixed customs of the Spanish, the stolid blue eyed English of the Bahamas, the black slaves of Africa with their voodoo beliefs.

To the little green island girt by deep, blue channels, they came as if drawn by some subtle magnetism. Once a Key Wester always a Key Wester, the saying goes, and the charm of the island indeed has a strange hold on one.

First to come to the island were Spanish fishermen from St. Augustine. Their catches were mostly brought back to old Havana, but one here and there began to settle on the island in rude huts. At the same time, pirates, under approval of the Spanish government infested these waters, preying on the ships coming up from the Gulf of Mexico, which went out to Europe through two routes, the Gulf Stream, past Key West, or eastward of the Bahamas. These dreaded brethren of the coast were a vicious, fighting lot composed of men of all nations. They did not harm the Spanish fishermen, preferring to wait for the rich prizes. The blood of these peoples probably flow in the veins of many of Key West—in some remote manner.

Bahamans
Salvaging grew to sizeable proportions and attracted a large number of the Bahamans. Many of the Bahamans were descendants of the Tories of Georgia and the Carolinas who had fled there at the outbreak of the Revolutionary war. These in turn intermarried with other English-Bahamans, who had long before intermarried with the natives of the Bahamas. To Key West was brought all the English customs. That of strict Sunday observance is still strong in Key West. Key West's fishermen will work hard all during the week, but when Sunday comes no work will be done, no matter the amount.

With them too they brought English accents. To this day the accent is prevalent in this city. One may note especially the dropping of the H's. Again, the English "hoose" for "house" is subtly found in our diphthongs. They are settled close to the waterfronts where bob a forest of tall masts from boats of the old-style lines. Drifting into the city from time to time were many of the cultured families of Virginia, South Carolina, Alabama, with the hospitality and courtesy of the South. Manners and entertainments still have remote roots from this group.

Cubans
Just before the Spanish-American War, when Spain was badly mistreating the Cubans, many of them came over to Key West, most of them to produce hand-made cigars. Here was another race, different entirely from the Bahamas. With fiesta color their entertainments are still held. Customs coming originally from Spain still remained with the new Cuban group. Girls were not allowed out without chaperones. At dances Cuban matrons sat in a circle around the ballroom floors. Saturday nights there are gay parties of confetti-throwing promenaders. The sensuous rumba is at every dance. With them came a thousand new ways of living, came the psychology of a different race, came Latin customs. Quaint are these two races.

There is a quality of hospitality and friendliness in this city which is the marvel of all who come here. It is of a different order than that of the old south, it differs indeed from that of Old Spain, it is not English. It is a blend of the finest of all three and it emerges in such a bland and unique form, that it charms everyone. The fact that everyone is a friend to everyone else—so much so that anything will be done rather than hurt another—is a welcome, peaceful thrill for those of other cities.

Colored Folk
The colored folk, although scattered over the city, are mostly settled in the section west of Whitehead street. Even now visitors are often startled to hear voodoo drums beat in the night, but one cannot get a negro to talk of such matters. The courtesy to the white taught by the old South

BIRTH OF CORAL FLORIDA KEYS IS WONDEROUS PROCESS

The Florida Keys have been built up in an interesting manner! Billions of coral polyps, dying, leave their shells on the bottom of the ocean, and gradually are formed the reefs and shoals of the Florida Keys. Southwest these shoals run, probably influenced by the flow of the Gulf Stream on the ocean or east side. Higher and higher, comes the great reef over a hundred miles long, until some parts of it are level with the water's edge. That is as high as the polyp reef can grow because the coral polyp cannot live out of water.

Comes the interesting mangrove roof. This roof is cigar shaped, about ten inches long, the major portion green with a little bud at the upper end, and the lower portion brown, from which shoot out roots. Needing but little soil or foundation, the root soon imbeds itself in the coral reef, throwing out its peculiar finger-like roots, and budding up from the top. These mangroves spread for hundreds of yards with not a grain of sand under them. Gradually silt gathers and chemical action takes place to form surface rock and soon an island emerges out of the sea.

These islands, cut apart by tidal flows, usually have a high, white beach on the ocean side, when there is the peculiar tidal actions which make for beaches, a swamp in the center, and a high ridge on the bay side. Key West once had a large swamp in the center of the island, but it has since been filled.

Out into the ocean and gulf stretch long shallows to the great reef, seven miles out, which drops off a hundred feet or so into the deep Gulf Stream which flows north at six miles an hour. Reefs are also on the Bay side. These reefs encircling Key West protect the island from all possible tidal waves. Without it, Key West would be swept away every time there was a hurricane. It is the best seawall.

Finally birds drop seeds from West Indian lands and other seeds wash up to give the city its island trees and foliage. The Marquesas, twenty miles from Key West, is the only coral atoll on the Atlantic ocean in America. Thus are born coral islands!

TEST YOUR KNOWLEDGE
Can you answer seven of these test questions? Turn to Page 6 A for the answers

1. What is the American "Bill of Rights"?
2. Near which large city is Lake Pontchartrain?
3. Under what government department is the Bureau of Marine Inspection and Navigation?
4. Who was the first woman to swim the English Channel?
5. How many rods are in one mile?
6. Name the third ranking state in the U. S. in area.
7. What does the Italian word "madonna" mean?
8. Where is the Kentucky Derby run?
9. What is genuflection?
10. Name the largest city of Sicily.

to these negroes remains with them to this day, an easy matter in this island isolated from the people of the rest of the country. One never tires of conversing with these folk. With them you can hear the beat of the surf and the pull of the canvas against the mast, one hears fans rustle and sees dark, flashing eyes, one looks into the mystery of darkest Africa. Key West has remained of the Old World!

LEGALS

IN THE CIRCUIT COURT OF THE ELEVENTH JUDICIAL CIRCUIT IN AND FOR MONROE COUNTY, FLORIDA, IN CHANCERY.
NO. 7-20.
BEN B. KENDALL, Plaintiff,

VS.
MERCHANTS REALTY CORPORATION, et al., Defendants.
Forfeiture of Tax Certificates

ORDER FOR PUBLICATION
In the Name of the State of Florida:

TO THE DEFTENDANTS: J. C. Overmyer, his wife, Ojus, Florida; Peter Plucker and if married, Mrs. Peter Plucker, Thomkins County, New York; J. B. Turner and if married, Mrs. J. B. Turner, his wife, address unknown; Mrs. D. J. Kendrick and if married — Kendrick, her husband, address unknown; Mary Wagner, her husband, address unknown; Mollie Shorter Courie and if married — Courie, her husband, address unknown; Robert L. Lewis and Eleanor J. Lewis, his wife, Onida County, New York; Mrs. Olga Becker and if married — Becker, her husband, address unknown; W. Holmes and if married, Mrs. E. W. Holmes, his wife, address unknown; Fanny Farmer and if married — Farmer, her husband, address unknown; Mrs. Joseph Bentley, Jr., his wife, address unknown; B. J. Farmer and if married — Farmer, his wife, Bradford County, Pennsylvania; John Szady and Julia Szady, his wife, address unknown; Wm. McShon and Frances McShon, his wife, Monroe County, Florida; Miss Marion L. Parmenter and if married — Parmenter, her husband, Bradford County, Pennsylvania; James E. Thral, his wife, Alabeghen County, Pennsylvania; Julia B. Thral and if married — Thral, her husband, Alabeghen County, Pennsylvania; Harold Gernert and if married, Mrs. Harold Gernert, Bradford County, Pennsylvania; Ralph Gernert and if married, Mrs. Ralph Gernert, his wife, Bradford County, Pennsylvania; W. J. Vickery and if married, Mrs. W. J. Vickery, his wife, Bradford County, Pennsylvania; Harry Gernert and Luella Gernert, his wife, Bradford County, Pennsylvania; M. M. Marshall and if married, Mrs. M. M. Marshall, his wife, Bradford County, Pennsylvania; Robert Crawford and if married, Mrs. Robert Crawford, his wife, Bradford County, Pennsylvania; A. T. Stephens and if married, Mrs. A. T. Stephens, his wife, Bradford County, Florida; Thomas George Ferguson and if married, Mrs. Thomas George Ferguson, his wife, Bradford County, Florida; Wilfred Joseph Martin and if married, Mrs. Wilfred Joseph Martin, his wife, Bradford County, Florida; T. Y. Kinsel and if married, Mrs. T. Y. Kinsel, his wife, Virginia; E. C. Knepton and if married, Mrs. E. C. Knepton, his wife, address unknown; Philip B. Santine and if married, Mrs. Philip B. Santine, his wife, Lee County, Florida; Stanley V. Russ, his wife, Broward County, Florida; Nathan J. Salyer, his wife, Broward County, Florida; First Presbyterian Church, Bristol, Oklahoma; J. S. Andrews and if married, Mrs. J. S. Andrews, his wife, Broad Street, Augusta, Ga.; S. D. McPadden and if married, Mrs. S. D. McPadden, his wife, Frederick County, Virginia; Angelos Vasiloff, his wife, Box 94, St. Myers, Florida; Keith C. Russell and if married, Mrs. Keith C. Russell, his wife, address unknown; H. R. Brantley and if married, Mrs. H. R. Brantley, his wife, E. C. R. Railway, West Palm Beach, Florida; H. W. Miller and if married, Mrs. H. W. Miller, his wife, 1200 Central Avenue, Wilmette, Illinois; John A. Liming and if married, Mrs. John A. Liming, his wife, Monmouth County, New Jersey; E. T. Finney and if married, Mrs. E. T. Finney, his wife, 625 28th Street, Palm Beach, Florida; Henry A. Otto and if married, Mrs. Henry A. Otto, his wife, Lancaster County, Pennsylvania; J. A. Wright and if married, Mrs. J. A. Wright, his wife, Co. 874, Broad Street, Augusta, Georgia; Sam Rosencore and if married, Mrs. Sam Rosencore, his wife, Hillsboro State Bank, Dep. 332, Plant City, Florida; E. F. Graham and if married, Mrs. E. F. Graham, his wife, Polk County, Florida; A. C. Kohl and if married, Mrs. A. C. Kohl, his wife, Polk County, Florida; Mrs. Jessie E. Hummel and if married — Hummel, her husband, 224 Nottingham Building, West Palm Beach, Florida; Donald A. Flye and if married, Mrs. Donald A. Flye, his wife, Polk County, Florida; Susie E. Barton and if married — Barton, her husband, address unknown; J. T. Sugas and if married, Mrs. J. T. Sugas, his wife, address unknown; Mrs. Ida Evers and if married — Evers, her husband, Hillsboro County, Florida; Raymond Otto and if married, Mrs. Raymond Otto, his wife, Lancaster County, Pennsylvania; Peter Otto and if married, Mrs. Peter Otto, his wife, Lancaster County, Pennsylvania; Oliver Hoch and if married, Mrs. Oliver Hoch, his wife, Lawrence County, Pennsylvania; Mrs. Elsie H. Parson and if married — Parson, her husband, 622 Park Street, Clearwater, Florida; John Griffith and if married, Mrs. John Griffith, his wife, Lee County, Florida; Tom Lenas and if married, Mrs. Tom Lenas, his wife, Duval County, Florida; Reva Louella Hunt and if married — Hunt, her husband, address unknown; Mrs. Daniel Perkins and if married — Perkins, her husband, address unknown; Miss Berlie A. Long and if married — Long, her husband, address unknown; Edith Gates and if married — Gates, her husband, Bradford County, Pennsylvania; Horatio George Gates and if married, Mrs. Horatio George Gates, his wife, Bradford County, Pennsylvania; Marie Gregoire and if married — Gregoire, her husband, Palm Beach County, Florida; J. T. Gibbs and if married, Mrs. J. T. Gibbs, his wife, Hillsboro County, Florida; if living, and if dead all unknown heirs, devisees,

LEGALS

grantees or other claimants claiming under them or either of them, deceased or otherwise, in and to the property described below; and all other unknown persons having or claiming to have any right, title or interest in the following described property lying, being and situate in the County of Monroe, State of Florida, to-wit: Lots 4, 18, 25, 27, 28 and 29 of Block 2, Lots 6, 15, 24, 26, 33 of Block 3, Lots 4, 12, 16, 21, 29, 31 and 32 of Block 4, Lots 1, 3, 5 and 7 of Block 5, Lots 9, 10, 11 and 15 of Block 6, Lots 2, 3, 4, 5, 6, 7 and 11 of Block 7, Lots 1, 2, 11 and 12 of Block 8, Lots 8, 9, 11 and 12 of Block 9, Lots 12 and 13 of Block 11, Lot 1 of Block 13, Lots 11 and 12 of Block 15, Lots 1 to 20 inclusive of Block 17, Lots 3, 4, 13, 14, 24, 29, 31 of Block 18, Lots 8 and 9 of Block 20, Lots 6, 11, 13 and 14 of Block 23, Lots 14, 18, 19 and 20 of Block 24, Lots 11 and 12 of Block 25, Lot 11 of Block 23, Lots 19 and 20 of Block 26, Lot 1 of Block 32, Lots 3, 18 and 22 of Block 33, Lots 18, 19 and 20 of Block 34, Lot 1 of Block "B", Lot 1 of Block "C", Lots 7, 9, 10, 11, 12 and 17 of Block 1, Lots 1, 7, 8, 11 and 12 of Block "D", Lots 16, 17 and 23 of Block "E", Lots 2, 3, 14, 18, 22 and 23 of Block "F", Lots 2, 3, 7, 14, 18, 20 and 21 of Block "G", Lots 7, 8, 10, 11, 12, 14 and 23 of Block "H", Lots 15, 18, 19 and 20 of Block "I", Lots 1, 2, 3, 14, 30, 31 and 34 of Block "K", Lot 8 of Block "L", Lots 1, 2, 3, 14, 18, 20 and 21 of Block "M", Lots 1, 7, 8, 11 and 12 of Block "N", Lot 4 of Block "O", Lot 4 of Block "P", Lot 4 of Block "Q", Lot 4 of Block "R", Lot 4 of Block "S", Lot 4 of Block "T", Lot 4 of Block "U", Lot 4 of Block "V", Lot 4 of Block "W", Lot 4 of Block "X", Lot 4 of Block "Y", Lot 4 of Block "Z", Lot 4 of Block "AA", Lot 4 of Block "AB", Lot 4 of Block "AC", Lot 4 of Block "AD", Lot 4 of Block "AE", Lot 4 of Block "AF", Lot 4 of Block "AG", Lot 4 of Block "AH", Lot 4 of Block "AI", Lot 4 of Block "AJ", Lot 4 of Block "AK", Lot 4 of Block "AL", Lot 4 of Block "AM", Lot 4 of Block "AN", Lot 4 of Block "AO", Lot 4 of Block "AP", Lot 4 of Block "AQ", Lot 4 of Block "AR", Lot 4 of Block "AS", Lot 4 of Block "AT", Lot 4 of Block "AU", Lot 4 of Block "AV", Lot 4 of Block "AW", Lot 4 of Block "AX", Lot 4 of Block "AY", Lot 4 of Block "AZ", Lot 4 of Block "BA", Lot 4 of Block "BB", Lot 4 of Block "BC", Lot 4 of Block "BD", Lot 4 of Block "BE", Lot 4 of Block "BF", Lot 4 of Block "BG", Lot 4 of Block "BH", Lot 4 of Block "BI", Lot 4 of Block "BJ", Lot 4 of Block "BK", Lot 4 of Block "BL", Lot 4 of Block "BM", Lot 4 of Block "BN", Lot 4 of Block "BO", Lot 4 of Block "BP", Lot 4 of Block "BQ", Lot 4 of Block "BR", Lot 4 of Block "BS", Lot 4 of Block "BT", Lot 4 of Block "BU", Lot 4 of Block "BV", Lot 4 of Block "BW", Lot 4 of Block "BX", Lot 4 of Block "BY", Lot 4 of Block "BZ", Lot 4 of Block "CA", Lot 4 of Block "CB", Lot 4 of Block "CC", Lot 4 of Block "CD", Lot 4 of Block "CE", Lot 4 of Block "CF", Lot 4 of Block "CG", Lot 4 of Block "CH", Lot 4 of Block "CI", Lot 4 of Block "CJ", Lot 4 of Block "CK", Lot 4 of Block "CL", Lot 4 of Block "CM", Lot 4 of Block "CN", Lot 4 of Block "CO", Lot 4 of Block "CP", Lot 4 of Block "CQ", Lot 4 of Block "CR", Lot 4 of Block "CS", Lot 4 of Block "CT", Lot 4 of Block "CU", Lot 4 of Block "CV", Lot 4 of Block "CW", Lot 4 of Block "CX", Lot 4 of Block "CY", Lot 4 of Block "CZ", Lot 4 of Block "DA", Lot 4 of Block "DB", Lot 4 of Block "DC", Lot 4 of Block "DD", Lot 4 of Block "DE", Lot 4 of Block "DF", Lot 4 of Block "DG", Lot 4 of Block "DH", Lot 4 of Block "DI", Lot 4 of Block "DJ", Lot 4 of Block "DK", Lot 4 of Block "DL", Lot 4 of Block "DM", Lot 4 of Block "DN", Lot 4 of Block "DO", Lot 4 of Block "DP", Lot 4 of Block "DQ", Lot 4 of Block "DR", Lot 4 of Block "DS", Lot 4 of Block "DT", Lot 4 of Block "DU", Lot 4 of Block "DV", Lot 4 of Block "DW", Lot 4 of Block "DX", Lot 4 of Block "DY", Lot 4 of Block "DZ", Lot 4 of Block "EA", Lot 4 of Block "EB", Lot 4 of Block "EC", Lot 4 of Block "ED", Lot 4 of Block "EE", Lot 4 of Block "EF", Lot 4 of Block "EG", Lot 4 of Block "EH", Lot 4 of Block "EI", Lot 4 of Block "EJ", Lot 4 of Block "EK", Lot 4 of Block "EL", Lot 4 of Block "EM", Lot 4 of Block "EN", Lot 4 of Block "EO", Lot 4 of Block "EP", Lot 4 of Block "EQ", Lot 4 of Block "ER", Lot 4 of Block "ES", Lot 4 of Block "ET", Lot 4 of Block "EU", Lot 4 of Block "EV", Lot 4 of Block "EW", Lot 4 of Block "EX", Lot 4 of Block "EY", Lot 4 of Block "EZ", Lot 4 of Block "FA", Lot 4 of Block "FB", Lot 4 of Block "FC", Lot 4 of Block "FD", Lot 4 of Block "FE", Lot 4 of Block "FF", Lot 4 of Block "FG", Lot 4 of Block "FH", Lot 4 of Block "FI", Lot 4 of Block "FJ", Lot 4 of Block "FK", Lot 4 of Block "FL", Lot 4 of Block "FM", Lot 4 of Block "FN", Lot 4 of Block "FO", Lot 4 of Block "FP", Lot 4 of Block "FQ", Lot 4 of Block "FR", Lot 4 of Block "FS", Lot 4 of Block "FT", Lot 4 of Block "FU", Lot 4 of Block "FV", Lot 4 of Block "FW", Lot 4 of Block "FX", Lot 4 of Block "FY", Lot 4 of Block "FZ", Lot 4 of Block "GA", Lot 4 of Block "GB", Lot 4 of Block "GC", Lot 4 of Block "GD", Lot 4 of Block "GE", Lot 4 of Block "GF", Lot 4 of Block "GG", Lot 4 of Block "GH", Lot 4 of Block "GI", Lot 4 of Block "GJ", Lot 4 of Block "GK", Lot 4 of Block "GL", Lot 4 of Block "GM", Lot 4 of Block "GN", Lot 4 of Block "GO", Lot 4 of Block "GP", Lot 4 of Block "GQ", Lot 4 of Block "GR", Lot 4 of Block "GS", Lot 4 of Block "GT", Lot 4 of Block "GU", Lot 4 of Block "GV", Lot 4 of Block "GW", Lot 4 of Block "GX", Lot 4 of Block "GY", Lot 4 of Block "GZ", Lot 4 of Block "HA", Lot 4 of Block "HB", Lot 4 of Block "HC", Lot 4 of Block "HD", Lot 4 of Block "HE", Lot 4 of Block "HF", Lot 4 of Block "HG", Lot 4 of Block "HH", Lot 4 of Block "HI", Lot 4 of Block "HJ", Lot 4 of Block "HK", Lot 4 of Block "HL", Lot 4 of Block "HM", Lot 4 of Block "HN", Lot 4 of Block "HO", Lot 4 of Block "HP", Lot 4 of Block "HQ", Lot 4 of Block "HR", Lot 4 of Block "HS", Lot 4 of Block "HT", Lot 4 of Block "HU", Lot 4 of Block "HV", Lot 4 of Block "HW", Lot 4 of Block "HX", Lot 4 of Block "HY", Lot 4 of Block "HZ", Lot 4 of Block "IA", Lot 4 of Block "IB", Lot 4 of Block "IC", Lot 4 of Block "ID", Lot 4 of Block "IE", Lot 4 of Block "IF", Lot 4 of Block "IG", Lot 4 of Block "IH", Lot 4 of Block "II", Lot 4 of Block "IJ", Lot 4 of Block "IK", Lot 4 of Block "IL", Lot 4 of Block "IM", Lot 4 of Block "IN", Lot 4 of Block "IO", Lot 4 of Block "IP", Lot 4 of Block "IQ", Lot 4 of Block "IR", Lot 4 of Block "IS", Lot 4 of Block "IT", Lot 4 of Block "IU", Lot 4 of Block "IV", Lot 4 of Block "IW", Lot 4 of Block "IX", Lot 4 of Block "IY", Lot 4 of Block "IZ", Lot 4 of Block "JA", Lot 4 of Block "JB", Lot 4 of Block "JC", Lot 4 of Block "JD", Lot 4 of Block "JE", Lot 4 of Block "JF", Lot 4 of Block "JG", Lot 4 of Block "JH", Lot 4 of Block "JI", Lot 4 of Block "JJ", Lot 4 of Block "JK", Lot 4 of Block "JL", Lot 4 of Block "JM", Lot 4 of Block "JN", Lot 4 of Block "JO", Lot 4 of Block "JP", Lot 4 of Block "JQ", Lot 4 of Block "JR", Lot 4 of Block "JS", Lot 4 of Block "JT", Lot 4 of Block "JU", Lot 4 of Block "JV", Lot 4 of Block "JW", Lot 4 of Block "JX", Lot 4 of Block "JY", Lot 4 of Block "JZ", Lot 4 of Block "KA", Lot 4 of Block "KB", Lot 4 of Block "KC", Lot 4 of Block "KD", Lot 4 of Block "KE", Lot 4 of Block "KF", Lot 4 of Block "KG", Lot 4 of Block "KH", Lot 4 of Block "KI", Lot 4 of Block "KJ", Lot 4 of Block "KL", Lot 4 of Block "KM", Lot 4 of Block "KN", Lot 4 of Block "KO", Lot 4 of Block "KP", Lot 4 of Block "KQ", Lot 4 of Block "KR", Lot 4 of Block "KS", Lot 4 of Block "KT", Lot 4 of Block "KU", Lot 4 of Block "KV", Lot 4 of Block "KW", Lot 4 of Block "KX", Lot 4 of Block "KY", Lot 4 of Block "KZ", Lot 4 of Block "LA", Lot 4 of Block "LB", Lot 4 of Block "LC", Lot 4 of Block "LD", Lot 4 of Block "LE", Lot 4 of Block "LF", Lot 4 of Block "LG", Lot 4 of Block "LH", Lot 4 of Block "LI", Lot 4 of Block "LJ", Lot 4 of Block "LK", Lot 4 of Block "LL", Lot 4 of Block "LM", Lot 4 of Block "LN", Lot 4 of Block "LO", Lot 4 of Block "LP", Lot 4 of Block "LQ", Lot 4 of Block "LR", Lot 4 of Block "LS", Lot 4 of Block "LT", Lot 4 of Block "LU", Lot 4 of Block "LV", Lot 4 of Block "LW", Lot 4 of Block "LX", Lot 4 of Block "LY", Lot 4 of Block "LZ", Lot 4 of Block "MA", Lot 4 of Block "MB", Lot 4 of Block "MC", Lot 4 of Block "MD", Lot 4 of Block "ME", Lot 4 of Block "MF", Lot 4 of Block "MG", Lot 4 of Block "MH", Lot 4 of Block "MI", Lot 4 of Block "MJ", Lot 4 of Block "MK", Lot 4 of Block "ML", Lot 4 of Block "MM", Lot 4 of Block "MN", Lot 4 of Block "MO", Lot 4 of Block "MP", Lot 4 of Block "MQ", Lot 4 of Block "MR", Lot 4 of Block "MS", Lot 4 of Block "MT", Lot 4 of Block "MU", Lot 4 of Block "MV", Lot 4 of Block "MW", Lot 4 of Block "MX", Lot 4 of Block "MY", Lot 4 of Block "MZ", Lot 4 of Block "NA", Lot 4 of Block "NB", Lot 4 of Block "NC", Lot 4 of Block "ND", Lot 4 of Block "NE", Lot 4 of Block "NF", Lot 4 of Block "NG", Lot 4 of Block "NH", Lot 4 of Block "NI", Lot 4 of Block "NJ", Lot 4 of Block "NK", Lot 4 of Block "NL", Lot 4 of Block "NM", Lot 4 of Block "NN", Lot 4 of Block "NO", Lot 4 of Block "NP", Lot 4 of Block "NQ", Lot 4 of Block "NR", Lot 4 of Block "NS", Lot 4 of Block "NT", Lot 4 of Block "NU", Lot 4 of Block "NV", Lot 4 of Block "NW", Lot 4 of Block "NX", Lot 4 of Block "NY", Lot 4 of Block "NZ", Lot 4 of Block "OA", Lot 4 of Block "OB", Lot 4 of Block "OC", Lot 4 of Block "OD", Lot 4 of Block "OE", Lot 4 of Block "OF", Lot 4 of Block "OG", Lot 4 of Block "OH", Lot 4 of Block "OI", Lot 4 of Block "OJ", Lot 4 of Block "OK", Lot 4 of Block "OL", Lot 4 of Block "OM", Lot 4 of Block "ON", Lot 4 of Block "OO", Lot 4 of Block "OP", Lot 4 of Block "OQ", Lot 4 of Block "OR", Lot 4 of Block "OS", Lot 4 of Block "OT", Lot 4 of Block "OU", Lot 4 of Block "OV", Lot 4 of Block "OW", Lot 4 of Block "OX", Lot 4 of Block "OY", Lot 4 of Block "OZ", Lot 4 of Block "PA", Lot 4 of Block "PB", Lot 4 of Block "PC", Lot 4 of Block "PD", Lot 4 of Block "PE", Lot 4 of Block "PF", Lot 4 of Block "PG", Lot 4 of Block "PH", Lot 4 of Block "PI", Lot 4 of Block "PJ", Lot 4 of Block "PK", Lot 4 of Block "PL", Lot 4 of Block "PM", Lot 4 of Block "PN", Lot 4 of Block "PO", Lot 4 of Block "PP", Lot 4 of Block "PQ", Lot 4 of Block "PR", Lot 4 of Block "PS", Lot 4 of Block "PT", Lot 4 of Block "PU", Lot 4 of Block "PV", Lot 4 of Block "PW", Lot 4 of Block "PX", Lot 4 of Block "PY", Lot 4 of Block "PZ", Lot 4 of Block "QA", Lot 4 of Block "QB", Lot 4 of Block "QC", Lot 4 of Block "QD", Lot 4 of Block "QE", Lot 4 of Block "QF", Lot 4 of Block "QG", Lot 4 of Block "QH", Lot 4 of Block "QI", Lot 4 of Block "QJ", Lot 4 of Block "QK", Lot 4 of Block "QL", Lot 4 of Block "QM", Lot 4 of Block "QN", Lot 4 of Block "QO", Lot 4 of Block "QP", Lot 4 of Block "QQ", Lot 4 of Block "QR", Lot 4 of Block "QS", Lot 4 of Block "QT", Lot 4 of Block "QU", Lot 4 of Block "QV", Lot 4 of Block "QW", Lot 4 of Block "QX", Lot 4 of Block "QY", Lot 4 of Block "QZ", Lot 4 of Block "RA", Lot 4 of Block "RB", Lot 4 of Block "RC", Lot 4 of Block "RD", Lot 4 of Block "RE", Lot 4 of Block "RF", Lot 4 of Block "RG", Lot 4 of Block "RH", Lot 4 of Block "RI", Lot 4 of Block "RJ", Lot 4 of Block "RK", Lot 4 of Block "RL", Lot 4 of Block "RM", Lot 4 of Block "RN", Lot 4 of Block "RO", Lot 4 of Block "RP", Lot 4 of Block "RQ", Lot 4 of Block "RR", Lot 4 of Block "RS", Lot 4 of Block "RT", Lot 4 of Block "RU", Lot 4 of Block "RV", Lot 4 of Block "RW", Lot 4 of Block "RX", Lot 4 of Block "RY", Lot 4 of Block "RZ", Lot 4 of Block "SA", Lot 4 of Block "SB", Lot 4 of Block "SC", Lot 4 of Block "SD", Lot 4 of Block "SE", Lot 4 of Block "SF", Lot 4 of Block "SG", Lot 4 of Block "SH", Lot 4 of Block "SI", Lot 4 of Block "SJ", Lot 4 of Block "SK", Lot 4 of Block "SL", Lot 4 of Block "SM", Lot 4 of Block "SN", Lot 4 of Block "SO", Lot 4 of Block "SP", Lot 4 of Block "SQ", Lot 4 of Block "SR", Lot 4 of Block "SS", Lot 4 of Block "ST", Lot 4 of Block "SU", Lot 4 of Block "SV", Lot 4 of Block "SW", Lot 4 of Block "SX", Lot 4 of Block "SY", Lot 4 of Block "SZ", Lot 4 of Block "TA", Lot 4 of Block "TB", Lot 4 of Block "TC", Lot 4 of Block "TD", Lot 4 of Block "TE", Lot 4 of Block "TF", Lot 4 of Block "TG", Lot 4 of Block "TH", Lot 4 of Block "TI", Lot 4 of Block "TJ", Lot 4 of Block "TK", Lot 4 of Block "TL", Lot 4 of Block "TM", Lot 4 of Block "TN", Lot 4 of Block "TO", Lot 4 of Block "TP", Lot 4 of Block "TQ", Lot 4 of Block "TR", Lot 4 of Block "TS", Lot 4 of Block "TT", Lot 4 of Block "TU", Lot 4 of Block "TV", Lot 4 of Block "TW", Lot 4 of Block "TX", Lot 4 of Block "TY", Lot 4 of Block "TZ", Lot 4 of Block "UA", Lot 4 of Block "UB", Lot 4 of Block "UC", Lot 4 of Block "UD", Lot 4 of Block "UE", Lot 4 of Block "UF", Lot 4 of Block "UG", Lot 4 of Block "UH", Lot 4 of Block "UI", Lot 4 of Block "UJ", Lot 4 of Block "UK", Lot 4 of Block "UL", Lot 4 of Block "UM", Lot 4 of Block "UN", Lot 4 of Block "UO", Lot 4 of Block "UP", Lot 4 of Block "UQ", Lot 4 of Block "UR", Lot 4 of Block "US", Lot 4 of Block "UT", Lot 4 of Block "UU", Lot 4 of Block "UV", Lot 4 of Block "UW", Lot 4 of Block "UX", Lot 4 of Block "UY", Lot 4 of Block "UZ", Lot 4 of Block "VA", Lot 4 of Block "VB", Lot 4 of Block "VC", Lot 4 of Block "VD", Lot 4 of Block "VE", Lot 4 of Block "VF", Lot 4 of Block "VG", Lot 4 of Block "VH", Lot 4 of Block "VI", Lot 4 of Block "VJ", Lot 4 of Block "VK", Lot 4 of Block "VL", Lot 4 of Block "VM", Lot 4 of Block "VN", Lot 4 of Block "VO", Lot 4 of Block "VP", Lot 4 of Block "VQ", Lot 4 of Block "VR", Lot 4 of Block "VS", Lot 4 of Block "VT", Lot 4 of Block "VU", Lot 4 of Block "VV", Lot 4 of Block "VW", Lot 4 of Block "VX", Lot 4 of Block "VY", Lot 4 of Block "VZ", Lot 4 of Block "WA", Lot 4 of Block "WB", Lot 4 of Block "WC", Lot 4 of Block "WD", Lot 4 of Block "WE", Lot 4 of Block "WF", Lot 4 of Block "WG", Lot 4 of Block "WH", Lot 4 of Block "WI", Lot 4 of Block "WJ", Lot 4 of Block "WK", Lot 4 of Block "WL", Lot 4 of Block "WM", Lot 4 of Block "WN", Lot 4 of Block "WO", Lot 4 of Block "WP", Lot 4 of Block "WQ", Lot 4 of Block "WR", Lot 4 of Block "WS", Lot 4 of Block "WT", Lot 4 of Block "WU", Lot 4 of Block "WV", Lot 4 of Block "WW", Lot 4 of Block "WX", Lot 4 of Block "WY", Lot 4 of Block "WZ", Lot 4 of Block "XA", Lot 4 of Block "XB", Lot 4 of Block "XC", Lot 4 of Block "XD", Lot 4 of Block "XE", Lot 4 of Block "XF", Lot 4 of Block "XG", Lot 4 of Block "XH", Lot 4 of Block "XI", Lot 4 of Block "XJ", Lot 4 of Block "XK", Lot 4 of Block "XL", Lot 4 of Block "XM", Lot 4 of Block "XN", Lot 4 of Block "XO", Lot 4 of Block "XP", Lot 4 of Block "XQ", Lot 4 of Block "XR", Lot 4 of Block "XS", Lot 4 of Block "XT", Lot 4 of Block "XU", Lot 4 of Block "XV", Lot 4 of Block "XW", Lot 4 of Block "XX", Lot 4 of Block "XY", Lot 4 of Block "XZ", Lot 4 of Block "YA", Lot 4 of Block "YB", Lot 4 of Block "YC", Lot 4 of Block "YD", Lot 4 of Block "YE", Lot 4 of Block "YF", Lot 4 of Block "YG", Lot 4 of Block "YH", Lot 4 of Block "YI", Lot 4 of Block "YJ", Lot 4 of Block "YK", Lot 4 of Block "YL", Lot 4 of Block "YM", Lot 4 of Block "YN", Lot 4 of Block "YO", Lot 4 of Block "YP", Lot 4 of Block "YQ", Lot 4 of Block "YR", Lot 4 of Block "YS", Lot 4 of Block "YT", Lot 4 of Block "YU", Lot 4 of Block "YV", Lot 4 of Block "YW", Lot 4 of Block "YX", Lot 4 of Block "YY", Lot 4 of Block "YZ", Lot 4 of Block "ZA", Lot 4 of Block "ZB", Lot 4 of Block "ZC", Lot 4 of Block "ZD", Lot 4 of Block "ZE", Lot 4 of Block "ZF", Lot 4 of Block "ZG", Lot 4 of Block "ZH", Lot 4 of Block "ZI", Lot 4 of Block "ZJ", Lot 4 of Block "ZK", Lot 4 of Block "ZL", Lot 4 of Block "ZM", Lot 4 of Block "ZN", Lot 4 of Block "ZO", Lot 4 of Block "ZP", Lot 4 of Block "ZQ", Lot 4 of Block "ZR", Lot 4 of Block "ZS", Lot 4 of Block "ZT", Lot 4 of Block "ZU", Lot 4 of Block "ZV", Lot 4 of Block "ZW", Lot 4 of Block "ZX", Lot 4 of Block "ZY", Lot 4 of Block "ZZ".

LEGALS

Jane Richards, 165 Broadway, New York City, State of New York, and Charles F. Bailey, 40 Wall Street, New York City, State of New York, as trustees for the real estate described in this Order of Publication, owned by Cudjoe Key Corporation, a dissolved Florida corporation, and now held by said trustees in trust to handle and dispose of said real estate for the benefit of the stockholders of the said Cudjoe Key Corporation, as aforesaid; Douglas de Richelieu, 140 East End Avenue and Armand de Richelieu, New York City, State of New York, be and each of them is hereby required, to the Bill of Complaint to appear, plead and answer the Bill of Complaint in the above titled cause in the Court House of Monroe County, Florida, in the City of Key West, on the 4th day of July, A. D. 1938, otherwise the allegations of said Bill of Complaint will be taken as confessed by said defendants. It is further ordered that this order be published once a week for four consecutive weeks in The Key West Citizen, a newspaper of general circulation published in Monroe County, Florida.

DONE AND ORDERED, at Key West, Monroe County, Florida, this 1st day of July, A. D. 1938.
(CIRCUIT COURT SEAL)
Ross C. Sawyer, Clerk Circuit Court Eleventh Judicial Circuit of Florida, in and for Monroe County, Florida.
HENRY H. TAYLOR, Jr., Attorney for Plaintiff.
July 2-9-16-23-30, 1938.

IN THE CIRCUIT COURT OF THE ELEVENTH JUDICIAL CIRCUIT IN AND FOR MONROE COUNTY, FLORIDA, IN CHANCERY.
No. 7-22
GRACE PEREZ, a married woman, as next friend, Plaintiff,

VS.
FORFEITURE OF TAX CERTIFICATES
WILLIAM J. JENSEN, also known as WILLIAM J. JENSEN, a single man; G. A. WILCOX, also known as G. A. WILCOX, a married man; and Bessie Bolles Wilcox, his wife, WILLIAM J. JENSEN, a married man, and ADELINA J. SEONICK, his wife, J. P. MOUNTAIN, a married man, and MARY HERBERT MOUNTAIN, his wife, Defendants.

ORDER OF PUBLICATION
IT appearing by the Bill of Complaint filed herein that the Plaintiff is entitled to an Order of Publication, and that the following named defendants in this cause, namely: G. A. WILCOX, also known as G. A. WILCOX, a married man; G. A. WILCOX, also known as G. A. WILCOX, a married man; and Bessie Bolles Wilcox, his wife, 684 Walla Vista Avenue, Oakland, California; J. P. Mountain and Mary Herbert Mountain, his wife, Pines Bridge Road, Ossining, New York; and they are hereby required to appear to the Bill of Complaint that is filed herein on the 4th day of August, to-wit, August 4, 1938, otherwise the allegations of said Bill of Complaint will be taken as confessed by said defendants. It is further ordered that this Order of Publication be published once each week, for four consecutive weeks in The Key West Citizen, a newspaper of general circulation published in Monroe County, Florida.

DONE AND ORDERED, at Key West, Monroe County, Florida, this 1st day of July, A. D. 1938.
(CIRCUIT COURT SEAL)
Ross C. Sawyer, Clerk of the Circuit Court in and for Monroe County, Florida.
HENRY H. TAYLOR, Jr., Attorney for Plaintiff.
July 2-9-16-23-30, 1938.

IN THE CIRCUIT COURT OF THE ELEVENTH JUDICIAL CIRCUIT OF THE STATE OF FLORIDA, IN AND FOR MONROE COUNTY, IN CHANCERY.
DAN J. MALLOY, Plaintiff,

VS.
DAVID J. GREEN, if living, and if dead, the heirs, devisees, grantees or other claimants under the said David J. Green, deceased, and — his wife, if he be married and if deceased, Walter Francis Burns, Jr., if living, and if deceased, or otherwise, in the said Walter Francis Burns, Jr., deceased, and — his wife, if he be married, Defendants.

ORDER OF PUBLICATION
IT appearing by the sworn Bill of Complaint, which said Bill of Complaint has been duly filed in said Court, that plaintiff is entitled to an order of publication against each of the defendants hereinafter named.
IT IS THEREFORE ORDERED that David J. Green, if living, and if dead, all parties claiming interests under the said David J. Green, deceased, or otherwise, in the following described lands, situate, lying, and being in the County of Monroe, State of Florida, to-wit: On the Island of Key West, known as William A. Whitehead's map delineated in February A. D. 1829, as a part of tract sixteen (16), but better described as follows: On the Island of Key West, described as part of lot number one (1) in said number four (4) according to Frederick Filer's and John Boyle's subdivision of tract sixteen (16), containing two hundred (200) feet from the corner of South and

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Simonton Streets, and running thence northeasterly along the line of South Street, forty-eight (48) feet; thence southeasterly one hundred (100) feet; thence southeasterly forty-eight (48) feet; thence northeasterly one hundred (100) feet to the point of beginning.

his wife, if he be married, and Walter Francis Burns, Jr., if living, and if dead, all parties claiming interests under the said Walter Francis Burns, Jr., deceased

OFFICIAL PROGRAM

Overseas Highway Celebration

SATURDAY, JULY 2

9:30-11:00 Baseball. U.S.S. Charleston vs. Key West. Navy Field.

10:00-12:00 Opening of Florida World's Fair. Cuban and Key West Handicraft exhibits, Department of Commerce building, Front Street; Mexican exhibits, Library; Key West Art Association exhibit, including Anton Fisher pictures, Hotel Jefferson; WPA Sewing Room Project, Catherine and Grinnell Streets; Convent of Mary Immaculate, Museum, Antiques. All open daily, 9 A. M. to 10 P. M. Admission free.

12:00-1:00 Welcome to United States, Cuban and other officials.

1:00-5:00 Inspection of United States and Cuban warships. Navy Yard. (No cameras permitted.)

2:30-4:00 Baseball game. Miami vs. Key West. Navy Field. (Sponsored by the Miami Daily News.)

3:00-4:00 Band Concert. WPA Hospitality Band. Bayview Park.

3:45-4:00 Key West motorcade leaves La Concha Hotel for Bahia Honda Ceremony.

5:00-5:15 Official opening of the \$30,000,000 Overseas Highway. Ceremony atop Bahia Honda bridge, highest point of Highway above ocean (70 feet). Participants: Officials of the City of Key West, Overseas Bridge and Toll District Commission, Monroe County Board of Commissioners, all local consuls and visiting dignitaries, foreign and American Army and Navy officers, distinguished Key West citizens and Celebration Committee officials. Ribbon will be cut by Miss Bernice Brantley—"Miss Key West".

6:00 Miami motorcade (sponsored by the Key West Club of Dade County) arrives at Key West.

7:00-10:00 Wrestling matches. Four bouts. Navy Field. (Sponsored by the Miami Daily News.)

8:00-9:15 Pageant, cast of 300. Bayview Park.

10:00 Ceremonial Crowning of "Miss Key West" (sponsored by the Lions Club). Irving White's orchestra, WPA Hospitality Band, Gardens of Dept. of Commerce Building, Front Street.

11:00 Queen's Ball. All night dance. Country Club.

SUNDAY, JULY 3

7:00-8:00 Non-denominational church services. Auspices of Key West Ministerial Alliance. Bayview Park.

9:00-11:00 Inspection of United States and Cuban warships. (No cameras permitted.) Navy Yard, Yacht Basin.

11:00-1:00 Showing of the famous motion picture, "Cuba and the Army". Made and sponsored by the Cuban Government. Admission free. Palace Theater.

12:00-2:00 Motor boat regatta. Five races, 22 entries. Submarine base, Navy Yard. (Sponsored by the Miami Daily News.)

1:00-5:00 Inspection of United States and Cuban warships. (No cameras permitted.) Navy Yard, Yacht Basin.

2:00-6:30 Baseball (doubleheader). Navy Field. First game, Miami vs. Key West; second game, winner to play Havana exhibition game. No charge. (Sponsored by the Miami Daily News.)

4:30-5:30 Sunday Music Hour. Miami Symphony Orchestra (55 pieces) under the direction of Brownyie-Haston Sears. Soloists, Mr. and Mrs. George Mills White. Interlude, Isabel Shaffer, WIOD staff organist, Hammond Electric Organ (courtesy S. Ernest Philpit Sons, Miami).

5:00-7:00 Formal opening of the Key West Federal Art Center. Folk Dancing. Tea. Whitehead and Front Streets.

7:00-8:00 Band Concert. Cuban Naval Band. Bayview Park.

8:00-9:00 Evening Church Services. All churches.

MONDAY, JULY 4

9:00-11:00 Inspection of United States and Cuban warships. (No cameras permitted.) Navy Yard, Yacht Basin.

9:00-10:00 Aquatic show, diving and swimming exhibitions. Participants: Ray Hutchins, Bill Reynolds and Bob Iba, all members of University of Miami Swimming Team; Harriet Hogan, June Burr, Grant Slater, Southeastern breast stroke champion, and Dorothy Ashe, all Olympic trial winners. (Sanctioned by A.A.U. Under the direction of Jack Burr, Venetian Pools, Coral Gables. Sponsored by the Miami Herald.) Navy Yard.

9:30-10:30 Street Parade. Forms at Duval and Caroline Streets. Route: Duval Street to Division Street to Bayview Park. Participants: Landing parties from all foreign and American warships; Key West National Guard, 265th Coast Artillery, Battery E, 13th Coast Artillery, Key West WPA Hospitality Band, all local and visiting dignitaries, Miami motorcade, Miami Boys' Drum Corps, all Key West service and social clubs, "Miss Key West", State, City, County and Celebration Committee officials. Major Wm. V. Albury, 265th Coast Artillery, Florida National Guard, and Captain Arthur Sheppard, Aides.

11:00-12:00 Formal opening ceremonies, Bayview Park. Speakers and guests include: Hon. Edwin Warley James, personal representative of President Franklin Delano Roosevelt; Hon. Eduardo I. Montoulieu, personal representative of President Bru and the Cuban Government; Senator Charles O. Andrews; Hon. H. T. Cole, Regional Director, Public Works Administration; Hon. William R. Porter, Hon. Pat Cannon, Hon. Berardo Rodriguez, Cuban Consul; Dr. Julio De Poo, and others. Judge Arthur Gomez, Chairman.

1:00-2:00 Showing of the famous motion picture, "Cuba and the Army". Made and sponsored by the Cuban Government. Admission free. Palace Theater.

12 Noon 21-gun salute, United States Army Barracks.

1:00-5:00 Inspection of United States and Cuban warships. (No cameras permitted.) Navy Yard, Yacht Basin.

1:00-5:30 Baseball (doubleheader). Navy Field. First game, Miami vs. Key West; second game, winner will play Havana exhibition game. No charge. (Sponsored by the Miami Daily News.)

5:00-6:00 Motorcycle exhibitions. Miami Motorcycle Club. Navy Field. Immediately following last ball game.

7:00-12:00 Official banquet and ball. By invitation only. La Concha Hotel.

8:00-9:00 Fireworks exhibition. Navy Yard.

9:00-11:00 International Golden Gloves tournament. Eight bouts. Cuban Golden Glove champions, officially sponsored by the Cuban Government, vs. Florida Golden Gloves. Bouts sanctioned by A.A.U. Ernest Hemingway, referee. Program sponsored by the Miami Daily News with Jack Bell, Sports Editor, in charge. Navy Field.

SERVICE SUNDAY IN LOCAL PARK

The Ministerial Alliance has prepared an interesting and inspirational serving of Thanksgiving to be held in Bayview Park at 7 o'clock Sunday morning.

A chorus under the direction of Miss Edna Smith will render two selections from Charles Gounod's "The Redemption." One of the ministers will deliver a brief address indicating why Key West should praise God as part of the Gala Fiesta.

HIGHWAY THANKSGIVING SERVICE FOR TOMORROW

The colored congregation of St. Peter Claver's chapel on Virginia street next to the Public Library will have a High Mass of Thanksgiving for the Highway tomorrow morning 7 o'clock.

TODAY'S COMMON ERROR

Fragile is pronounced fraj-il; not fraj-ile.

ANSWERS TO TEN TEST QUESTIONS

Below are the answers to test questions printed on Page 5-A

1. The first ten amendments to the U. S. Constitution.
2. New Orleans, La.
3. Department of Commerce.
4. Gertrude Ederle.
5. 320.
6. Montana.
7. My lady.
8. Churchill Downs, Louisville, Ky.
9. The act of kneeling or bending the knees in worship.
10. Palermo.

Represents President Roosevelt



EDWIN WARLEY JAMES

who will be the principal speaker at the ceremonies officially opening the Overseas Highway here on July 4. Mr. James is chief of highway transportation division, U. S. Bureau of Public Roads. He was specially named by President Roosevelt to represent him at the celebration.

Mr. James is one of America's outstanding authorities on highway construction. He is well-known as the author of a number of technical works on bridge and road building, and is consulting engineer to Colombia, Panama and other South American governments. He is a graduate of Harvard and the Massachusetts Institute of Technology, and has been decorated by France, Belgium and Italy for notable work in these countries.

PROGRAM FOR SUNDAY NIGHT

TO BE RENDERED AT FIRST CONGREGATIONAL CHURCH

The following program has been arranged, and will be presented at the First Congregational church on Sunday evening:

Prelude, "The Bell Tower"—Miss Ruth Russell.

Hymn, "Onward Christian Soldiers"—Congregation.

Scripture reading, "Naboth and Ahab"—Rev. W. L. Halladay.

Anthem, "O Sing to the Lord"—Choir.

Prayer—William Eakins.

Hymn, "Praise Him! Praise Him!"—Congregation.

Vocal solo, "Blessed be the Fountain"—Mrs. William Russell; accompanist, Miss Ruth Russell.

Offertory, "Love's Greeting"—Jack Cormack.

Vocal solo, "The End of the

NO PAPER MONDAY

In accordance with a regular custom, there will be no issue of The Citizen on Monday, July 4, in order that the employees may be afforded an opportunity to enjoy the festivities of the day.

The Citizen has three holidays each year, the other two being Labor Day and Christmas.

DIRECTORY OF Business Men OF GREATER MIAMI

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PULLEN'S METAL CRAFTSMEN
395 N. E. 79th Street

RICHARD KIEHNEL

Church News

FIRST CONGREGATIONAL CHURCH

William L. Halladay, Pastor
527 William Street
Sunday school, 9:45 a. m.
Morning worship, 11 o'clock
Sermon subject: "Our Prayer and the Lord Jesus Christ's Provision". Communion service.
Christian Endeavor at 7 p. m.
Evening worship at 8 o'clock.
Sermon subject: "Landmarks—Their Significance; Their Value; Their Future". Special service.
Prayer meeting, Wednesday, 8 p. m. Missionary collection.
Leader, William Eakins.
Meeting of the official board of the church, Tuesday, 8 p. m.
"If ye abide in me, and my words abide in you, ye shall ask what ye will, and it shall be done unto you".

SAINT PAUL'S CHURCH

Duval and Eaton Sts.
Sundays—
Summer Schedule
Sung Mass with Communion, 7 a. m.
Children's Mass, Short Sermon, Catechism, 9:30 a. m.
Evening Prayer, Sermon, Benediction of the Blessed Sacrament, 8 p. m.
Week-Days—
Morning Prayer, 6:45 o'clock.
Low Mass, Holy Communion, 9 a. m.
Evening Prayer, 5:30 p. m.
Wednesdays—
Low Mass, Holy Communion, 7 a. m.
Morning Prayer, 8:45 o'clock.
Low Mass, Holy Communion, 9 a. m.
Evening prayer, 5:30 o'clock.

FLEMING STREET METHODIST (Uptown) CHURCH

Fleming at William Street
J. P. Lilly, Pastor
Church school meets at 9:45 a. m. Norman J. Lowe, general superintendent.
Morning worship, 11 o'clock
Sermon subject: "The World, How Much Do You Own".
Hi-League meets at 7 p. m. Miss Frances Lowe, in charge.
Young People's Epworth League meets at 7 p. m. Miss Jennie Mae Johnson, president.
Evening service at 8 o'clock. Sermon subject: "Sermon on the Mount".
Mid-week Prayer and Bible Study, Wednesday, 8 p. m.
Choir rehearsal, Wednesday, 8:45 p. m.

B'NAI ZION CONGREGATION

Rabbi Joseph Malc, Pastor
Joe Pearlman, President of Congregation
Hebrew Sunday School, 11 a. m., and every day in week, except Friday, at 4 p. m.
Regular services every Friday evening, 8 o'clock, and Saturday morning, 7 o'clock.

LEY MEMORIAL M. E. CHURCH, SOUTH

O. C. Howell, Pastor
Corner Division and Georgia Sts.
Church school, 9:45 a. m. Albert H. Carey, superintendent.
Morning worship, 11 o'clock.
Sermon subject: "The Sympathy of Jesus".
Young People's Department has its session in the church school annex at 7 p. m., with Thomas Curry as president.
Intermediates meet in the main auditorium at 7 p. m., with Mrs. O. C. Howell as leader.
Evening worship at 8 o'clock.
Sermon subject: "The Exalted Nation".
Special music by choir under Mrs. J. Roland Adams features morning and evening services.
Missionary society meets every Tuesday afternoon at 4 o'clock in the church school annex, with Mrs. Corrine Curry as president.
Prayer service, Wednesday evening, 8 o'clock.
Choir practice after prayer service. Mrs. J. Roland Adams, pianist.

FIRST METHODIST CHURCH (Old Stone)

Corner Eaton and Simonton Sts.
Joe A. Tolle, Pastor
Church school, 9:45 a. m. Gerald Saunders, superintendent.
Morning worship, 11 o'clock.
Epworth League, 7 p. m.
Evening worship at 8 o'clock.
Wednesday, 8 p. m., prayer service.
Choir rehearsal, Friday, 7:45 p. m. Mrs. Joseph Sawyer, organist; Gerald Saunders, director.

FIRST PRESBYTERIAN CHURCH

White and Washington Streets
John C. Gekeler, Pastor
Sunday school, 10 a. m. Wm. B. Norman, superintendent.
Morning worship, 11 o'clock.
Celebration of the Lord's Supper, Sermon topic: "Mountain Top Visions".
Evening worship at 8 o'clock.
Sermon: "Thy People Are My People".
Midweek Bible Study on Wednesday at 7:30 p. m.

CATHOLIC CHURCH St. Mary's Star of the Sea

Wm. Reagan, S.J., in Charge
Sunday morning Masses will be said at 7 and 9:30 o'clock.
Week-day Masses at 7 o'clock.
Evening service at 7:30 o'clock, Sundays and Fridays.

MIXED BIBLE CLASS

Sam B. Pinder and W. P. Monticino, Teachers
Meetings every Sunday morning at the Harris School auditorium, 10 o'clock. Men and women not connected with any other

Bible Class and regardless of denominations are invited to attend.

FIRST BAPTIST CHURCH

Eaton between Duval and Simonton Streets
Yancy Tillman Shehane, Pastor
Sunday school, 10 a. m. T. L. Kelly, superintendent.
Morning worship, 11 o'clock.
Evening service, 8 o'clock.
Prayer meeting, Wednesday, 8 p. m.
Junior choir practice, Friday, 3 p. m.
Visitors in our city are given special invitation.

CHRISTIAN SCIENCE SOCIETY

327 Elizabeth Street
Sunday school, 9:30 a. m.
Sunday morning service, 11 o'clock.
"GOD" is the subject of the Lesson-Sermon which will be read in Churches of Christ, Scientist, throughout the world on Sunday, July 3rd.
The Golden Text is: "We will rejoice in thy salvation, and in the name of our God we will set up our banners"—Psalms 20:5.
Wednesday evening meeting, 8 o'clock.
Reading Room is open on Tuesdays and Fridays from 3 to 5 p. m.

TRINITY PRESBYTERIAN CHURCH (Colored)

Simonton Street
Alfred de Barritt, Pastor
Anniversary services at 11 a. m. and 8 p. m.
Church School, 3:30 p. m.
Young People's meeting, 7:30 p. m.
Program at 8 p. m.:
Duet, violin and piano.
Men's quartette, Elder New-

MUSICAL AT STONE CHURCH

The 55-piece Symphony Orchestra of the First Christian church of Miami under the direction of Mrs. Haston Sears will present a special musical program in the auditorium of the First Methodist (Stone) church Sunday night, beginning at 8 o'clock.

Appearing on this same program will be Miss Isabel Schaffer, organist of a radio station, presenting numbers on the Hammond Electric Organ that is being brought to Key West in connection with the Overseas Highway Celebration.

The public is cordially invited to attend this musical program.

bold, W. Ferguson, K. Newbold and B. Cooper.
Women's quartette, K. Sands, L. Sands, G. Sands and Y. Evans.
Selection on piano, M. Lopez and K. Newbold.

Speakers, Elder Evans, "Place of Women in the Church"; Elder Newbold, "The Church and Its Officers"; Ruth Evans, B.A., "Place of Young People in the Work of the Church".

Ministers class, Tuesday, 5 p. m.
Junior choir, Tuesday, 7:30 p. m.
Tuesday, anniversary gathering, 8 p. m.
Senior choir, Friday, 8 p. m.

55-PIECE Symphony Orchestra
of the
1st Christian Church of Miami
Under Direction of
MRS. HASTON SEARS
Will Present a Concert at
First M. E. Stone Church
Tomorrow Night—Sunday
Beginning at 8 O'clock

Service of Praise IN BAYVIEW PARK SUNDAY, JULY 3, 1938 AT 7 O'CLOCK A. M.

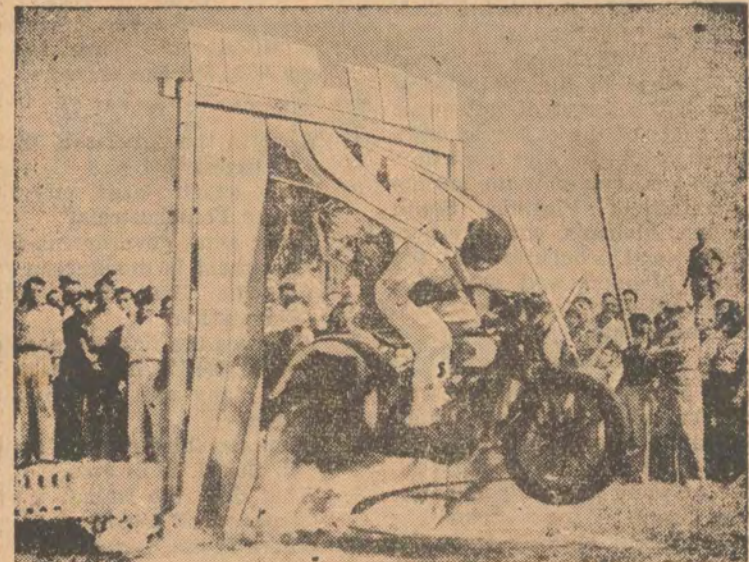
Conducted by The Ministerial Alliance

Music conducted by Miss Edna Smith

"O give thanks unto the Lord, for He is good."

BAYVIEW PARK

Death Daring Crashes! Suicide Fire Dives!! Thrills Galore!!!



DON'T MISS

"SLIM" PATRICK and His 15 DARE DEVIL RIDERS 15 NAVY FIELD Monday, July 4 --- 5 to 6 P. M.

You've never seen anything like this! A thrilling ride at 70 miles an hour through a 30-foot tunnel of fire... Death defying leaps through blazing hoops... A full hour of Speed, Thrills and Excitement.

This event will be staged on the baseball field immediately after Monday's double-header. One admission ticket covers both the double-header and the Motorcycle events.

25c ADMISSION 25c Overseas Celebration Committee

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For Copies of This Issue of

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KEY WEST DEFEATS U. S. S. CHARLESTON

First Baseball Game Of Gala Fiesta Series This Morning

Wins 8-3; Garcia's Home Run With Pena Aboard Tied Count; Malgrat Pitches Full Game

By PEDRO AGUILAR
Although the U.S.S. Charleston smacked into the Key West All-Stars to the tune of two runs in the first inning of the first ball game of the Gala Fiesta series, the All-Stars caught this up in the last of the second, and went on to win 8-3 this morning at Navy Field.

Pena's double and a homer by Gabriel Garcia, Key West's lanky centerfielder, provided the tying runs. Big guns of the locals' batting attack sounded as Cyril Griffin banged out a double and a single in four tries, and Sterling also doubled and singled in five platter-trips.

Royal and Grant hit safely twice each for the visitors. Malgrat, Key West moundster and curve ball pitcher de luxe, pitched the entire game. The Gobs paraded pitchers Mims, Royal and Linke to the mound in a vain attempt to stop the Key West batting attack.

Box score of the game:
Charleston AB R H PO A E
Kent, cf 2 0 1 1 0 0
Hightower, cf 3 1 0 1 1 0
Burton, 2b 4 0 0 3 1 0
Curran, 1b 5 0 0 8 0 1
Linke, p-lf 3 1 1 0 0 0
Royal, lf-p-c 4 1 2 7 0 0
Grant, ss 4 1 2 1 2 0
Rowe, 3b 2 0 0 2 1 1
Walfrom, rf 3 0 0 0 1 1
Mims, p 1 0 0 0 3 1
Daudeaux, c 1 0 0 1 0 0
Deerick, 3b 1 0 0 0 2 0

Totals— 33 3 5 24 10 4
Key West AB R H PO A E
Molina, lf 5 1 0 3 0 0
P. Carbonell, 3b 4 1 1 0 1 1
C. Griffin, c 4 2 2 9 0 0
W. Cates, ss 5 1 0 2 4 1
Sterling, 1b-rf 5 0 2 2 0 0
Q. Lopez, rf 0 0 0 0 0 0
M. Pena, lf 5 1 1 6 0 0
G. Garcia, cf 4 1 1 2 0 0
Salmeron, 2b 1 0 1 1 0 1
H. Gates, 2b 2 1 0 1 0 0
Malgrat, p 2 0 1 1 2 0

Totals— 37 8 9 27 7 3
Score by innings: R. H. E.
Charleston 200 000 100—3 5 4
Key West 022 001 03x—8 9 3
Summary—Home run: G. Garcia; 2-base hits: Sterling, Griffin; three-base hit: Royal; stolen bases: Sterling, Grant; struck out: by Mims 7, by Royal 1, by Malgrat 10; bases on balls: off Malgrat 5, off Mims 3; hits: off Mims 6 in 6 innings, off Royal 3 in 2-3 innings; time of game: 2:10; umpires: J. Griffin and C. Vidal.

HOW THEY STAND

MAJOR LEAGUES (Baseball)			
American League			
Club	W. L.	Pct.	
Cleveland	40 22	.645	
New York	38 25	.603	
Boston	36 27	.571	
Washington	34 34	.500	
Detroit	33 33	.500	
Philadelphia	26 34	.433	
Chicago	24 33	.421	
St. Louis	19 42	.311	

National League			
Club	W. L.	Pct.	
New York	41 24	.631	
Pittsburgh	35 25	.583	
Cincinnati	33 27	.555	
Chicago	35 29	.547	
Boston	28 30	.483	
St. Louis	28 31	.475	
Brooklyn	26 37	.413	
Philadelphia	18 41	.305	

TODAY'S GAMES

AMERICAN LEAGUE
Washington at New York—Ferrell (10-5) vs. Pearson (4-5).
Boston at Philadelphia—Lawson (3-5) vs. Mills (2-3).
Cleveland at Chicago—Humphries (4-1) vs. Whitehead (5-3).

NATIONAL LEAGUE
New York at Brooklyn—Hubbell (8-5) vs. Fitzsimmons (5-3).
Philadelphia at Boston—Mulcahy (5-9) vs. Hutchinson (3-4).
St. Louis at Pittsburgh—Henshaw (3-5) vs. Klinger (5-1).

YESTERDAY'S BASEBALL RESULTS

National League First Game
At Boston R. H. E.
Philadelphia 4 7 1
Boston 1 5 3
Passeau and Atwood; Lanning, R. Reis and Mueller.

Second Game
At Boston R. H. E.
Philadelphia 5 3 0
Boston 0 5 0
Lamaster and Atwood; Erickson, Kennedy and Riddle.

Night Game
At Cincinnati R. H. E.
Chicago 11 15 1
Cincinnati 4 6 5
Bryant and O'Dea; Derringer, Weaver, Moore, Schott and Lombardi.

At Brooklyn R. H. E.
New York 3 8 1
Brooklyn 1 8 1
Gumbert and Danning; Hamlin, Pressnell and Phelps.

St. Louis at Pittsburgh, rain.

American League
At Philadelphia R. H. E.
Boston 12 10 2
Philadelphia 7 10 7
Grove and Desautels; Thomas, Potter, Smith and Brucker.

At New York R. H. E.
Washington 0 6 0
New York 8 10 0
Kelly, Hogsett and R. Ferrell; Chandler and Dickey.

Detroit at St. Louis, to be played at later date.

Cleveland at Chicago, rain.

THE WEATHER

Temperatures*
Highest 92
Lowest 72
Mean 82
Normal Mean 83
Rainfall*
Yesterday's Precipitation 1.71 Ins.
Normal Precipitation .08 Ins.
*This record covers 24-hour period ending at 8 o'clock this morning.
Tomorrow's Almanac
Sun rises 5:41 a. m.
Sun sets 7:21 p. m.
Moon rises 11:45 a. m.
Moon sets 11:43 p. m.
First quarter, 4th 8:47 a. m.

Tomorrow's Tides
A. M. P. M.
High 2:01 2:13
Low 7:54 8:15
Barometer 7:30 a. m. today:
Sea level, 30.03.

WEATHER FORECAST

(Till 7:30 p. m., Sunday)
Key West and vicinity: Generally fair tonight and Sunday, and probably Monday; light variable winds.

Florida: Generally fair tonight and Sunday and probably Monday.
Jacksonville to Florida Straits and East Gulf: Light variable winds, and partly overcast weather tonight and Sunday.

ENTERTAINMENT

Habana-Madrid
Gala Fiesta Dancing will hold forth tonight, Sunday and Monday at this, the club that "tops them all" in this city. The only open-air dance floor in the city suggests that here you can enjoy yourself with cool-air dancing, refreshing drinks and the superb orchestra of Key West—Otto Diant's talented boys, masters of all of each instrument.

Cuban Club
This club presents two special holiday dances on Sunday and Monday nights, starting at 9 P. M. The advertisement on page one today tells of the price, etc. Tony Lopez and his "Royal Palm Orchestra" from Miami will furnish the music at both dances. Advance reservations may be made at the club.

OFFERS ALIBI

GREENVILLE, O. — "Another man gave it to me," protested Harley Hughes of this city, when police found him carrying a pay telephone in his arms.

Farthest North To Farthest South



FROM SASKATCHEWAN TO KEY WEST
(Story in Section B, Page 7).

GIVES RESUME IN FORMATION HIGHWAY ASSN.

SHOWN THAT FRANK LADD WAS INSTRUMENTAL IN ACTIVITIES AT WHICH TIME HE WAS MAYOR

In the year 1921 Frank H. Ladd was mayor of Key West, the year in which the Municipal Golf Links were opened to the public. At the dedication exercises Mr. Ladd, ever interested in the road to the mainland, conceived the idea of forming an association to take steps for furthering the idea. With this end in view he addressed the assemblage and suggested that then was the time to start the movement which had in view the consummation of the desires of the people of Key West and plan for the highway.

In the early part of 1922 a group of closely interested citizens, several of the officers of the army and navy were called together and the meeting resulted in the formation of the "Over-Sea Highway Association of Key West, Florida", with the following officers:

John W. Martin, governor of Florida, president; Clark D. Stearns, captain, U.S.N., executive vice-president; W. D. Byrd, treasurer; E. A. Strunk, Jr., secretary. The Executive committee was composed of: Frank H. Ladd, associated organization; John H. Maher, captain, U. S. Army, in charge of publicity; George F. Morris, resident membership; A. R. Miller, non-resident membership; E. C. Seibert, lieutenant, U. S. Navy, engineering; J. Otto Kirchheiner, ways and means; J. Lancelot Lester, legal; Bascom L. Grooms, promotion; A. C. Elgin, organization; Wm. H. Malone, state legislator; state legislator; J. Y. Porter, national legislature; L. E. Spencer, finance.

Two of the most active men in the organization were Captain Stearns and Captain Maher. From the beginning they devoted much of their time to contacting influential persons in the government as well as in civil life, and they continued their magnificent efforts until circumstances made it necessary for them to leave the scene of their endeavors.

However, they are both tenderly remembered for their continuous advocacy of the furtherance of the plans for the highway, and when the present magnificent highway opened, thoughts of many who knew the early history of the proposed "road to the mainland" were turned in the direction of these two men and their associates, whose efforts, at this late day, had been realized.

STUDENTS TO MAKE REPORT

All students who signed up for the Annuals are notified with this notice that they are to report at the Key West High School office between the hours of 2 and 4 P. M. on Tuesday, July 5, and between 3 and 4 P. M. on Wednesday. Someone will be on hand at the office to deliver the annuals. All are requested to bring their Annual cards.

PAYNE FAMILY HERE ON VISIT

Tom Payne, at one time connected with the mechanical department of The Citizen, and Mrs. Payne, arrived in Key West last evening and plan to remain during the period of the Overseas Highway Celebration, when they will return to their home in Quincy, Fla. Mr. and Mrs. Payne were accompanied by Mrs. Payne's mother, Mrs. Joseph Saunders, and her brother, Bert Saunders, who had been a while in Quincy and have returned to remain indefinitely.

COMING TO CITY FOR CELEBRATION

Among the distinguished visitors who will participate in the celebration will be Harold Colee, president of the Florida State Chamber of Commerce and R. G. Grassfield, secretary-treasurer. Secretary S. C. Singleton, of the local Chamber of Commerce, upon receiving a wire that they would be present, so informed Mr. Costar, chairman of the Overseas Highway Celebration Committee, who immediately assigned President Colee a place on the speaker's program at Bayview Park on Monday.

PERSONAL MENTION

Gabriel Ferro, employee of the F. E. C. Car Ferry Co., in Cuba, former resident of Key West, and son, Gabriel Ferro, Jr., arrived on S.S. Cuba from Havana yesterday and will remain for several days.

Mr. and Mrs. John Robinson were passengers leaving for the early bus this morning going to Baltimore, Md., to spend a short vacation.

Mr. and Mrs. Leo Bowers and son, Leo, Jr., arrived over the highway last evening from Miami and will visit with relatives and friends for one week.

Ed Freyberg of St. Augustine, Fla., was an arrival in Key West yesterday for the period of the celebration and is visiting with his mother and other relatives.

Clem Hudson, daughter, Mrs. Naomi Whitmarsh, and her daughter, Miss Wilma Louise, Mrs. Oliver Munroe and son, Charles, arrived over the highway yesterday afternoon from Miami and will remain visiting until Wednesday.

Mr. and Mrs. Chester Lowe and children, Lucille, Camille and Chester, Jr., were arrivals in Key West yesterday over the highway from Tampa to take in the festivities of the Overseas Highway Celebration. Mr. Lowe is an uncle of Norman Lowe of this city.

BEAUTIFY YOUR HOME
with—
Modern Tile Floor and Wainscot
In Bath, Kitchen, Porch
Sanitary, Decorative, Colorful
Cuban Tile, Resilient Tile, Marble
Terrazzo. See—
Overseas Tile Company
706 White Street

KEY WEST IS IN NATION'S SPOTLIGHT

(Continued from Page 1-A)
mittee has provided that the pageant, with a cast of 300, will get under way at Bayview Park, at 8 p. m. The pageant, depicting Key West history for more than 100 years, will last until 9:15 p. m., to give those attending plenty of time to reach the grounds adjoining the Department of Commerce building in Front street.

Crowning of Queen
At that point Miss Brantley will be formally crowned as Miss Key West, reigning queen of the fiesta, in a fast-moving and brilliant ceremony that will rival medieval pageantry in drama, color and pomp.

Following the coronation ceremony, the Queen's Ball will get under way at the Country Club. Irving White and his 10-piece 5 O'Clock Club swing orchestra, one of the best known musical organizations of that type in the South, will provide the music.

That about concludes today's program. Tomorrow, Sunday, the celebration program is marked by non-denominational church services under the auspices of the Key West Ministerial Alliance in Bayview Park; inspection of the United States and Cuban gunboats; showing of a picture entitled "Cuba and the Army"; the motor boat regatta consisting of five races with 22 entries at the submarine base, Navy Yard, under the sponsorship of the Miami Daily News; a baseball double-header at Navy Field in which teams representing Key West, Miami and Havana will participate; formal opening of the Key West Federal Art Center; a band concert by the Cuban Naval Band at Bayview Park, and Sunday evening services at all churches.

One of the outstanding events Sunday will be the Sunday Music Hour between 4:30 and 5:30 p. m. at Bayview Park. Participating in this event will be the Miami Symphony Orchestra of 55 pieces under the direction of Brownie Haston Sears, Mr. and Mrs. Geo. Mills White as soloists, an organ interlude by Miss Isabel Shaffer. There are three highlights on the program for Monday. They include the aquatic show and diving and swimming exhibitions by members of the University of Miami swimming team, and Olympic trial winners. The exhibition is sanctioned by the Amateur Athletic Union, will be directed by Jack Burr of Venetian Pools, Coral Gables and sponsored by the Miami Herald.

Big Street Parade
The other two are the street parade and the formal dedication opening ceremonies. The parade of military, naval, civic and fraternal organizations will move at 9:30 a. m. from Duval and Caroline streets to Division street and thence to Bayview Park; the formal dedication ceremonies at the park will get under way at 11 a. m. Speakers and guests will include Edwin Warley James, personal representative of President Roosevelt; Eduardo I. Montolio, personal representative of President Bru and the Cuban government; U. S. Senator Charles O. Andrews; Mayor Willard M. Albury of Key West; H. T. Cole, regional director of the WPA; William R. Porter; Pat Cannon, nominee-elect to Congress; Berardo Rodriguez, Cuban consul at Key West; Dr. Julio de Poo, and others. Circuit Judge Arthur Gomez will preside.

Other events Monday include inspection of the gunboats at the Naval Station, motion pictures, a double-header baseball game, motorcycle exhibitions at Navy Field, the official banquet and ball at La Concha Hotel, a fireworks exhibition at Navy Yard, and the first international Golden Gloves tournament, with Miami and Havana golden gloves the principal contestants. This event sponsored by the Miami Daily News, with Jack Bell, sports editor in direct charge, will be refereed by Ernest Hemingway.

KNOWN BY SCENT

NEW YORK.—Women in the harem of the Far East are distinguished by scent, it is announced. A new wife is at once taken to the master of fragrance, who, after a careful study of her personality, works out a formula for a perfume that will thereafter identify her.

Noted author who makes his home here. All in all it is a comprehensive and filling program. It should be remembered for years to come not only by the citizens of Monroe County but by all who participate in them or witness them. Key West takes her place among the progressive cities of the nation.

CLASSIFIED COLUMN

LOST
LOST—Pocketbook on Fleming street yesterday. Reward if returned to Mrs. Saunders, 703 Eaton street. July 2-1t

ROOMS
THE MUNRO, 128 N. E. 4th St., MIAMI, FLORIDA. Convenient, homey. Hot and Cold Showers. Low Rates. may 21-1t

HOTELS
BRING YOUR VISITING friends in need of a good night's rest to OVERSEAS HOTEL. Clean rooms, innerspring mattresses. Under new management. 917 Fleming St. June 7-26t

REFRIGERATION
FOR QUICK REFRIGERATION Repairs and Service, Call E. Martinez, 1212 Varela street. 24-Hour Service. jun 10-1mo

FOR RENT
FOR RENT—Large airy rooms at seaside, bathing facilities. Inquire 407 South street. may 25-1t

PLUMBING SUPPLIES
WE HAVE THE ANSWER to all your plumbing needs at prices to suit your purse. See us before shopping elsewhere. PEPPER'S PLUMBING SUPPLIES, 512 Fleming St. jun 6-1mo

FOR SALE
HENS—Battery raised FRYERS, two to three pounds. We deliver. Phone 540-W. jun 4-1mo
CORNER LOT, 50x100 feet. Corner 5th and Staple Avenue. Apply Box D, The Citizen. nov 2-1t

PERSONAL CARDS, \$1.25 per 100. THE ARTMAN PRESS. jun 25-1t
SIGNS—"For Rent", "Rooms For Rent", "Apartment For Rent", "Private Property, No Trespassing", "We Close Thursday Half Holiday", 15c each. THE ARTMAN PRESS. jun 25-1t

REAL ESTATE
REAL ESTATE—Conservative, practical advice. 37 years' experience on Florida Keys. E. R. Lowe, Registered Broker, Tavernier, Florida. P. O. No. 21. may 12-1t

PALACE
John Arledge—Mary Lou Lender COUNTY FAIR
—also—
COMEDY—NEWS

OFFICIAL CALLS ARE MADE TODAY

(Continued from Page 1-A)
ry, display counters of moss green and floor of warm gray. The subdued lighting through ceiling muslin brings out the tones of the paintings. Director is Townsend Morgan, assistant Miss Martha Watson. In the paintings exhibition, satire blends with the picturesque. Among the scenes are Key West cottages and architecture, etchings, general Florida scenes, Coast Guard bringing in a drowned person, but especially the satiric "Green Benches" by George S. Hill, a riotous scene of life in a park. "Two Balconies" by Richard L. Merrick is an outstanding Key West scene. The Key West Camera Club exhibition of pictures is brilliant. Forty-one portraits of Key West scenes with a study of child and dog life show wonderful composition of the simple, effective type.

Florida World's Fair
Key West will have a diorama similar to those on exhibition here. Curtis Penney in charge states, Four dioramas showing the Gasparilla Celebration with the bridge opening when the pirate ship comes through and yachts moving in the Hillsborough river, Commercial Fishing exhibit with boats rocking at the quay, and the Strawberry Industry with workers picking strawberries, are sponsored by the Florida National Exhibits, which have been advertising Florida since 1933.

Key West Art Association
This association's exhibition features the work of Anton Otto Fischer, Saturday Evening Post illustrator, here for the winter, who painted many beautiful scenes of Key West's glorious skies and waters. The rest of the exhibition is a rather complete study of the picturesque in Key West by artists who know the city well. There is also craft work. Cyril Marshall, president, is in charge of the exhibit.

Educational Project
W. P. A. Educational Project has an exhibition in the Department of Commerce Building showing the steps in citizenship studies for aliens, and also an exhibition of Key West sponges and cigars. Miss Grace Crosby is in charge of the project.

Woman's Work Center
With Mrs. Etta R. Curry, superintendent and Mrs. Piedad L. Parra, assistant superintendent, the Work Center exhibit is interesting indeed. In the handicraft department are 65 varieties of products made from coconut fiber and pine needles. Fiber purses,

Truck Arrived Today—with Fresh Fruits and Vegetables—See Our New—VEGETABLE DISPLAY CASE Tift's Cash Grocery 1101 Division St. Phone 29

ASK FOR "JERSEY" BY NAME!

Jersey

SUPER QUALITY

ICE CREAM

AS GOOD FOR YOU AS IT TASTES!

DEFINITELY SUPERIOR

JERSEY'S standards of quality and purity not merely equalling but SURPASSING local and State requirements—its use of pure rich dairy products and of fresh ripe fruits in season—its manufacture with the most modern equipment by men who know their jobs assure you that

Jersey Ice Cream

is the best that Money can Buy!

WE TOO--HAVE FAITH IN KEY WEST!

Faith In A Brilliant Future For Our City--Ushered In With The Completion Of The

OVERSEAS HIGHWAY

We Unite With All Of Key West In Offering Our Congratulations To Those Agencies That Brought About The Fulfillment Of This Wonderful Dream. We Invite The Nation To Witness This Engineering Triumph!

EINHORN'S Grocery and Feed Store Duval and Olivia Streets PHONE 216 and 215	RUBIN APPEL WEARING APPAREL Duval and Division Sts. PHONE 407-J	WELLS' LUNCH ROOM Known for the Best SANDWICHES ICE CREAM COLD DRINKS DELICIOUS STEAKS 900 Southard St. PHONE 523-W	OUR MODERN SERVICE STATION IS NOW OPEN! ALBURY'S Service Station Cor. Eaton and William Sts. PHONE 444 Gulf Products Goodrich Tires	MOST COMPLETE FOOD LINE IN TOWN —at the— Broadway Market Opportunity has knocked. Let's pull together for a new era in a better KEY WEST. Duval and Angela Sts. PHONE 268	Headquarters for ALL PERIODICALS Out of Town Newspapers VISITORS WELCOME! VALLADARES BOOK STORE 507 DUVAL STREET	Congratulations! FROM WILLIAM CURRY'S SONS COMPANY Hardware and Building Materials 611 Front St. Phone 18	First Title Guaranty and Abstract Co. W. L. BATES, Manager 517 WHITEHEAD STREET
Congratulations ... O. K. SHOE REPAIR EXPERT SHOE REPAIRS 608 Duval St.	COMPLIMENTS —OF— KEY WEST MACHINE SHOP MITCHELL WHITE 103 Simonton St.	TRIUMPH COFFEE MILLS G. Gutierrez, Prop. JOBBER and ROASTERS OF HIGH GRADE COFFEE Phone 683-J Free Delivery	GATO AUTO STORAGE GARAGE OPEN DAY AND NIGHT Concrete Fire-Proof Building Telephone No. 2 1100 Simonton Street	FERNANDEZ AND GONZALEZ 928 Division St. Dry Cleaning, Wet Cleaning and Pressing First Class Alterations Authorized Representative English-American Tailoring Corp.	JOHN C. PARK 328 Simonton St. PLUMBING DURO PUMPS PLUMBING SUPPLIES PHONE 348	BAYLY'S MARINE RAILWAY E. J. BAYLY, Prop. Boat Building and Storage All Kinds of Repair Work We have pledged full coop- eration to Committee for Fiesta!	MEET THE GANG at our FAMOUS CAFE PEPE'S Coffee Shop Duval Street at Grinnell
BEST MEALS AND SERVICE IN KEY WEST FULL COURSE DINNER AT 50c the alibi RESTAURANT Jefferson Hotel Bldg.	Congratulations ... —from— STAR CAFE Corner of DUVAL and SMITH LANE	CONGRATULATIONS Home of BEST GROCERIES AT BARGAIN PRICES Fausto Grocery 600 Fleming St. PHONE 48	PEPPER'S Plumbing Supplies —FIXTURES— —FITTINGS— —PUMPS— 512 Fleming Street	MULBERG CHEVROLET CO. BUICK OLDSMOBILE PONTIAC SALES AND SERVICE Caroline and New Sts. PHONE 377	Congratulations and best wishes —O— LOWE'S Cash Grocery 1117 Division St. Phone 675	GOOD EATS —at— REASONABLE PRICES Baker's Restaurant HOME COOKED MEALS Margaret and Fleming Sts.	ORIENTAL PHARMACY Emilio Romero, Prop. 1000 Duval Street PHONE 373
GREETINGS From THE MOST SANITARY MEAT MARKET IN TOWN BERMUDA MARKET White and Virginia Sts. PHONE 52 Complete Electrical Refrigeration	Ship Chandlery, Hardware, Oils, Benjamin Moore Paints, Enamels, and Varnishes Lumley and Roberts Hardware Co. Corner Caroline Street and Peach Lane PHONE 204	A NEW STORE GREET'S A NEW KEY WEST Congratulatory —O—O— ISLAND CITY CASH GROCERY 1212 Olivia St. Phone 789	SMITH'S GROCERY — Virginia and Georgia Sts. PHONE 560 Top-Grade Groceries At Really BARGAIN PRICES	WHITE STAR CLEANERS —O—O— TWO STORES Duval St.—Cor. Angela 909 Division St. ONE DAY WE SERVICE DELIVER "JOE" MEDINA	WELCOME VISITORS !!!! BERLIN SAWYER'S BARBER SHOP 508 Fleming St. Phone 17-W	WE WELCOME THE FORMAL OPENING of the Overseas Highway —O—O— Thomasine Miller's Beauty Shop La Concha Hotel Building Phone 63-W	EAST COAST ELECTRIC WELDING COMPANY J. B. CULLIVAN
—WELCOME— While in Key West See the Island —VIA— "MOTO-SCOOT" Rented By The Hour 701½ Duval St.	KEY WEST SOUVENIRS AND GIFTS May Be Purchased Here —O—O— GIFT SHOPPE 534 FLEMING ST.	Open Day and Night During This 4th of July Holiday ALL SANDWICHES ONLY 10c —O—O— THE NEW NEW YORK BAR-B-Q 905 Simonton Street	WE TOAST— A NEW CITY and a better city made pos- sible by our linking to the mainland. —O—O— SINGLETON MACHINE SHOP Greene St. Phone 502	H. B. DAVIS' "100 per cent" PAINTS and OILS General Merchandise Wholesale and Retail G. C. ROBERTS William and Caroline Sts.	A NEW KEY WEST IS ON THE WAY WE GREET THE Overseas Highway TRUJILLO BROS. WHOLESALE GROCERS 927 Thomas Street PHONE 899-W	Where Economy And Quality Go Hand In Hand — and THE LITTLE STORE WITH THE BIG REPUTATION Sjarsen's Grocery 1200 White Street PHONE 450	Union Transfer Co. BERYL CURRY, Mgr. PHONE 49 GRINNELL STREET
WE PAUSE TO CONGRATULATE OUR CITY! The Overseas Highway ush- ers in an era of prosperity unsurpassed in the past! LOWE'S SERVICE STATION Corner Simonton and Division St. 99	PAGE'S ICE CREAM PARLOR Duval at Fleming St. Harold Pinder's Grocery 611 FRANCIS STREET	DR. J. A. VALDES EYESIGHT SPECIALIST 532 Duval Street MODERN INSTRUMENTS	CITIES SERVICE announces —a new— YATES' Service Station Corner of WHITE and CATHERINE STREETS	Welcome to OUR NEW STORE RUSSELL'S Package Store Located in the new building —at— Duval and Angela Streets	Congratulations ... FROM THE Monroe Meat Market First Quality Meats 510 FLEMING ST. PHONE 411	"Peninsular Policies Protect" GREETINGS... From the Peninsular Life Insurance Co. La Concha Hotel Building PHONE 63-J	COMPLIMENTS— CURRIE'S STANDARD Service Station A REALLY MODERN SERVICE STATION Fleming at Margaret Sts.
Compliments of... WING LEE GROCERY 506 Fleming Street PHONE 107	GOODYEAR SHOE SHOP 612 DUVAL STREET Abelardo Lopez —wishes the utmost pros- perity to Key West!	DR. A. M. MORGAN CHIROPRACTOR 512 Simonton Street Drugless Therapeutics	MOLINA'S BAKERY 1120 PACKER ST. PHONE 33-W WEINTRAUB'S GROCERY Elizabeth and Angela Sts. PHONE 645-W	COMPLIMENTS OF CHESTER TIFT'S DAIRY 1414 FIFTH ST. PHONE 639	Dr. J. C. Sanchez —OPTOMETRIST— Campbell Building on Fleming St.	Compliments OF THE DUVAL CLUB 510 DUVAL STREET	Our Heartiest Congratulations GLIDDEN PAINTS SAWYER'S Paint and Cycle Shop Margaret and Ealon Sts. PHONE 684-R
Compliments ... KEY WEST DRUG CO. "Key West's Oldest Drug Store" For 35 years at Simonton and Fleming Sts. PHONE 40	U. S. COAST GEODETIC CHARTS Periodicals — Newspapers Magazines Office Supplies ROBERT'S BOOK STORE 222 DUVAL ST.	Compliments of— LITTLE CASH GROCERY STORE 801 Simonton Street "Where Prices Are The Lowest In Town"	Olivieri's Pharmacy 811 FLEMING ST. PHONE 84 Frank Saunders Grocery Southard and Grinnell Sts.	Compliments— PACO'S CAVE INN BAR —O— 724 DUVAL STREET	Compliments ... Che Che's Bar Division and Grinnell Streets —PHONE 885-J—	RED CAFE 511 Petronia Street	RAMONIN'S RESTAURANT American and Spanish Cooking Sea Food Our Specialty Try Our Regular Dinners POPULAR PRICES 615 Duval St.

HISTORY OF THE OVERSEAS HIGHWAY

Graphically Told in Picture and Story
From Its Inception Through a Maze
Of Complications To Its Glorious
Completion

Marvel Of Modern Road Construction

Only Highway in the World by Which the Motorist
Actually Goes to Sea in His Car; This Scenic
Route, Costing \$30,000,000, Is An Out-
standing Engineering Achievement

At the tip of some sun-drenched Key West pier today one may find hunched over the weathered hard pine caplog a seared native, pipe askew, fish line in grimy fingers, whose "old Aunt Becky told me how her paw told her that one day there'd be a road across them Keys"—with an indefinite wave of the other hand—"to the mainland."

Old Aunt Becky is quoted colorfully.

Then the fisherman removes his pipe, glances keenly under the brim of a battered straw hat and exclaims decidedly, "An' it's come true!"

It is impossible to determine who first thought of building a railroad over the Florida keys, and his name is lost in oblivion, but as early as 1831, when Flagler was but one year old, The Gazette, published in Key West, publicized such a project, and four years later The Inquirer, also a Key West newspaper, urged the building of this road, but the tentative survey was not made until 1866. In 1883, General John B. Gordon, of Atlanta, was granted by the Legislature of Florida a charter for such a railroad and about 50 miles of grading was done on the upper end before the money ran out and others could not be induced to invest.

Now Henry M. Flagler enters the picture. In 1893 the Jacksonville, St. Augustine and Indian River Railway, which he purchased in 1886, was allowed to so alter its charter as to allow it to build to and through Dade County. This was soon amended to permit this company to "extend its lines on and across the Florida Keys to Key West." The charter gave the company 8,000 acres of land for each mile of the railway.

On May 3, 1905, the Legislature again enlarged the privileges of the railway and it was decided to go ahead with the project of building the overseas Road from Homestead across the keys, looking toward its extension to Key West. The railroad had been opened to Miami in 1896 and in 1904 it reached Homestead at which point the extension to Key West was begun and completed on January 22, 1912, a year before Flagler's death.

In 1895, three years before the Spanish-American War which threw Key West, so close to Cuba, into a turmoil, the late George W. Allen, Collector of the Port, and president of a bank, threaded the Florida Keys together in the course of a political address; and with one bold stroke of the brush of fantasy he sketched a highway across the Keys that should lead to every door in North America.

January 22, 1912, Henry M. Flagler, whose vision in Saint Augustine 20 years before led to the Flagler System which developed the East Coast of Florida into what it is today, stepped foot upon the island of Trumbo, dredged up for a railway terminus in the Island City, and formally opened the Overseas Extension.

Thereafter Mr. Allen opposed the matter he had dreamed of and the matter lay dormant until President Eugene G. Ashe of the Chamber of Commerce, and its secretary, William E. Matthews, started a movement for a road and openly advocated it.

Four hundred and eighty-five miles northeast from Key West... until the Labor Day hurricane of 1935 one said, "By rail" in the little park beside the yellow Florida East Coast station at Saint Augustine, Flagler, the Dreamer, stands in bronze, facing south. Beyond Flagler's vision, the vision's darling child for 23 years traced the railroad builder's course as conqueror of the Lower Keys at a reputed cost of \$49,000,000.

And now, the railroad vanished, the Overseas Highway, dream come true of another dreamer, meanders many thrilling miles

across and among the mangroved islands between the Atlantic and the Gulf...

Likely in Key West some day her citizens will erect to the memory of that one among them whom many, too, called visionary, another bronze—facing north!

In all human probability only the tragic hurricane of early September, 1935, brought a completed Overseas Highway to Key West—a motor road 111 miles out to sea with no ferry hauls. Its most ardent sponsors believe this, which is in advance of the story.

The First Bond Issue

The enthusiasm of Messrs. Ashe and Matthews found both response and opposition among the citizens of the Island City for several years. Sentiment rose to a high point as the Florida boom developed big enough for swaddling clothes, and in 1923 a bond issue of \$300,000 was voted by Monroe County. Dade County had built or was building the Dixie Highway south from Florida City to the Monroe County line at the north end of Key Largo, 11 miles. The Monroe bond issue constructed the road in that county across Largo.

Matters moved swiftly in the "boom year" of 1925; and Key West's appetite was whetted for an influx of population with capital that would restore prestige and make it one of the most lovable winter resorts in the world.

The battle-cry was "Build the Highway!" and there was an almost unanimous demand for another bond issue. The proponents aimed high, and on March 12th, 1926, voted with but two ballots cast in opposition, for an issue of \$2,500,000.

Soon after midnight the following telegram at first amazed and then amused police officials in all the large cities of the United States:

KEY WEST, FLA.,
MAR. 13, 1926.
"CHIEF OF POLICE,
"New York, N.Y. (or ad lib)
"KEEP LOOKOUT FOR
THE ONLY TWO CITIZENS
OF KEY WEST AND MON-
ROE COUNTY WHO VOTED
AGAINST TWO AND ONE-
HALF MILLION DOLLAR
BOND ISSUE YESTERDAY
FOR CONSTRUCTION OF
AUTOMOBILE HIGHWAY
TO MAINLAND OF FLORI-
DA STOP SUPPOSED TO
HAVE LEFT CITY LAST
EVENING CAN BE EASILY
RECOGNIZED BY APPEAR-
ANCE STOP GIVE WID-
EST PUBLICITY THROUGH
NEWSPAPERS.
"JOS. W. ALBURY,
"CHIEF OF POLICE."

In a combined travel form of roads, bridges and ferries, the dream of George W. Allen's then 33 years long, had become in a way a reality, for connection with the rest of the country was definitely made by automobile on January 25, 1928, when with the pleasant interruption of a 41-mile ferry trip motor cars began to pass over the newest extension of United States Highway No. 1, which next year was mapped by the touring agencies from Fort Kent, Me., along the eastern Atlantic coast to Key West city—the last 111 miles of it below the tip of the peninsula of Florida. Without great bridges to parallel the Flagler railroad, the Overseas Highway was an actuality aided and abetted by three ferryboats which were especially built at Jacksonville to cover the water hauls.

Three Ferries Built

These boats, the Florida Keys, the Monroe County and the Key West, were Diesel-driven and designed to operate in shallow water. One part of the new highway, 13½ miles long, extended across the Vacas Keys—Grassy, Marathon, Vacas and Knight's. At first no ferry slips were built at the ends of the Vacas group and the ferries took the automobiles from No Name on the south, 40 miles

Birdseye View of Key West, Florida



ENTRANCE TO SOUTHERNMOST CITY OF U. S.

above Key West, to Lower Matecumbe on the north. Lower Matecumbe is 133 miles below Miami. About two years after the ferry service began the Vacas road was cut into the system by the addition of the necessary slips, and the 40-mile journey between Lower Matecumbe and No Name was reduced to 26 miles and a half. Automobiles were set aboard boats at Lower Matecumbe on the Miami end, or at No Name Key on the Key West end; ferried to the Vacas and driven over 13½ miles of road there to board waiting ferries and continue south or north at the pleasure of the travelers. The Lovell Bus Company started a line across the keys but it did not last more than a year.

STRUGGLE TO COMPLETE HIGHWAY

Glenn B. Skipper, Republican candidate for Congress at the time, proposed in a speech at Coconut Grove on the evening of Tuesday, July 19th, 1932, a method by which he believed money could be obtained for the construction of the long bridges to complete the highway. Familiar with the Keys for years, and a large land-holder on them, Mr. Skipper said he felt confident the funds could be secured if a non-profit corporation were formed and an appeal made by it to the Reconstruction Finance Corporation.

During all the depression years leading men of Key West, of Miami, and of Florida sought capital wherewith to couple the unspanned 26½ miles of water into the Overseas Highway, but without avail. With formation of the Reconstruction Finance Corporation in 1933 the proponents of the plan found a fresh impetus. The Government was granting self-liquidating bridge loans, one of them in the sum of \$600,000 for the Tampa-Clearwater span across Tampa Bay, another for a New Orleans bridge project, and a third, the most impressive one, of \$62,000,000 for the gigantic suspension bridge across the Golden Gate in San Francisco Bay.

Figure Used Was \$10,750,000

Various estimates based on alternative plans by Army engineers for the Overseas Highway viaducts and fills necessary to cross the water gaps set the probable cost at anywhere between \$7,500,000 and \$12,000,000. The figure used first at Washington by officials of the bridge corporation was \$10,750,000. It was estimated that the tolls would liquidate the loan in 19 years, at which time the development would be deemed in perpetuity to Dade and Monroe Counties within which the highway lies.

These plans called for 13.2 miles of bridges and 13.6 miles of fill and causeway to eliminate the water hauls. Glenn B. Skipper, former Republican National Committeeman from Florida, suggested the proposition which finally was laid down before the Reconstruction Finance Corporation—and there the story of the truly historic struggle for financing to complete the road to the mainland, enters its second phase. In the meantime the \$2,500,000 bond issue had been exhausted, and another was voted of \$570,000 to

view to organizing the body proposed.

The Key West committee was in Miami at the time Mr. Skipper was speaking in Coconut Grove. When Mr. Porter read Mr. Skipper's plan he called Mr. Skipper and on July 20 had a conference with him. As a result of the talk it was decided to form a non-profit corporation and apply to the Reconstruction Finance Corporation for money with which to build the bridges.

Articles of incorporation were filed Monday, August 1, 1932,

when Mr. Skipper was elected president; William R. Porter, vice-president; Charles R. Pierce, secretary, and John B. Orr, treasurer.

The directors chosen were: Mr. Skipper, Mr. Orr, Mr. Pierce, Frank B. Shotts, Clark D. Stearns, Orville Rigby of Miami; Monroe County commissioners, city councilmen and City Attorney J. Lancelot Lester of Key West; and the Dade County commissioners and the city commission of Miami.

Upon the subsequent death of Mr. Orr, Mr. Porter was elected

treasurer, and Walter S. Hammons, a wealthy man and director in many corporations was chosen to succeed Mr. Porter as vice-president.

It was at first intended the Commission should make a direct appeal to the Public Works Board at Washington for the bridge loan. Then it was learned that each State would have an administrator to act on projects for the Board. That ruling was changed, however, and regional administrators were appointed instead, with an advisory council in each State. For Florida the advisory group consisted of C. B. Treadway, chairman of the State road department, W. H. Burwell of Miami and T. L. Buckner of Jacksonville.

Two Months to Gather Data

Compared with the length of time it required to obtain data and make formal application, it did not take long for papers of incorporation to be drawn up, filed, and approval given the legal

status of the Overseas Bridge Corporation. Plans then were laid to make informal application to the R. F. C., and on Thursday, August 4th, 1932, Mr. Porter, Mr. Skipper and Mr. Pierce reached Washington prepared to proceed.

They learned then, and were startled at the full details of the requirement necessary before formal application could be laid before the R. F. C. Returning to Miami efforts were immediately put forth by the commission in a score of different directions to obtain the data demanded.

From that day until the last item was secured in the imposing list of facts and information required, the Overseas Bridge Corporation people and others vitally interested worked incessantly, frequently late into many a night collecting and arranging data to be presented with the formal application to the Reconstruction Finance Corporation. This continued (Continued on Next Page)

CONGRATULATIONS And BEST WISHES

May Key West again become one of Florida's leading Cities.

MR. MORRIS RUBIN,
(A Key Wester)

The HUB
"Miami's Fine Fabric Centre"
129 N. MIAMI AVE.,
MIAMI

"Born in Key West and now Miami's
Leading Store For Fine Fabrics."

We Look Ahead---

to a new KEY WEST and an era of prosperity unmatched in its history! On the occasion of the Formal Opening of our OVERSEAS HIGHWAY we pledge anew our unswerving efforts to make our city—an ideal community!

We Are Prepared For Better Times - Ahead

THE KEY WEST ELECTRIC CO.

BASCOM L. GROOMS, Pres.

Compliments

**SANITARY
MATTRESS WORKS**

4705 S. W. 8TH STREET
MIAMI, FLA.

History Of The Overseas Highway

(Continued)

concentrated effort required over two months.

On the evening of Monday, October 10th, 1932, the presentation having been finished during that day, the committee left for the National Capital; and at 9 o'clock on Wednesday morning, Columbus Day, October 12th, made formal application for the Overseas Highway bridge loan to the total of \$10,750,000.

The bridge corporation was in the position either from a legal or a financial or an engineering viewpoint to answer every question that could arise during consideration of the application. While it was pending the Corporation gained influential support from Edward E. Gann, husband of the half-sister of Vice President Curtis, and E. C. Finney, solicitor of the Department of the Interior. Mr. Gann, a lawyer of note, agreed to represent the Corporation legally before the Reconstruction Finance Corporation, and Mr. Finney said he would heartily support the application when it came to his department.

Purposes of Corporation

In its articles of incorporation the purposes of the bridge corporation were set forth as follows:

To own and construct toll bridges over the long water gaps of the Overseas Highway.

To purchase and sell real estate and personal property.

To borrow money from the United States and from the State of Florida.

To exercise all rights in any real estate acquired.

To carry on a general merchandising business.

To acquire real estate and toll bridge franchises and to generally perform or make contracts of any kind to obtain the objectives of the Corporation.

The principal office of business was authorized to be in Miami with the privilege of having branch offices within or without the State.

Only in one respect did the Overseas Bridge Corporation meet with opposition. That was from George J. Rosenthal of Chicago who some time before had been granted a franchise or a franchise option by the Commissioners of Monroe County. That option with several extensions or renewals covered a period of over two years and was dated to terminate December 31, 1932.

Before the last renewal had expired Mr. Rosenthal filed with the county commissioners a paper which he called a bond made in the sum of \$500,000, and he began action to have declared invalid the franchise the State Road Department had granted the Corporation.

Mr. Rosenthal was successful in the first case but the Bridge Corporation returned the fire and instituted quo warranto proceedings in the Supreme Court to have the option declared null and void. Handing down a decision five to one, the Supreme Court found the Rosenthal option invalid and the Chicago man stepped out of the picture and was not again heard from, so far as the construction of the projected long bridges was concerned.

Roosevelt Takes Helm

By that time things were moving swiftly in Washington. Franklin D. Roosevelt had been inaugurated President and he showed in a brief time that he was a man of action who wanted action in the program he and his advisers had prepared with the objective of putting an end to the depression.

Basis of that program lay in the creation of a Board of Public Works with an appropriation of the stupendous sum of \$3,300,000,000. In order to meet the requirements of this new phase of affairs the Overseas Bridge Corporation, on the best legal advice obtainable, decided to disband and replace itself with a body to be known as the Monroe County Toll Bridge Commission.

This commission was created by a law that passed the Legislature through the efforts of State Senator Arthur Gomez and State Representative William V. Albury. Directly afterwards sanction of the new commission was obtained in Washington through Representative J. Mark Wilcox, supported by Senators Park Trammell and Duncan U. Fletcher. Two or three days following its passage by both branches at Washington the bill was signed by President Roosevelt and became law.

A month's delay ensued; then the members of the Toll Bridge Commission were named by Governor Sholtz. They were: Norbery Thompson, Leo Warren, Faustino Rendueles, Key West; Frank B. Shuttles, R. D. Freeman, Miami. Later Mr. Thompson was compelled by business to resign and his place was filled by Charles L. Roberts.

Seal Is Adopted

The new commission met and adopted a seal in the following resolution: "Resolved that the

seal of the District shall be circular in form and bear the following words, viz: 'Overseas Road and Toll Bridge District, a Political Subdivision of Florida, seal, 1933,' and that the impression seal now submitted to the Board be and hereby is adopted, and the secretary is directed to impress same on the margin of the page in the minute book where this resolution is recorded."

Thereupon the following resolution was unanimously adopted: "That the board meet regularly on the first and third Mondays of each and every month at one o'clock in the afternoon at the headquarters of the district." It was further "RESOLVED that special meetings of the Board may be held on call of the chairman, or vice-chairman upon 48 hours' notice thereof being given by mail to the members of the Board." Mr. Thompson, the chairman then directed that the addresses of the members be supplied. Thereupon the following addresses were supplied, and approved:

Frank B. Shuttles, 1438 S. Bay Shore Drive, Miami, Fla.

R. D. Freeman, 20 N. W. 47th Terrace, Miami, Fla.

Faustino Rendueles, 416 Fleming street, Key West, Fla.

Leo H. Warren, 412 Elizabeth street, Key West, Fla.

Norbery Thompson, 1319 Duval street, Key West, Fla.

Further Resolutions

The following resolution was unanimously adopted:

"Resolved, that no compensation be paid the general manager, secretary or assistant secretary until the further order of this board."

The following resolution was unanimously adopted:

"Resolved, that the district proceed with the building of toll bridges and toll highways to complete the uncompleted sections of Overseas Highway U. S. No. 1, State Road No. 4-A on the route and location as described in the MacDonald plan and under the plans and specifications as prepared by B. M. Duncan, Ernest Cotton and P. L. Wilson, engineers and which said plans were filed by the Overseas Bridge Corporation with the Reconstruction Finance Corporation, and further,

"Resolved, that B. M. Duncan, Ernest Cotton and P. L. Wilson are hereby designated and named as a board of engineers to serve the district in any and all matters which may be expedient or necessary in order to carry out the project and bring about the construction and completion of said toll bridges and toll highways. Said engineers to serve without pay until further order of the board."

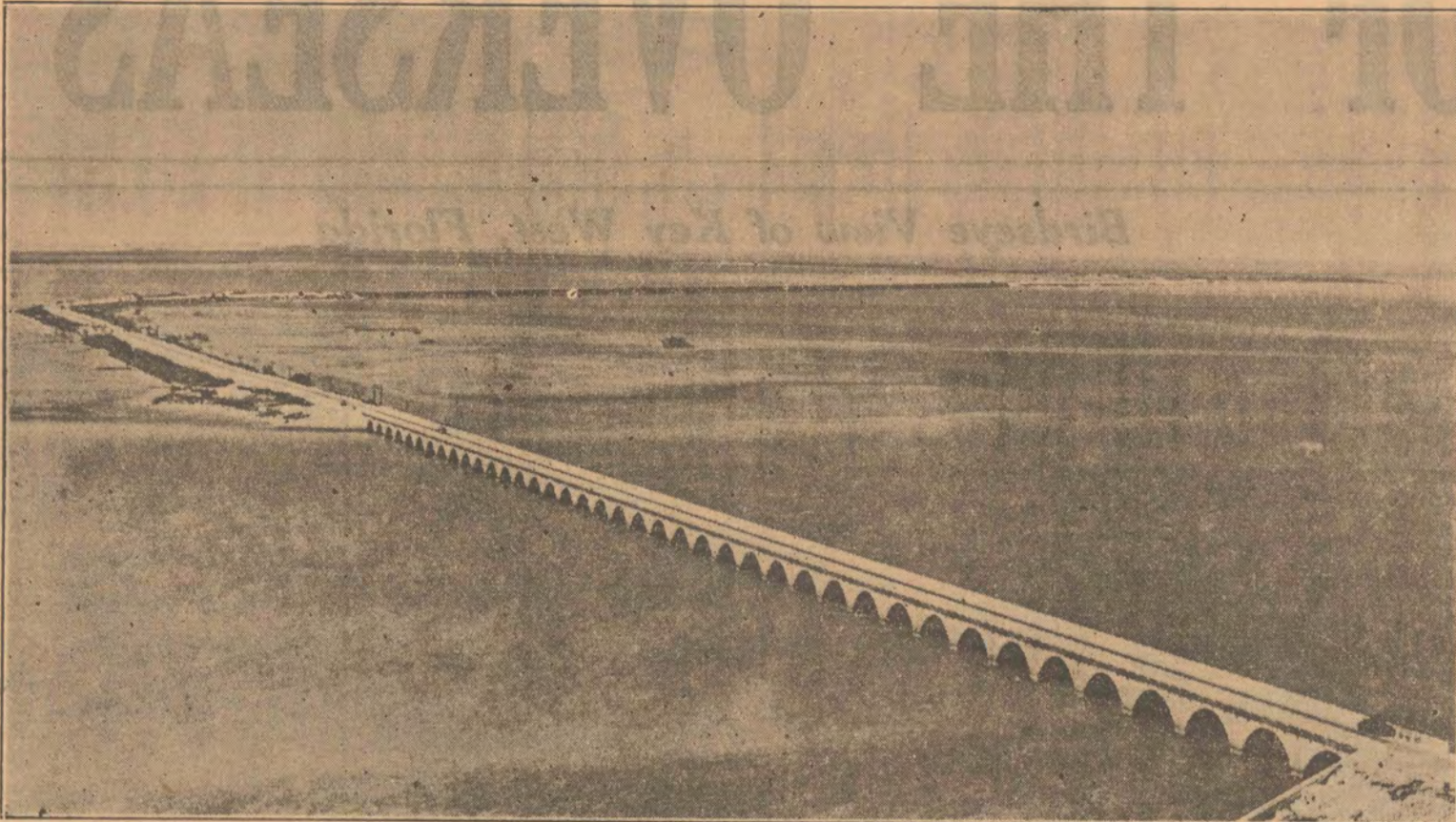
Pertaining To Manager

The following resolution was unanimously adopted:

"Resolved, that the general manager be, and he is hereby vested with full and complete authority and there is hereby delegated to him the performance of the following duties and powers, namely:

"Said general manager shall take all needful and necessary steps to determine the cost of the construction of the toll bridges and toll highways contemplated to be built and constructed; to commence and institute negotiations with all state and United States employees and authorities and or any other source seeking a loan for the purpose of defraying the cost of such project; to institute and negotiate with the federal emergency administration of Public Works and all agents, employees, officials, and persons acting under and by authority of said government agency for a

On the Winding Way Out to Sea



BRIDGE LEAVING LOWER MATECUMBE

grant under the act of congress entitled "National Recovery Act" in aid of financing of said project; to make, execute and deliver all documents, contracts and other papers touching the subject matter of his powers and generally to do and perform any and all things which may be necessary or needful and usually conferred on a general manager not inconsistent with the terms of the act of the legislature of Florida creating this district."

Regarding Loan

The following resolution was unanimously adopted:

"Resolved, that the officers of this district shall forthwith prepare, execute and file an application for a loan and grant addressed to the federal emergency administration of Public Works for the purpose of acquiring funds to build the toll bridges and toll highways to be constructed by the district and that the secretary do attest any and all documents, including said application and affix the seal of the district thereto."

Mr. Porter returned to Washington upon the completion of these actions by the board to join there Mr. Shuttles and Attorney H. H. Taylor who were in that city on matters of vital importance to the bridge proposition.

Thereafter for months on end the battle continued to the very doors of the White House to secure funds with which to build the long bridges and the neves-

sary fills, and this fight was going as strongly as ever when something else happened.

WORLD WAR VETERANS COME

On the Sunday previous to the Fourth of July in 1934, Gov. Dave Sholtz and Federal Relief Administrator Julius F. Stone, Jr., of Florida went to Key West to confer with the officials of city and county whose backs had been figuratively thrust against the wall of bankruptcy. Those leaders came to the Island City because the authorities there had asked for a New Deal. The city and county were turned over to the Governor who was asked to administer for the situation as he saw fit. Advising with Gov. Sholtz, Administrator Stone determined the Federal Government should rehabilitate Key West. The objective was a resort city second to none in the country.

A thorough renovation was planned and begun without delay. Money poured in for relief work which was aimed to make the Island City more attractive for tourists. And just about this time another wraith arose and was garbed with a semblance of reality—for the bridge proponents.

Veterans Besiege Capital

The National Capital had been under the siege of hundreds of World War veterans out of a job. A short while before Fort Jef-

erson on the Dry Tortugas, 63 miles west of Key West, had been declared a National Monument. It was an historical wreck filled with rubbish and steeped in gloom. The Veterans reached Jacksonville from Washington on the understanding they were to be transhipped to Fort Jefferson to rehabilitate the ancient fortress and get it into an appearance of

respectability that at least resembled what a National Monument under the Department of the Interior should be.

The thought came to somebody, "Why not get material and machinery down on the upper Keys and start something in the way of fills and bridges for the Overseas Highway? Let the Jacksonville ex-war veterans do the

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Long Key Viaduct

Toms Harbor No. 3 Bridge

Toms Harbor No. 4 Bridge

work." The idea was speedily adopted, railroad spurs were laid, bunkhouses built like cabins in a hastily planned army cantonment, and equipment and supplies moved in by train and truck. Things were looking up, with the fight for funds all the time waxing hot at the National Capital.

Quite a settlement grew up around the Lower Matecumbe ferry slip and a few miles further North on the Key, all to the northwest of the Florida East Coast railway extension. Draglines and dynamite worked the marl from the bottom of the shallow waters below the ferry slip, and what was said to be a start at bridge abutments head-

ing to a point of survey southward toward Long Key began to rise in the waterscape for several miles.

The expenditure of this money bringing about this particular activity aroused the flagging enthusiasm of Key Westers who had begun to see red as the days went by and Mr. Porter telegraphed back, or on returning to the city, reported, no progress with the Reconstruction Finance Corporation as to securing funds for bridges and fills as planned.

Work Goes On Slowly

The job being done by the veterans progressed apace, though slowly. There was more or less (Continued on Next Page)

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History Of The Overseas Highway

(Continued)

trouble at the camps and a couple of times Key West and Miami sent militia in to quiet the disturbances. Interest in the highway on the part of tourists was increased as the efforts of the ex-soldiers in the vicinity of Lower Matecumbe was noised abroad, and the ferries did a growing business.

From Cairo, Illinois, the Federal Relief Administration decided to buy two larger ferries, stern wheelers, that had been discarded when a new bridge was thrown across the Mississippi River there. These were purchased, towed down to Gulf waters, and then it was decided they could not cross the Gulf to Key West until they had been shuttered in and in some measure rehabilitated.

This was done, and at the time of their arrival at destination it was found by the engineers that they were not safe for use until completely overhauled. This work was proceeding, and the veterans were going ahead with their detail at Matecumbe when a cast of the dice of Fate, or an act of God, whichever one cares to call it, brought toward a completed job nearer than maybe it ever would have been under the conditions existing in the country and the world, the Overseas Highway as it is today.

HURRICANE SOLVES ALL PROBLEMS

Labor Day, September 2, 1935, was observed in Florida as throughout the Nation, a general holiday. The veterans at the Matecumbe camps were observing the day, many of them being in Miami. There was a lull in the work, but a storm in the offing. The Caribbean, mothering horrors that had hit the Sunshine State hard at times for many years before—and in the 1900's had more than once crippled the work of the intrepid Flagler's men on the Overseas Extension of his railroad to Key West—had bred another twister. Miami's weather bureau had due warning of it, and due warning was said to have been sent down along the Keys to the veterans' camps. There some delay occurred the truth of which is whispered, but never may be known.

In any event, sometime on Labor Day afternoon word was sent from the camp to the Miami offices of the Florida East Coast Railroad Company that a relief train must be sent down the Keys Matecumbe and the camp above to take away the soldiers at Lower it. Work hard as the trainmen could, there was delay after delay and the gale was increasing. Men to operate the train were found only after great scurrying about, and when the train reached Homestead, 40 miles below Miami, the wind was so strong that the conductor and engineer decided it wise to reverse the locomotive and back the relief train into the danger zone.

Hurricane!

It never got there. At Islamorada a fearful tidal wave swept over the coast line, roared up the embankment, overwhelmed the rescue train and upset it. Only the locomotive remained on a little piece of the warped and storm-twisted track which weight alone held to a fragment of the devastated roadbed. The ex-soldiers' frail camp houses were whirled into ruins in a trice. Rails and cross-ties were swept into the Gulf and stood on end like a picket fence. The roadbed was obliterated or left with timber skeletons standing like ghosts of the days of its building several decades before.

In that catastrophe men, women and children drowned like rats, civilians and soldiers alike. Many Key Westers lost loved ones, relatives or friends, some of them visiting on the upper Keys that dreadful day. In all 557 bodies are known to have been recovered, with the death total probably 800, and now and then today the tangled mangrove hammocks far out in the Florida straits give up an unidentifiable body hidden for all the time since the tragedy in the sun-baked wreckage.

Forty-one miles of railroad and embankment and trestle were swept away. It cost the Florida East Coast Railroad \$10,000 to lay seven miles of track and remove from the Keys the cars and locomotives that had made up the ill-starred rescue train.

Who To Blame?

Immediately various agencies went to work to place the blame for the tragedy, but little satisfaction to any of the contesting parties ever came out of the extended hearings. There was needless delay somewhere for the whole world had known some hours in advance that the Lower Keys were girding themselves for what was described as probably a severe hurricane.

Be that as it may, hundreds of the victims were offered in sacrificial funeral rites on heaps of timbers near where they had

died; hundreds were given a mass burial in a cemetery at Miami; and scores, it may be, never have been found. Loved ones who could be identified after the wreck of the awful storm were given burial in plots at home or along the Keys. The half has never been told. A monument at Matecumbe records the story.

After the hurricane the fight was taken again to Washington, but on a sharply changed front.

RAILROAD BECOMES HIGHWAY

Fighting still for its own proposition, the Overseas Toll Bridge Commission was eventually told that there was but one thing to do, namely, it would be assisted in completing the Highway only if it would accept a plan to make portions of its right of way along the route of the ruined railroad conform to the original route of the East Coast Extension, specifically its bridges, which it was believed would be bought from the railroad.

The railroad sent engineers into the field and their estimates to the officials of the Flagler System were that it would cost \$2,500,000 to rebuild the broken line. On this point the receivers of the railroad and the Florida Railroad Commission went to the courts and matters were arranged so the railroad was permitted to sell its ruined right of way to the Overseas Toll Bridge Commission for \$600,000.

This sum was included in the sum of \$3,600,000 which the Public Works Administration agreed at that time to grant for buying and converting the abandoned viaducts and bridges and certain parts of the land right of way across the unspanned water gaps of the Highway into automobile roads.

For the \$600,000 the bridge commission received from the railroad the right of way between Lower Matecumbe and Big Pine Key. For exemption from taxes for two years by Monroe County the railroad company deeded to the State Road Department the rest of the right of way, including all bridges, into Key West.

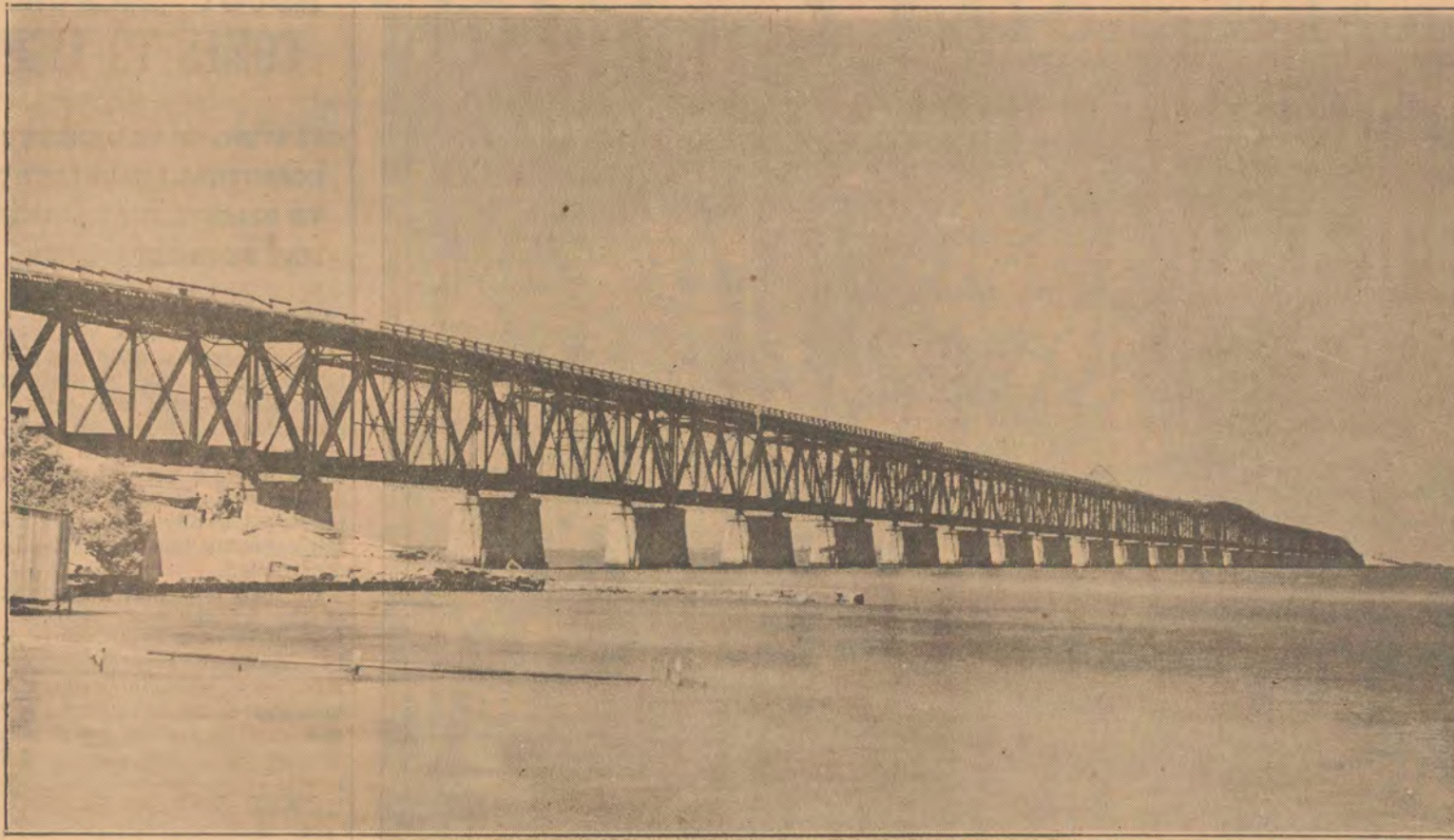
Including the cost of the bridge foundations bought from the railroad, the original cost of the Overseas Highway as completed by bond issues floated by Monroe County, and the remaining \$3,000,000 expended for converting the viaducts and fills into highway bridges, the route from the north end of Key Largo into Key West will have cost \$7,400,000.

Engineers estimated it would have required \$700,000 more to build the bridge foundations along the route of the Toll Bridge Commission plans than to have worked on the foundations bought from the railroad for \$600,000.

Work Is Started

Plans for construction of the road along the old right of way and across the Flagler bridges such as were necessary to the immediate carrying out of the objective, were drawn by B. M. Duncan, former consulting engineer with the State Road Department, and his assistant, Arthur L. West. Work was begun November 28, 1936 and the peak of labor

Bahia Honda, Where Proposed Inland Water Route Commences



TRUSS BRIDGE OVER BAHIA HONDA

employed was about one week later when there were 800 men on the payroll.

The stretch between Lower Matecumbe and Hog Key was opened late in December, 1937. Travel was across five miles of bridges and ten miles of new highway. Where the skeleton timbers around which marl and rock fill was made by Flagler in his work were exposed or washed away, new road was built of standard width, but lower in grade generally than the old railroad bed. This is especially true around Whale Harbor. At that point many stout timbers were left by the hurricane, revealing to the uninitiated the method used by the East Coast engineers to get the railway up to the grade of the higher parts of the Keys.

If timber was buried in high embankments as was particularly the case just where the railroad bed passed below Lower Matecumbe—and much of this skeleton construction was not washed free by the tidal wave—the Public Works crews excavated the cribbing and replaced it with marl fill. Draglines powered by gasoline flung their toothed scoops jerkily ahead, flung them noisily into the sea and, in continuing motion hauled huge mouthfuls of material out of the rail and dropped that soggy stuff into waiting motor trucks. These moved it to the surveyors' lines where it was dumped sprawling over the sides of the fills till the proper grade was attained.

Steam rollers moved back and

forth on top of the gleaming straw-colored mass, settling and flattening it. Here the route swung inshore across the mangrove-covered keys, busy drags scooped up the marl which a drill crew had dynamited from the nearby shallows, and dropped it to the grade lines on the fill. The marl hardened speedily and with oil was soon a splendid standard automobile roadbed.

Flagler Bridges Widened

But the attack on the bridge-roadway job was of quite a different type. Here the fixed width of the tops of the railroad bridges was 14 feet. Channels were cut into the concrete poured years ago by Flagler's pioneering army, and 22-foot I-beams were let into the slots extending in cantilever over either side of the original bridges four feet. Uprights for

the bridge balustrade were rod-ded into the bridge floor before any cement was poured, and four feet of re-enforced concrete were provided for on either side of the roadway close up to the balustrade work, before concrete entered the picture at all.

Then when all was ready, and

the forms and rodding completed, gasoline mixers turned out many hundred cubic yards daily of re-enforced concrete work which at once included cantilevered road extension, balustrade and bridge floor. Later the space which made the width of the highway, 20 feet in the clear, was filled in tempor-

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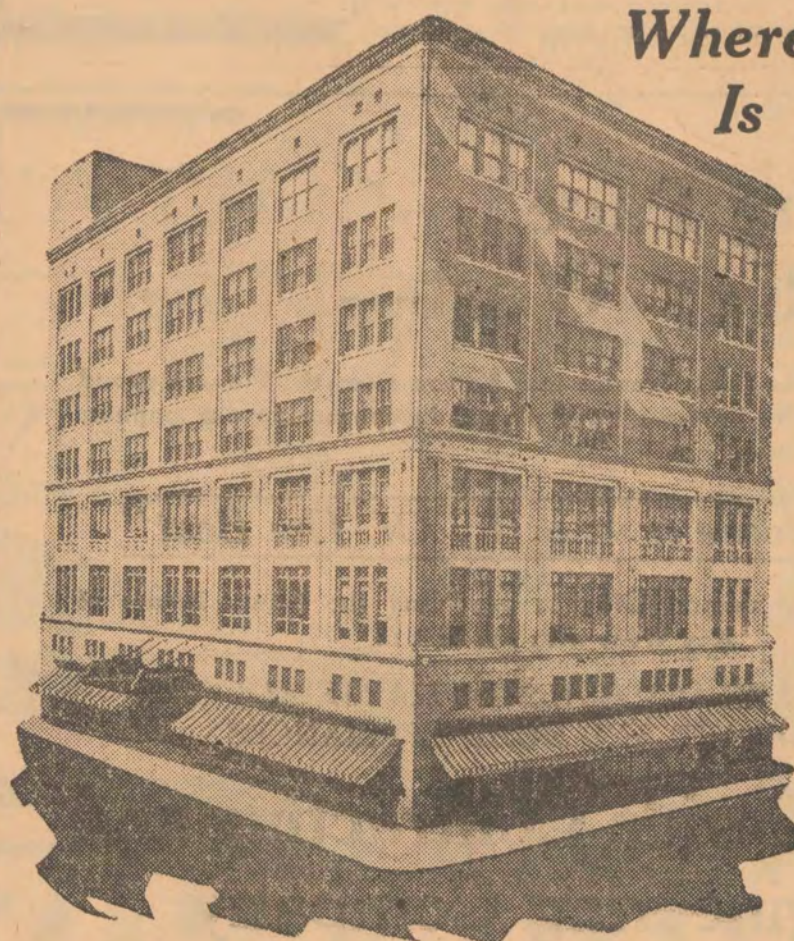
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History Of The Overseas Highway

(Continued)

CHRONOLOGY

1923—\$300,000 bond issue voted to build highway south from Dade County line across Key Largo.

1926—Second bond issue of \$2,500,000 voted to build highway on Lower Keys as far as possible, and connect them with fills and wooden bridges.

1928—Overseas Highway opened between Key West and mainland except for 41-mile ferry trip across deep water-gaps. Additional bond issue for three ferryboats and completion of projected roads on Keys; \$570,000 bond issue also for boulevard around most of Key West Island, named by then Mayor W. H. Malone "Roosevelt Boulevard."

1930—Road built two years before on Vacas Keys, 13½ miles, cut into Overseas Highway by construction of two ferry slips, thus reducing long ferry haul between No Name and Lower Matecumbe.

1932—Glenn B. Skipper suggests in Coconut Grove speech June 19, a non-profit corporation to secure money from Reconstruction Finance Corporation for the long bridges. Hon. William R. Porter contacts Mr. Skipper morning after the speech. Overseas Bridge Corporation formed with Key West and Miami, and Monroe and Dade County officials; and application made to R. F. C. for bridge loan of \$10,750,000.

1933—Futile attempts continue to get the loan. F. D. Roosevelt takes oath as President; causes to be set up a Public Works Administration with fund of \$3,300,000,000. On best legal advice Overseas Bridge Corporation is dissolved and Monroe County Toll Bridge Commission organized.

1934—As battle for funds continues, Key West and Monroe County are at the request of their governing authorities taken over by the R. F. C. At this time World War veterans, following a "siege" at Washington, are encamped at Jacksonville en route to a project to clear rubbish from Ft. Jefferson, 63 miles west from Key West, which fort has recently been declared a National Monument. Somebody suggested veterans be put to work on a project that would look toward building of long Overseas Highway bridges. Big camps were set up on Lower Matecumbe and work started on fills and piers to eliminate first ferry haul to the southwest. R. F. C. buys two discarded stern-wheel ferry boats at Cairo, Ill., moves them to the Gulf, where after temporary repairs they are sent down but have to be completely overhauled.

1935—Sept. 2, Labor Day, hurricane with tidal wave sweeps veterans' camps, drowning hundreds; wipes out 41 miles of Florida East Coast Railway Extension to Key West city. Plans develop to buy ruined right of way from Flagler system, and bridge water gaps by widening railroad spans. Toll Bridge Commission asks for and receives \$3,600,000 from R. F. C., but money would have been secured in no other way. Damaged right of way and railroad bridges bought.

1936—Work starts rebuilding highway and bridges to span water gaps Nov. 28; 800 men at work on the several sectional contracts within a week.

1937—Three of the remodeled railroad bridges opened to motor traffic, and toll system starts late in Fall, ferries transporting the cars, trucks and passengers between Hog Key and No Name.

1938—Overseas Highway finally connects Key West with every door in North America.

Pigeon Key---Smallest of Inhabited Keys



SEVEN-MILE BRIDGE PASSING OVER PIGEON KEY

There one enters upon 13½ miles of the Overseas Highway built by the second bond issue, and which was not used for two years after completion, or until two ferry slips were built to enable it to be cut into the system and reduce the No Name-Lower Matecumbe ferry haul.

Until the last link of the highway was thrown open to the public the motorists had to take the ferry for No Name, a distance of 15 miles and requiring around two hours.

Longest In World

From Hog Key the highway extends to Knights Key bridge, seven miles in length and the longest continuous automobile bridge highway in the world. The seven-mile span connects with Little Duck Key by a half mile of road, and with two other short bridges the motorist reaches the imposing Bahia Honda span which in many ways is the most spectacular piece of engineering on all of the marvellous water journey.

Bahia Honda bridge is less than one mile in length, but its transposition from railroad bridge to highway bridge was an engineering poser. It is a trestle with many steel trusses rising from piers over the channel 65 feet into the sky. The Flagler trains traveled through the network of steel lattice right over the tops of the great cement piers. It would have been very expensive, and probably not good engineering to have tried to hang one side of the Overseas Highway out clean over the water and let traffic travel one way through the old railroad lane between the latticed sides of the Bahia Honda span.

So the decision was made to build the 20-foot roadway bracketed out right up over the top of the girders and lattice truss work and this was done. To graduate the climb up into the sunlight from the south end eight massive steel girders weighing 80 tons apiece were lifted by cranes from their original settings on the tops of concrete piers, and then sturdy steel towers of proper length to follow the grade were fastened to the pier-tops. After that the girders were lowered to the tops of

the skeleton towers. Subsequently the construction of the sky-high road was simple.

Over Top At Bahia Honda

On the Bahia Honda bridge at the north end, the trestle sets on solid ground and an ordinary highway bridge was built to attain the height of the original trestle summit.

From Bahia Honda's almost theatrical span the road runs a mile and a half to Spanish Harbor by way of West Summerland Key. At Spanish Harbor there is half a mile of highway connecting with 13,965 feet of roadway—about two and three-fifths miles—on Big Pine Key. Thence it is 40 miles in to Key West over road built with the early bond issue.

Since the State owns the rest of the old railroad right of way into Key West below Big Pine, it is confidently expected that the Overseas Highway will be completed direct into Key West along the abandoned roadbed sometime in the near future. This would eliminate any possibility of destruction by storm or fire to any of the bridges which then would come into use. All are of poured concrete while the present wooden bridges along the outer edges of the present Lower Keys route, or passing between Keys, are of wood and subject to frequent and costly upkeep, with fires sometimes destroying spans or considerable lengths of them and holding traffic up for hours or days until repairs can be effected.

Jungle Creeps In
Where back along the line the

old railroad right of way has not been utilized in building the new highway, the jungle has rapidly reclaimed it, and one gazes with awe at the traces of the devastation left by the hurricane.

At one point a weathered cross marks the spot opposite the naked cement floor of the vanished Islamorada depot where the rescue train that Labor Day night in 1935 was upset and abandoned, the plaything of the rushing tidal wave.

At another point much of the skeleton timber work that held the fill of the railroad builders has been abandoned, and one stares at it in wonderment until the explanation is made that fill once encompassed it to carry the Havana Special and other noted New York to Key West trains over bridges that spanned channels now unfretted by vibration or soot clouds as the gleaming Pullmans rushed by.

For miles the ruins of Mr. Flagler's dream point the finger of an accusing ghost at the highway which modern engineering science

had builded on the wreckage of the dream that man made real in defiance of Nature.

But thus has Mr. Flagler's dream been dissipated that the vision of the people of Key West should at long last come true!

THE END

Four hundred Basque children who had been sheltered in England for the past nine months returned to their homes in Bilbao recently.

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FORGOTTEN POEM ABOUT BRIDGES COMES TO LIGHT

GRANTING OF FRANCHISE TO
ROSENTHAL LEADS AUTHOR
TO BELIEVE THAT BRIDGES
MAY BE CONSTRUCTED

Several years ago, when the chances seemed good that the long bridges would be constructed, a Key Wester, who refers to himself as a "Key Wester by choice," and who loves the old town, wrote a poem about the bridges and intended to have it published locally when it seemed fairly certain that they would be constructed.

He feels now that the granting of the franchise to George J. Rosenthal, of Miami, who is said to represent several moneyed men, may possibly lead to the building of the bridges. As a result of that feeling he searched through his papers and found the poem.

"KEY—WESTWARD, HO!"

(The Motoring Tourists' Ditty)

I.
From Canada, land of snow,
Where blizzards so fiercely blow
I'll drive to the palms and the keys
O'er roads that are spanning the seas,
To the westernmost isle of the south I'll go,
Like a meteor speeding—Key—
Westward, Ho!

CHORUS
Now mark the cheer of the motorist...
Hurrah for the beautiful Isle of the Conch!

II.
For northerners behind me, bah!
I tour on the keys, hurrah!
Where evergreen bowers glow,
And royal-robed flowers grow:
I'll cross the last bridge to the one fair Isle,
To Key West, e'er basking in Nature's smile.

III.
Here Winter is turned to May,
And sunshine makes glad each day
Right here in Key West by the sea,
The Isle that is dearest to me,
In this Westernmost Isle I'll e'er abide
With its shores ever lapped by the ocean's tide.

IV.
In Winter I sport with glee
Mid stream of the Mexico Sea

All blue, or on sun-kissed strand
I bask in this frostless land:
In the Winter 'tis golden with
sunshine bright;
The heavens are bluest, and starry
the night.

V.
For all other places, fie!
'Tis here in Key West I'll die.
But not right away, for in truth
Right here is the Fountain of Youth:
Its glories I'll enjoy 'till fourscore
I see,
Then I'll lay me to rest in this
Western Key.

L'ENVOIE
(March 29, 1938)
The highway is here! Hooray!

Prosperity'll come to stay!
In caravans autos will pour
From Calais in Maine to our
shore.
Our City by Nature richly is blest,
Soon Commerce will make it
GREATER KEY WEST.
Rev. A. Locke Maureau, S. J.

SEE FLORIDA AND LIVE!

See Naples and Die, was the adage of old.
See Florida Clime! but "In Peace
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'Neath tombstone thus carved,
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In the Redlands, near Lakes or in
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GREETINGS—To Key West Citizens and Friends!

GREETINGS—To Monroe County Commissioners!

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THE AMERICAN EAGLE
Estero, Florida

A tropic Isle in a setting of azure blue water that reaches on and on to the distant horizon; a bit of Latin-America lying at our very door; strange blending of antiquity and modernism; ancient weatherbeaten buildings with shuttered doors and windows side by side with a six-story modern hotel; narrow downtown street with their one-way traffic; quaint houses surmounted by odd minarets and steeples; great two-story porches with elaborate balustrades and with gingerbread trimmings under the eaves, such as were common a half century or more ago; an easy going, friendly populace, taking time to enjoy life and apparently uncontaminated as yet by the money-mad rush of big city business; excitable Cubans conversing rapidly in a strange and smooth flowing tongue, gesticulating wildly with their hands meanwhile; rank growing tropical vegetation on every hand that thrives in a genial, frostless climate; a far-flung little corner of the U. S. A., which being unique, possesses a distinctive charm that is alluring to the visiting stranger,—such, in fact, were my impressions on the occasion of my first visit to the island city of Key West.

For many years I have wanted to visit Key West, but the thought of water travel, with its uncertainties, deterred me from making the trip. In the old days here in South Florida when travel was mostly by boat I have been held up for hours by storms and waiting for tides; have gone overboard and helped push boats across the mud-flats; have been on a sailboat in sight of Fort Myers and had to go to anchor awaiting a breeze to blow us ashore. Very evidently I got an overdose of it, as I seldom go anywhere nowadays unless I can motor there and back again.

With the opening of the Overseas Highway, however, the situation changed and the Key West trip looked more attractive than ever. Finding a party of five friends who were equally desirous of seeing the island city, we met in Estero setting out from there to Miami, where we planned spending the first day, where some of the party had business to attend to. Finishing with a sightseeing tour of Miami Beach, Coconut Grove and the Pan-American Airport, we spent the night in Coral Gables, obtaining excellent hotel accommodations at prevailing low summer rates.

We left Coral Gables early in the morning over the Dixie Highway, stopping for gas at Homestead before continuing on the long trip through the Florida Keys. Last town on the mainland is Florida City, about a mile south of Homestead. At this point there is a branch road to the right running to Royal Palm Park and Cape Sable.

Below Florida City the country for some twelve miles or more is uninteresting—thousands of acres of wet marl prairie, gradually merging into mangrove swamp, with nothing to relieve the monotony other than countless numbers of Australian Pine Trees that have gone native and are gradually taking the land, which is probably just as well, as it seems to have not other practical use.

Crossing a long wooden bridge, one leaves the mainland and enters Key Largo, some 30 miles long and largest of the Florida Keys. Key Largo is something of a disappointment to the motorist, as there is very little development. Hemmed in on both sides by dense forest, with but an occasional lime grove and filling station, one gets no view of the ocean until well toward the lower end.

At Plantation Key and Upper Matecumbe there are more signs of development and on Upper Matecumbe, if I recall aright, is situated Tavernier, the only real town on the Florida Keys short of Key West. It was in this locality and in the adjoining key of Lower Matecumbe where the hurricane of 1935 wreaked its greatest havoc, with appalling loss of life among residents and to relief workers in local WPA camps. Numerous concrete storm shelter houses have since been erected by the government and may be seen at intervals along the way.

At Lower Matecumbe is the old ferry slip where one took the boat for Key West prior to completion of the Overseas Highway. I visited the spot about two weeks prior to the 1935 hurricane. It was then the site of two WPA camps and the scene of great activity. All was washed away, including the railway grade, and there was little left to identify the spot other than the piling which marks the ferry slip.

The Overseas Highway, it will be recalled, is a WPA job. The hurricane of 1935 put the railroad out of commission, leaving Key West entirely isolated from the mainland as of old. Though much

of the track and road-bed was destroyed, the concrete railway bridges stood undamaged. The railroad company having decided to abandon its right of way through the Florida Keys, the federal government was induced to buy this right of way and utilize the existing railway bridges over which to build an Overseas Highway into Key West.

From Lower Matecumbe to Big Pine Key, formerly a ferry trip of some hours, is now a succession of concrete bridges and intervening islands, the largest of which being Marathon Key. One of these bridges is seven miles long and there are several of a mile or more in length. At one bridge spanning a channel the roadbed runs away up and over the old bridge span to a height of 65 feet above the water.

New highway construction is not completed through to Key West as many suppose, but only to Big Pine Key, former southern ferry terminal. On this island a detour road to the right is being constructed which will connect the new highway with the old ferry road to Key West. From this point on, there are some 40 miles of roads and wooden bridges to be negotiated,—not the best, it is true, but easily passable, and though there are a number of hairpin turns, the roads are heavily banked, making for maximum safety. As the wooden bridges are expensive to maintain, it is hoped for early completion of the highway over balance of the railroad right of way from Big Pine Key into Key West.

From Big Pine Key south the intervening islands are mostly low lying with scant development and suggesting little possibility, their names being as follows: Little Torch Key, Middle Torch Key, Ramrod Key, Summerland Key, Cudjoe Key, Sugarloaf Key, Saddle Bunches, Bird Key, Geiger Key, Boca Chica, Stock Island and Key West.

We arrived in Key West shortly before noon. Being an entire stranger, I was fortunate in having a letter of introduction from Mrs. K. Dahlberg of Miami to Miss Mollie Parker in Key West. Miss Parker is a Kentuckian who came to Key West some twelve years ago for her health and regained it there, being at present with a leading real estate firm. She is considered a leading authority on the tropical flora of the island, as well as on the subject of its history, and from her I obtained some interesting data.

Having obtained hotel accommodation for the night, I set out with another of our party to note what I could find in interesting tropical plant life. First in order was the fruiting Breadfruit Tree,—said to be the only one in the United States. This we found in the yard of a Mr. Reardon, commander of the Key West post of the American Legion. This tree, which was brought as a small plant from the Bahama Islands eighteen years ago, is now some thirty feet in height, with fully thirty foot spread of branches, and the trunk measuring eighteen inches in diameter.

I have seldom seen a more beautiful plant than this great Breadfruit Tree. The leaves in shape remind me of gigantic oak leaves (northern oak), measuring some twelve inches or more in length and of a light glossy green color. The tree was loaded with fruit, not yet half grown. The fruit is round in shape, with rough skin, looking for all the world like a big mock orange. I am told that when ripe it attains to fully the size of a man's head. It is said to be very palatable when cooked and is one of the staple foods of the South Sea Islanders. The tree is exceedingly tender and is likely to be damaged with temperature below 50 degrees.

Next of interest was a Mamme Sapota Tree which was said to be the only fruiting tree of its kind in this country. It is located in the yard of Fire Station No. 3. There I met Capt. Alfred Knowles who told me about this tree. Unfortunately I did not get a sample of the fruit which had been picked several weeks before. The tree at this time is practically bare of foliage and just putting on new growth. The fruit is red in color, large sized and said to be delicious in flavor. When the leaves begin to fall the fruit is mature and ready to be eaten. If picked before that I am told that it will not ripen. There is said to be a close affinity between the Mamme Sapota and the Egg Fruit (Lucuma nervosa) to the extent that either variety may be grafted on the root of the other. I was given several seeds of the Mamme Sapota and they look for all the world like those of the Egg Fruit, except that they are larger.

While there is not so much in the plant line that is different from that which we find on the mainland of extreme South Florida,

all has a maturity and rankness of growth only seen in frost-free regions. Outstanding among the larger trees are the Sapodilla, Spanish Lime (not a lime, by the way) and Ficus nitida,—a small leaved variety, sometimes commonly known as Cuban Laurel. Though the Royal Poinciana does not make as large a tree on the keys as on the mainland, I have never seen such density and brilliancy of bloom as with the Poincianas of Key West. Frangipani,—white, light and dark pink, and as large as small trees,—was in full bloom, the fragrance of which is most alluring. The Geiger (native tree) was seen in bloom with clusters of attractive orange flowers.

Saturday evening I visited the home place of Miss Mollie Parker at 1015 South Street. Though developed from the raw land in seven years, this is now, horticulturally speaking, the show place of Key West, with as fine a green lawn as you could wish to see. With no rain having fallen on the keys in more than three months, I was naturally curious to know how she kept the grass looking so fresh and green, for it is commonly supposed that there is no fresh water other than cistern water in Key West. And here another popular illusion was shattered, for I was informed that she has a well of excellent fresh water on her place that is perfectly good to drink, and there are other wells in various parts of the town.

In Miss Parker's yard were noted some four or five young Breadfruit Trees, a Ficus nitida, Frangipani, Sapodilla, Guava Trees, Grapevine, Mahogany, Brassalea, a Bucida and a tree that she called the Limburger Cheese Tree, but whose botanical name I have forgotten. The fruit of this tree is most peculiar and irregular in shape and is said to resemble limburger cheese, both in taste and odor.

One of the points of interest visited was the lighthouse,—said to be the only one within the limits of an incorporated town. It is said to be some 90 feet up to the observation platform. Talk about climate! We essayed to climb it and were fairly well tired on reaching the top, but were well repaid for the exertion by the wonderful panoramic view that met our gaze. The entire island,—four by seven miles in extent,—looked like a vast tropical garden, with houses everywhere and apparently little room for development. In the lighthouse yard is a great spreading Ficus Altissima, with easy chairs in the grateful shade for the comfort of visitors. There are also cages containing interesting birds.

It was here that I met Captain Demerit for many years past in charge of lighthouse service in this district. Referring to the recent primary election and the nomination of David Elmer Ward as State Senator from the 24th Senatorial District, he said that, though he had not voted for him, he believed the people had made no mistake in nominating Ward and that this young man had a promising political future. And in this connection I talked with many others who were much pleased with Mr. Ward's election.

Down at the southeasterly end of Duval Street (streets run on a bias) I noted the southernmost house in the United States, an attractive looking home with a large yard set close with Coconut Palms. At the foot of the street is a dock, I was literally at the jumping off place, and saw some jump, as a number of boys were in swimming there.

At the office of the Key West Citizen (daily paper) I met the proprietor, Mr. L. P. Artman, Mr. Ed. H. Gray and several others. They have a fine up-to-date plant, are putting out a good paper and are enthused over prospects for Key West. Mr. Artman is an Indian who has been in Key West for some years.

Naturally there were many points of interest that I failed to see in the limited time of an afternoon, such as Fort Taylor, the aquarium, naval station, airport, etc. A drive to the southeast section adjacent to Casa Marina Hotel, revealed a newer development with wider streets and modern homes which will doubtless be the fashionable residence district of the future.

The name Key West is said to be derived from the Spanish, meaning "bone key," from the fact that many human bones were originally found there, the term being later corrupted into "Key West," which, however, is far more appropriate, being the westerly end of the chain of Florida

Keys. Though settled even prior to that date, the place was surveyed in 1829. Throughout the years it has been the scene of various industries, such as salt refining, beachcombing, turtle fishing, cigarmaking, sponge fishing

etc., most of which have dwindled away. It was formerly a naval station and coast guard base. With opening of the new Overseas Highway its big future evidently is catering to winter tourists and the next several years should witness great progress and development.

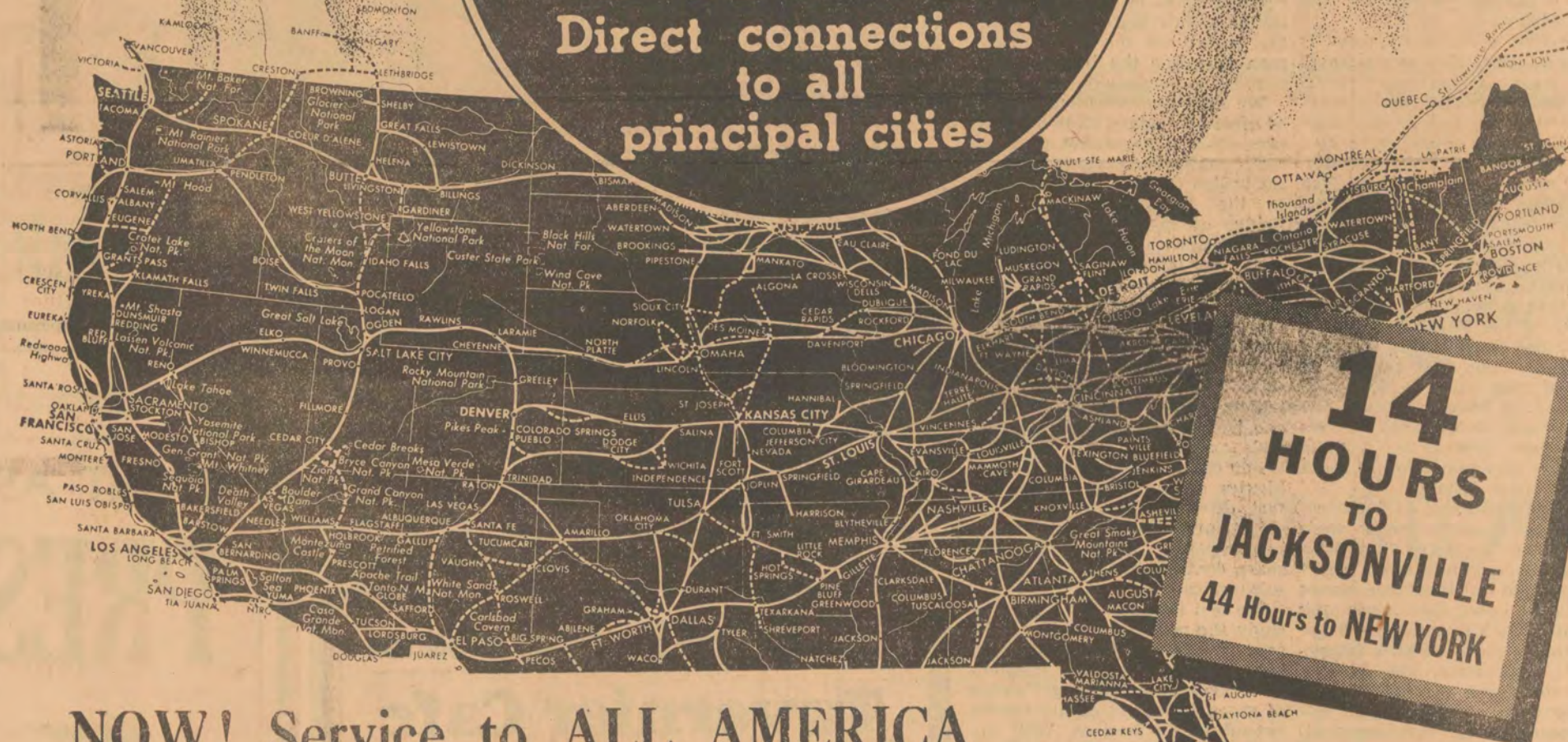
We left Key West early in the morning, reaching Homestead (137 miles) about noon, where we dined, visited awhile with friends and left by the short route out

Krome Avenue to the Tamiami Trail, arriving in Estero at 5:30 p. m., total distance by this route being 260 miles. We made the return trip in exactly 7 hours driving time.

To those who wish to make the trip economically we recommend making up a party and prorating traveling expenses. Total traveling expenses (gas and bridge tolls), prorated among a party of five was but \$2.45 a person for the three days' trip.

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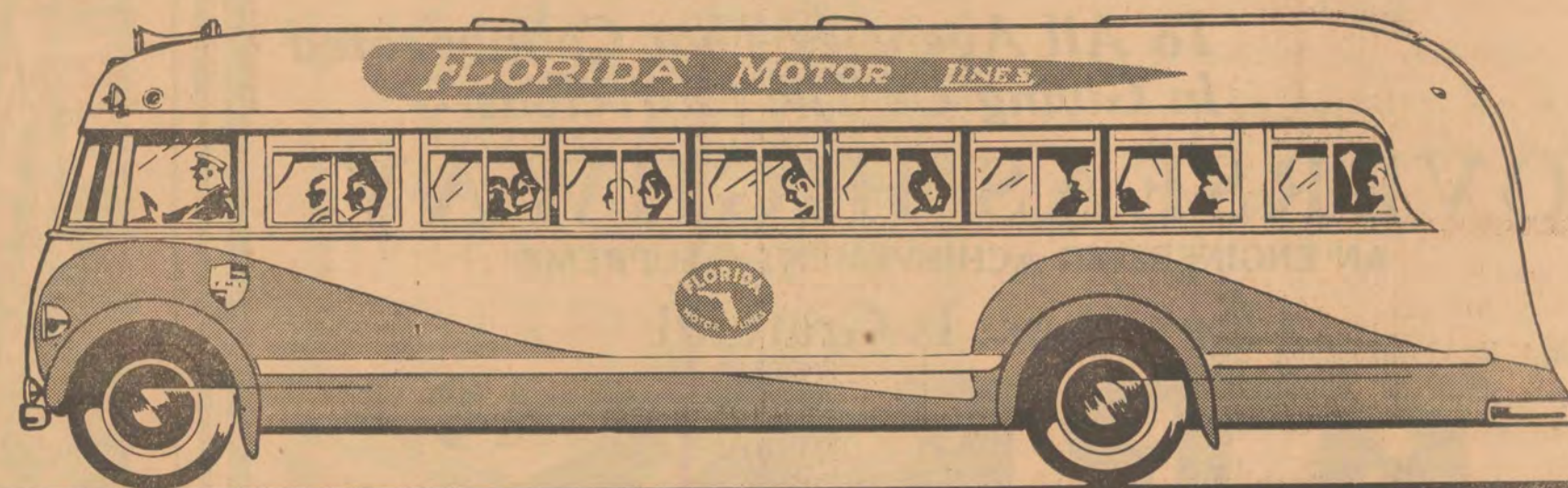
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MAC'S PLACE
—ON THE KEYS
"Nuff Said"

SEAGOING HIGHWAY

By LOUIS B. KELLER.

Key West, Florida, the southernmost city of the United States, assumes a new air with the completion of the much-heralded Overseas Highway linking the city to the mainland. Situated on the far Western extremity of the Florida Keys, 170 miles by road from Miami, this one-thriving city of 25,000 souls saw its population dwindle to less than half that figure through a succession of unfortunate circumstances, climaxed by the never-to-be-forgotten Labor Day hurricane of 1935. Many miles of the railroad connecting this city with the mainland were entirely destroyed and sole transportation was either by boat or highway and a 40-mile ferry haul from Lower Matecumbe to No Name Key.

At first there was talk of the railroad being rebuilt, but by no stretch of the imagination could the cost of this undertaking ever be repaid. Accordingly, the Interstate Commerce Commission gave the Florida East Coast Line Railroad permission to abandon permanently its line over the Florida Keys, and the viaducts, bridges, right-of-way, etc., were sold for \$640,000 to the Overseas Road and Toll Bridge District, and by means of a \$3,600,000 loan from the Public Works Administration the only highway in the world that goes to sea soon became a reality. Key West, which proudly boasts of being the only "frost-free" city in the United States, is now once more linked to the mainland and it is possible for motorists to journey over these keys to a point only 90 miles distant from Cuba.

Let us start at Miami and journey over this new highway. We follow State Road No. 4-A, a fine, wide, fast highway to Homestead and Florida City, our last contact with civilization on the mainland. This 32-mile stretch is through a very rich agricultural district where fields of trucking appear to extend on into infinity. Our good roads continue through low, flat lands until we reach a point about 48 miles from Miami, where we leave the mainland, crossing a half-mile-long wooden bridge on to Key Largo, largest of the Florida Keys.

Our first view of the keys is far from impressive as we travel on a more or less wavy tarvia type road through heavy mangrove swamps and dense tropical growth that might serve as a wall of stone to any intruder. Many small wooden bridges span the narrow salt water creeks and numerous fishing parties bear out the claim of good fishing. Occasionally we catch a glimpse of a possum or a raccoon. By this time we are wondering where the beauty of the Florida Keys is found, and it is south of Key Largo that our first even brief sight of open water is had, and not until we have traveled a few miles south of Tavernier do we get a good view of the Atlantic from the highway. This is about 75 miles from Miami.

At this point the first "hurricane-proof" houses make their appearance. We learn that these homes were given to those unfortunate who lost their own homes during the Labor Day Storm, and that the Red Cross furnished the material, while the FERA defrayed all labor costs. The average four-room house is constructed of concrete and contains over 80,000 pounds of steel reinforcement, with steel rods being dovetailed two-and-one-half feet into solid rock, anchoring the building very securely. The roof is of six-inch concrete, while the outside walls are of the same material a foot thick. All partitions extend from the roof completely through the

house into bed-rock. Floors are likewise of concrete; in fact, the only wood used is the triple-strength cypress door and a few pieces in the ceilings. Window sash are of steel and the glass panes are of double strength, reinforced. Little wonder that these houses are called "hurricane-proof".

For the next 20 miles the highway passes through territory hardest hit by the 1935 storm that took 500 lives. Mute evidence still remains to recall the fury of that wind and wall of water that is said to have buried this portion under a 15-foot raging torrent. In some places the land is less than 100 yards wide and it is a mystery how anything could be left standing. We see acres of dead trees, palms uprooted, and pilings where the railroad trestles had once stood. The abandoned right of way that we have been following down the Keys seems to have vanished. There is a beautiful monument beside the road erected in memory of those who lost their lives in that catastrophe.

Many views of open water are had through the district and fishermen line the small bridges where strong tides are constantly at work. We now sense that the Florida Keys are not as colorful as we had at first thought. The road does considerable winding, and in some places is very good and in others quite ordinary. Still we follow No. 4-A... there is no other. Crossroads present no problem here. An occasional filling station for both car and man serves to relieve that feeling of uneasiness.

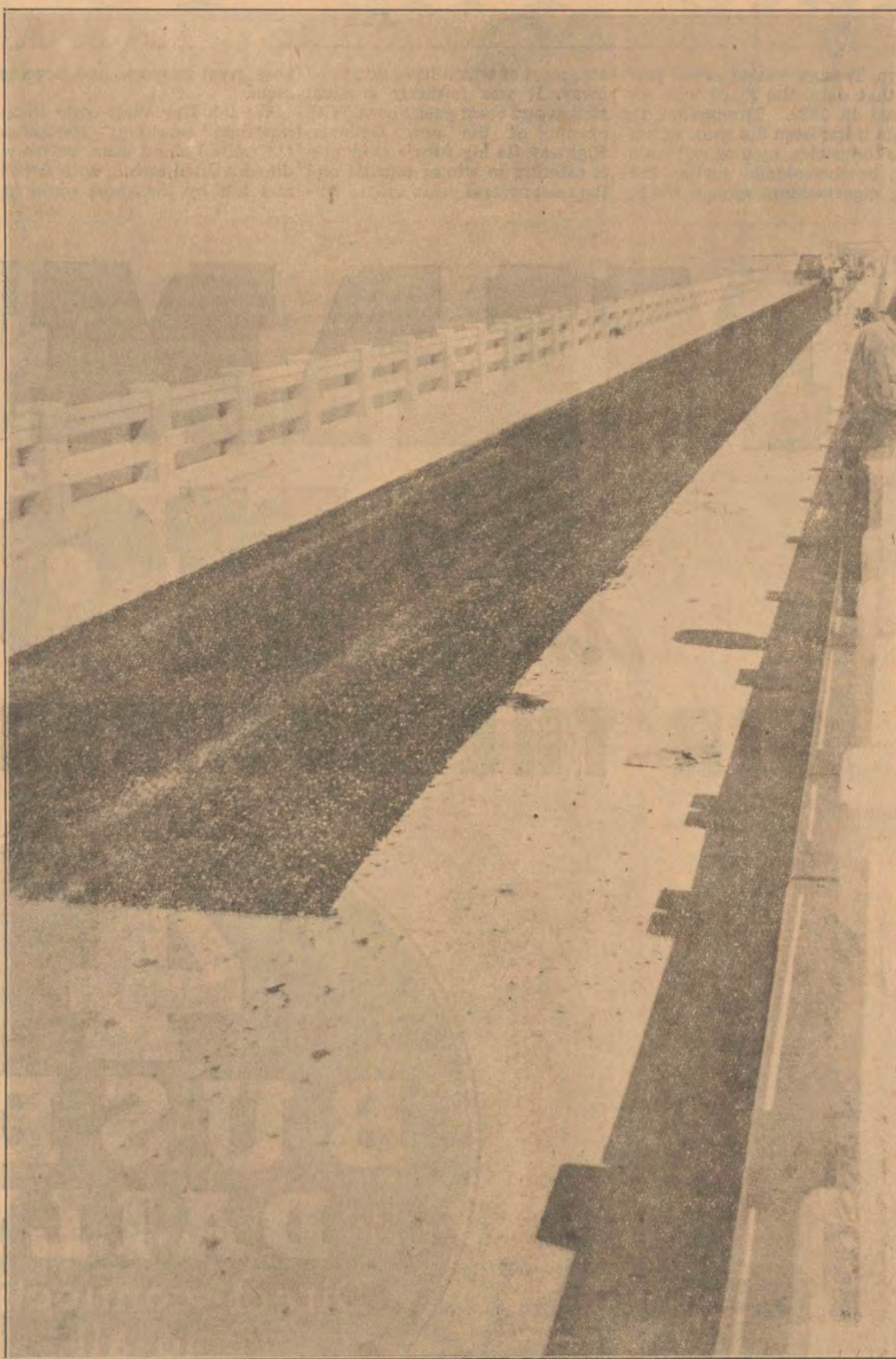
At a point about 90 miles from Miami we reach the northern extremity of the newly completed "Overseas Highway." A toll of \$1.00 per car and driver with an extra charge of 25 cents for each passenger seems to be very reasonable, especially in view of the existing toll charge on many other bridges that are dwarfed by the magnitude of the undertaking over which we are about to travel.

A courteous uniformed officer reminds us to be careful while traveling this highway and have due regard for the many fishermen who line the bridges, and that he is on duty to help us.

We now start crossing a series of concrete bridges, 12 in number, presenting a panorama that defies description. From the smallest bridge of 799½ feet in length to the longest, Pigeon Key Bridge of 35,459½ feet, we are presented with an ever changing vista. The latter bridge is said to be the longest over-water bridge in the world. Several other spans are so long that their sides appear to meet in the distance. Although these gleaming white concrete structures present a veritable speedway of wide cement, one becomes too enraptured in the wide expanse of the Atlantic Ocean on one side and the Gulf of Mexico on the other to try any fast driving. Occasional steamships can be seen, their funnels belching forth black smoke in sharp contrast to the blue of our sub-tropical sky.

We feel the urge to stop and study the marine life that can be seen in crystal clear water, but "no parking" signs at frequent intervals keep us moving. Patches of green in almost dainty shades extend to the horizon, with the shallows and depths presenting a picture of multi-colors that is beyond my words. We have before our eyes a veritable checkerboard of tints and shades. Hundreds of fishermen line the rails, some with expensive outfits, while others use hand lines. They are

Nearing the End of the Longest Bridge



SOUTH END OF SEVEN MILE BRIDGE

privileged to be fishing in waters world-famous for the finny tribe of countless species. One old-timer in response to our inquiry stated: "You can catch most anything you want to bait up for" and a few glances along the bridge rail and in the water convinced us that he was about right. Several small sharks had been caught and their captors were striving to get hold of the big fellows and at the same time acquiring a coat of tan. Bahia Honda Bridge (Bahia Honda is Spanish for "Deep Bay") is a huge steel structure better

than 5,055 feet between West Summerland Key and Bahia Honda Key, using the old railroad concrete bridge foundation. This is the only structure of its kind on the keys and rises to a height of 65 feet above the water. Here for miles around the oceans and keys are as an open book, affording the eye and camera a perfect vista. While seemingly suspended in mid air, marveling at Mother Nature's supreme effort, we are reminded by a horn that our car has stopped and others, too, wish to share our view. All of the bridges have a heavy

concrete curbing and extra heavy concrete guard rails on the smaller spans, while the larger ones have a railing built of rails from the

(Key West is the only city in the South that has always belonged to the Union); monument to the Maine, ocean liner docks and submarine base.

After a tour of the city, we heartily agreed with everything our informant had to offer, but he left out one thing... sending post cards, which seemed to be the first duty of every visitor.

The trip from Miami can be comfortably made in five hours soon be forgotten.

and really should be made with the idea in mind of staying overnight in Key West. The journey over the keys is one that at times is very tiresome, but, nevertheless, a highly educational trip that cannot help but arouse admiration for those who have labored to make this trip possible. We feel that the panorama of natural beauty laid before your eyes on several occasions will not

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Canadian Young Men Drive 3,000 Miles To Be First From Farthest Distance To Make Trip On Overseas Highway To Key West

The Leader-Post, Regina, Saskatchewan, Canada)

If you think the days of adventure and all that are over listen to the saga of Len Kaiser and Bill Stan, both 22, and both provincial government employees in Regina.

Again, if you are a little peevish about your two year old automobile, cogitate upon one of the mechanical wonders of this age, a 10-year old Chrysler sedan that would not say die. A car that crawled out of its deathbed to do 6,000 miles and make a name for itself.

Off To Florida

The story starts when Kaiser and Stan, one working for the provincial tax commission and the other for the department of natural resources, decided to take three week's holidays in April. Fresh in the memories of most will be the fact that summer had not arrived in Regina at this time.

Kaiser and Stan were not wealthy young men, they also knew that travel costs money, but evidently they wanted to go south. How far south they didn't know—just south.

Stan's father had a car. In 1923 it was an elegant car. The mileage indicator said 60,000 miles, but there was a healthy suspicion that more miles had than those had slid under the old tires. There were no lights that worked. But with a little nursing the engine would go. Then and there the boys decided they would go to Florida, about 3,000 miles or so away.

Stan's father was willing. He cautioned them that if the car died on the road to leave it there and take the bus home. Looking at the matter from the financial viewpoint, Kaiser and Stan decided that three or four passengers would be better than two. They looked around for prospects.

With tales of the tropic south they finally lured another young man to go with them. He was to pay \$25. Everything went swimmingly until he saw the car. He then said he wouldn't bother.

Start in Snow Storm

In a snow storm, on April 7, the two set off for their Marco Polo wanderings. Creaking in every joint and groaning in every cylinder the car roared along Saskatchewan highways at a speed which sometimes neared 40 miles an hour. As Kaiser put it: "Going down hills we could make 40 miles an hour, but the car shook and groaned so much we were glad to get back on the level and to a reasonable speed."

At the Saskatchewan boundary they heard something which increased their confidence. A Canadian customs officer valued the car at \$225. Flattered, the two drove to the American side. Here the U.S. customs officer was a little more critical. He valued the car at \$25 and suggested that if they ever sold it for that much they would be lucky.

On U.S. pavement the going was not so rough. Travelling at under 40 they could relax, that is, when the engine would allow them. The trouble, fortunately, was almost always the same. They were obliged to get out at regular intervals to clean out the

carburettor. It happened so often they got used to it.

Traffic Troubles

Chicago loomed before them and the car showed no signs of dying. Neither had driven a car in a big city before. In Chicago itself cars whizzed past them at incredible speeds. The experience, they say, was one to be remembered.

At night they slept in tourist cabins. They were obliged to start out at 6 o'clock each morning. They drove steadily until dark. Since the car had no lights they could not travel at night. Meals were taken on the fly. As they got farther south they filled the car with fruit to avoid unnecessary stops for meals.

Ten days after they left Regina they reached Key West, Florida. They looked at the Gulf of Mexico on one side and the Atlantic on the other with Cuba only 90 miles away in the haze. Then they looked at the car and admitted they were agreeably surprised.

The Key West Citizen, which boasts of being "the southernmost newspaper in the U. S. A." gave them front page display for being the first from Saskatchewan to travel the new Overseas highway. They themselves marvelled at the highway, which is literally a bridge 160 miles long, over the ocean. They saw Ernest Hemingway's imposing house, the historic graveyard, tropical vegetation, negro bands and enjoyed the climate. Then they cranked up the old car and started for home.

The way back was just as long, the carburettor just as temperamental. One day they rested in a glade in Florida. There were all kinds of wild alligators around. They didn't know it until after they had left. On another occasion they wandered off the highway and met some real hill-billies. They were as welcomed as prodigal sons when they handed out "tailor-made cigarettes," a rarity in the hills.

When they got back to Regina they had been away three weeks and travelled 6,050 miles, and the engine was still running. In Minot a garage man looked at the car and said, "Don't tell me you've come all the way from Canada in that."

The trip cost Kaiser and Stan \$75 each. They say: "It was a wonderful trip and we feel fully relaxed."

WHAT'S NEW?

A French chemist has invented a process for removing the shine from worn clothing and restoring the nap.

Dr. Charles F. Pabst of Brooklyn says that clothes and other inflammable materials soaked in a solution of two pounds of ammonium phosphate and two quarts of water will become fireproof.

Adjustable and reversible in pitch, a new propeller enables the pilot to take off or land his plane in small space, ascent and descent being almost vertical.

Botanists of Baden, Germany, have succeeded in growing tobacco that is devoid of nicotine.

Sound-proof boxes are used by a California woman in teaching canaries to sing, making it

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possible to shut out all sounds which run through alkaline soils, excepting those the birds are being taught to imitate.

Specially prepared cotton is now used to protect metal pipes. The U. S. department of commerce estimates there are over 9,300,000 miles of highways in the world.

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In a Reminiscent and Almost Nostalgic Mood a Former Key Wester Ponders

By Frank W. Lovering

My first visit to Key West and to Florida was almost 20 years ago. My wife and I came down from Port Tampa on one of those glorious afternoons when the Gulf is sapphire and the porpoise play around the boat in their expression of the sheer joy of living. We had both been ill three weeks in North with as bad cases of influenza as ever hit any "damyankee." The flu made us potential tourists, and we soon got Florida-bound.

The now-vanished East Coast Extension's busy terminal docks for the Havana run were never more active than on that memorable January morning. I dressed early. While waiting the coming of dawn a man with whom I had been talking aboard the "Cuba" the night before hurried past me down the gangplank with his grips.

I asked, "What hotel are you going to?"

He grumbled, "Hotel—here? Hell, this is the last place God made. If you can get out the same day you get in, GET OUT! I'm going straight aboard the train for Miami!"

Whereupon I made the mental reservation (which later I found in a Gideon Bible at the Overseas Hotel was from Exodus 3:3), "I'll turn aside now and see this great sight."

I did, and the hurrying stranger with a curse for the Island City on his lips, led me into elysian fields where today my thoughts roam in loving recollection, and which only circumstances made me leave . . . but we'll be back betimes for we are "adopted Key Westers," and love the city as our very own.

Scarcely had we sat down to breakfast that mid-summer's winter morning almost two decades ago, than the conversation at our table turned to a road that was being talked about over the seas to the mainland. Impossible as such a project appeared to me at first blush, I speedily studied in to the idea which at the start seemed an unattainable ideal; and for all these memorable years of Key West association the plan has grown like "Mr. Phinney's turnip," which, you will remember, "grew behind the barn, and it grew and it grew and it grew."

Probably there are not more than four newspaper people in

Key West, or for that matter, in all the country, who have written as much or more in the days past than have I regarding the Overseas Highway, now a reality, and the Flagler East Coast Extension. From a dream, first stirring in my mind at that Over Sea Hotel breakfast table, down through the years, I have consistently kept clippings, articles and whole newspapers, all bearing on the Overseas Highway and the Extension, let alone Key West. The hurricane of 1935 added three bulky envelopes to my list, and today I have eleven thick packages covering all the phases of both tremendous propositions



FRANK W. LOVERING

from start to finish—from the start to the doom of one of them.

This was due solely to whatever interest in the extraordinary may have been inculcated in me at birth. The daring of Flagler's construction army sent me far afield in my inquiries; the as-

sault of Seatrain, Inc., upon the Peninsula and Occidental phase of the Flagler System aroused my interest and my ire, and I delved ever so deeply into that on both the New York and New Orleans ends.

But withal, I became obsessed with the belief, as was many a genuine Conch that the Overseas Highway would be built; and I never dreamed that the East Coast Extension time-cards in orange and black would be a futurity—that I would live to see the day when the railroad would not pay; when its death-blows would come through financial cataclysm; when out of the breath of the sea and sky the Highway would be born beside and upon the old railroad right of way—an accusing ghost whose stark skeleton was the framework washed and blown into human vision by tidal wave and hurricane.

But thus, and likely from the known facts of the situation, only because the Extension was banished in one of Nature's terrible fits of temper, has the highway come.

May it bring to the Island City honest and substantial growth and development; a business expansion and a home expansion long dreamed of! May it spur Key West to grow morally and physically into a city whose place in sea and sun is a Gift of God to thinking men who love this home of their birth or their adoption!

The hour has struck. The long-dreamed Highway is complete and here. While we wish it to bring only good, it also can bring ill. And it is this darker side which will undoubtedly demand before many days a substantial increase in police authority. The city fathers will look closely after that, because they, too, love Key West and have the city in their charge—a heritage which in all time to come must be passed down constantly to other hands; to men and women who are human beings as well as idealists. In the words of old Rip Van Winkle who had been sleeping many years "May you live long, and prosper."

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They are thankful for the expressions of Good Will that have been sent from all corners of the Nation and Abroad. With inspired hopes they now

turn their eyes towards a future era of prosperity and a rightful place amongst the great cities of America. ...

To all agencies that helped to create, build and bring to completion our marvelous highway and link us to the outside world, we express our grateful appreciation.

THE

Board of County Commissioners

of

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METAMORPHOSIS FROM RAILROAD TO HIGHWAY

Extension of Florida East Coast Highway Has Unique Experience of Transcending the Trilogy of Birth, Life and Death Within a Generation

Overseas Highway Emerges Phoenix-Like

With the Doom of Flagler's Dream, True While It Lasted, If the Tragedy Had to Be, Key West Rejoices in the Greater Prosperity A More Modern Mode of Transportation Will Bring

Circumstances beyond the control of mortal man trumpeted on the winds of a hurricane, to a horror-stricken civilized world, the doom of Henry M. Flagler's Florida East Coast Railway Extension to Key West. Yet it will always be a question if this tragedy had not occurred, whether for generations to come the long bridges necessary to the completion of the Overseas Highway would have been funded with either public or private money.

The World War, the Depression, the Florida East Coast's receivership and the hurricane of Labor Day, Sept. 2, 1935, stacked the cards until it was made evident in the courts at Jacksonville and in the Halls of State at Washington that only by an agreement to sell certain portions of the ruined railroad because the cost of rebuilding was called prohibitive, would funds be granted whereby the Highway might become an actuality, utilizing the abandoned railway bridges as bridges for the roadway's water gaps.

Fate Beckons To Success
Thus the hand of Fate beckoned to Success—and won it; and in the victory encompassed the trilogy anew of Birth and Life and Death. "The toast of heratry, the pomp of power, and all that beauty, all that wealth e'er gave, await alike the inevitable hour. The paths of glory lead but to the grave."

Henry M. Flagler, a Croesus with John D. Rockefeller in Standard Oil, first came to Florida in 1883, son of a rural Presbyterian preacher of Canandaigua, New York. The balmy environs of Saint Augustine enthralled him, and seeking restoration in health evolved the idea of making the ancient city a winter haven for visitors from the rigors of the North. But Flagler did not go in to the railroad business for two years.

Unable to satisfactorily get material over the narrow gauge railroad line of those days for the construction of the great Ponce de Leon hotel, he improved it, and made it serviceable till 1883 when the de Leon was finished. As the deer studied the climatic conditions then, he saw the possibilities of a railroad down the East Coast, bought three narrow gauge roads and after consolidating them he rebuilt them with broad gauge iron. Whether he visioned at the time a line that should pass 485 miles southward and across the Florida Keys to the Island City may not be known.

And if he did vision that development, the answer may never be known whether he thought of it himself as was influenced in his thinking by certain acts which were a matter of public record from five to thirteen years before.

In an invaluable book owned by the publisher of the Key West Citizen, issued at New York City in 1878, long out of print, and practically unknown, the extraordinary facts—to this generation—are set forth that as early as 1870 an incorporation was formed in Florida as of February 19th, and in Georgia as of October 17th, for the Great Southern Railway Company.

The title of the book, which contains 267 pages and a very large and quaint map, is all-embracing, running true to form in title work of many old-time publications. The title reads: "Great Southern Railway, a Trunk Line, Between the North and the Tropics, to Within Ninety Miles of Havana, Connecting at the Nearest Possible Point With the West Indies, Central and South America."

As one studies this book he is almost compelled to believe that Mr. Flagler was pretty well acquainted with what had gone before in the capitals of Florida and

Georgia, and in the United States Congress.

Dates and Data

The book contains the text of all the acts and resolves passed by and in behalf of the Great Southern Railway project, as well as an interesting letter from Key Westers urging Congress to grant a loan for the construction of the projected railroad.

Two Great Southern Railway Companies were incorporated, one in Georgia and one in Florida. Florida passed the bill and it was approved Feb. 19, 1870. Georgia passed the bill and it was approved October 17, 1870. The two companies were united Nov. 10, 1874 under the name of the "Great Southern Railway Company, (Consolidated)."

Purpose was "general and special powers (in Georgia) to construct and operate a railroad from Millen, Ga., to St. Mary's river, there to connect with the road constructed in Florida." The bill comprehends that: "in connection with existing railroads it forms a direct through line between all the Southern, Western and Northern States, and the West Indies, Central America and South America."

In Florida the legislative act gave "special powers to construct and operate a railroad from St. Mary's river on the northeast boundary of Florida, to the most southerly available harbor in the State, and to own and operate in connection with the road, and as an integral part of the Company's line, steamships and other sea-going vessels to Cuba and other West India Islands and South America."

Distance 750 Miles

The Florida charter of the Great Southern does not mention Key West, but specifies only "the most southern available harbor on the coast or Keys of Florida." The Georgia charter in its "Whereas," makes the assertion (which is not true to text as a reading of the Florida charter shows) that "a company has been incorporated in Florida to . . . construct and operate a railroad from St. Mary's river on the North to Key Biscayne Key on the South; (Miami does not show on the accompanying map of the projected route); through the entire extent of the Peninsula of Florida; and also for the purpose of operating a line of steamships between the southernmost accessible point of the peninsula of Florida to Cuba . . ."

The proposition included also a branch of 126 miles to Tampa Bay. So the twin charters under the consolidation of 200 miles of Georgia line and 676 of Florida line permitted construction of 876 miles of railway.

A telegraph system was part of the plan. The Florida incorporators were: Harrison Red, George E. Carse, William H. Gleason, Thomas W. Osborn, Marcellus L. Stearns, Horatio Jenkins, Jr., Charles M. Hamilton, Edward H. Reed, William J. Purman, Charles H. Pearce, Josiah T. Wals. One New York man, A. C. Osborn, completed the incorporators' list.

The capital stock of the Florida company was fixed at 100 million dollars valued at \$100 per share. The capital stock of the Georgia company was to a total of three million dollars at \$100 par; but the company may by a two-thirds vote of its board of directors increase its capital to four millions of dollars."

Key West First Named

Not until June 4th, 1874, is the name of Key West mentioned in any printed documents. On that date was approved by the United States Congress an act granting the (now) Great Southern Railway Company, Consolidated, "rights of way through the public land for the construction of a railroad and telegraph in Florida, to Key West, in said state . . . together with a branch at Tampa Bay."

Indications are that not much progress was made in selling stock to the public. The War Between the States was past but

MR. FLAGLER'S "EXTENSION" AND PLANS THAT PRECEDED IT

Great Southern Railway to extend from Millen, Ga., through East and Central Florida to Key West incorporated in Florida, February 19, 1870, and in Georgia, October 17th, 1870. Total capitalization \$13,000,000.

Consolidated Nov. 10, 1874, and work proceeded clearing right of way for 91 miles; ties got out for 45 miles.

March 1 and March 11, 1878, twin bills filed in National House and Senate asking aid to extent of \$15,000,000 bond issue at 5% interest payable over 50 years.

May 25, 1878, Key Westers held mass meeting at city hall and framed plea for this Federal assistance.

A telegraph line was a part of the plan but history shows that the Inter-oceanic Telegraph Company got ahead of the Great Southern Railway's project.

The record of the Great Southern appears to halt at this point.

Henry M. Flagler went to St. Augustine first in 1883, started a hotel, was dissatisfied with the way his material was handled by narrow gauge lines out of Jacksonville, re-built the lines into broad gauge; started south with the "iron" in 1894 and reached the Palm Beaches; got to Miami in 1895; to Homestead in 1904, two years previous to which time the United States and Panama had signed for the Panama Canal proposition.

After 1902, it is said, Mr. Flagler never intended to stop the railroad at Homestead, but to go through to a "suitable deep-water harbor" as far South as possible, "not necessarily Key West."

During Winter of 1903-04 Flagler decided to "go to Key West." A survey to Cape Sable had proved uninviting and the work started from Homestead early in 1904.

In 1908, February 5, the railroad had reached Knight's Key dock and the first steamship connection of the road with Havana began on regular schedule.

Hurricane of 1909 washed away six miles of bridge and fill and at an expense of millions of dollars these were replaced with 18 miles of more substantial structure, mostly bridges.

Mr. Flagler was 74 when the Extension was started South; he was approaching 82 when it was finished, but as his birthday came on the question arose whether he would live to see completion.

In February, 1911, the engineers were asked to complete the project so Mr. Flagler could enter Key West on his own "iron" on his birthday, January 2, 1912, instead of in 1913 as the plan called for.

The engineers said they could put trains into Key West on January 22, 1912, and this was done, with great celebration.

The first of the great car ferries steamed away to Havana January 8, 1915.

The Hotel Casa Marina, to serve the interests of train and ship travelers, was started on South Beach in 1921 and shortly completed.

The Flagler System was petitioned into receivership in 1931.

The Great Depression cut traffic to a minimum and the hotel was closed two seasons in 1933-34, but has since been operating with increased accommodation.

On Monday, September 2, 1935, Labor Day, a hurricane ruined 41 miles of the Extension. The system did not want to rebuild, and a petition was filed with Federal court for instructions. Two estimates of cost were proffered, the cheapest way, \$1,800,000; the more expensive way, \$2,940,000.

A proposition was then offered that a WPA grant be asked for aid to a total of \$3,600,000, the \$600,000 for the purpose of buying the wreckage of the Extension across the Lower Keys from the Flagler interests.

It was shown that Army engineers had made plans and an estimate to bridge the long water gaps of the highway at \$3,000,000.

The court permitted the latter proposition to proceed and work on the job was started Nov. 30, 1936, the Highway, running over the important railroad bridges, being unofficially opened March 29, 1938.

STEPHEN R. MALLORY'S APPEAL

May 28th, 1871, Stephen R. Mallory, Key West native once chairman of the United States Senate Naval Committee and afterwards Secretary of the Confederate Navy, wrote the most vigorous appeal of any to the Florida delegation in Congress in support of the bill to provide Federal aid for the Great Southern Railway. In part Mr. Mallory said:

"In the event of a maritime war with a strong naval power it is safe to say the first general naval action in which we shall be engaged—assuming we have sea-going ironclads—will be here in the Straits of Florida, the actual mouth of the Mississippi River. . . . The distance between Key West and Havana is but ninety miles, a distance which six ordinary steamers can bridge across and communicate with each other every twenty minutes. . . . Through this narrow pass must come increasingly vast commerce."

"We have constructed large works on Dry Tortugas (Fort Jefferson), and heavy works at Key West (Fort Taylor) at a fabulous expense in recognition of this truth. Unless this location and construction of these forts be a farce and a failure, no man will deny the importance of securing the readiest means of re-enforcing and relieving them (by a railroad across the Keys). It is not fair to assume, therefore, that in this National aspect our government would regard this enterprise; and that so regarding it, governmental aid would advance the railroad's construction with the approval of all political schools?"

nine years since General Lee's, about 45 miles. This work was partly done in each State." Thereafter appears no record of further progress; but it is told what the route of the proposed railroad was to be: "as partly located and partly constructed, it commences at Millen, Ga.; thence it runs in as near an air line South as the nature of the country will permit, passing through Jessup, Ga., and King's Ferry on St. Mary's river, which divides Georgia and Florida; and thence in Florida through Jacksonville, Palatka and Key West."

The speech before a Congressional committee just previously referred to, was born of an appeal

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CONGRATULATIONS

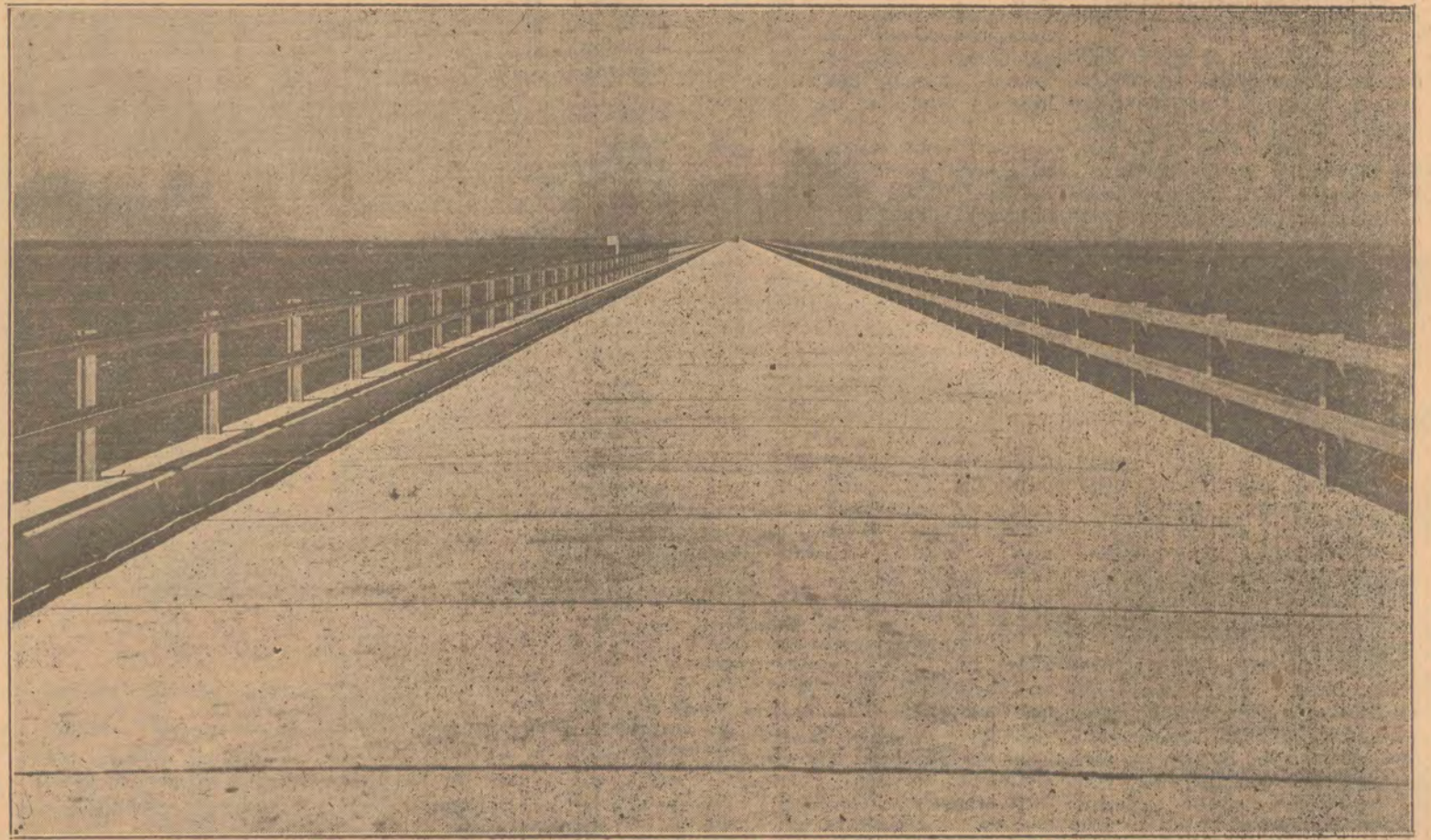
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PORTION OF SEVEN-MILE BRIDGE

for help to the Federal Government on the part of the Great Southern. That bill, or twin bills, filed in the House March 1, and in the Senate March 11, 1878, called Congress "to aid the Great Southern to construct a line of railway in the States of Georgia and Florida."

Bonds not to exceed \$15,000,000 would be issued, at 5%, payable in or within 50 years. A mortgage "ipse facto" would protect the Government. One hundred miles of road and telegraph were to be built each year and "completion must be within five years." (It took Flagler from 1888 to 1904 to reach to Homestead; and eight years more to build the Key West Extension which was opened January 22, 1912).

Bonds were to be issued at the rate of \$15,000 per mile of railroad. The Government was to be secured by a proviso that if the loan were made "it shall at all times be and remain a postal and military route, and the United States shall at all times have preference in use of the same."

Key West people at a mass meeting in the city hall, May 25, 1878, petitioned Congress "to grant the bond issue, and request our Senators and Representatives to do all possible . . ." Sen-

ator S. B. Conover presented the petition which was signed by William Curry, Chairman, G. Bowne Patterson and George W. Allen, Secretaries.

Mr. Mallory Writes

Hon. Stephen R. Mallory sent a letter to a Mr. Bailey, "civil engineer, and Chief Engineer of the International Oceanic Telegraph Company at the time of the construction of that line between Biscayne Key and Key West," in which he set forth the advantages of building the proposed railroad "from Biscayne Key to Key West along the line of Keys." (It is evident that the International Oceanic got ahead of the Great Southern's plans).

Extensive addresses in committee are set forth in detail, covering the proposed route, distances, difficulties, of which there appeared to be few but Mr. Flagler found many; and all sorts of business and commercial data to support the appeal to the Congress. But what happened is not a matter of record in the book giving the story of the birth of the Great Southern.

And here this summary of the forgotten enterprise of sixty and seventy years ago must end. Again, it is a fair question: Must Flagler not have known?

and the Lower Keys in many respects offered more practical appeal to the surveyors. From Turtle Harbor the distance is 115 miles.

November 18, 1903, the United States and Panama set their seals of approval to the Panama Canal proposition. That winter Mr. Flagler and his general manager, Joseph R. Parrott, went again over the preliminary surveys and the reports of the engineers in the light of a new objective—Cuba and the Indies, and now the Panama Canal!

"I Am Sure!"

As the winter waned Mr. Flagler ended a long conference with Mr. Parrott in these words:

"Are you sure that railroad can be built?"

"Yes, sir; I am sure," Mr. Parrott replied.

"Very well," said the capitalist, courageous as Columbus, "go to Key West!"

The die was cast. But what the completed pattern was to mean nearly eight years later in sublimated courage and daring, in stupendous labor on the part of many officers and three or four regiments of men; in money and materials, in the stress of hurricane and the at times broiling tropical heat; in fleets of stern-wheelers from the Mississippi; in land equipment and the assembling of the best modern

machinery—what all this would mean was scarcely counted on when simply but earnestly the great Overseas railway extension project had its birth in the softly spoken words of two strong men who knew each other, and who eye to eye gave full promise of the completion of an epic in transportation construction.

Engineering Marvel

Nobody who in earlier days had not seen with his own eyes the engineering marvel can form an adequate estimate of the magnitude of it. Reports says the Extension cost Flagler \$49,000,000, all his own money. Life's sunset was drawing on, but Mr. Flagler saw with the eager vision of youth; and it was upon youth he

(Continued on Next Page)

CONGRATULATIONS

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Building Extension

When the Florida East Coast railroad had been pushed through to Miami in 1895, one year after it had reached West Palm Beach, the southward trek was halted seven years. In 1904 the rails reached Homestead, heart of the now rich citrus and truck growing Redlands area. After 1902 it is said it never was Mr. Flagler's intention to end the project there; that he had in objective a deep-water port somewhere—not necessarily Key West—in the southernmost part of Florida.

Based at Homestead, the surveying party moved southwest through trackless wastes of swamp and jungle in the Everglades and in two years reached Cape Sable. The engineers collated the data and it was determined that no road could profitably be constructed on that route. Cape Sable is 59 miles from Key West by air line, but a study of Geodetic survey maps clearly indicates why the engineers said "no." The geographical differences between that route and the route subsequently adopted by way of Key Largo, Turtle Harbor

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Metamorphosis From Railroad To Highway

(Continued)

called to carry out his bidding. First was Parrott, fresh from law school at Yale, who had joined the Flagler legal staff. Then William J. Krome who led the surveyors to Cape Sable and later to Key West; and third was J. C. Meredith, engineer of great ability whom Flagler found building docks at Tampico Harbor, Mexico.

Mr. Meredith was made chief construction engineer, began work July 2, 1904, laid all his plans months in advance, and died April 20, 1909, from a disorder brought on by the demands upon his strength. Almost every detail of the undertaking had been put on paper. Above Mr. Meredith's grave in a Miami cemetery is a granite monolith bearing a bronze tablet on which appears:

"IN MEMORY OF JOSEPH CARROLL MEREDITH, CHIEF ENGINEER IN THE CONSTRUCTION OF THE KEY WEST EXTENSION OF THE FLORIDA EAST COAST RAILWAY, WHO DIED AT HIS POST OF DUTY APRIL 20, 1909. THIS MEMORIAL IS ERECTED BY THE RAILWAY COMPANY IN APPRECIATION OF HIS SKILL, FIDELITY AND DEVOTION IN THIS LAST AND GREATEST WORK OF HIS LIFE."

Mr. Krome was named immediately to take up the torch which Mr. Meredith had dropped, and assumed the burden with his predecessor's courage and with his own added skill and determination. He passed away in 1932 at Homestead.

Masterly leaders of the Flagler clan fought on and on. To the service were summoned men of almost every nation on the globe, and those men were welded into a single quick-acting human machine. Three and four thousand were employed months at a time. After the Extension first was begun all attempts to use negro labor were given up. Women and liquor made them inefficient and insufficient. Spaniards from Cuba proved the best type of labor and formed 20% of the sea-going Keys army. The balance was composed of mixed labor secured in the north.

There were all sorts of charges of peonage; trials and hearings, but the Flagler High Command was honored with a directed verdict for acquittal. The judge said the allegations "manifestly had no foundation in fact."

Every man employed was paid an agreed salary in addition to board and lodging. Hospitals were maintained in each important camp and all such service was entirely free. The men who labored "on the grade" were better fed, better housed and better paid than most of them ever had been before. There was some loss of life, but little. Water was the foremost consideration and had to be carried in tank cars more than 100 miles from the mainland. Borings on the Keys produced no sign of potable water.

Work Below Homestead

When construction began at Homestead there were no standards for much of the work. Leaping the waste lands this railway must touch life again at Key West. Every foot of the project was done by Flagler's army, none by contract. There was ready for the workers "only the air they breathed," Mr. Meredith once said. And Mr. Krome who followed him said, "We put things through because we had to."

Dredges of a peculiar type had to be devised to gouge canals along the right of way and flood in the shallow water that filled the ditches. With power shovels and improvised draglines the marl was swung over between the surveyor's stakes and as rapidly as possible the "iron" followed allowing the work train to inch along the "grade."

Original plans of the engineers contemplated six miles of open water spanned by bridges of steel and concrete. It was figured that allowance need be made only for the water that ebbed and flowed in the Atlantic's tides—that as much water would return as already had passed the piers of the bridges straddling Gulf of sea.

But in the autumnal storm of 1909 the wrath of Satan swept down across the garden of Daphne and at 125 miles an hour it riddled the program of the surveyors with a scornful shriek. The tropical hurricanes force the ocean before them, but so great an influx of water cannot get back the way it enters; it must find outlet between the Keys, rather than through the narrow bridged passes to the Atlantic. The return drag of the wave is greater than the blow of its approach.

18 Miles of Bridges

The 1909 hurricane gave answer to the engineers. They had to put up 18 miles of bridges instead of six and it is these bridges, unharmed by the fatal storm of Labor Day, 1935, upon which the Overseas Highway is built. The hurricane of 1909 cost Flagler

millions of dollars and set the completion of the Extension back some years.

Much of the dyked embankment along the middle Keys withstood the ravages of the Labor Day storm, but 41 miles of it was washed away revealing a grotesque skeleton of stout timber into and around which unbelievable quantities of rock fill had been placed long years before—rock brought in many cases from the hills Flagler knew in boyhood around Canandaigua, New York.

From the beginning of the epic endeavor it was evident the single line of the railroad must be laid above the crest of the highest waves. This was a problem in hydraulics. The height of a wave is determined in large degree by the depth of the water over which it rolls plus the uninterrupted rush of the wind that breeds it. This meant that the deeper the water the higher the bridge to span it.

Here was a financial problem. Cement arch bridges are more costly than steel girder structures laid on concrete piers; yet concrete needs few repairs and steel must constantly be painted else time will etch it quickly into ruin, aided by the action of salt water. Therefore the concrete arch type of bridge was most generally adopted and experience has proven time and again the wisdom of the decision.

Hurricanes thrice lashed the coast, in 1906, 1909, and 1910, but from each the leaders in the enterprise gained fresh knowledge and valuable experience. So the work went on. The three great viaducts that span the wider and deeper water gaps are typical of them all. The Scientific American of those days kept strict watch on the progress of the work and said the road was "carried across 30 islands," with the "intervening stretches of water being covered either by rock fills or re-enforced concrete arch viaducts. In some cases the viaducts were built over water in depth from ten to 30 feet."

Between Rock and Grassy Keys the track was laid 31 feet above mean low water. The Long Key viaduct, used as its trademark in Flagler System literature now out of public ken, has "the appearance of a Roman aqueduct. The base of each pier at submerged rock surface is 28 feet, and at the springing line of the arch is 27 feet, seven inches."

Knights Key Bridge

Knights Key bridge stretching something over seven miles is carried for five miles on 80-foot deck-plate steel girders and two miles of arches. The rails are 29 feet, nine inches above mean low water. (From the work dock at Knights Key the first steamship began regular trips to Havana, February 5, 1906.)

Beyond Pigeon Key and to Bahia Honda the railroad passed Moser Channel with a drawbridge having 65-foot openings and 18-foot headroom. The water is 13 feet deep in the channel. The Bahia Honda bridge was to have had a draw but the Government eliminated it and it was placed in the Knights Key span. It is the Bahia Honda bridge over the top of which the highway to Key West "goes up into the sky." Thirteen spans are each 128 feet, six inches long, and trains used to be hemmed in by an amazing meshwork of reinforcing steel lattice which supported the gigantic structure. The piers go 30 feet down to bed rock and the railroad was laid 30 feet above mean low tide.

Crossing the Lower Keys the road was built over considerably larger islands and the cost of construction was much less from Big Pine down to Key West than elsewhere.

In spanning the wider channels much of the work had to be done from floating plants fitted with concrete mixers that were emptied into the workings by boom derricks on barges. While pier foundations were placed when feasible by the use of cofferdams, caissons frequently had to be sunk. Where cofferdams were used the dams were floated into position between lighters, lowered to bottom, pumped out and the bed rock cleared for the cement work. A steel punch was driven into the coral and piles into the punch holes. After the piles had been forced as far as

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ROAD CONSTRUCTION OVER ARCHES

they would go, the dam was filled to tide level with cement and when it had hardened the piling was sawed off and the form for the pier put into position.

Arches Dovetailed

After arches had been poured into forms above the piers, the arches were connected by dovetailing methods which allow for expansion and contraction in the heat of the sun. Each arch therefore is a separate mass of concrete and cannot pull its neighbors. Sleepers on cross-ties used on the bridges were of sawed oak, 11 feet long and 10 x 12 inches in cross sections. They were set six inches apart and clamped to the bridge girders by hook bolts.

An extensive repair plant was maintained at Marathon Key, and many men were quartered in floating bunk houses there, remains of some of which can be seen to this day. Filling for much of the grade was secured by driving piling into ocean and bay bottom and extending spur tracks far out at sea. The spongy marl was drilled by men standing in the water, dynamited and moved into flat cars by power scoops. Traces of the old pilings are still visible for miles along the route of the vanished railroad on either side of the middle Keys.

Thousands of the piles have rotted away at the waterline, but many more are extant and gulls and pelicans perch upon them in the sun as motorists speed back and forth today on the new highway which marks the trail of the Flagler army of years ago.

As the great job drew to conclusion the question appears to have arisen whether Mr. Flagler would live to see it finished. Thus a new spur to completion was unexpectedly brought to bear upon the project to hurry it along. The financier was approaching 82. At the end of February, 1911, the builders were asked to complete the job in 1912 instead of 1913. A definite date was set. It was not January 2, 1912, as the railroad magnate's associates had hoped—his birthday; but Mr. Krome said after close figuring that "we can put Mr. Flagler into Key West on his own iron on January 22 if no storm gets us."

The pace was set and work went on under a closer schedule than ever. Completion became the

driving force of fresh endeavor. The war-cry, Mr. Krome said, was "For Mr. Flagler!" From the humblest shovelman to the highest engineer, the army pulled together with the loyalty of sons for fathers, and with Trumbo Island, terminal dock for the Extension already dredged up out of the bottom of the sea, and the rails pushing speedily northeast from it to meet the gang coming down the lower Keys, word went forth all along the battle line, "We're winning—for Mr. Flagler!"

On January 22, 1912, the Duke of Connaught, governor general of Canada, arrived in New York City with his duchess amid great acclaim, to be the guest of Whitehall Reid, United States Ambassador to Great Britain. The same day 7,000 people greeted his Eminence, John Cardinal Farley, Archbishop, in the Hippodrome, and he brought a message from the Pope. George W. Perkins' efforts to boom Col. Theodore Roosevelt for president were expected to be repudiated, and the post office department announced that mail frauds the year before in the United States had netted their promoters 77 millions of dollars.

On January 22, 1912, Ethel Barrymore was playing in "Wit-ness for the Defence." Klaw and Erlanger were making a big success with General Lew Wallace's two-volume novel, "Ben Hur," which was staged with a cast of 400 people and 40 horses. David Warfield was playing to capacity houses in the first great psychic drama, "The Return of Peter Grimm." Eddie Foy was starring in "Over the River" and Burton Holmes was on tour with a stereopticon lecture, "A Cruise to South America."

And on January 22, 1912, which was a Monday—realizing a dream that vies almost with the fables of the "Arabian Nights"—Henry M. Flagler stepped foot on a 134-acre mud-built addition to the north side of the island of Key West from the back end of a four car Pullman train. . . . And the plaudits of a multitude of people and the exultant music of a band, this dreamer who dreamed of a railroad that went to sea, saw the culmination of a plan gigantic beyond the efforts of any one other human being—to connect the Island City by rail with the remainder of the North American continent; and by steamship with Cuba, the Indies and South America. . . . with the Orient through the Panama Canal.

His logic had brooked no interference from that day in the winter of 1904 when he gave Parrott the momentous order, "Go to Key West!"

"Eighth Wonder of the World"

But the newspapers paid scant attention outside of Florida; in the North a press association dispatch of 250 words covered the event while at the same time its phraseology must have teased the readers who would gladly have read more about "The Eighth Wonder of the World." Under a Key West dateline it spoke of "an unusual achievement in railroad construction" being "turned over to the world today. . . . A passenger train seemingly supported by frail masonry started across seas to Key West. . . . For great distances between the Keys the rails are supported by stretches of steel and masonry."

Mr. Flagler of New York was one of the foremost figures here among the many public men. To him is given credit for the engineering feat, over-coming financial and physical obstructions, forcing the railway across the line

of the coral Keys from the mainland to Key West.

"Mr. Flagler of New York!" The book is yet to be written which shall set down in extenso for posterity the drama of this mid-swamp and mid-seas epic in railroad building; a poem in blank verse of the courage of man.

News of the opening was all but lost in the press of what was happening around the world. It was but a drop in the bucket of national and international events, and scant record of it is extant.

Key West observed the occasion with a celebration that lasted three gala days. The Bulletin of the Pan-American Union for February, 1912, said: "This remarkable achievement deserves a great deal more attention than has been given it by this busy world, and is bound to have a decidedly important influence on international relationships."

Mr. Flagler Was 82

Mr. Flagler was 74 when he gave the order to build the Extension. He was 82 when he rode into Key West, his objective attained. He lived only 16 months after that, passing away in May, 1913—but his dream had not been a phantasm. The date of opening of "Flagler's Folly" was 90 years and three days from January 19, 1822, when John W. Simonton bought Key West Island from the Spaniard, Juan Pablo Salas for \$2000. Two weeks less than three years after the railroad was opened, the last link in the now departed financier's well-planned chain was welded when the largest car ferry then in existence anywhere in the world steamed away from the Key West docks for Havana. This was January 8, 1915.

It was a day without parallel in Key West when Flagler and his party arrived. The entire population of the island, and from up along the Keys, and from communities still further away, turned out to welcome the seer in his attainment of the long-sought goal. The concentrated crowd that packed every vantage point on "Trumbo" Island—named for the engineer who built it from the bottom of the sea—spread also far over the adjacent flat lands. Many took boats to better view the spectacle.

Five thousand school children waving American flags greeted the master builder. They were massed at a large stadium near the station where an elaborate reception was held. Whistles roared a wild welcome as the venturesome overseas pioneer appeared on the platform of his private

car and first set foot upon the soil that formed the terminus of his railroad which, after nearly eight years of construction devoted to the Extension, represented a total in elapsed time of 25 years from the southward start at Saint Augustine.

Other Trains Bring Guests

Besides trains behind the first one, bringing guests from New York and back along the line, many excursion boats had come down the coast on both sides of the State to participate in the occasion. Mr. Flagler's first section was afterwards to be designated as "The Key West Express." It reached the city at 11 o'clock in the morning of that eventful Monday. Across the marl-fills and the viaducts and bridges which joined the coral keys, the train had steamed south to this half foreign paradise in America bearing officials of state (Concluded on Next Page)

Congratulations Key West

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Between
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Over - The - Sea

By Auto — via — the Overseas Highway from the mainland of Florida to Key West.

This is not a myth—it is a reality and thousands of motorists will drive this unusual highway over the Florida Keys and the intermittent stretches of ocean water.

Some will tarry along the way to fish at one or more of the numerous fishing camps—for this is a fisherman's paradise.

Some will select and purchase a site for a home or lodge on one of the smaller Keys.

Others will desire a location for a home or a lime grove on Key Largo, the largest of the Keys.

The Model Land Company, of the Flagler System, owns some eight hundred acres on Key Largo, in various tracts along the Highway, which are for sale at reasonable prices.

Also the Model Land Company has an excellent location on one of the smaller islands, consisting of 40 acres ready for development of a fishing or tourist camp.

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Metamorphosis From Railroad To Highway

(Continued)

and Nation to take part in a vociferous testimonial to the crystallization of a great man's dream.

Close behind the leading section came others, the fourth of which brought Robert Shaw Oliver, assistant Secretary of War, and the personal representative of President William H. Taft. Among many others were diplomatic representatives of Costa Rica, Guatemala, Salvador, Ecuador, Uruguay, Mexico, the Dominican Republic, Portugal and Italy. Gen. Jose Marti came as the special representative of President Maximo Gomez of Cuba, aboard the gunboat "Cuba."

The United States Navy was represented by the armored cruisers Washington and North Carolina, and the scout cruisers Salem and Birmingham. German and Portuguese cruisers also took part. There was a delegation from the Rivers and Harbors Commission at Washington, and representatives of the Congressional Committee on Army and Navy affairs.

Immediately after arrival of the various sections of the train Dr. Joseph N. Fogarty, then Mayor of Key West, extended the freedom of the city to the visitors. There are extant in Key West a few photographs of the scene at the moment the city first greeted Mr. Flagler and his party. Silhouetted against a packed throng held in leash by a heavy rope, the financier wearing white hat and dark suit is seen walking down the platform at the station. He is stooped slightly forward and is followed by a khaki-clad National guardsman at "port arms." At Mr. Flagler's left, a few steps behind him, is his private secretary.

The foreground of the camera record is filled with faces of men and women who were leading Key Westers and prominent in the observance of the occasion. Mayor Fogarty is in the middle of the group, smiling broadly. At his right stands William R. Porter, who is now president of the First National Bank of Key West. He wears a "stovepipe hat" and is smiling with a trace of thoughtful seriousness. At Mr. Porter's left stands James L. Johnson, now of Miami Beach. Mayor Fogarty's wife stands at his Honor's left, and just behind is the Mayor's sister, Mrs. Walter Curry. The Mayor's mother is with this group, Mrs. J. Fogarty; and Benjamin D. Trevor, then a member of the city council, Braxton B. Warren of the Monroe County

Commission gazes at the back of the Mayor's head. Others of the picture are the late W. D. Cash; Allan Curry, father of ex-Mayor Leslie A. Curry—both gone now. Every business house in the city closed in honor of the occasion. The citizens presented Mr. Flagler a gold and silver tablet on which his likeness was inscribed in bas-relief. A reception was tendered the financier at the home of Rear Admiral Young, commandant of the Naval Station. All guests, civil and military, city, county and state officials and representatives of foreign governments were present. It was a memorable affair.

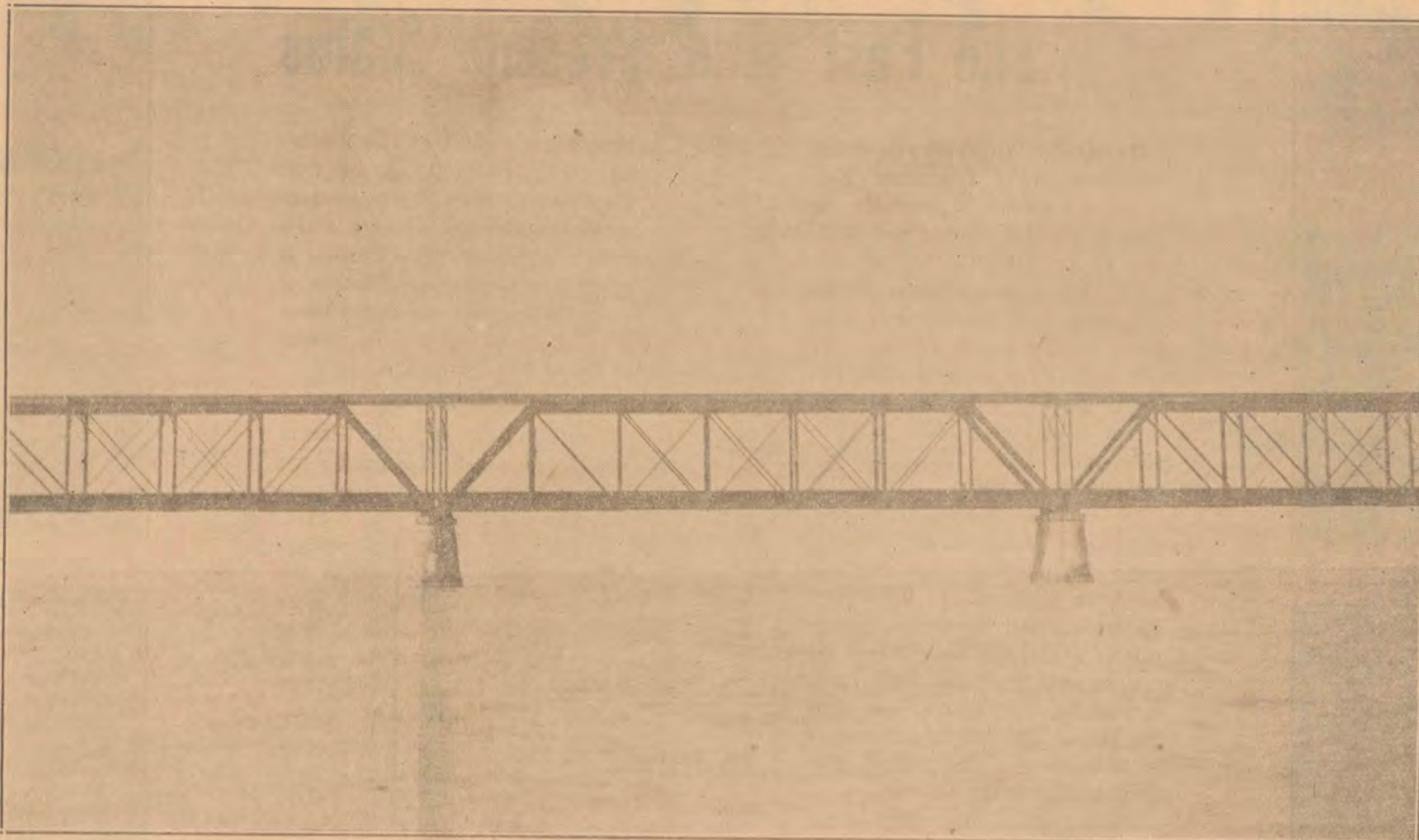
Reception and Ball

That night a ball concluded the first day's program. Two more days of merrymaking followed, both marked by good will, enthusiasm, and expressions of great hopefulness for the future. One of the writers of the history of those three days said: "What the railroad will bring to Key West and the world in general can easily be guessed (but could it?), and fulfillment is only a matter of time."

Even after the Extension was a reality the economic experts held to the field, asking repeatedly: "What's the use? You've demonstrated you can run a railroad a hundred miles or more into the middle of the ocean, but even so it ends nowhere—or only at Key West—and Key West itself is hardly worth the trouble."

But Mr. Flagler of New York looked beyond. Over there was Cuba. And Cuba was worth the price! To accommodate the growing winter tourist traffic, the Hotel Casa Marina on South Beach was begun by the Flagler Hotel interests in 1921, and completed in time for the next Winter season. In 1931 the Depression forced the Flagler System into receivership. Casa Marina was closed because of a new Cuban revolution, hard times practically put an end to travel and the noted Havana Special made but one round trip a day to the Key West docks. The hotel reopened in 1933-34 and has operated successfully since, with many improvements in the Fall of 1937—but it has become a thing apart from the railroad and the steamships whose Havana travelers it was built to cater to, because the railroads and the steamships are gone—the Extension forever and the Havana boats and car ferries to Miami and Port Everglades. Fate took the helm!

70 Feet In The Air!



TRUSS BRIDGE

station and ran two or three car lengths past it. Sheldon and 13 veterans had gone up to Islamorada station to meet the train, and they learned at 6 p. m. that no report of it had been received since it left Homestead at 5.15. At 7 o'clock the fearful storm threatened to wreck the Islamorada station and Sheldon and his veterans took refuge in a box car on the siding. Sheldon stumbled to the locomotive when the train pulled in. The wind was blowing at what was subsequently estimated at 150 miles an hour. An oncoming tidal wave was already cresting several feet above the railroad track which was seven feet over sea level.

An attempt to start the train South was fruitless. Box cars blocked it, upset by the storm. Within a few minutes rising water or put out the fire in the locomotive's oil burning fire box. The sea was running five feet over the tracks. So fearful was the sweep of the water that it was not until daylight Tuesday, September 3, that it was learned the entire rescue train had been overturned, some of the cars being washed 60 feet from the now vanished roadbed.

Due To Tidal Wave

The tremendous loss of life which occurred among both veterans, residents and holiday visitors on the Keys, estimated at more than 800, was due to the tidal wave which, evidence indicated, rose to 18 feet at the height of its most destructive mood.

Retreating waters and dying winds next day sobbed and sighed a requiem while the sun smiled down in mockery from a lovely autumn sky. The rescuers came to either end of the 41 miles of death and disaster from Key West and from Miami and neighboring communities, as far as trucks could go. Boats were called into requisition, aeroplanes and hydroplanes landed doctors and supplies for the living while authorities and encoffined bodies disposed of such dead as the fleet of ambulance cars could not take care of.

There were mass funerals in Miami with military honors, and single, double or triple funerals up and down the storm-scoured Keys and in the sorrowing city of Key West for relatives and friends the tragedy had taken.

"Flagler's Folly" In Ruins

The death knell of "Flagler's Folly" had been trumpeted to a horror-stricken world on the breath of the hurricane. Forty-one miles of the Extension had

been ruined almost with the quickness of a flash of lightning. The storm cut through the Keys along a path 65 miles wide between the lower end of Key Largo on the North to Bahia Honda on the South, snatching from life one quarter of the area's 3000 residents including the several hundred ex-soldier victims; and injuring hundreds more.

The devastation cannot be described so the mind can correctly comprehend it. Islamorada was swept away; beautiful Long Key fishing camp was practically obliterated; the rude board shelters of the veterans on Matecumbe were piled over into the Gulf and scattered with undreds of bodies high in the mangrove of keys many miles to the westward. Embankments on which the railroad ran disappeared from sight, or where the stout timber skeletons around which many of them had been formed over low-lying islands, were exposed, the remaining marl and rock fill lay like huge decaying teeth. Only the stout Flagler bridges remained unharmed by the transient fury.

The railroad company sent engineers into the stricken area and they brought back an estimate of \$1,800,000 to restore the Extension in the least expensive way based on the cheapest cost of construction. Under a second estimate the cost was set down as \$2,940,000. The Flagler System, in receivership with Cuban traffic practically nil, could not see any way to stand the expense of restoration; didn't want to, in spite of the earnest protests of Key Westers.

Asks Right To Abandon

It asked the Federal Court at Jacksonville for instructions whether the Extension should be abandoned or the damaged section rebuilt, William V. Albury,

Monroe County attorney, sent word after receipt of the official notice of the railroad's appeal for instruction, that he would protest any effort for abandonment. The matter dragged along. It was shown that the War Department had been repairing plans for converting the Extension into an automobile highway; and that application had been made for a Federal loan and grant of \$6,000,000 to span the deep-water gaps with highway bridges.

Out of the hearing developed the plan to sell the ruined right of way as well as the undamaged portion from No Name Key into Key West city, to the Toll Bridge Corporation for \$600,000 which was to be a portion of a government loan and grant of \$3,600,000.

The courts allowed the receivers \$40,000 with which to build about seven miles of temporary spur track between Snake Creek and Islamorada so that the "lost rescue train" could be itself salvaged. This job took six weeks, and was a tremendous one. Only the locomotive remained on a little piece of the track. The cars were partially buried in the debris of the overwhelming tidal wave. Return of the shattered equipment through Miami and the cities of the East Coast up to the repair shops at St. Augustine was a pathetic reminder of the horror that had swept down upon the Lower Keys.

Salvaged track was pulled up by crews working from both ends, and taken to the car ferry slip at Key West, or by freight train north to St. Augustine; the cross-ties were tossed aside, piled in stacks or left where the hurricane waters had dropped them. The car ferries were abandoned and the slip machinery towed to Port Everglades whence in a short time freight traffic with Havana was resumed, while passenger

er beaten cross between the jagged upstanding chunks of a piece of railroad fill and the rebuilt highway stretching straw-colored along beside it... imagination almost hears "taps" sounding once again as a vagrant puff of the trade winds whistles through the neighboring palm trees... but the sound, if it was a sound, is vanished as are vanished the soldiers and the natives and the visitors; as are vanished now the heroic band that rallied to the dreadful work to rescue and assistance.

Out of the Hurricane

The relentless hurricane spat a mouthful from out of the sea and dealt death and human suffering, and disaster and financial ruin as it vanquished the concrete thing which was Flagler's dream back in the late Eighteen-eighties. And in that same spiteful mouthful, as Neptune retreated satisfied and smiling beneath the next day's tropic sun, was the seed which completed the Trilogy of all creation—Birth, Life and Death—and which brought to completion at long last the World's Ninth Wonder, the Overseas Highway!

THE END

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Wreck of Extension

At 1.32 o'clock on the afternoon of Saturday, August 31, 1935, the United States Weather Bureau at Jacksonville advised of a tropical disturbance centered 60 miles east of Long Island in the Bahama Islands, moving west-northwest 300 miles southeast from the Florida Keys.

Further advisories through Sunday told the world the storm was moving slowly, generally toward the west, at eight miles an hour.

The advisory given on Monday, Labor Day, September 2, at 1.43 p. m. said the hurricane was centered 200 miles east of Havana and 180 miles southeast of the Keys; was travelling slowly westward and would be accompanied by winds of gale force on the Keys that afternoon and night. Winds of hurricane force were anticipated over the Florida Straits south of the islands Monday afternoon and night, an indication that the blow would pass the Straits and avoid the Keys.

At 4.41 on Labor Day afternoon the first advisory was issued that the center of the hurricane had swung northwest and was moving toward the Keys.

During the advance of the hurricane F. B. Ghent, director of Veteran's Camp work on the Keys, was in Jacksonville, and Ray Sheldon, the assistant director, was in Key West. Both read of the tropical disturbance in the evening papers of August 31. Through that night and Sunday morning both men secured weather bureau bulletins and were in frequent communication with each other. They received advisories every four hours. Mr. Sheldon left Key West Sunday forenoon and reached the Matecumbe veterans' camps at 4 p. m. None of the weather bureau reports indicated through Monday morning that the storm would become menacing to the inhabitants of the Keys.

Asks About Rescue Train

However, Sheldon asked the Florida East Coast Railway offices at Miami on how short notice the road could make up a train and get it down to Matecumbe. He was told a train would reach Matecumbe in three hours after it was requested. The distance is 90 miles.

Soon after the 1.30 p. m. advisory Ghent, in telephonic communication with Sheldon, found

that the barometer readings at Matecumbe were lower than at Miami, and he determined to evacuate the camp. A few minutes before 2 o'clock he requested the St. Augustine main offices of the Florida East Coast system to dispatch a relief train to the Keys without delay. At that time Ghent believed he would have at least 12 hours to get the veterans out assuming that the hurricane hit the Keys.

Although there is some discrepancy regarding the exact time the railroad got the order to send the train, it appears to have been between 2 p. m., and not later than 2.35 p. m. Nevertheless preparations were made to send the train soon after 2 o'clock. It was a holiday, a crew had to be got together, coached had to be shunted and repairs to one car delayed departure from the Miami yards until 4.25, two hours after the East Coast claims it got its orders. Death lurked in the sunlight of that lovely holiday afternoon as the relief train of 11 cars pulled by a giant locomotive puffed down to Homestead, 28 miles below Miami. It reached there at 5.15, and 15 minutes were spent in switching the engine from front to rear so it could back the train South and have the advantage of hauling it north through the heavy weather in anticipation.

Derrick Cable Tangles Engine
Some miles below Homestead at Camp No. 1, a derrick cable at the side of the track hooked into the locomotive cab and its disentanglement cost one hour and twenty minutes. The train reached Islamorada at a few minutes after 8 p. m.

The storm had broken. So tremendous was the force of the hurricane that the engineer could not see the Islamorada

Undaunted Courage

of our citizens in their efforts to build the

OVERSEAS HIGHWAY

has won for us a bright and prosperous future

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TO THE CITIZENS OF KEY WEST
WE WELCOME THE OVERSEAS HIGHWAY
BUSY BEE BAKERY

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Enjoy The Cool Breezes—
On Key West's Largest Veranda
NEWLY RENOVATED CLEAN INNERSPRING MATTRESSES

OVERSEAS HOTEL
100 ROOMS 100 BATHS
L. S. GRUBER, Res. Mgr.
CLOSEST TO FISHING AND BATHING

WE TENDER THIS—
Our humble testimonial of
CONGRATULATIONS
On the Opening of
OVERSEAS HIGHWAY
SAN CARLOS BOOK STORE
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Compliments
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The Army And Navy In Key West; The Past And Present Status

During the World War days and the few years following, Key West had sizable operations in both the Naval Station and Military Posts here.

At the Naval Station, there were a staff of 22 officers, headed by a commandant, 65 marines, 150 civilian employees, and an enlisted naval personnel of 100. These operations continued from 1914 until 1930. The monthly payroll was \$54,000.

Up to 1922, there were four companies of troops and a band, approximately eight officers and 200 men, stationed at the Army Barracks and reservations. Payroll is very hard to estimate, as the records were removed from Key West, but comparison with the Naval Station's figures seems to indicate that the payroll was close to that of the Navy.

Those were busy days—with the sound of hammers and rivets and the big machines going both day and night at the Naval Station and sailors swarming the Station. At the Post the companies were impressively drilling and going through military operations.

Curtailment

But it was found necessary in the twenties to curtail both the Army and Naval divisions in the city. After 1922, the Army troops were moved away except for a small personnel. This personnel consisted of around two officers and twelve men. At present there are 60 men, headed by two officers, an increase of 46 from last year. The Barracks and Reservations are in charge of Major James D. MacMullen, commanding officer, Key West harbor defenses. Under his instigation, the Barracks and reservations have been thoroughly renovated, remodeled, and beautified, and the increase in personnel accomplished.

At the Naval Station, another big blow came to the city, when in 1930 the first curtailment came. It was then operated on a small basis. In June, 1932, came another staggering blow—the Station was ordered decommissioned. Since then there have been 11 civil service men on duty. Recently, under the command of Lieut. William Klaus, an exten-

sive improvement at the Station has included building of new steel finger piers with modern welding instead of riveting, and a new quay wall. The Station is ready for the accommodation of visiting naval vessels at any time. It is at present under the charge of Lieut. F. H. Callahan.

Naval Station

The U. S. Naval Radio Station Towers shown on this page were built in 1914. At the time of construction the Station was considered to be one of the most powerful and important stations in the country. It has been in continuous use since the World War days and now receives many messages from ships in distress or wishing to have sick seamen taken off.

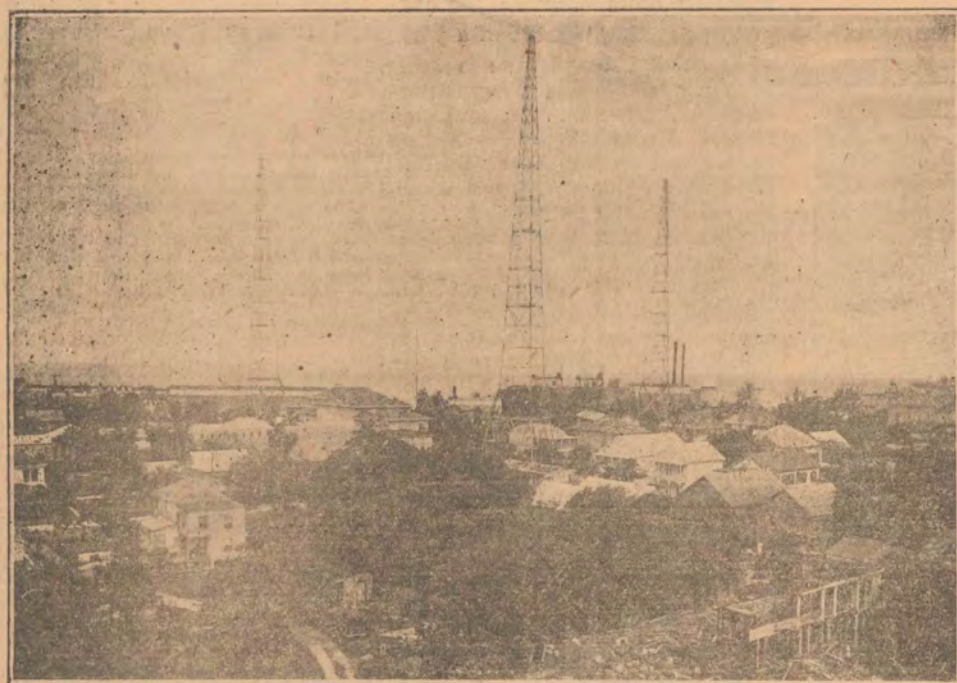
Seaman's and Marine's Barracks in other pictures were constructed in 1919 for the purpose of housing the enlisted personnel of the Navy and Marine Corps. They have been decommissioned. The Marine Barracks are being used now as an Administration building by the W.P.A. but the Seaman's barracks are unoccupied.

The Submarine base, also shown, was constructed in 1919-20 and was built for the use of submarines and destroyers. It was extensively used by Navy and Coast Guard vessels until 1930 when curtailment of activities were ordered at the Station. The Base was especially active during the World War.

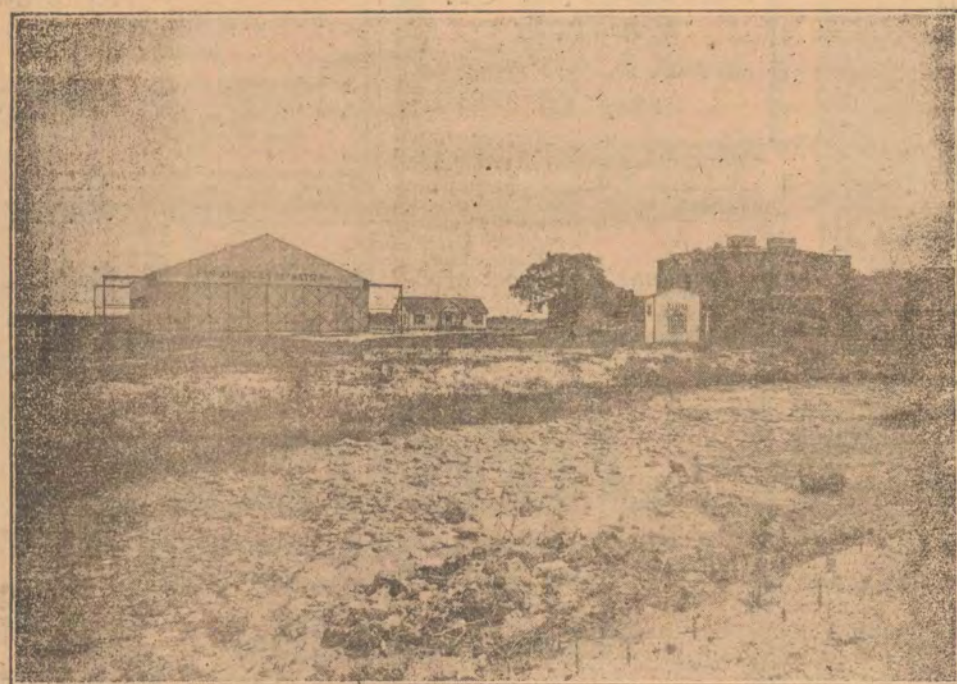
U. S. Army Barracks

In a picture on this page may be seen a bird's eye view of the Army Barracks, center of the Army units in the city. It was begun in 1844. In it are officers' quarters and barracks for the soldiers, all built of the same style of architecture and admirably suited to this climate.

The ruins of the East Martello Tower are in another picture. It consists of a citadel about forty feet high surrounded by casemates, and a parapet reinforced with sand embankments. It is of no use now in military tactics. The Pan American airport is the only airport in Key West but there are in progress other efforts to secure a municipal airport.



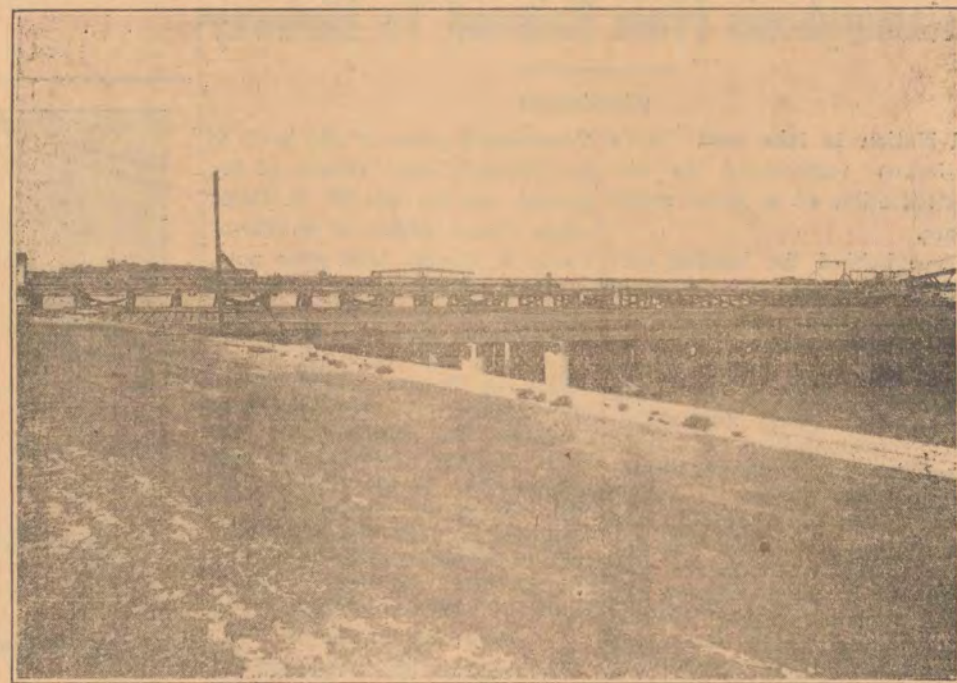
NAVAL RADIO STATION TOWERS



PAN AMERICAN LANDING FIELD AND EAST MARTELLO TOWER



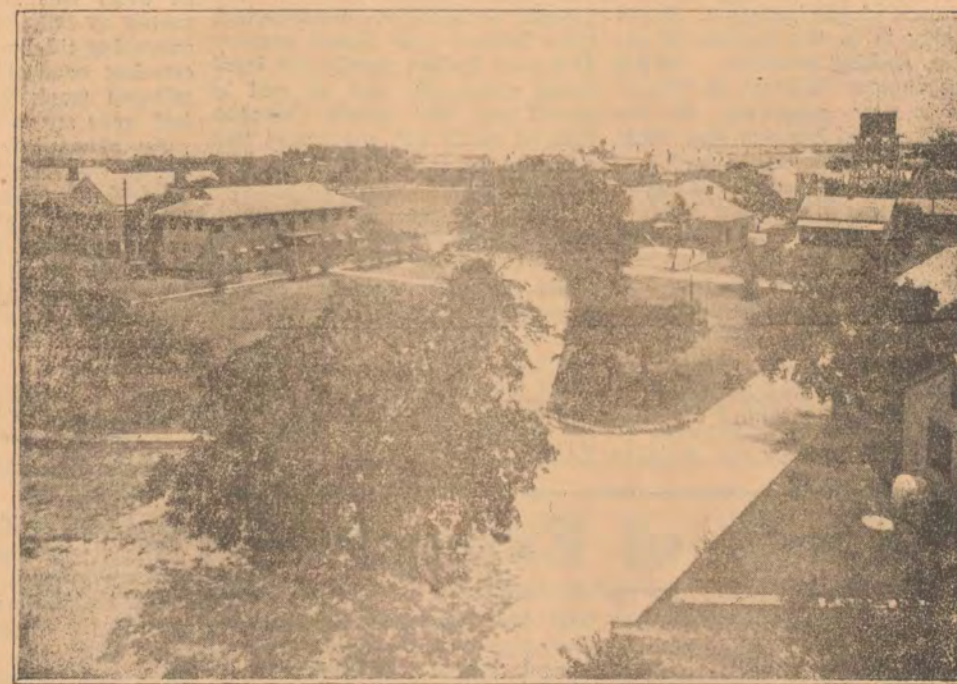
SEAMANS BARRACKS U. S. NAVAL STATION



SUBMARINE BASE



MARINE BARRACKS U. S. NAVAL STATION



U. S. ARMY BARRACKS

Key Westers Fish In Both Gulf And Atlantic Ocean

Country's Best Fishing;
Combines Barrier Reef,
Gulf Stream And Inland
Angling

THE ARISEN PHOENIX

'Tis bird-time: sweet the chirpings heard
From shady, leafy bowers;
Of birds in verses poets sing
These sultry summer hours.

The Phoenix is my favorite
On sweetly-scented pyre;
After some centuries of life
She perishes in fire.

She comes to life from out her ashes.

Key West is like this bird.
For from outsiders in the Thirties
'Key West is dead!' was heard.

But Phoenix-like, Key West doth rise
In glory strong and bright.

'Tis Thirty-Eight! The Highway's here,
Prosperity's in sight!

—KEY WEST PIED PIPER.

Gulf Stream. Found in these ridge waters are amberjack, another fighting monster of the sea, which tip the scales close to the 75-lb. mark. All along the Stream may be struck bonito, a bluish colored streamlined sport fish. During the winter, especially, huge schools of kingfish, Spanish mackerel and jack come south to these warmer waters. Here the fisherman is in his heaven. Coming through a school there are strikes right and left, and wallowing big ones are in these schools. When the Key West fisherman lands a 40 pound kingfish, almost as tall as a man, he has gone through a battle. Spanish mackerel, while smaller, are scrappy fighters and are extremely plentiful. The fighting jack is well known.

TIGER OF THE SEA

Another good fishing ground is the Barrier reef, which protects

the Florida Keys in stormy weather, acting as a wall to the depths of the Gulf Stream flowing on the ocean side, and which extends along the entire Keys, in many cases projecting their coral formation out of water. Here are colorful, shallower waters and a multitude of fighting fish of all descriptions. The Stream fish, especially, after a blow are found in the vicinity of the reef, but most of all is found the vicious striped Barracuda, "Tiger of the Sea," with teeth like knives. Barracuda are always in evidence along the Reef, always eager to take a cut at the dancing, silver spoon, and fighters who will take the line out singing until they have not strength left with which to fight. Barracuda are usually about four feet long.

Of a milder and more sluggish appearance is the brown and black grouper, found in 40 pound weights around the reef, but a tougher devil can hardly be found. When a grouper strikes it really is in earnest. These groupers have been known to attack the saber-toothed barracuda. They are an excellent food fish. These are but a few of the fish to be found trolling near the reef. Muttonfish, hogfish, are two other food fish, which are regularly hooked.

2,000 POUND DEVILFISH

A sport which is growing in Reef waters is harpooning. The objects are the huge 2,000 pound devilfish, also known as mantas and ox rays. Perched on the foredeck when its black bulk is sighted the harpooner clears the line from around his feet, waits until the black shape is below him, usually about six feet below water, and then plunges the brass point into the monster. Spurring blood, the monster will dash off propelled by his giant wings and will tow good sized charter launches nearly seven miles an hour. The three hundred pound green turtle, which are to be found basking in the sunshine near the reef are also often caught. The turtle is an extremely wary creature, and it is very difficult to approach near enough to effect the capture. But it is a thrill of a

Trained Fish Doing Their Stuff



Here is proof of that "trained" fish story! Visitors to the three-day fiesta here July 2-4, marking the formal opening of the \$30,000,000 Overseas Highway can see a pool with over 400 fish of 26 species, ranging from six inches to six feet and weighing up to 300 pounds, which come to the surface when called and eat from their hands.

lifetime to bring one in. They are extremely palatable.

HUGE SILVER KINGS

Fishing for the Silver King, the bulldog of ocean waters, his tarpon majesty, is a beautiful and exciting sport. One can hook into the silvers, which attain a length of close to seven feet in the larger specimens, and weigh around 125 pounds, when the moon is full and the tide is coming in. With the launch throttled down so that it is barely moving, mullet bait is used in trolling through the surface, shimmering with moonbeams. Ov-

er all, the beautiful-tropic moon of Key West shines. A tarpon will leap as many as twelve times when hooked. He will fling himself into the air and doggedly shake his head from side to side to throw the hook. Tarpon have flung hooks 50 yards from them. They will take out the line with seemingly never tiring strength. Tarpon feed near the shallows and flats and are thus caught in the thousands of channels winding on the inside route near Key West. Most of them are found in the main ship channel alongside Key West docks. They may be caught at all times of the day.

Bonefishing along the Keys is just beginning to come into prominence. Bonefish are never caught alive they are such fighters.

BOTTOM FISHING

Far from least is the bottom fishing to be found in these waters. There are over 600 varieties of fish to be caught here, ranging from rare West Indian tropic fish to those of more northern waters. As someone has expressed it, "all fish winter here." In bottom or still fishing the boat is anchored and the bait cast to the bottom with sinkers. Two, three, and even four fish may be brought up at one time, such is the plentifulness of fish. Among them are the toothsome snapper, muttonfish, hogfish, grouper, yellowtail, the famous grunt of the Florida Keys, lane snappers, porgies, snook and scores of fish too numerous to mention.

For a new thrill in fishing, with native guides who can sight a fishing spot a few feet wide seven miles out in the ocean, try Key West fishing. It's the best in the country!

REFUSED LICENSE

Farimont, W. Va.—An applicant was refused a fishing license in this city because he admitted he had never been naturalized. He was a full-blooded Indian, and told the officers: "I am more of an American than you are."

SEA GULLS

Like small, white rags
They drop upon the white-capped sea
Where bronzed men bring their boats;
A screeching, angry mass of gulls
That feast upon discarded fish
And bloated things.
Then suddenly they rise above
The emerald surface of the harbor's face
To patch the sky's blue dress
With small, white rags.

BARBARA GREENE.

Subscribe to The Citizen.

LEAF DANCE

A ripple of green . . .
When the wind blows through
The new Spring dress
Of the China-berry tree—
Turning into a whirl-pool
Of shimmering emerald.

The dark bole of the tree
Is a tall ship's mast
Submerged in a green sea.
The ship lies buried
In the brown earth,
While its masts stab through
Translucent green water
When the wind dances
Among the leaves.

BARBARA GREENE.

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Famous Baribon Salin	Chinese Hand-made
Dasche Slips	Underwear
Fieldcrest	Key Dunhill Dresses.
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Paris Fashion Shoes	Flaxpun Non-crushable
Sandee Beachwear.	Linens.

We Join Wholeheartedly in the Opening Festivities and extend a glad hand to our visitors. We are proud of Key West and our prestige!

WE WELCOME YOU!

A JOB WELL DONE—

and we are justly proud
of the new

Overseas Highway

We pledge our utmost towards serving the new
Key West to come

J. R. STOWERS COMPANY

KEY WEST OF LONG AGO

(A Series of Articles from "Along the Florida Reefs",
Written by Dr. J. B. Holder for Harper's Magazine and Published in 1871, Compiled and Edited
by Frank W. Lovering and First Published in the
Key West Overseas Sunday Star in 1929.)

Purposing to aid the Cuban Telegraph Company, our government considered it advisable to make a reconnaissance of the great range of reefs upon the Florida Reef.

A cable from the mainland at Cape Sable to Key West has since been laid; but at this time it was thought that wires could be laid upon the trees and carried across the inlets upon poles set in the mud of the extensive flats between the islands. Several obstacles appeared after the examination, the principal one being the interference with the passage of the numerous sponge-boats that find occupation here. The wild and rugged nature of the reef rendered it more difficult and expensive that the cable plan.

Major M'Farland, of the Engineers, was ordered to take charge of the survey, with the schooner Oriental, then in his employ. An examination of the Pine Keys had been made previously. Our destination was to Knight's Key, where we arrived after one night's sail, some sixty miles from Key West. The Reef and islands or keys that have been formed upon it extend in a line nearly parallel to and within two degrees of the Tropic of Cancer. Dry Tortugas forming the western, and Virginia Key the eastern extremity.

The keys here as well as most of the others, are raised to a uniform height of about two feet from high-water. Either the water has subsided, or the islands have been raised, as they represent the accumulated tenements of once living bodies—bodies that can not live and build above water. The old dead corals massed into a solid, continuous ledge.

Two prominent features seem superimposed on the Atlantic face of our coast; the peninsular of Cape Cod and Florida. The latter is still growing, and it is well ascertained that nearly all of the peninsula has been built up from the sea bottom by species of corals and other marine animals now living and operating there. Centuries must have passed while this vast tract has been built up. But erroneous notions have been formed regarding their rate of growth.

A brick, having a specimen of meandrina upon it one inch in

to five and thrive in the salt soil, they float over the shallow water and take root wherever they touch bottom. The rootlets then make fast to the reef mud, throw out side shoots like so many flying buttresses, and put forth from the top or smaller end a tuft of rich glossy green leaves.

The trunk does not reach below the spreading roots, but is supported by them above the water. Here is a network of rootlets wherein the debris of the ocean is entangled, and within which dead leaves and fragments of shells collect to form the meagre soil. Miles of reef become planted in this way.

One very important element in the soil is the mineral frame-work



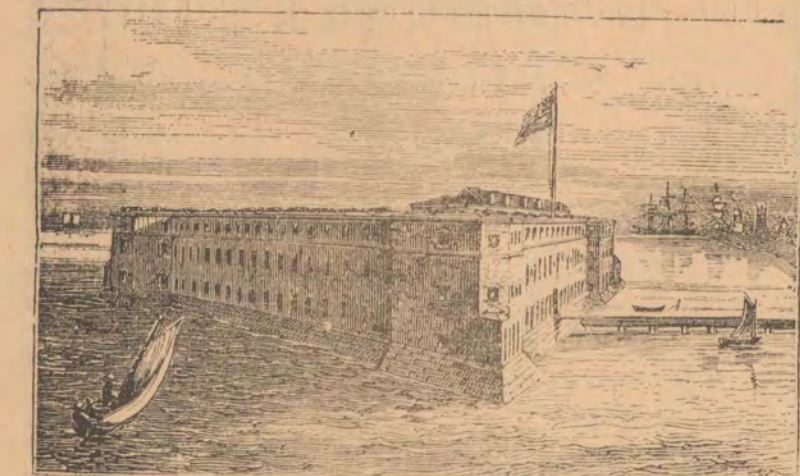
A WRECKER OF THE REEF

of a species of alga or seaweed. A handful of soil taken up from the beaches, or upon the keys more inland, will be found to consist largely of fragments of this singular alga.

Key Vacas and Knight's Key lie parallel to each other. Here the water was so shallow that we were forced to leave our boats and push through the mud to deeper water.

These keys near the water-line and for some rods inland, were nearly bare. The ledge of astracae coral was black and jagged looking like rotten ice. Here and there were heads of brain coral embedded, some of them three feet in diameter. Upon this ledge stood several varieties of trees of large size, holding to the bare rock and sending rootlets into the numerous cracks and inequalities where the scanty soil was collected.

Along the entire border, and for some distance inland, were frag-



FORT TAYLOR, KEY WEST

diameter, was placed under water in the year 1860 by the writer, at Tortugas, with the view of determining the rate of growth of corals. When taken up in 1871, just one year after, it had increased to two inches in diameter, and was over half an inch in thickness. The large aquarium, which was built at the water-side for observation of marine objects, contained many other specimens and it was observed that the branch corals grew even more rapidly, some attaining five or six inches in one year.

One species of astraea, unlike most of the corals that have a circumscribed growth, spreads out ledge-like, and knows no boundary, no definite form. This particular species seems to be the principal element in reef-building; its individual polyp is small, but the congregation is vast, and tier after tier rises until the surface is reached, when acres, miles of this one variety lie dead and decaying, and furnishing a strong foothold for another element of land-making, not less sure and irresistible.

The mangrove now performs its part. A long, cigar-shaped fruit is formed, the seed of which germinates within the small inconspicuous flower, before it drops, and presents the strange spectacle of a young tree, already rooted and ready to put forth its leaves as soon as it drops and finds foothold.

These young trees are much like the young magnolia; designed

steadily increase is made toward the final filling up of the bay, even to the mainland.

Tavernier Creek is another of these open water-ways, quite like a river—open runs produced by the tides. Here is the favorite haunt of the young sea-turtles, a good feeding ground, secure from the numerous enemies of the outer water. The green turtle here finds in abundance the peculiar seaweed which it prefers, and on which it thrives and fattens. During the breeding season they are easily taken while crawling upon the beaches to lay their eggs; but many are taken by pegging a pointed steel peg is fitted to a socket in the end of a stout pole. A line holds the peg, and serves to draw the creature toward the boat after it has been driven into the shell and loosened from the pole.

Since specimens of the hawk's-bill turtle are caught here, having the elegant shell plates, or scales, so valued in jewelry and comb manufacture. The green turtle is most valued as an article of food, and the Key West market is usually supplied from these back bays and creeks. The loggerhead turtle, a coarser and larger reptile, attaining the weight of several hundred pounds, feeds mostly on flesh, and is caught upon the beaches during the breeding season.

In the summer months, and on moonlight nights, turtle-turning is practiced, and the visitor in these regions finds in it exciting recreation. Lying on the clean sand of the beach, with an eye athwart the sparkling ripples of the shoal water, an eager listener; presently a slight break is seen, hoarse breathing heard, and all is still for a moment, when a huge form rises from the edge of the sea, turns its big head to either side, and tumbles hurriedly and awkwardly up toward the highest point, where it loses no time in excavating a deep hole for its eggs.

So persistent are they when once at work that one can take the eggs one after the other as they are depositing, leaving only the empty hole in the sand, to be as carefully covered by the simple creature as if it contained its proper complement. They are exceedingly shy in landing, and will not come on shore if an intruder is discovered; but once out of the water they seem to realize their helplessness.

The favorite method is to turn them on to their backs, and this requires the whole strength of at least one man. Hundreds of eggs are laid at one time and are covered about 18 inches in the sand. The heat of the sun hatches them, and the young work their way out and toward the sea with unerring precision.

As we floated on the smooth surface a fine view was had of these haunts of strange, unfamiliar creatures, the water, clear as crystal, and the white coral mud, revealing every object distinctly. Nature reigns here undisturbed, save by the sponge-hunter, who pushes his boat through the labyrinthine channels, year after year, in continuous search. Young green turtles are very numerous, darting away as the boat passes over them.

One is reminded of a gay pantomime; gorgeously colored angel-fish flit by, crossing and recrossing like so many richly dressed columbines, their gay bands and winglike fins resplendent with color. Harlequin morays, darting in and out of the shadows of the sea fans and feathers; groups of gorgonias, brilliant with iridescence; clowns, pantalons, and supernumerary shapes innumerable among the conchs, hermit crabs and devil-fish.

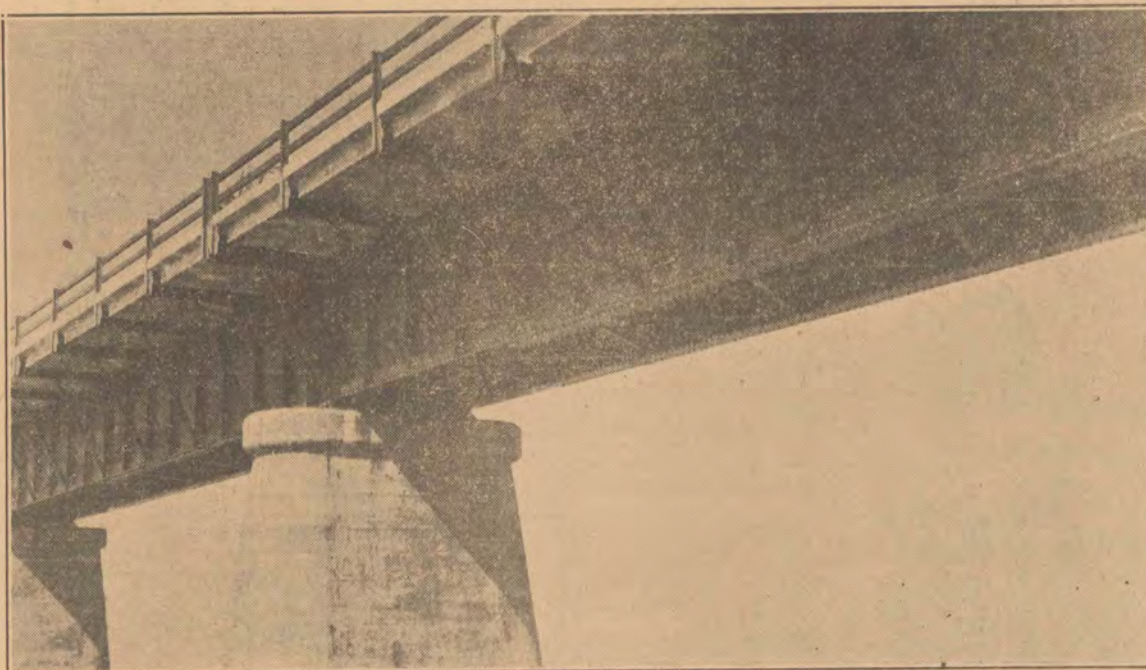
A small species of saw-fish was frequently seen, a sluggish creature of the shark family, rather neatly formed, but long and broad snout, armed with a row of stout teeth on either edge—a prolongation of the upper jaw as long as the body of the fish, seemingly formed altogether as a defensive weapon, which can only be worked sideways as a scythe.

Sponges were very numerous, though we were told a large portion was not worth gathering. The sponger could readily distinguish the best as he pushed his boat over them. Some of the coarser kinds, not marketable, are four feet in diameter. They are all more or less concave at the apex.

A black membranous tunic covers them, and soft jelly-like portions project into the pores and cavities, constituting the slight claim they have to place in the animal kingdom.

Animal mucus, and fat oil have been found in their analysis; so the vexed question is settled by chemistry, and they are unquestionably admitted to the ranks of animated nature, though far from active members. A slight current is observable over the openings, and nourishment is probably ab-

"No Landscape Tires The View"



ROAD CONSTRUCTION OVER PIERS

sorbed as it circulates through them.

The frame-work is made up of silica, a wonderful proportion in the form of spicules or splinters. Unlike most other marine objects, sponge is less attractive in its living state; only after the soft parts are removed is it pleasing to the eye. The pretty urn and other shaped sponges found on the beaches are merely skeletons.

A large trade is now carried on at Key West in this article. Small schooners from 10 to 20 ton burden, are employed. They are much the shape of half an egg, and are flat as is consistent with due regard to sailing qualities. These vessels lie in anchor in the channels, while the spongers push their small boats over the flats to gather the sponge. In some places they dive for it, and in shoal water grapple them. The specimens are very heavy, being loaded with water and the jelly-like animal matter.

They are buried in the sand of the beaches until the matter is decomposed when they are washed and carried to Key West, collected upon strings of convenient length, and bleached in the sun. That portion of Key West called "Conchtown" is the principal depository, where the yards and fences are loaded with them. For many years nearly all the sponge collected on the Florida Reef was sold at Key West to an Israelite of New York, one Isaacs; latterly others have entered the trade, and a very respectable income is derived from it.

To the naturalist, of whatever "persuasion," the mangrove thickets afford a wonderful field for observation.

In the full moonlight we drift-

ed down with the tide on our return to the vessel. New beauties were discerned at every turn as the moon shed her peculiar light over the scene, now nearly quiet and noiseless, save where we passed the cry of a querulous old bald eagle who seemed to be scolding some one at home, and fluttering uneasily on her nest.

A tardy warhawk here and there came into view, skimming over the channel roostward, and the hoarse croak of a cynical bittern broke upon the still air as he half unfolded his wings and relapsed into listlessness. We were fatigued, and Nature was nearly at rest; a smart pull brought us to the outlet of Tavernier Creek, where we joined the vessel.

In the morning the yawl was refitted for another day on shore. We were anchored off Old Rhodes Key, and now stood off toward Plantation Key, and took to our boats as soon as the water became too shoal to admit the schooner farther in. Everywhere along the beach were fragments of wrecks.

Old hulks are seen on the shoals, and at high-water mark winnows of wood lined the shore. Here was a Turkish maiden, the figurehead of some unlucky ship, lying half buried with splinters and fragments of gilded panels, the remains of a wrecked steamship. Farther on a handsome sign-board bearing the Yankee name of Joseph A. Davis in gilt letters. Figureheads in scroll-work handsomely carved. On another key, great numbers of new hogheads and bundles of staves for barrels; part of a cargo, no doubt, destined for the "ever-faithful Isle."

Plantation Key has considerable good soil; many of the trees here are 70 or 80 feet in height.

patch, which have been materially increased since the writer was there. Mr. Baker, the owner, who resides at Key West, is reported to have realized \$7,000 this season from his crop of pine-apples.

We now ran across to Key Largo, the largest one of the group, being near 40 miles in length, though not much wider than others. There is no beach here, but the mangroves grow to the very shore, where the coral ledge is irregular and broken, presenting many indentations and inlets. It was impossible to walk any distance, consequently the party remained in boats, beating up as near the shore as possible. Here the muddy bottom was loaded with gorgonias and sponges. The old coral is here replaced

by a crystalline lime deposit with the openings. Fragments fresh there, broken present the appearance of stalactitic formation. Near Angel-fish creek a large crack extended in shore from the water. This is the only instance observed where the original deposit has been disturbed. This crack was open, and about two inches in width.

The fine summer-like weather which makes up the greater part of the winter in this latitude is now to be interrupted by the almost regular fortnightly visit of a "norther" or strong cool wind which subsides usually in about three days to give place to the grateful trade-wind. Meantime we get under way for Indian Key, the grand rendezvous of the winter.

(Continued on Next Page)

CHESTER THOMPSON'S MARINE CURIOS

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SEA HORSE

SHARK

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Key West of Long Ago

(Continued)

ers, fortunately for us, near at hand.

Indian Key is one of the few islands of the reef that can be called inhabited. Here for many years the wreckers have resorted, as it is convenient as a midway station and the safest harbor in heavy weather.

Like the island of Key West it is increased in height by a line formation called colite. The foundation is probably the same as the other keys, but nearly twelve feet of extraneous matter has accumulated upon it. The soil is excellent, and various tropical trees and shrubs thrive well there. The whole island seems to have been under cultivation. Fine coconut palms and many flowering shrubs were there, and what with the several houses the place looks quite village-like and picturesque.

Wrecking was a lively business when the highway of commerce bore great numbers of ships richly laden with cotton; and here those hardy mariners found convenient resort. The anchorage is safe and valuable for that class of vessels. Other places more or less protected, were frequented; and certain stations were recognized, mostly within sight along the Reef.

The wrecking vessels are usually small schooners, much like our pilot-boats, owned frequently by companies who fit them out and divided the profits with those concerned. Vessels consort with others, and a system of signals is used. They anchor within sight of each other along the Reef, and readily exchange signals when a wreck is seen. A vessel unluckily strikes upon the Reef, the fore and aft canvass of a wrecker is seen bearing down upon her, and ere the hull is quite visible above the horizon white specks in the distance grow spectre-like into life, and soon spread a protecting cordon around the hapless craft.

So promptly do these vessels come to the rescue they are likened to the condor that swoops down upon his prey; but the valuable aid to life and property rendered by the wreckers of the Florida Reef should be a subject of most just appreciation. Rather let these "foilers of the sea" be seen as they are; watchers by day and night; sea-faring sentinels in their snug crafts, pacing the deck under the tropic sun heat, or peering forth from the mast-head as they are tossed upon the gale. Good men and true most of them. They are average men, not pirates.

At a time when every sail is reefed or furled, when angry clouds curtain the fair sky, and the ocean boils with fury—when others seek shelter—then the wrecker is on the alert. A trusty

had located here for the purpose of pursuing studies in natural history, was burned to death in his house, his family escaping by boats. We were led to the end of the island, and shown where the savage Seminole warriors crept softly from their canoes in the darkness to ply the fire-brand and tomahawk, and to "frighten the island from its propriety" with their terrible war-whoop.

Near by was an ambitious-looking slab, covering a brick tomb. Considering the result of the incumbent's dealing with the Indians, one is apt to reflect upon the old adage, viz: "Such is Life." The inscription which we found written on the slab is the following:

Sic Transit gloria mundi
Here lyeth the body of Capt. Jacob Houseman, who died by accident. To his friends he was sincere; to his enemies kind; to all men faithful.

Houseman and some others were fortunate in reaching the revenue cutter, which was lying at anchor, but died some years later.

Among the residents was an old hulk, who had been driven ashore here years ago, and now lived on Lignum-vitae Key, nearby, where he raised a few water-melons, and so kept hunger from his door, selling his produce to dealers in Key West.

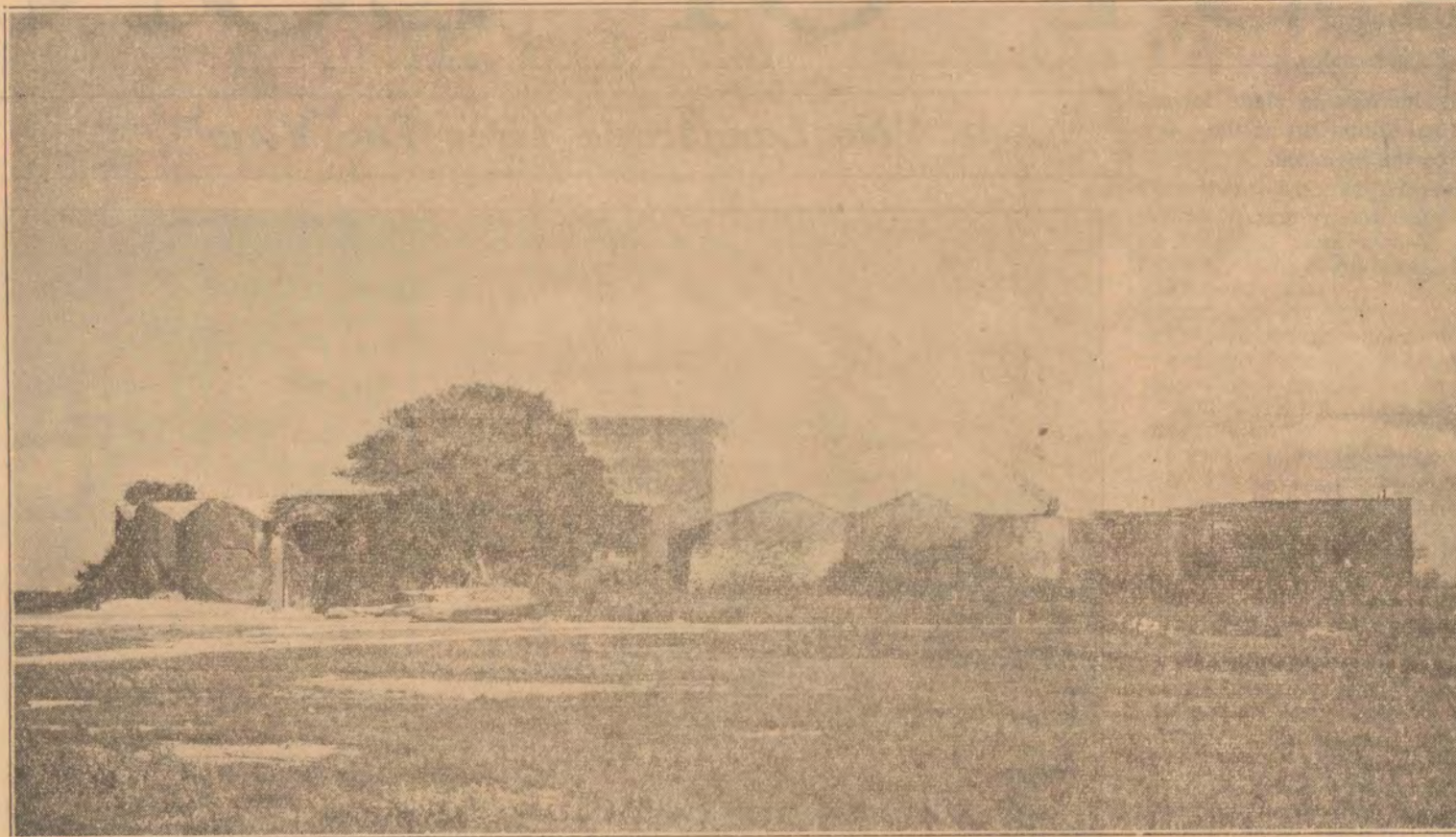
Old in the service of the sea, Captain Cole is yet hale and hearty, a temperate man, and one well worth the acquaintance of anyone who should happen to drift that way! He is a Norwegian by birth, and a very intelligent man; having no friends, he prefers to live here alone, almost low water.

Boats for the sponge trade are built here; one upon the stocks was quite egg-shaped; made to carry largely, and to run in shallow water.

From the Indian Key to Virginia Key and Cape Florida, the extreme eastern point, the islands are separated by wider and deeper channels, and here it became quite evident that so much cable would be required between the keys nothing would be gained by adopting this route. The survey was rapidly made here. At Cape Florida light we anchored, after a two weeks' sojourn on the water of the Reef. In our boats we proceeded across the sound, seven miles to the mouth of the Miami River, at the southernmost extremity of Florida, where we met the overland party in camp at Old Fort Dallas.

The Northwest Light twinkles an instant on the southern horizon, and disappears as the flush of the coming morn reveals its iron cage suspended in the broad

Ruins of Civil War Fort



EAST MARTELLO TOWERS

speculation is at once rife. In the cooler months such rains are rare.

The torrent continues through the whole evening, and is unabated at bedtime. The wind strengthens, and the darkness, with the rain, shuts us in from the scene. To sleep is impossible. The pain blows so furiously against the windows; and the puffs that come intermittently—now here, now there—it seems a thorough gale.

The blinds that have rattled, and the signs that have creaked, and the tin roofs that have crashed, all give way, and go rattling and crashing together into the streets adding to the piles of debris from wharves and yards; floating up and down with the driven tide; choking the highways and by-ways and holding general carnival of chaotic noises. The wind, after going all around the compass, is plying steadily from the south, driving in the sea through the streets, with timber and fuel from the docks.

To look out or go out is unsafe, as slates and tin are flying from the roofs; and lumber even is driven through the air by the wind. To wait and watch is our only lot through the long hours of the night. The house remains whole, but not tight; torrents of water pour through the soaked walls and tinless roofs. The furies ply their uttermost. Whirling continuously, seemingly with all power, an occasional lunge sways everything with enormous force.

At daybreak is a lull. Slate tiles yet fly from the roofs; but with considerable effort we gain the scene of our great solitude. Piles of tin roofing, lumber, trees, and broken chandlery are left high and dry where the tide swept them. Heavy surf was breaking against the buildings upon the wharves, crushing and destroying many of them.

Half buried under the timbers of a wharf a steam-tug was pounding and beating her way, and now had cut clear through to the opposite side, where she jammed and chafed what was left above water of our good schooner, of which little else was visible but her tapering topmasts.

The wind is yet a gale in strength, and its wild howlings, with the flying scuds of spray, render a view of the whole scene impossible.

"But where is the Rosetta?" "She went to pieces, Sir, early in the night."

"And the Bos'n?" "He has not been seen since, Sir."

We looked around to find over a fragment of the lamented boat; the little cove between two piers was literally choked with broken lumber. Presently a form was discerned standing so motionless among the stranded fragments that it seemed like a half-buried spar, with its rag of canvas fluttering in the wind.

There the Bos'n stood, and at his feet lay all that remained of the once gay Rosetta. He did not move or speak. The old man had deemed it incumbent on him

early in the night, as it looked, as he afterward remarked, "a good deal like foul weather," to fortify himself; and nothing is more sure than that he became firmly entrenched. An expression of face indicative of great calamity was now all that was possible.

As the wind and rain subsided the people went forth to view the wreck. The tall old cocoa palms, which had not felt such a shock for many years, were stripped; and many of those that escaped the late destructive fire were wrenched and sadly denuded. The streets were blocked by great limbs and brushwood. At the barracks a very long frame building that was perched upon stones four feet in height and under which several cows had found shelter, was lifted and dropped unbroken, its whole width away from the spot, crushing the cows, that in some instances broke through the floor and remained unharmed.

The front of one house opposite the lumber-yard was riddled with holes, and one plank went entirely through the end of the house. Vessels of all classes were ashore; and several gun-boats, kept under steam were constantly plying their screws to prevent dragging the anchors. A large bark, that was quietly standing into the entrance of the Morro at Havana, was suddenly driven seaward, and with incredible speed, across the Gulf, over the shoal reef, high upon the beach near Fort Taylor.

This is a fair specimen of the hurricane of the West Indies. The hurricane of 1850 has long been quoted and used as a convenient point to date from. This gale of 1865 will now take its place. Some say it is greater, some say less; but it is probably much like the average—severe enough, and one that comes once in about fifteen or twenty years.

Key West, now shorn of its beauties, presents a dreary aspect. We must therefore speak of it as seen before this scathing blast.

The island of Key West is about four miles in length, and one mile in greatest width. The town is situated at the western extremity where the reef protects a large and safe harbor, one of great depth, and of incalculable importance to our navy.

A ridge of calcareous rock crops out in the central part to the height above water ten or twelve feet, and in some places about water level. Within the hollows and inequalities of the rock a thicker soil has accumulated, consisting of decayed vegetation and animal remains. On this soil trees cannot attain a large size. Yet the island is well wooded with a strong growth of shrubs and small timbers.

Approaching from the sea, Key West has quite the appearance of an important maritime town. The intricate and dangerous nature of the reef navigation is brought to view by an early appearance of the pilot, while yet in the Gulf, and by the occurrence of buoys

for miles along the devious channel.

You are naturally puzzled concerning the harbor. Where is it? For it is not all out at sea here an island in the ocean, with no protecting points or arms of inclosure? All such protection is here, but under water. The solid reef is an all-powerful barrier, and breaks the heavy sea as it rolls inward on either hand. Deep channels lead between in several directions, and open into a wide basin off the western end of the island, where the town is, and that is Key West Harbor.

From the top of Sand Key Light, on the great iron-framed tower, near the edge of the Gulf Stream, may be seen in a calm day, mapped by the various brown tints of coral and algae, these protecting arms of reef, divided by the clue of the channel. Or when the north wind in all its potency has wrought tumult in the ocean bed, and the troubled sea moves shoreward in majestic columns, the falling crest, complete dispersion and retreat, denote the presence of a resisting power—mighty bulwarks of the myriad polyps, whose galaxies of bright stars spread their open mouths, and take with every wave fresh aliment.

Projecting from the seaward face of the town, Fort Taylor commands the entrance. A fine front of granite and brick work, with castellated walls, bastions, and towers. Along the beach, at intervals of a mile, are several martello towers, works of great strength, each with a casemated wall surrounding it. These towers, with Fort Taylor, give to the island prominent features.

The town is laid out in squares; and, before the rebellion, was pretty and prosperous. Many of the merchants owned pleasant estates, and much pains were taken to add new beauties from tropical regions to their already semi-tropical surroundings.

Nothing can exceed the pleasurable feeling experienced on the sudden arrival from the cold north to the perpetual summer climate of this island.

Landing here in December, in a moonlight night, before rebellion had laid its heavy hand upon the people, we sought the abode of one of the merchants of the place. The tall cocoa palms were then at their best, and presented a spectacle strange yet

lemon, and the endless odoriferous fruits and plants, the scene was one altogether novel to the unaccustomed Northerner.

The unusual wealth of rare vegetable farms on this estate makes it a fit subject for notice.

On all sides, overshadowing everything, is the coconut palm; and beyond everything for grace of form in vegetation is the young of this tree. The leaves rise directly from the earth, or nearly so; in the centre a stout midrib, bending with exact curve, upward and over, bears its leaflets in exquisite outline and comb-like regularity.

In the front corner of this estate we observe a most singular tree; and in our rambles around town we meet it frequently near the street. One remarkable specimen is within the parade at the barracks. This is the Ficus pedunculata, or wild fig. Its habits are very similar to the banyan of the East, or Ficus indica. As is frequently the case, the one we are observing is supported by another tree.

The seed of the fig has been left by some bird upon the branches of an iron-wood tree, and now the latter seems to be wholly within the grasp of the fig. Rootlets or aerial branches are thrown down, while the young tree derives nourishment from the iron-wood and a rapid growth soon covers it entirely. Branches shoot out and hang in the air until they reach the ground where they take root and present the

novel aspect characteristic of the banyan.

One of the taller and more conspicuous trees here is the almond. It is a striking feature in the scenery—not the less tho it is the only tree that shows the autumnal colors in the cooler season.

The tamarind is prized much for its fruit. Fine groups of them are common, and they are now loaded with ripe pods.

The guavas, several varieties, are thrifty in all parts of the island. The sapodilla is a straight, elegant tree of the middle size. Several fine ones here, near the front walk, are completely shaded by the cocoa palms, yet they are fresh and thrifty, and full of the russet-apple-like fruit.

The sour-sop and custard-apple are small shrubby trees, bearing fruit that is much valued. The shaddock, with its great pumpkin-like oranges, grows in abundance.

Limes are in great profusion and the woods are full of them. Their juice is considered much more agreeable than that of the lemon. The latter is not of much account here, as, like the orange, having tap-roots, they do not find sufficient depth of soil.

Of all the flowering shrubs the oleander is the most prominent. Trees they are here, fifteen or twenty feet high. What a wealth of gay blossoms these oleanders display!

From the angles of the cereus the buds put forth, and bloom with very little stem, the large (Continued on Next Page)

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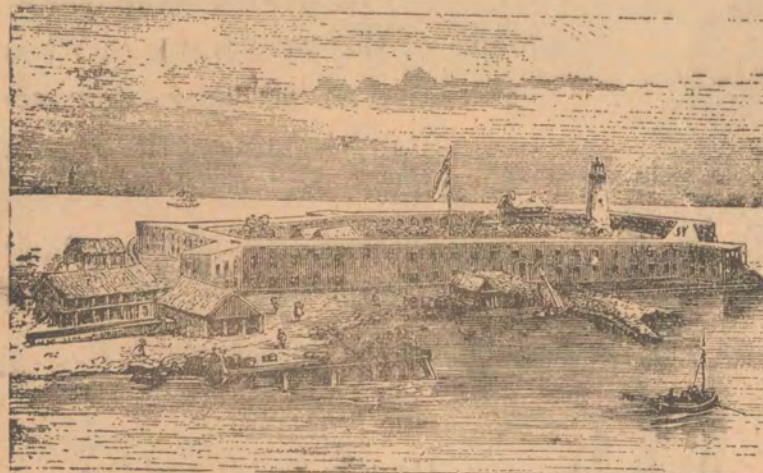
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FORT JEFFERSON, DRY TORTUGAS

hand is at mast-head, a sure one at the helm. The schooner frets heavily at her moorings; the spare hands quit their uneasy stride upon deck, and slip down the companion-way for support; the reefing points are made taut, bonnet is off the jib, foresail snug at home, fore-hatch tight as a bottle, and deck clear forward and aft.

The spars shiver and the shrouds whistle with the wind. All is snug aloft and aloft, and ready for the hoarse cry that comes, mayhap from the look-out: "On deck there! Brigantine ashore to leeward, hard on Tavierrier."

A fair taste of this wrecker life we had, for our schooner, the Oriental, was an old wrecker, and its crew experienced hands. A gale was now upon us, and Indian Key and a harbor was our goal.

This picturesque island has a few of the old houses remaining that were built during the Indian war. At one time the whole place was burned and was the scene of a fearful massacre. The present proprietor of the island, now living there, was one of the few who escaped with their lives.

It was the old story, whiskey and close bargains. The Indians were incensed, and came in a body, burning and destroying. There was, however, one notable exception, the family of Mr. Howe, who had always treated the Indians with kindness and fairness. They were not harmed, though the savages who made the attack were insane with liquor stolen from the stores, and ready for any act of cruelty.

Dr. Perrine, a gentleman who

space of waters. This is the entrance beacon to Key West Harbor, from the north. Our course is now clear for the low lines of waving tree-tops that mark our goal.

In due time the vessel is made fast at the pier; and the Rosetta, our much prized boat, which was left behind in charge of "the Bos'n," is brought alongside and made ready for further service in the morning. A finer day, and one less pretentious of evil, could hardly be recalled. It is like the many in this latitude—fraught with cheering influences. Nature, on every side, seems in her best aspect. The summerlike air is pleasantly tempered by the east wind. The rich azure of the sky is heightened to wondrous beauty by the moving volumes of day clouds; and the still sea mirrors the scene, adding deeper touches of olive and brown where the reef lies near the surface.

As the day wanes the wreckers and the spongers make sail and stand in for an anchorage. The barometer indicates no immediate change, and the wharf-loungers agree with Captain Geiger that "we'll have a fair day to-morrow." Yet a change comes; a low line of leaden clouds lifts gradually at sunset and shuts in the richly colored scene.

Presently heavy curtains of sable shoots upward. The squire confirms the Judge's remark—that a norther is brewing—and steps home to change his linen for jersey. Meantime a heavy rain has broken upon us, and

In Celebrating---

Opening Overseas Highway

We Pause To Welcome Our Visitors Who Are Here To Help Us Commemorate Our

Greatest Accomplishment!

NOW, Let Us Push On Toward Other Civic Goals Designed To Bring Prosperity And Stability To Our City

JOE PEARLMAN'S, Inc.

Key West of Long Ago

(Continued)

cups appearing to open directly from the surface. Fully spread, the flower is of pearly whiteness. The stamens are very numerous, and have the effect of the plumage of the bird of paradise. Mingled with the perfume of the jasmynes, the air is often nearly oppressive with the odor.

Other species of cacti are numerous in the forest—among them the opuntia, from which the cochineal bug of commerce is obtained. This plant in Mexico yields many thousand pounds yearly. The prickly-pear, a low variety, covers extensive tracts, and several delicately formed species are found in single groups. In the garden are cultivated many of foreign growth.

In the midst of the bush lives an old negro called Sandy. Everyone who has visited Key West has heard of or made acquaintance with this odd genius. The old man, now white-headed with age, has lived here with his wife, as he says, "a heap many years." Sandy is shrewd, intelligent, and provident. He has read much and pondered, he says, and for many years has held forth for his colored brethren. His voice is voluminous, enduring, and cumulative—interesting his hearers, and plunging them into the most profound agitation physically, if not mentally, agonizing to behold. The old man is very fond of plants, and has a very extensive variety of tropical productions.

Near Sandy's house are the remains of an old mill, which was once used to crush the leaves of the agave or Sisal hemp, from which the Manila or Mexican hemp is made for cordage. The manufacture was abandoned on account of undue cost in working the mill. Labor being cheaper in other countries, the hemp is imported for less price than they can afford to manufacture it at Key West.

The pawpaw is a striking and singular object—rising with bare trunk, showing scars where the long petioled leaves have dropped. From the top a cluster of leaves shoots out, and altogether the tree resembles a fan palm at a distance. The fruit hangs from the base of the leaves. An unusual number of terrestrial shell-

ward, lie extensive salt ponds. Years ago these ponds were remunerative. Slaves were then employed and other labor was low-priced. Lately the works have been re-established on a more scientific footing, and there can be no doubt but the intelligent enterprise of the proprietor will prove eventually successful. Key West has always maintained the highest standard, the highest reputation, in the whole list of localities, being placed at the head of the list by competent authority. This fact will stand always to its credit, and must be the means of bringing a considerable income to the town. This, with the sponge trade and the usual wrecking business, gives Key West at present a good earnest for the future.

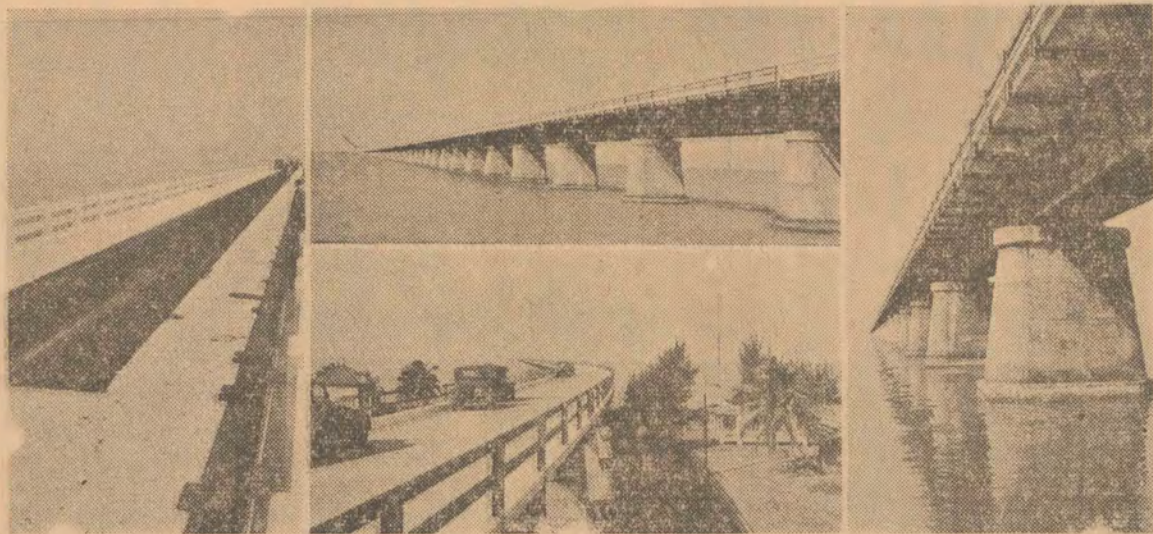
The bay on the northern side bears a lively little fleet of vessels, small crafts nearly all of which are engaged in the sponge business. Opposite this bay is the government reserve, where is situated the United States barracks—and artillery post, and one of the neatest in the army. Six handsome cottages are arranged on two opposite sides of a square. Barracks for the privates are on the third side, facing the fourth, or front, which borders the bay. A handsome parade ground is within; and a hospital, with other appropriate quarters, is situated here.

Fort Taylor is a strong work, with two tiers of casemates. Besides the two towers, with their surrounding casemated works, two others are to be constructed—one upon the extreme eastern portion, and another upon an island in the inner harbor. These square towers are arranged to mount four guns of the largest kind on the top or parapet. Loop-holes for musketry are in the walls. Covered ways and casemates are in the works, surrounding the towers.

Along the south beach, facing the broad waters of the Gulf, grow most delicate and brilliantly colored algae, mossy seaweeds, and corallines.

Marine vegetation here forms a distinct province, differing greatly from that of the eastern coast, and strongly resembling that of

Down To The Sunset



—courtesy of The Overseas Highway Celebration Committee.

OVERSEAS HIGHWAY, connecting Key West with the mainland of Florida, is a marvel of engineering skill and scenic beauty. For nearly a hundred miles it curves like a giant scimitar across the open seas, crossing tiny coral islets, to the southernmost point in the United States. On the right, picture shows the massiveness of the structures which have defied tropical storms for a quarter of a century. On the left, picture shows the type of surface construction used to convert former railway bridges into 22-foot concrete highway bridges. The two pictures in the center show different sections of the seven-mile bridge, the longest over-water bridge in the world. The formal opening of the Overseas Highway will be celebrated July 2-4 by a gala fiesta at Key West.

retreat, and sally forth by hundreds to feed on carcasses.

Low trees or shrubs, called bay-cedars, completely cover these islands. Crawling upon the branches were great numbers of hermit-crabs, each with his stolen coat upon his back. This is truly a freak of nature. Many of the species are aquatic, but this one is terrestrial, and does not go into the water.

These hermit-crabs are exceedingly pugnacious, and seemed to be continually disposed to rout and plunder. Several large ones were sent north, packed in a small box. One individual remained; he, the strongest, had devoured all that was edible of the others, leaving only the shells and claws.

The survivor was kept under a glass bell for a year. He moulted once successfully, casting a perfect shell, an exact fac-simile of himself, but he died in the act of casting the second time. This crab became quite tame; eating from the hand, and remaining partially out of the shell when touched, though usually they remain "closely mewed up" when approached.

It is a ludicrous sight at times, when great numbers of these creatures congregate about a carcass, or climb the bushes after a rain to sip the moisture from the hollow leaves.

Few freaks of nature exceed this of the hermit crab. It seems so unaccountable that an animal in every other respect like its kind, should be so half finished, and given the instinct which induces it to adopt the rejected covering of another—the dead shell of a totally different class.

On the beach of the Marquesas we found the finest varieties of gorgonias seen upon the reef. Some of the most elegant yellow and purple feathers are cast ashore here.

Gopher turtles and terrapins abound and both are much prized as food.

Before the steady east wind we run along over the reef and Rebecca Shoals to East Key, the largest and outermost of the Tortugas group. Miles of reef, of uniform depth of water, here spread out before us. On the western border of this group of islands is a deep channel, much used by shipping bound to the

gulf ports. A dangerous quicksand and projecting point of reef are localities of many serious disasters. The map of this reef, kept at Fort Jefferson, indicates many names of vessels wrecked there. The channel is safe to those accustomed to its bearings; but strangers too often attempt its passage.

Were we approaching this key in the month of May, before the low white sand-bar was distinctly visible, we should see a cloud of moving specks directly over it. Nearing it, the cloud is seen to be made up of mottled sea-birds—sooty and noddies—members of the gull family, the prettiest of their class. Nearer, we are met by one and another, and presently by many, flying straight at us, as if determined to see who comes, and stop him at once. But suddenly they wheel, utter a shrill cry of alarm, and fly directly back to join their companions.

As we reach the shore, myriads of these garrulous birds fly over and around us, disputing every inch, darting with all vigor at our heads, and filling the air with their shrill cries. The island is nearly covered by the bay-cedar, which forms a close brush about ten feet in height. Under this brush, in all directions, are eggs of the terns. A slight depression is scooped in the sand, and one brown, spotted egg is deposited.

Barrels of these eggs are collected by the soldiers in the course of a few days, and they prove, unlike the eggs of most sea-fowl, most excellent eatables. Besides the immense numbers on the ground, pure white eggs are found on the top branches of the bushes, laid by the sooty tern or noddies—a lovely bird, with eye-dove-like, and expressive of all gentleness, its plumage quite in keeping with its character.

The noddies build a rude nest on the very top of the slender bushes, and in no instance did they appear to be hollow, but almost quite the reverse, so that the single egg is only held in place by the twigs. Often the nest is of considerable dimensions, and requires much time in its construction, notwithstanding it is so crude.

It is believed that the sun has much to do with hatching the

eggs; for the parent bird is so seldom seen sitting upon the nest, but usually near it. The egg of the noddie is nearly pure white, and the yolk is as yellow as that of a hen's egg, closely resembling it as an article of food. They are regarded as a great luxury, and proved of inestimable value to the command during the hot weather of the first weeks of summer. The birds continue to lay about six weeks.

This is the season of turtle turning. It is now that the green-turtle and loggerhead crawl upon the beaches to lay their eggs. All the rest of the year they swim in the great deep.

The turtles camp here for the season. They make fast those that they catch, and send them into market as occasion offers. Some of these huge reptiles weigh over six hundred pounds, and require all the strength of two men to turn them. When once on their backs, they are entirely helpless. As they are all females that come out of the water, they are allowed to lay their eggs before they are turned. The eggs are much esteemed by the native population of this vicinity.

Most of those taken here are loggerheads; the green-turtles are more abundant within the creeks and channels of the oldest parts of the reef, where, as we have seen, they feed and fatten in the extensive fields of algae. The loggerhead is carnivorous, and is not esteemed a delicacy.

Middle Key and Sank Key are two smaller islands, with no vegetation, forming with East Key, a line of barrier, with the intervening reef, which is continued by the larger Loggerhead Key, Bird Key, and their reefs; completed by Long Key and Bush Key, between which and East Key, where we now are, the main ship-channel passes.

Winding in almost zigzag course, the channel opens within this barrier an expanse of deep water that proves of great service as a safe harbor. In the centre of this harbor is the island formerly called Garden Key, now wholly covered by Fort Jefferson.

Withing the barrier reef which incloses the group of islands called the Dry Tortugas is one broad

lagoon, hemmed in on all sides by sand-spits and shoals, and opening to the sea only by a narrow cut called the Five Foot Channel. The water in most parts is just sufficient to float our small crafts.

The Five Foot Channel affords a convenient passage for the small boats of the pilots that would otherwise be compelled to navigate the long, winding main opening of the harbor.

The lagoon is a notable field for the naturalist. A wonderful variety of animal life is here, and often it has been the scene of considerable fun and merriment. A species of shark, some eight or nine feet in length, was often seen here in great numbers, reminding one of a drove of hogs, their habits being so peculiar.

Though frequently in close contact with them, we never succeeded in killing one of the larger kinds. It is, without doubt, a species of scyllium, called here the nurse, and in Havana gata. The "nurse" of the northern waters is a scymnus, another genus. This shark, gata, has a very small mouth, which is raised far underneath its exceedingly blunt and club shaped head. We judge so from the appearance of a small one which we speared under a coral rock, where they are frequently seen. They appear to be sluggish, and often wedge themselves between rocks, and resist all efforts to dislodge them. They appear by their huge forms very formidable, but are quite harmless.

Dr. Storer, in his "Synopsis of the North American Fishes," gives the dimensions of the gata as fifteen feet in length in some instances. Those frequenting the lagoon were not over nine feet, and all seemed about the same size. They evidently came in there to feed on the shoal bottom, and on several occasions we had come upon them when they were in water so shallow that the mud would be turned up in furrows as the creatures scamped off with their big fins projecting above the surface.

As long as we remained at Fort Jefferson we never could get a sight of them again though previously they had been often seen feeding in great numbers within this inclosed shoal. At the headquarters of our crew, the old hospital, Fort Jefferson, the evenings were sometimes enlivened by unusual fun and jollity. The summer of 1863 was remarkably hot, and the rebellion at its height. Prisoners of all complexions were thronging the fortress, and still they came. Too many were here already, yet loads of them continued to arrive. Nearly all were badly tainted with scurvy; and no more unfavorable place could be selected for such as were thus afflicted, particularly on account of the scarcity of vegetables.

Crowded as they were in the jails at New Orleans, many were broken down before they reached here; others were taken sick on the long voyage of the half rotten tubs sent from the northern ports. Altogether a serious aspect was gathering upon our pleasant garrison. Nearly nine hundred prisoners and a regiment of infantry were quartered within the wall of the fortress. Although the medical department was usually well provided

with the necessary supplies, anti-scorbutics were wanting, and no funds were available for the purchase of such. The surgeon suggested and carried out a plan which proved a godsend to the wretched creatures.

It must be remembered that a great bulk of these prisoners were men with families, who had been hastily picked up and court-martialed for various infractions of discipline, and not for crime. Men they were who had found it difficult to succumb to the executions of petty officers, who in many instances were their inferiors. Many decent men were thus punished unjustly; and many instances occurred wherein it was found that officers of their rank had preferred charges from mere personal revenge. We are glad to record that such instances, when brought to the notice of the officers in charge, were considered, and the individual in nearly every case released from confinement.

Still there was much to do to provide for those who were to remain. Men were dying of scurvy, and those that were apparently well had no employment. The different departments worked all they could use, but many were cooped within the closed casemate quarters and subject to the very conditions that favor the increase if not the origin of the dread disease. The leading complexion, that unmistakable index of the complaint, met one at every turn.

The surgeon's first thought was what indigenous productions are possible? The boat is manned, and a thorough search is made of the islands in the group. It was found that Purslain, a succulent vegetable that is well known in the garden of the north as a troublesome weed—called there pusley—grew in profusion on most of the islands, and particularly where the earth had been newly cleared and turned up. This was the only available,

the only eatable, plant to be found.

Boats were sent out and loads were brought in and distributed among the various messes. The purslain was boiled, and used as greens, with vinegar and pepper. This, of itself, was not only useful in a wonderful degree as an antiscorbutic, but it proved a luxury as an article of diet.

Those who have never read use of this article will find it an excellent green, and also a pleasant substitute for asparagus, boiled, and eaten with butter, or dressed with toast, like asparagus. In a most grateful article it proved to be the sick and wretched of this garrison.

The juice of limas is far better than any other remedy for scurvy. Limas were to be obtained at Key West, but the quantity required constantly was so great that we were unable to meet the expense. The Sanitary Commission sent useful articles, but the prisoners, who needed the most, were left out, and would have died in great numbers had not some other measures been taken to provide for them.

Money must be had at some rate to purchase the necessary articles. The surgeon hit upon a plan whereby he accomplished two important ends by very simple means. He would turn out from the vast throng all who could sing, dance, play a tune, or tell a story. Here was a chance to stir up this mouldering mass of humanity, give them exercise—as we have seen they had none, one-half being unclothed—interest them, cheer, and make some money out of the performance to purchase the much desired articles of diet and regimen.

There are always to be found even in a company, only of soldiers, some who are musical or have a notion for fun, some who are dramatically inclined. What, then is there not possible in two regiments—a regiment of soldiers and a regiment of prisoners?

"All those who desire to take (Concluded on Next Page).



SHARK FISHING OFF FORT JEFFERSON

fish are seen lying on the ground and crawling over the stones.

In the outskirts of the town are many quaint cottages and cabins, where as quaint old people live. Old Uncle George puts his snow-white head out from the door and says "Come in!" We are enthusiastically fond of these choice bits of living pictures.

One of the most singular and striking flowering trees is called the Geiger tree here, from the fact that Captain Geiger first brought it from the West Indies. The exquisite tint of scarlet, and large size of the flowers, render it very showy and ornamental.

Though there are few houses here of any pretension to style, there are many tasteful cottages and domiciles. The house of Mr. Ferguson is a pretty Grecian structure, standing on about half an acre of land, and almost hidden from view by the numerous palms of all sizes. This place is exceedingly attractive to the stranger. The Marine Hospital is creditable, and is a pleasant feature, surrounded by noble trees. The Episcopal church and the parsonage are appropriate structures, and are embellished finely by the grand row of pine-trees—a tall species of Southern growth.

Were the streets shaded by palms, which grow so rapidly here, the town would present additional graces, greatly to the credit of the inhabitants, and charming to the stranger.

Across the island, to the north-

the Mediterranean. Nearly one-third of the species are found upon this island.

After a heavy gale from the southward the beaches are loaded with algae from the reef, and great numbers of the various species of sponge and gorgonias, sea-fans, sea-feathers, and other forms, attached to dead coral or shells. At such times the wonderful display of curious zoophyte forms cast upon the shore make a worth-while visit.

Our lost boat seemed likely to place an obstacle in the way of rambling along the reef; but we were fortunate in coming into possession of an almost duplicate of the one so much prized—one no less celebrated than the cutter of the yacht Wanderer, that was sold here, the noted slave.

We christened her The Curlew; and as our schooner is no more also, and the Bos'n having brought himself to a peace footing, we embark in the new boat, intending to run ashore along the reef as we head for the western end, or "leeward"—"Down to the Tu-gasses," as the wreckers say; "Tight and snug," says the Bos'n—and we head her for the Marquesas.

As we step ashore innumerable light-colored crabs run up the beach and suddenly disappear. Spirit-crabs! Appropriate name. Singular, square-bodied creatures, of the same color as the surrounding sand. Here they burrow for

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OF THAT VAST MAJORITY WHO BELIEVE THAT A NEW DAY IS DAWNING FOR OUR CITY—A MUCH BETTER DAY!

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"The Store That Serves You Best"

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We look to the completion of the Highway as the beginning of a NEW ERA for Key West and Monroe County.

VALDES BAKERY

Bakers of AUNT MOLLY Bread
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"Spend A Jitney--- To Advertise Your Home Town"

FRESH OFF THE PRESS!

A NEW BATCH OF

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Printed in two colors on yellow paper — gummed one side.

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705 Division Street

Delightful Rooms Overlooking Convent Gardens
four blocks from the beach
—REASONABLE RATES—

CONGRATULATIONS

Key West of Long Ago

(Continued)

part in music, dancing, minstrelsy, or the very light drama, etc., are requested to report," etc., etc. An order of this import was promulgated in the quarters both of the prisoners and soldiers. Such a motley assemblage!

An amusing crowd they were for minstrels, for nearly half were black—negroes. Bones was black as the ace of spades—a perfect African. Of course there was little need of burned cork in their case.

Here was a minstrel troupe of real Southern plantation darkies, the "violins" only being white. Some could sing from personal experience of the "Louisiana Lowlands Low." Others were familiar with the "Yellow Rose of Texas" and the "Suwannee River"; while Sam, the sentimental, sighed, in truth, for his "Old Kentucky Home Far Away."

Among the best performances, or we ought to say the very best, was the "song and dance" by Dan Sullivan, which always came in secondly, after the minstrels, we might say, also, that the "song and dance" always meant "Off to Brighton," for never was performance better received by any audience.

Dan made an occasional venture with other songs, and the "Ghost of the Peanut Stand" was very successful. Dan was pardoned after a while; and on the occasion of his last appearance it was proposed to give him a benefit. The usual programme was announced, and with it, as a closing piece, the "Peanut Stand." Dan had worked hard, appearing in his usual jig-dance, the dance in "Off to Brighton," and in the first part, the curtain rising revealed Dan with an extra accompaniment of a basket of peanuts.

During the song he passed the basket in among the "pit." At the close he was cheered by loud shouts, as well as by a pile of currency within the basket of its return amounting to twenty or more dollars. This was quite a lift for the scape-grace on his departure. If he made good use of it—a matter, we are afraid, that admits of serious doubts; particularly as we afterward learned that he was temporarily incarcerated within the dread structure known as the "sweet-box" of Key West for assault and battery and contempt of court. Vale, Dan!

Among the scape-graces of the prison were two who professed to be vaulters and tumblers. One, a fair complexioned boy of eighteen, affirmed that he was brought up to the business in a circus—that his father was a vaulter by occupation. The other, about the same age, was much like the first in appearance. Fat Charley suggested they be called the "Kerosene Brothers."

These fellows were so constantly in the guardhouse, and not only that, but decorated with bracelets of eight-inch shot and chain, that it seemed hardly feasible to make use of their limbs for the general entertainment. Circumstances however, rendered it necessary to remove them, as well as the others, for the time, on account of the fearful effects of the prevailing disease.

The officer in charge saw no reason why the chains should not be removed occasionally to allow the cramped limbs to regain their wonted suppleness, and the stage was thought as safe a place as could be found for that purpose. The guard could remove the bracelets and allow the poor fellows a little stretch of limb then and there, just as they were allowed to wash in the pleasant waters of the seashore.

So the Kerosene Brothers were on the boards; and never was somersault like that of Dill exceeded in its wonderful perfection. To take two or three quick steps upon a stage only eight feet in height from floor to ceiling, and throw the body over in somersault, without extending the arms forward and backward, is about as far as human power extends.

This was done by one of them often, and always with complete success. The two together performed many very pleasing and difficult parts, in fact, they exhausted the circus role, as far as they knew; and with St. Claire as clown, were a "strong card" in the programme of the little theatre.

St. Claire was compelled to use a goodly quantity of flour to whiten his face to the requisite aspect, an African clown being

rather foreign to the conventional notions of the stage.

Among the various parts taken by one of the "Brothers" was lifting of heavy weights. The balls, it must be confessed, were more gracefully handled in this exhibition than during the day, when the same eight-inch shot and shell were dragged by the Kerosene Brothers around the garrison on police duty.

A small fee for admittance was charged, and thereby was obtained a sum quite adequate to the full accomplishment of the design. Limes were constantly procured, as well as vegetables and fruits; and in a short time the surgeon had the satisfaction of seeing a rapid and steady improvement.

At the commencement five hundred men were on the sick list and that number was prescribed for every day for several weeks. Many were too ill to leave their quarters. Tents were put up for them in the fresh air, and every attention paid to give them sufficient and generous diet, with the lime juice, which was served three times a day; when rapid convalescence followed. The garrison had been highly entertained and great good had come out of the proceeds.

A movement of this nature would hardly be considered proper in ordinary times, but when we consider how many there were, among the hundreds of wretched creatures, who were probably suffering for a trifling breach of discipline, and dying for the want of actual proper food, it will be seen that the means used were justifiable.

The walls of the fortress were too small to accommodate more than half the number, and maintain the ordinary conditions of health. Disease was upon them, the season was mid-summer, the climate tropical. The theatre plan was manifestly a sanitary measure, and proved so most thoroughly not only to the sick, but to the well. To the latter it was a rational prophylactic.

Many of the troop were sick at the time, but all seemed to be enlivened and to receive new energy after the hearty laugh at the evening entertainment.

The excellent band of the 110th New York Infantry, the regiment then on guard there, furnished the orchestra with superior string music, and helped materially toward the success of the enterprise; particularly as Helmer, the leader, gave really fine solos of the violin. Few of those who attended, night after night, will forget the pleasure derived therefrom.

The Little Theatre de Hospital has, as we are gratified to learn since has been refitted, and has ceased to be one of the institutions of the Dry Tortugas, though the motley throng that once crowded its corridors and "green room" has long since dispersed. Pardons came "thick and fast" and hundreds of the poor fellows, many of them with anxious families awaiting their coming, were released. Hundreds that had gone unwittingly astray were now at liberty, but had felt the full measure of penalty in some instances to a most serious extent.

Another day dawns upon the reef and we muster our crew. There were great numbers of curious cucumber-like creatures, or things, lying upon the bottom of the lagoon.

This is the peche de mer of the French, the trepang of the Chinese, and the holothuria of science.

For a long time the Chinese have been in the habit of eating these creatures; and American ships, particularly those fitted out and owned in Salem, Mass., have long been in the trade. The animals are gathered in the waters of Madagascar and in various parts of the Indian and Pacific Oceans, and then cut and dried, or smoked, and carried to the Chinese ports by shiploads. After our view of them here, we should hardly be prepossessed in their favor as an article of luxurious diet, though probably they would prove quite as grateful to the taste as the bird's-nest of the Chinese.

This trepang is one of the wonderful modifications of the radiated animals. Belonging to one of the four great divisions—The Radiata—it seems at first strikingly different from the more familiar forms of star-fish and sea anemones. To understand more clearly why this long-bodied member of the family is like the

A Hurricane Gap Bridge



CONSTRUCTION ON LOWER MATECUMBE

flat ones, or built on the same plan, we may take an orange, which is something like, in shape, the more round sea-urchin.

Now if we roll out of the orange-formed urchin, or jam down the long cucumber-like trepang we have a nearer approach to the type and see the plan expressed equally clear in both forms. If we peel the orange in quarters, or fives, and not only throw back the peel to form the star that it will, but the whole in its divided parts, we have a star shape which indicates the starfish, one of the most familiar forms of the plan. The mouth, it will be observed, is always at one end.

Then, again, we take a starfish, fold backward his arms so that the points touch each other; then a sea-urchin is represented. To express the form of the holothurian, which seems so different, if we could roll this sea-urchin into a cylinder the relation is seen once more. No more interesting example or proof of the presence of mind in nature is found in the whole range of creation.

Our captive here is over a foot long, and as large as your wrist. It looks like a cucumber, with its rough knobby sides and oblong shape, that the term sea-cucumber seems quite appropriate.

Well, we have just been talking just long enough to give the trepang a chance to exhaust the air—the oxygen, as the chemists say—and you must know that so large an animal will require a large quantity. Our small jar would not long afford him the all important life-giving element unless it were very frequently renewed.

The first indication of this want of air is seen by the creature's anxiety to reach the surface, the same as in the case of the golden carp that are kept in glass globes.

But another and more important member of the animal world

puts forth a remonstrance. He is not only more delicate, physically, but he belongs to a very much higher class of society, and has lungs to be refreshed with the grateful element—or gills, rather.

As the trepang begins to stretch up his mouth toward the air, a fish's head is seen bobbing up and down, peering out into the external world from the interior.

Now a "joke is a joke" and we at first thought some one had perpetrated a joke upon us, but no. On various and numerous examinations this particular species of fish is found living within the intestines or stomach of the trepang.

Is it not unaccountable that a fish, well formed and perfect in all its parts, should be placed in such a position for life? A "hanger-on" he certainly is.

The trepang has no apparent objection to his presence. On examining the anatomy of the trepang we find that the intestine doubles upon itself, in a measure; and it is probable that no secretion is formed within the portion of the intestines occupied by the fish, except, perhaps mucus. Then, possibly, the fish is provided with an extra secretion of mucus, which prevents any undue action of the fluids of the internal structure of the trepang.

Wonderful as it is, the fact remains, this fish is wholly dependent on the kindly offices of this low, simply organized creature of another division of the animal kingdom. The fish would not survive out of his accustomed protection, though we have carefully tried to experiment, with frequent changes and renewal of water.

As we come about, and sail toward the fortress, a dark cloud, hanging like a curtain over the eastern horizon, is all that interrupts the otherwise brilliant sky.

This is a scene of frequent occurrence during the summer months, and furnishes that type of cloud which drops from its borders to form the water-spout. As we look, the slender line of smoky hue has reached the water, and seems like a spiral prolongation of the cloud above. Presently the water is seen to boil and curl upward; while onward it goes, whirling and bending, a tall black

column, until it strikes the shore of Sand Key, when a sudden and complete collapse ends the seaward portion of it.

A slender thread remains, hanging from the margin of the cloud, but is soon absorbed; and the sooty curtain vanishes slowly and completely, leaving a fair sky, illumined by the gorgeous radiance of the setting sun.

THE END.

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We devote this space to recording the names of those men who gave unstintingly of their time and substance that a highway across the sea might become a reality.

B. Frank Ladd

George F. Cook William R. Porter

Braxton Warren

Hilton Curry (dec.) Carl Bervaldi

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Also to these engineers who worked to bring about the Overseas Highway:

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J. H. Morrisson

George Draper R. C. Fergus

G. L. Derrick

B. Curry Moreno B. M. Duncan

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These are names not to be forgotten in this our hour of triumph. Also to be remembered is the consistent fidelity with which THE KEY WEST CITIZEN backed the dream until it became a reality.

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