

Over-Sea Highway Is Officially Opened; Key West Island No More

HUNDREDS ASKING FOR INFORMATION ABOUT ROAD HERE

SCORES OF INQUIRIES COMING IN FROM AL- MOST EVERY SECTION OF COUNTRY

Everybody's wanting to know about the Over-Sea Highway.

Queries as to whether it's open; what the ferries tolls are; how often the ferries run; and almost every other sort of question is being asked of somebody here by outsiders from almost every section of the country.

In Jacksonville yesterday, L. T. Bragassa, local customs inspector, reports that inquiries are being received in that city by the hundreds.

One P. & O. official told him that he has had letters from automobile clubs in Pittsburgh, Washington, and New York, asking when the highway will be opened; how many cars the ferries will accommodate daily; and numerous other things about the road from the mainland here.

The same story comes from almost every source in Miami.

"We are having an almost endless string of inquiries about the trip to Key West," Manager D. L. Lillis of the Alhambra Hotel writes The Citizen, "and we predict a wonderful future for the road. Any information you can give us will be passed along to the many who are planning to make the wonderful trip."

The local Chamber of Com-

(Continued on Page Three)

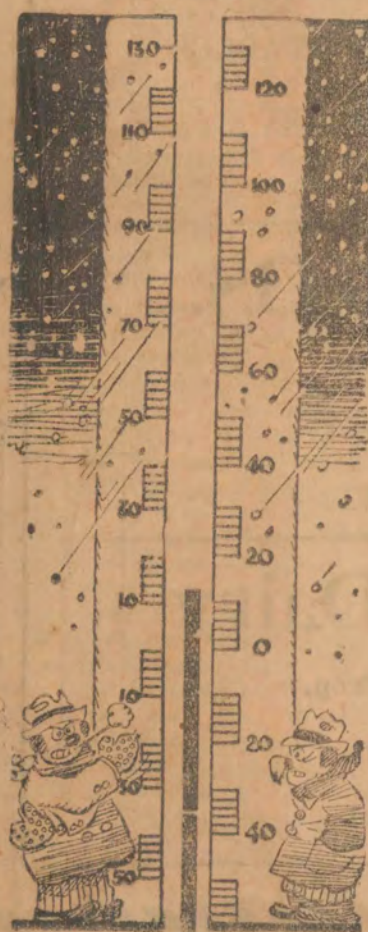
DANCE FRIDAY NIGHT

K. C. HUT

Sandpapered Floor

CARBONELL'S ORCHESTRA

CHICAGO 14



YOU SHOULD GET SIX SECTIONS IN TODAY'S ISSUE OF THE CITIZEN

Today's issue of The Citizen—"The Over-Sea Highway Edition"—contains six sections of six pages each. Carrier boys should deliver every subscriber a complete paper of 36 pages.

Any subscriber who does not get his paper or gets less than a full issue should telephone The Citizen office, No. 51, before 7 o'clock.

FOUR CHILDREN DIE WHEN WIND WRECKS HOUSE

RURAL SCHOOL BUILDING DEMOLISHED IN TENNESSEE;
BUILDINGS DAMAGED IN
NEW YORK CITY

(By Associated Press)

A windstorm that yesterday spread wreckage across eastern and southern states continued without abatement today. In Tennessee a rural school house was blown over and four children killed, while New York state felt the full force of gale wind that approached 70 miles an hour.

A two-story untenanted house was torn from its foundation and rolled along the street until it fell apart in the Coney Island section. Part of the roof of the Hotel Ansonia, at Broadway and Seventy-third street, were torn off as pedestrians on the crowded sidewalks were imperilled by falling debris.

COSGRAVE WILL VISIT SHRINE

PRESIDENT OF IRELAND TO
GO TO MT. VERNON LATE
THIS AFTERNOON

(By Associated Press)
WASHINGTON, Jan. 25.—William Cosgrave, president of the Irish Free State today will pay tribute to America's first president when he visits Mount Vernon after a luncheon at the capitol and a visit to congress.

**OVER-SEA
HIGHWAY PRIZE
DANCE
AND
BUFFET SUPPER**
By Mary McKnight
and Jack Herman with
his 20 cabaret girls.
CORAL ISLE CASINO
FEB. 1ST.
PICKED ORCHESTRA
"BE THERE"

SPECIAL FLIGHT MADE TO HAVANA FOR NEW YORKER

ROCHESTER MAN CHARTERS
GENERAL NEW HERE WHEN
HE FINDS THAT GENERAL
MACHADO HAD GONE

Four Rochester, N. Y., residents yesterday flew from this city to Havana, after having chartered one of the Pan-American's giant Fokkers for the trip.

So impatient were they to have the experience that they paid fare for a capacity load for the machine which accommodates eight persons, although they were told that they could go today at the regular rate.

Mr. and Mrs. Rex W. Faulkner and Mr. and Mrs. Wm. C. Daley, all of Rochester, were the four making the trip.

Mr. Faulkner, shortly after reaching the city Monday, heard that passenger planes ply between Key West and Havana. He drove to Meacham Airport and was told that the plane had gone for the day, but that accommodations would be provided for him on today's trip.

That, however, he decided was too long a wait. He asked why the General New, which was sitting in the hangar couldn't take him and his party over.

Told that it could be promptly chartered the plane by paying fares for eight persons.

Customs, immigration, and health officers arranged the necessary papers in less than an hour and the General New took off with the four at 11:09, reaching Havana at 12:24.

The General New left this morning on her regular schedule piloted by C. B. D. Collyer, making his first trip as pilot of one of the big Fokkers. A New York-to-Cleveland mail pilot for five years, prior to which he made more than 1,000 flights as a "sky-writer" Mr. Collyer is said to be one of the most experienced pilots in the country.

For the past 10 days, he has been making trips between this city and Havana with either Pilot Musick or Wells to acquaint himself with the course. Today, he went alone for the first time. He made the trip well within the scheduled time.

MASONIC NOTICE

Regular communication of
Palm Lodge of Perfection No.
10, tonight at 8 o'clock.

All members are hereby
summoned.

Visiting brethren cordially
invited.

W. E. HUSTON, V. M.

A. G. LUND, Sec.

WANTED
SALESLADIES
Apply at Once at
JOE PEARLMAN'S
BIG SALE
STARTS FRIDAY

13 U. S. CITIZENS JAILED HERE FOR BIG ALIEN PROBE

HICKMAN'S FATE MAY BE SETTLED THIS AFTERNOON

WHETHER SLAYER OF MIR-
IAM PARKER WILL HANG
OR GET LIFE IMPRISON-
MENT TO BE DETERMINED

(By Associated Press)

LOS ANGELES, Jan. 25.—California justice was today understood to be about to determine the punishment of William Edward Hickman, youthful kidnaper and murderer of 12-year-old Miriam Parker.

Hickman was brought into the court room at 9:33 in the custody of a deputy sheriff and a jailer, but after 10 minutes, the session of court was adjourned until afternoon.

The defense hopes to save the young criminal from hanging by having him declared insane while the state expects to send him to death on the gallows.

PEKING GENERAL AND AIDES SLAIN

HIGH POLICE OFFICIAL EX-
ECUTED FOR ALLEGED
BLACKMAILING

(By Associated Press)

PEKING, Jan. 25.—Execution of General Chen Shu Chiang, chief inspector of the Peking gendarmes and four of his officers is announced officially today.

Chen was arrested recently on charges of blackmailing wealthy citizens by arresting them on false charges and accepting money for their release.

The executions took place Sunday.

MEMBERS OF JOHNNY JONES CARNIVAL CO. HELD; 13 ALIENS, IN SHOW CAR, NABBED

Local immigration officers found 13 aliens hidden in carnival wagons when the shows arrived from Havana yesterday afternoon enroute to Tampa, and 13 men of the Johnnie Jones aggregation are today being held in the county jail for investigation.

The aliens were in wagons belonging to one show of the carnival outfit. Laborers connected with the outfit were taken into custody, and are said to have laid responsibility on the managers of that particular part of the carnival.

All the way from \$1 to more than \$200 had been paid for being smuggled into the United States, the aliens are said to have claimed.

At the local immigration bureau today no information would be given out, except to confirm the report that 12 aliens were captured and the same number of men are being detained for investigation.

It was learned there, however, that two 15-year-old Armenians were included in the catch, the others, all males, being Russians, Hungarians, Rumanians and a Barbadoes negro.

Claude Albury, inspector in charge of the local immigration bureau, states that an investigation will get under way by this afternoon, and that no statement will be given out until it is completed.

COUNCIL PASSES ORDINANCE THAT WILL CUT COSTS

MEASURE PROVIDING FOR 10
PER CENT REDUCTION IN
WAGES AND SMALLER
FORCES IS PASSED

The ordinance providing a cut of 10 per cent in pay of all city employees and reducing the force in some departments was passed on final reading by a unanimous vote of the city council at a recessed session last night.

The measure was immediately signed by Acting Mayor Ross C. Sawyer and City Clerk Wallace Pinder, and will become a law February 1.

The place of assistant engineer of the waterworks will be combined with that of the day watchman. Four police officers are eliminated. The number of firemen remain the same as at present. Duties of meat inspector are combined with that of sanitary officer.

Councilmen Warren and Sawyer stated to the citizens present that this was being done as an urgent necessity, and that as soon as the city gets on its feet again the salaries will be put back to the same figure or perhaps increased.

Mr. Sawyer stated that the reduction was general and uniform, that there was no personal feeling in the matter, no desire to "lop off" certain members of the force, as gossip had been stating it.

"It will save the city from \$15,000 to \$18,000 a year," Mr. Sawyer stated, "and this is the only thing the council can do to better conditions."

REED IN CLASH WITH GENERAL

REFUSAL OF JADWIN TO
TESTIFY BRINGS HOT
WORDS

(By Associated Press)

WASHINGTON, Jan. 25.—After refusing to answer questions of Senator Reed at the house flood control hearing today, Major General Edgar Jadwin, chief of army engineers, was directed by the senator to get out of the witness chair.

Jadwin not only did so, but left the room.

WELCOME TOURISTS

**THE PALMS
PRIVATE HOTEL**
LARGE, AIRY ROOMS
ALL OUTSIDE
Phone 119 Duval St.

7 SPONGING DINGHIES FOR SALE

Sealed bids received until Jan. 31st.—Will be sold to highest bidder for cash. Can be seen at 909 Pauline St.
SIDNEY EVANS
"DON'T MISS THIS OFFER"

HUGE MOTORCADE MARKING OPENING GREETED BY CITY

COUNTY, CITY, CHAMBER OF COMMERCE, ROTARY CLUB, AND SCORES OF INDIVIDUALS TAKE PART IN WELCOME ACCORDED VISITORS ON FIRST "OFFICIAL" TRIP OF FERRY TODAY

The Over-Sea Highway opened officially today with a bang.

A motorcade, the like of which the city has never before seen, marked the occasion.

With a capacity load which didn't accommodate all those who would have come had there been room, the first ferry pulled in to the pier at No Name Key around 1 o'clock and shortly thereafter, those who had made the trip down and the scores of cars from this end which had gone to meet them, started on the return trip to the city.

A motor truck, astride with signs and bunting, and banners led the way. There were dozens of other gaily decorated cars.

The county was represented by most of the board of commissioners.

Practically every member of the city council was on hand to welcome the visitors in the absence from the city of Mayor Curry.

President Austin, of the local Chamber of Commerce, was there with several others from the board of directors.

President Robert Spottawood, of the local Rotary Club was a member of the welcoming delegation, as were numerous other local Rotarians.

The motorcade reached this city at 2:30.

Its entry was marked by such a honking of auto horns and

(Continued on Page Three)

HIGHWAY OPENING DANCE

TONIGHT AT
CORAL ISLE CASINO

Centrally Located
All Outside Rooms
Parking Free For Guest Cars
DUVAL HOTEL
FRANK JOHNSON, PROP.

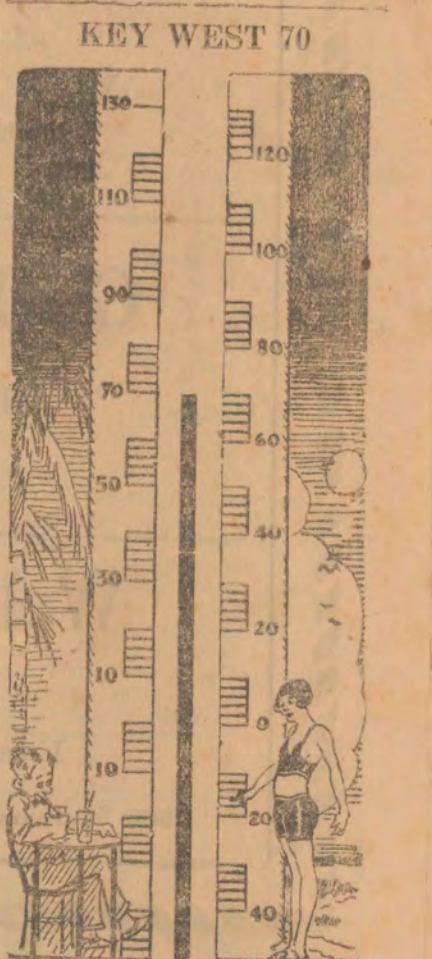
Comfortable, Airy Rooms
Moderate Rates
130 Duval St.,
Key West, Florida

MONROE THEATRE

TODAY

"ALIAS THE
LONE WOLF"

FEATURING
LOIS WILSON



COME TO KEY WEST

The Oversea Highway Is Open

DRIVE THROUGH IN YOUR CAR

When You Drive Into Key West You Can Find Whatever You need At These Stores.

THE ALL CLEAN MARKET & GROCERY STORE

A. J. BETHENCOURT, Prop.
1028 Division St.
PHONE 850

PROGRESSIVE DEPT. STORE

Dry Goods of All Descriptions
J. P. JONES, Prop.
Corner Thomas and Angela Sts.
PHONE 155-J

RELIABLE DRY CLEANING & TAILORING CO.

WILLARD E. WAKE, Prop.
508 Thoma St.
Phone 294-J

LOPEZ GROCERY

Mrs. R. Lopez, Prop.
CORNER FLEMING AND THOMAS STS.

EINHORN FEED STORE

PURINA CHOWS
WHOLESALE AND RETAIL
Division and Thomas Sts.
PHONE 216

KEY WEST TYPEWRITER CO.

We repair all makes of machinery.
702 DUVAL STREET
PIERR GARCIA, Prop.

TYNES FURNITURE STORE

Olivia St. and Windsor Lane
BENJAMIN TYNES, Prop.
PHONE 446-J

CONGRATULATIONS!

THE ARTMAN PRESS
PHONE 66

Fine work—Let us estimate your job and save money for you.

CHICAGO RESTAURANT

JOSE PLA, Prop.
CORNER ANGELA AND WHITEHEAD STS.

KEY WEST CLEANING & DYE CO.

H. A. GARY, Prop.
800 Duval St.
Phone 294-W

PINDER'S LUNCH COUNTER

Short Orders a Specialty
814 EMMA STREET
Phone 825-W

LARIZ GROCERY

DOMINGO LARIZ PROP.
322 Olivia Street

FANCY GROCERIES FRUITS VEGETABLES

V. CABALLO
511 FLEMING ST.

R. & S. GROCERY

WILL RICHARDSON, Prop.
331 William St.
Phone 864-J

Island City Beauty Parlor

FLORENCE JACKSON, Prop.
520 PETRONIA ST.

WELCOME TO KEY WEST

We Have Many Surprises for You and Our Cuban Coffee Is Delicious.

Felo Rodriguez

1111 Duval Street
Key West, Fla.

CONGRATULATIONS—

To the officers and citizens of Monroe County.
THE OVER-SEA HIGHWAY
"A big job—Well done."

J. F. BEAVER

William E. Roberts

STAPLE AND FANCY GROCERIES

220 Duval St.
Phone 180

VICTORIA RESTAURANT

DUVAL AND GREENE STS.
SEA FOOD A SPECIALTY
AMERICAN AND SPANISH COOKING
The Only First Class Restaurant in Key West
JUAN FARTO, Prop.

GOODYEAR SHOP

Hugo Diamandi, Prop.
612 DUVAL STREET

Wells Lunch Room

SHORT ORDERS

Fresh Oysters served any style.

900 Southard St.
Phone 626-J

Vice Consul
British and Swedish
Lloyd Agent

W. J. H. TAYLOR
330 DUVAL ST.
PHONE 7

OLIVIERI'S PHARMACY

Mrs. A. D. Olivieri PROP.
811 Fleming Street
PHONE 84

HOME DRUG STORE

L. GOMEZ, Prop.
CORNER WHITE AND DIVISION STS.
PHONE 537

BENITEZ GROCERY STORE

M. BENITEZ, Prop.
CORNER WHITE AND DUNCAN STS.

MEDINA'S GROCERY

IGNACIO MEDINA PROP.
Corner Varela and Catherine Sts.
PHONE 893

MARTINEZ & ROMERO DRUG STORE

1103 DIVISION ST.
Phone 201

OVER SEA CLEANING & PRESSING WORKS

J. C. JOHNSON, Prop.
Suits Made to Measure
Fit, Style and Price
507 MARGARET ST.
Phone 686
KEY WEST, FLA.

HELP YOURSELF GROCERY

PETER PONCE, Prop.
CORNER SIMONTON AND FLEMING STS.

FLORENCE ADELE SHOP

SPRING HATS IN ALL THE LATEST STYLES
MRS. F. A. INGRAHAM Prop.
728 FLEMING STREET

THE GIFT SHOPPE

MRS. O. SODERBERG and MRS. W. H. MONSALVATGE, Prop.
618 FLEMING STREET
PHONE 623

KLEINETTE CIGAR FACTORY

CLEAR HAVANA MATERIAL
403 WHITEHEAD STREET

UP TO DATE TAILOR SHOP

C. C. COLEMAN, Prop.
724 WHITEHEAD STREET

FANCY GROCERY STORE

CELIDO MENDOZA PROP.
831 Thomas St.
Phone 159-J

DIXIE HIGHWAY RESTAURANT

LOUISA RODEN PROP.
800 THOMAS STREET

WHITE ROSE CAFE

OPEN ALL NIGHT
Corner Division and Emma Sts.
R. OLIVIA, Prop.
PHONE 111

A SPLENDID WORK—
We congratulate Monroe County in this great project—The Over-Sea Highway.

THOMPSON PLUMBING AND SHEET METAL WORKS
Simonton St.—Phone 536

MAYG'S GROCERY

E. MAYG, Prop.
CORNER DIVISION AND PACKARD STS.

FINE GROCERY STORE

PORFIRO PONCE, Prop.
710 DUVAL ST.

OVER-SEA HOTEL RESTAURANT

SEA FOOD A SPECIALTY
Service a la Carte
KEY WEST, FLA.

ISLAND CITY NOVELTY WORKS

M. A. LORD, Prop.
218 Simonton Street
PHONE 749

TIP TOP BAKERY

R. O. SAWYER, Prop.
913 EATON STREET
PHONE 296

Lewis Motors Co.

CAROLINE STREET
PHONE 586

WELCOME TOURISTS

SAWYER'S BAKERY

(Colored)

Pies and Cookies
Cakes a Specialty
BLANCHE SAWYER, Prop.
808 WINDSOR LANE

BASEBALL AND BILLIARD RECREATION ROOM

JOSEPH W. WAKE, Prop.
THOMAS AND PETRONIA STS.

EDWARD'S ICE CREAM GARDEN

E. E. EDWARDS, Prop.
906 THOMAS ST.
PHONE 294-J

ABE ROSENTHAL

FRESH FRUITS AND VEGETABLES
GREENE AND DUVAL STS.
PHONE 277-J

MATO BROS.

MATO BROS., Inc.
615 DUVAL STREET
PHONE 401-W

Magnolia Dairy

JUAN LOPEZ, Prop.
PHONE 542-J
910 United Street



**BABY REYES IS
K. O. WINNER IN
FERNANDEZ GO****GOOD CROWD SEES FOUR
FAST BOUTS BETWEEN LO-
CAL SCRAPPERS AT ATH-
LETIC CLUB**

Baby Reyes last night won over Young Fernandez by a knockout in the fourth stanza of their scheduled 10-round bout at the Athletic Club.

The mill, the headline attraction of a good card staged by Rupert Knowles, was fast and furious as far as it went. Honors were apparently even until the fourth breezed round when Reyes managed to land a clout on Fernandez' mid-section which spelled curtains for that young hopeful. He was out—cold.

In the semi-windup, Oscar Pita was awarded the decision in the fifth on a foul. Joe Baker, his opponent, forgot for a moment that he was in a boxing match and with Pita on the ropes, applied a wrestling hold which the referee interpreted as a foul. The going had been lively up to this point and the crowd seemed to regret that the bout couldn't progress.

Young Berlin Sawyer went four rounds with Kid Goldberg to a draw in the second preliminary. The boys were evenly matched.

In the curtain raiser, Dalbert Bethel won a decision over Bobby Waugh in a four-round fracas.

The crowd which attended the bout was larger than usual here. Its size and the reception it accorded the fighters led Promoter Knowles to announce that he will stage another show in the near future.

**NEBO TO BATTLE
TOP-NOTCHER FOR
CHANCE AT TITLE**

PHILADELPHIA, Jan. 25.—Pete Nebo's hand is temporarily out of commission, and in order not to injure it any more the little New York fighter has been compelled to ask for a postponement of the proposed special match at the Arena, which Ben Feinberg had scheduled for Friday night, in which Nebo was to have fought Tony Canzoneri, the sturdy little New York scrapper, who looks to be the only real rival for the crown of Benny Bass, featherweight champion.

This circumstance has caused the genial owner of the Arena to change his plans somewhat. After thinking the thing over carefully, Ben has decided he would set the Canzoneri-Nebo fight back to January 30 and put the pair of little battlers on for that night. He is anxious to get this match staged as soon as possible, as there is an incessant demand for information and reservations for the show in which that pair of battlers will meet.

Gil Vaughn, Feinberg's secretary, states that they are having about 100 telephone calls every day asking something about the proposed Nebo-Canzoneri battle. All hands at the Arena office are feeling in fine fettle over the outlook for this contest, and they feel certain that there will be a sell-out.

**HUGE MOTORCADE
MARKING OPENING
GREETED BY CITY**

(Continued from Page One)

cheering along the route as has never been heard here before.

At first, comparatively few were out to welcome the party because of uncertainty as to when it would arrive. It took only a few minutes for the word to spread about the city, however, and the rest of the route traveled by the scores of cars was lined with cheering hundreds.

The city—at least a good part of it—had taken the afternoon to celebrate. Many retail stores closed and the downtown streets were as gaily decorated as on any holiday. The Elks Club, the Cuban consulate, and a dozen other places stood out for the elaborateness of their decorations.

There wasn't a visitor in the crowd which came down—so far as anybody could learn—who wasn't tickled within an inch of his life with the trip. There's nothing else like it anywhere in this hemisphere, if you'll let a majority of them tell it. An auto road with an ocean-going trip as an added attraction 'has 'em all going.

They're not only coming again, but they're going to bring and send their friends, they are all saying.

**PIRATES WALLOP
ALACRANE BUNCH
IN FAST SET-TO****PUBLI. ON MOUND FOR
PIRATES, TOO GOOD FOR
OPPOSITION WHEN HITS
MIGHT HAVE MEANT RUNS**

The Pirates yesterday defeated the Alacranes for the second straight time. The score was 10 to 4.

Pubi who pitched for the Pirates allowed only six hits and struck out 10 men.

Sofo, of the Alacranes, was hit freely when hits meant runs, being touched for nine hits.

Manuel got three safe blows out of four tries; Carlo corraled two out of four tries.

These teams will meet again Sunday afternoon at the sub base. The box score:

Alacranes	AB	R	H	PO	A
Justo, rf	4	0	1	1	0
Carlo, 2b	4	1	2	5	2
Oscar, cf	4	0	0	0	0
Pancho, ss	3	1	0	0	2
Baby, 1b	4	0	1	7	1
Rosy, lf	4	0	0	0	0
Umbas, c	4	1	0	4	1
Funny, 3b	4	0	0	3	0
Sofo, p	4	1	1	0	0
Totals	35	4	6	21	9

Pirates	AB	R	H	PO	A
Papito, 1b	5	2	2	10	3
Alfredo, c	4	0	0	9	1
Angel, 3b	3	2	1	1	3
Manuel, ss	4	2	3	0	0
Manuel, ss	4	2	3	0	0
Chileno, lf	2	1	0	2	0
Pubi, p	3	1	0	1	0
Mario, 2b	4	0	1	2	0
Abreau, cf	2	1	0	0	2
Prieto, rf	2	0	0	0	0
Joe, 2b	2	1	1	0	0
Totals	31	10	9	25	9

Score by innings:

Alacranes	200	010	001	—	4	6	5
Pirates	200	300	50x	—	10	9	2

**ENDURANCE TEST
TO BE REPEATED****CLARENCE CHAMBERLIN
WILL TRY AGAIN FOR LONG
DISTANCE MARK**

(By Associated Press)
RICHMOND, Jan. 25.—Clarence Chamberlin, New York-to-Germany flyer, and Roger Williams, his co-pilot, will make another attempt to break the world's endurance flight record, using Byrd Field here as a starting point, it was announced today.

**GET AUTO TAGS
NOW IS ADVICE****STATE OFFICER SAYS MANY
WILL BE LEFT IN LAST-
MINUTE RUSH**

(By Associated Press)
TALLAHASSEE, Fla., Jan. 25.—Owners of motor vehicles in Florida would do well to get their 1928 license tags, and get them quickly. This, in substance, is a warning sent out by W. F. Allen, state motor vehicle commissioner. The 1928 tags should be bought at once to avoid a last-hour rush which the motor vehicle department declares is bound to come, leaving many motor vehicle owners to be arrested and prosecuted on Feb. 1 for failure to obtain tags.

IN THE DAY'S NEWS

Col. Blanton Winship, who has been directed to accompany Governor-General Stimson to Manila in the capacity of legal adviser, is known as one of the Army's best diplomats. Colonel Winship, who wears several war decorations, did much to help Cuba frame her laws. His home is in Macon, Ga., his ancestors being among the first settlers of that city. He was with Gen. Funston at Vera Cruz as officer in charge of civil affairs and during the World War he was in France with the famous Fort-second Division. He saw active service at the front, also trained many of the combat troops that went over the top in the memorable war days. Colonel Winship already has served in the Philippines. He has been awarded the Distinguished Service Medal and the French Legion of Honor.

Sweden has a shortage of skilled labor.

**RUINS OF HOTEL
BEING SEARCHED****BELIEVED THAT AGED MAN
LOST HIS LIFE WHEN HOS-
TELRY BURNED**

(By Associated Press)
TAMPA, Jan. 25.—Firemen today searched the ruins of the Bostain Hotel for the body of R. W. Brock, 73, believed to have burned to death in the fire that destroyed that building yesterday.

PASSING DAY NOTES**Mallory Docks**
The steamer H. R. Mallory arrived from New York at 7:45 last night and sailed for Galveston.**Many Sunflowers**
The array of sunflowers in a portion of the Mallory Line enclosure is attracting much attention. A number of roses, planted some time ago in the grounds, will be blooming soon.**Golfers Pass Through**
The Winter Golf League of the Advertising Interests, comprising some 70 persons, arrived here yesterday afternoon from Cuba, en route north.**Home Remodeled**
The home of J. H. Roberts, 1120 Washington street, has recently been remodeled, refinished inside and painted on the outside.**"Highway Dance"**
A dance celebrating the opening of the highway is to be held at the Coral Isle Casino tonight. The casino promises excellent music.**On Miami Trip**
Mayor Leslie A. Curry, British Vice Consul W. J. H. Taylor, Dr. H. C. Galey, and other Key Westers have been guests at the Alhambra hotel in Miami for the past several days, according to advices reaching this city. They are expected to return today.**Altar Guild To Meet**
The Altar Guild of St. Paul's church will hold its annual meeting Thursday afternoon at 5 o'clock. All members are requested to attend.**Reception Tonight**
The reception for Father Dimick which will be held at the rectory of St. Paul's church this evening at 8 o'clock will be under the auspices of the Organ Guild of the church. It is intended to give every member of the church and their friends an opportunity of meeting the rector. A special program will be staged and refreshments served.**Auto Storage Room**
The large Gato building on Simonton street, near La Brea, has been converted into an automobile storage garage. It is of concrete and fireproof, with vast floor room. The second floor of the structure will also be used for storing cars, should the present space prove insufficient.**Trammell Wins Citizen**
The Citizen is today in receipt of a telegram from Senator Park Trammell confirming news dispatches out of Washington yesterday which show that the senator has introduced a resolution in the senate which would direct the secretary of the navy to restore the local sub base to active operation status within 90 days. The resolution will be considered by the senate committee on naval affairs, Mr. Trammell wires.**Key West Passengers**
Passengers arriving from New York on the H. R. Mallory at 7:15 included, for Key West: Miss A. Pressing, W. Henderson, Mrs. W. Wilcox, Edward Bouly, F. Brady, J. Burns and William Davis; for Miami: Mrs. William Jordan, Mrs. G. P. Landowner, Mrs. J. Bessett, Mrs. P. Bessett. Sailing on the Mallory from this port for Galveston were Robert Kony, Max Schirmer, Mr. and Mrs. Zell Harris.**RELICS OF FLORIDA
INDIANS ARE SOUGHT**

(By Associated Press)
FORT MYERS, Jan. 25.—A search for relics to be used in determining Florida's early history and its original inhabitants is being conducted in this section by H. B. Collins, Jr., archeologist of the Smithsonian Institute with the aid of Seminole Indians.

The Indians have dug into old burial mounds near Shady Cypress obtaining pottery, bones and personal ornaments.

By a new process, sewage and similar wastes are being converted into gas for household use in Germany. Enough gas for the domestic supply of a population of 8,000 is being produced from sewage at Gross Zieher.

**MORTGAGE FIRM
AIDS KEY WEST****DUVAL MORTGAGE COM-
PANY HAS STEADY
GROWTH**

The Duval Mortgage Company, of Key West, was organized in April, 1926, for the purpose of granting loans only on improved properties, these loans not to exceed 60 per cent of the conservative appraisal value.

The titles are guaranteed by the New York Title Company and all loans are covered by storm and fire insurance.

The company has made steady progress since its inauguration showing a healthy and normal growth.

The mortgages range from \$1,000 to \$7,500, netting purchasers eight per cent per annum.

The authorized capital of the company is \$200,000 with \$125,000 subscribed.

The loans are guaranteed by the Chase Mortgage Co., of New York, as to principal and interest payments.

The officers are as follows: Hugh Bancroft, president; Robert B. Austin, treasurer; J. Lancelot Lester, secretary; Robert B. Austin, Jr., assistant secretary. The board of directors consists of the following: Hugh Bancroft, Robert B. Austin, J. Lancelot Lester, William R. Porter, Norberg Thompson, Malcolm Meacham, J. Otto Kirchheiner, George T. Mumford, Boston; John Richardson, Boston; Clark D. Stearns.

CALENDAR OF SPORTS

Racing: Continuation of meetings at New Orleans, Havana and Tijuana.

Tennis: Canadian indoor championship tournament, at Montreal.

Track: Annual indoor games of St. Joseph's C. C., at Newark, N. J.

Billiards: National amateur Class A 18.1 ballline championship, at New York. Frank Taborski vs. Arthur Woods, for world's pocket billiard championship, at Schenectady.

Golf: Men's Florida East Coast championship, at St. Augustine. Annual Lake Worth tournament, at Palm Beach, Fla.

TODAY'S EVENTS

Sons and daughters of Scotland the world over today will pay tribute to the memory of the poet Burns, on the 169th anniversary of his birth.

Greetings to Senator Charles Curtis of Kansas, candidate for the Republican presidential nomination, on his 68th birthday anniversary.

The annual State dinner will be given at Ottawa tonight on the eve of the formal opening of the Parliament of the Dominion of Canada.

Houston, Texas, will be the meeting place today of the annual business session of the National Association of Real Estate Boards.

The sanity trial of William E. Hickman, confessed kidnapper and slayer of little Marian Parker, is scheduled to begin in Los Angeles today.

The 10-story Pythian Temple recently completed in New York City at a cost of \$2,000,000 will be dedicated today with imposing ceremonies.

Uruguay is to be the host today to the first Pan-American Congress of Secondary Education, the sessions of which will continue for one week.

WEATHER FORECAST

Florida: Partly cloudy tonight and Thursday; somewhat colder tonight in north and central portions.

South Atlantic: Moderate to fresh northwest winds; diminishing Thursday except moderate variable over extreme south portion.

East Gulf: Moderate northeast winds and mostly overcast weather tonight and Thursday.

KIDDIES' COLDS

should not be "dosed." Treat them externally with—

**VICKS
VAPORUB**
Over 21 Million Jars Used Yearly**CURTIS FAVORS
REAL DRY LAWS****KANSAS SENATOR, SEEKING
PRESIDENCY, OPPOSES
ANY CHANGE**

(By Associated Press)
WASHINGTON, Jan. 25.—Senator Curtis, of Kansas, a candidate for the republican presidential nomination, declared today for a plank in the next party platform pledging strict enforcement of the prohibition laws.

He also announced his opposition to a state's determining what alcoholic content will be permitted and said he is against the repeal either of the Eighteenth Amendment or the Volstead Act.

His views are stated in a letter to Senator Borah, of Idaho, who is questioning all republican presidential candidates on the wet-dry issue.

**FLIVVER PLANE
ON GROUND YET****FIELD IT LANDED IN YESTER-
DAY AT ASHEVILLE TOO
SMALL TO RISE**

(By Associated Press)
ASHEVILLE, N. C., Jan. 25.—Harry Brooks who late yesterday brought his miniature airplane down on a small field near here, could not get the plane into the air this morning because of the restricted area.

The plane was taken to the Biltmore estate six miles away where another attempt will be made to get it into the air.

**JURY IN BOOZE
CASE STILL OUT****NO DECISION YET IN NOTED
ST. AUGUSTINE LIQUOR
TRIAL**

(By Associated Press)
JACKSONVILLE, Jan. 25.—The jury, which since yesterday has been considering the case of the United States against Truman Pacetti, Emory Pacetti, and Leon Canova of St. Augustine, men charged with conspiracy to violate national prohibition laws, late this morning continued deadlocked on the case.

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**18 U. S. ESCAPES
STILL UNCAUGHT****ONLY THREE OF FEDERAL
JAIL-BREAKERS AT DE-
TROIT CAPTURED**

(By Associated Press)
DETROIT, Jan. 25.—Eighteen of the 21 federal prisoners who escaped yesterday from jail here were still at liberty today as a wide search for them continued.

Two were recaptured yesterday and a third today.

An investigation by federal authorities is already under way.

**CRUISER HIT BY
SUB, IS DAMAGED****PERUVIAN CRAFT WIRELESS-
ES THAT IT HAS SUFFER-
ED IN CRASH**

(By Associated Press)
COLON, Panama, Jan. 25.—The commander of the Peruvian cruiser Almirante Grau reports by wireless that his ship had been damaged in a collision with the Peruvian submarine R-1 off Balboa.

The storm of marked intensity that was over the upper Mississippi Valley is this morning central in extreme southeastern Ontario in the vicinity of Lake Erie, Buffalo reporting a pressure of 29.32 inches.

This movement of the storm was attended by precipitation over most of the country from the Mississippi River to the Atlantic coast, with gales over the Great Lakes, and strong winds on the Atlantic coast southward to Hatteras.

Colder weather following the storm has overspread the west Gulf States and the whole country from the Mississippi Valley eastward except the Atlantic coastal plain. On the south Atlantic coast temperatures are unchanged, but in New England and in middle Atlantic coast it is materially warmer with unseasonably high temperatures. At 8 a. m. the highest temperature reported was 70 at Key West; the lowest was two at Williston, N. D.

Tonight and Thursday the winds at Key West will be moderate north and northeast.

H. B. BOYER,
Official in Charge.

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The Key West Citizen

THE CITIZEN PUBLISHING CO.
L. P. AITMAN, President.

Entered at Key West, Florida, as second class matter

Member of the Associated Press

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Weekly	.20

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Made known on application.

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 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. Road to the Mainland.
3. Comprehensive City Plan.
4. Hotels and Apartments.
5. Bathing Pavilion.
6. Aquarium.

THE KEY WEST CITIZEN

WILL always seek the truth and print it, without fear and without favor; never be afraid to attack wrong or to applaud right; always fight for progress; never be the organ or the mouthpiece of any party, clique, faction or class; always do its utmost for the public welfare; never tolerate corruption or injustice; denounce vice and praise virtue; commend good done by individual or organization; tolerant of others' rights, views and opinions; print only news that will elevate and not contaminate the reader; never compromise with principle.

THE OVER-SEA HIGHWAY

This should ever stand out as a red-letter day in Key West history.

Marking, as it does, the opening of the Over-Sea Highway to use by the general public, there can be no question but that it should usher in a new era for this city—an era of unprecedented activity and growth; an era unmatched by anything in the city's history; an era destined not to end until Key West has taken her place as one of the leading industrial and resort cities of the state.

Whether it will or not depends upon Key West herself. For, even with the road to the mainland open, the city will grow and prosper only as she deserves—only as she proves herself worthy of growth and of prosperity.

It is not too much to say that no other city in the whole United States, perhaps, has the opportunity which now opens up before Key West.

She has everything a bountiful providence could provide except water. It is entirely possible that she may have even that. She has climate second to no city on the globe. This should insure her permanence as a resort. She has a strategic location which should make her one of the leading commercial cities of the state.

In building the road to the mainland, Key West and Monroe county have shown both courage and enterprise beyond the average. All this, however is not enough. The same sort of courage and the same sort of cooperation is necessary in the future if the road is to be capitalized as it should and the city forge ahead as it may.

The people of Key West must learn always, in matters affecting the city's general good to think in terms of unity; they must present an unbroken front to the outside world; they must remember that a community, like an individual, can hope to draw interest only upon what it has invested.

This, every Key Wester must remember when matters looking to the general advancement of the city come up. It is not enough for a man to contribute only to the cause from which he expects to get direct benefit. It is only when we have reached the point where we are willing to contribute liberally to anything which bids fair to help the city as a whole that we will grow as we may.

In the most progressive cities, any project which will help to advertise the town gets the unstinted support of the whole people. The same must be true here if we would go ahead as we should.

In building the highway, we have made a most excellent start in this direction. It is necessary, therefore, only to exhibit the same sort of spirit in the future on all matters affecting the public good to make certain this city's ultimate greatness.

If our legislators can't hit on a practical means of flood control they might invoke the spirit of King Canute.

HEARST AT HIS WORST

It appears that in his usual frantic straining for the sensational William Randolph Hearst overreached himself in his recent publication of fake Mexican documents, which purported to reveal a plot to bribe four United States senators.

To publish such documents, which his own experts have since declared to be clumsy forgeries, was an indefensible proceeding from any viewpoint. Their publication placed Senators Borah, Norris, LaFollette and Heflin temporarily under a cloud, which was happily dispelled as soon as the light was turned on. No responsible person believed for a moment that either of the senators named was guilty of collusion with the Mexican government, but Hearst's action gave whispering gossips a choice morsel for a few days, until the villainy of the whole dirty business was exposed.

Mr. Hearst bought these forged documents pretending to believe that they had been stolen from the files of the Mexican government. He published them, even though he admitted that he had never believed that the four senators were implicated in any way. He published them without taking the trouble to find out whether they were genuine or not, as he might have easily done. He brazenly defended his action after the documents had been proved to be forgeries.

It is gratifying to note that the decent section of the press of the country is unanimous in condemning the methods employed by Hearst in what appears to have been a studied attempt to besmirch innocent men and further aggravate the difficulties which have existed between the governments of the United States and Mexico.

RISE OF A BARMAID

Some years ago Rachele Agostini was a comely barmaid in a modest Italian tavern. She has also been a worker in the fields, a shepherdess and a household servant.

While a barmaid, her employer warned her against her attachment for his son, saying: "Do not let yourself think of him. It would be better that you should die. Married to him you would have no happiness."

But Rachele had a will of her own and despite the warning of her prospective father-in-law she married his son. It has turned out that she might have done worse.

Last month she secured the release of 300 anti-Fascist exiles, through her influence with the dictator, Benito Mussolini. And how did this former barmaid obtain such sway over the master of all Italy?

One explanation is that she has tact and good judgment. Another is that she is his wife.

The moonfish are biting as they have seldom done before.

They caught some 300 moonfish at the old P. & O. dock yesterday morning—Oh, boy!

Now is the time for every Key Wester to do his share in telling the world that the highway is opened.

The road to the mainland is officially opened and as soon as the news gets abroad, look out for the tourists.

Strange cars parading about the streets have lately become such a common sight that they no longer attract attention.

The Woman's Club campaign for more benches to place about the city is on. It's a movement calculated to do the city inestimable good.

Now that outsiders are coming here in unprecedented numbers, it will be well for every Key Wester to remember that "sticking folks" has done Florida more harm than everything else combined.

Malcolm Meacham says a three-day-old copy of The Citizen is responsible for his coming to Key West. Score another for The Citizen. That was a good year's work if it did nothing else for 12 months.

Key West has long needed "lounging places" for those who come here to enjoy the scenery and the winter sunshine. The Woman's club is out to provide these. Every progressive Key Wester would lend a helping hand.

They've started something up in Fort Pierce calculated to make that city grow like Jonah's gourd vine. They are going to send special editions of the "home town" paper weekly to a long list of persons all over the country. They haven't any patent upon the idea, though and Key West may well follow their example.

When Frank W. Lovering gets here, in a couple of weeks, if Hamilton Wright can come at the same time, the city ought to stage a get-together dinner for her out-of-town boosters. Messrs. Lovering, Wright, George Allan England, Colonel R. M. Thompson and Malcolm Meacham would have seats at the head of the table, of course.

THE WEATHER

Station	Tem.
Abilene (clear)	36
Atlanta (cloudy)	36
Boston (cloudy)	48
Buffalo (cloudy)	24
Charleston (cloudy)	50
Chicago (clear)	14
Corpus Christi (clear)	48
Dodge City (clear)	22
Galveston (pt. cloudy)	46
Huron (clear)	14
Jacksonville (clear)	54
KEY WEST (clear)	70
Louisville (clear)	24
Miami (clear)	68
New Orleans (cloudy)	46
St. Louis (clear)	24
Tampa (pt. cloudy)	62
Washington (clear)	40
Williston (cloudy)	2

Exactly a century ago Frau Mansfeld, widow of a German shipowner, died leaving a fortune of \$75,000. She deposited it in England, together with a will containing the proviso that the property must be invested and remain untouched for 100 years, when it could be claimed by her descendants. The original \$75,000 has now increased to \$7,500,000. Already 250 people have advanced claims to a share in the huge legacy.

Water Meters on Hands or Feet disappear after a few applications Imperial - Ezema - Remedy. All druggists are authorized to refund your money if it fails.—Adv.

LEGALS

IN THE COUNTY JUDGE'S COURT OF MONROE COUNTY.

In Re Estate of Daniel Larrimore, Monroe County Deceased.
To all Creditors, Legatees, Trustees and Persons Having Claims or Demands Against Said Estate.

You and each of you are hereby notified and required to present any claims and demands which you or either of you may have against the estate of Daniel Larrimore, deceased, late of Monroe County, Florida, to the County Judge of said County, in his office at the Court House, within twelve months from the first publication of this notice, viz: 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 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LOCATIONS FOR BENCHES CHOSEN BY LOCAL WOMEN

WOMAN'S CLUB PREPARING TO PLACE 30 SEATS IN NEXT FEW DAYS; DRIVE FOR OTHERS PLANNED

Locations for 30 benches, now under construction for the local Woman's Club, were selected at a meeting of the civic department of that organization yesterday afternoon.

Several of the seats will be placed on the drive-way from the F. E. C. station; others at the north end of Duval street; others still, at the south end of White street; and the remainder of the 30 at places where it is believed they will be most accessible to the average visitor.

The 30 will be ready for use within a few days, it developed at yesterday's meeting and more will be available shortly thereafter if the women's plan of financing justifies the purchase of others at this time.

Much of the meeting was given over to discussion of plans to secure funds to buy additional benches. It was the sense of the meeting that the cost should be reduced sharply and efforts in this direction will be made immediately, it is understood. Information about this cut will be available within the next two or three days, it is said, and the campaign to buy other benches will begin immediately thereafter.

Drowned Miami Boy Was Son Of Miss Saunders Former Key West Girl

Carl Richmond, 15, one of the three boys drowned in Biscayne Bay and their bodies recovered yesterday, was a son of a former Key West woman.

His mother's maiden name was Miss Sadie Saunders, daughter of Mrs. Mary Jane Saunders and a sister to Stanley Saunders, 315 Peacock Lane. She was married to William P. Richmond. The son drowned was born in New York before the family located in Miami.

Mrs. Richmond's mother had been living with her in Miami, but was in Key West on a visit when the tragedy occurred. She left for Miami upon receipt of the news, accompanied by her granddaughter, Miss Vivian Saunders.

William R. Cooper and Ralph Miller were the other two boys drowned. They were all of Miami, and students in the tenth grade at a high school there.

PERSONAL MENTION

Mrs. Clark D. Stearns, of Miami, was expected to arrive this afternoon for a visit of a few days.

Sam Stevens, purser for the Governor Cobb, was among the arrivals from up state this morning.

Mrs. Dwight Morrow, wife of the U. S. ambassador to Mexico arrived on the Cuba yesterday, en route north.

James McE. Bowman of the Bowman Hotel, system came over from Havana and left on the Havana Special yesterday.

L. T. Bragassa, deputy collector in charge of the local customs bureau, returned this morning from a business trip to Jacksonville.

P. J. Saunders, vice-president and general manager of the P. & O. S. S. Co., arrived from Havana on the Cuba yesterday afternoon.

Mrs. Wallace B. Kirk and baby, of New York, arrived this morning to spend some time with Mr. and Mrs. Wm. R. Porter, parents of Mrs. Kirk.

Mrs. G. W. Drummond and a party of friends left by auto today for Tampa where they will attend the Gasparilla celebration. They expect to be away two weeks.

Palmer Walthour, president of the Walthour, Hood Company, of Atlanta, and his niece, while fishing on the upper keys yesterday, could not resist the lure of the ferries, so they drove down to Key West, returning this morning.

Telephone service has been opened between England and Czech-Slovakia and Hungary.

CHICHESTERS PILLS
THE DIAMOND BRAND
Ladies: Ask your Druggist for Chichesters' Diamond Brand Pills in Red and Gold Metallic Boxes, sealed with Blue Ribbon. Take no other. Buy of your Druggist. Ask for CHICHESTERS' DIAMOND BRAND PILLS, for 40 years known as Best, Safest, Reliable. Buy Now! SOLD BY DRUGGISTS EVERYWHERE

APPELROUTH HAS FASHION SHOW

BEAUTIFUL SHOWING MADE OF GOWNS, HATS AND SHOES

A crowded house witnessed the fashion show under the auspices of the Store of Fashion, at the Garden theatre last night, when advanced showing of spring styles, for morning, afternoon, evening and sport wear were displayed.

Key West girls acted as models for the program which was an exquisitely arranged demonstration under the personal supervision of Mrs. Isadore Appelrouth. The program was divided into different scenes to further enhance the arrangements of dresses, shoes, lingerie and hats that were ordered especially for this occasion.

Beautiful evening gowns, clinging lingerie, late mode shows in all colors and designs were included. There were street, ball room, cabaret and wedding scenes that delighted the patrons of the show.

The girls who assisted Mrs. Appelrouth included, Mabel Sharp-ley, Elizabeth Sharp-ley, Dorothy Pease, Mary Curtis Williams, Margaret Ladd, Eva Dennis, Elma Lighthour, Mary Lighthour, Jane Curry, Constance Lytle, Betty Maloney.

Elola Cervantes pleased the crowd with an excellent demonstration of dancing.

CARD OF THANKS

We desire to express our deep appreciation and profound thanks to our many friends for their sympathy and kindness, the use of their automobiles and the floral offerings at the time of the death of our brother-in-law, Joseph Clark.

MR. AND MRS. PAT KELLY.
Jan 25-11

CLASSIFIED COLUMN

FOR RENT

FOR RENT—Furnished apartment at 524 Elizabeth street; upstairs. Phone 720-J. Jan 4

FOR RENT—Two-story residence corner Greene and Ann streets; unfurnished. Apply to L. P. Artman, Citizen office.

FOR RENT—Room with private family, separate bath, hot and cold water, South Beach. Phone 182-W; call Mrs. M. E. Martinez, corner Alberta and Seminole. Jan 21-6t

FOR RENT—House, all modern improvements, 419 Southard street. Jan 25-6tx

FOR RENT—First class apartment upstairs, four rooms, facing South Beach, large porches, hot and cold running water, electric heater, completely furnished, garage. Phone 182-W; call Mrs. M. E. Martinez, corner Alberta and Seminole. Jan 21-6t

WANTED

WANTED—To buy bicycle for cash. 611 Grinnell St. Jan 25-3tx

HELP WANTED—MALE

HELP WANTED MALE—American cook, experienced, small hotel, \$80 per month with room. Address Box O, Citizen office. Jan 25-1f

FOR SALE

OLD PAPERS for sale. 25 for a nickel. The Key West Citizen, 125 Duval street. tf

FOR SALE—General Electric Motor. Five horsepower, 1,800 R. P. M., 22.1 Amperes, 110 Volt, 60 Cycle. This motor is in splendid working condition and the price is right. Apply to Citizen office. mar 2

FOR SALE—Corner in the heart of Key West. Ideal apartment house site. Corner Southard and Elizabeth Sts. One block from Fleming and two blocks from Duval Street, the main thoroughfares of Key West. 100 feet 6 inches on Southard, 69 feet 6 inches on Elizabeth. Moderate price, easy terms. One-fourth cash, remainder in one, two and three years. Apply at the office of The Citizen or address P. O. box 536, phone 51. dec 28

MISCELLANEOUS

WANTED: False teeth. We pay high as \$10 for full sets. Any condition. We buy crowns, bridges, gold, platinum, diamonds. Western Metal Company, Bloomington, Illinois. Jan 24-2tx

MURDERERS HERE IS SERMON TOPIC

BAPTIST PASTOR PREACHES ANOTHER SERMON ON UNUSUAL SUBJECT

"Murderers in Key West—Who Are They?" was the topic of Dr. E. E. Carr's sermon last night at the First Baptist church where a series of revival services is in progress.

Taking for his text, "No murderer hath eternal life abiding in him," the minister discussed various forms of murder, declaring that Key West has a surprising number who are guilty of this sin in one shape or another.

He said in part: "There are more murderers in Key West than anyone dreams, and they commit the crime of murder in various ways."

"I. Direct, deliberate murder with knife, gun, club, hands, or poison. Murders of this kind are comparatively few, but the laws of all nations recognize this as the worst of all crimes; and remorse sooner or later seizes the criminal. He sees the eyes of his victims looking at him everywhere, and lives in constant misery through fear of detection and punishment."

"Vengeance is mine," saith the Lord; and the penalty of murder in any form is eternal death without thorough repentance."

"II. By poison food and drink. Those who sell spoiled foods to save loss of money, knowing they will injure the health of the consumer and soon destroy or shorten life, are murderers for money, just the same as a highwayman who kills to rob. Adulterers of medicine are also murderers."

"Those who sell vile and poisonous intoxicating liquors are not only traitors to their country, but murderers of their fellows. Tens of thousands of murders are thus committed for money by bootleggers in the U. S. each year."

"III. By abortion. The physician, or midwife who destroys an unborn child, and the father or mother of it who consents to, or aids the crime, are all murderers. And whether a woman is married or single, the destruction of an unborn child is deliberate murder, just as it would be to kill a child already born. There are countless women who are ruining their health and morals and losing their souls with such murders, and it were better for a woman to stand before the judgment bar of God with a dozen children to her credit than for her to stand there with one missing which she had murdered."

"But if these men and women will confess to God that they are murderers, and plead for God to cleanse their hearts and deliver them from blood-guiltiness, and prove they mean it, God will pardon even them. But, oh, the memory of it! See the 51st Psalm."

"IV. By furious anger and hate. Have you wanted to kill some one? Have you wished some one were dead? 'As a man thinketh in his heart, so is he.' God sees murder in your heart, if you hate anyone. 'He that hateth his brother is a murderer,' says St. John, 'and ye know that no murderer hath eternal life abiding in him.'"

"Oh, someone says, 'I do not hate a certain person. I would not kill him, cripple him, or burn down his house even; but just let him stay away from me! I do not wish to speak to him, see him, hear him, hear of him, or have anything to do with him.'"

"So! you would annihilate him and drown his very memory in the black sea of oblivion!"

"No! We must forgive those

LA CONCHA ARRIVALS

Miss M. K. Hill, St. Louis; R. A. Coachman, Jr., Miami; W. H. Kuneg, New York; F. J. Boatright, Jacksonville; Jas. E. Hart, Palatka; T. C. Brady and Joseph Burns, New York; Miss Willa Jerdon and Mrs. H. W. Londoner, Brookline, Mass.

E. Bonley, Boston; Al Puijattit, New York; Mrs. Raymond Grove, Miami; Palmer Walton, Atlanta; Mr. and Mrs. C. E. Perdue, Eddyville, Iowa; Mr. and Mrs. F. L. Howard, Detroit; Mrs. C. Walwitz, Wyandotte, Mich.; Mr. and Mrs. Perssonke, Detroit.

M. G. Mann, Miami; Frank Frauws, DeLand; A. E. Sargent, DeLand; Emma L. Trevisany and Walter Snell, Chicago; Paul Perk, Miami; Mr. and Mrs. Ned Ely, Pittsburgh; Mr. and Mrs. C. T. Doty, Jacksonville.

Mr. and Mrs. J. E. McDermitt, Marion, Ind.; Mr. and Mrs. S. S. Clark, Chicago; C. S. Smith, New York; Neil Austin, Daytona; D. Wonder, Chicago; S. Missel, L. Rose, H. Harris, Tampa; S. T. Morris and Wm. H. Manvgrin, Washington, D. C.; Mr. and Mrs. E. C. Blait, Hershey, Pa.; W. Kuntz, Daytona; C. F. Scheible, Youngstown, O.

J. W. Bricker, C. C. Traly, Joe Richstone, Youngstown, Ohio; W. W. Buhrman, Mrs. Geo. Weeks, H. Purdey, Bayside, L. I.; Mr. and Mrs. H. R. Kistler, Miami; Mr. and Mrs. I. L. Hutchings, Valparaiso, Ind.; Mr. and Mrs. J. D. Ashford, Washington, D. C.; Mr. and Mrs. W. J. Stine, Jacksonville; Mr. and Mrs. J. S. Frost, Burlington, N. C.

P. H. Conniff, Jas Conniff, W. G. Bell, F. E. C. Ry.; J. J. Reis, DeLand; Wm. Cole and H. C. Harrison, Frank Ensor, C. Lawson, Orlando; E. O. Hinton, Baltimore; Paul Hintchmann, Rumson, N. J.; Mr. and Mrs. M. A. Saunders, Memphis; Mrs. J. J. Madison, Memphis; Mrs. G. A. Gagg, Terre Haute, Ind.

TODAY'S BIRTHDAYS

Senator Charles Curtis of Kansas, who has announced his candidacy for the Republican presidential nomination, born in Shawnee county, Kas., 68 years ago today.

Matthew Woll, serving his twenty-third term as president of the International Photo-Engravers' Union, born in Luxemburg, 48 years ago today.

Antonio Scotti, the world-famous operatic baritone, born in Naples, Italy, 61 years ago today.

Dr. John L. Seaton, president of Albion College, born in Manchester, Iowa, 55 years ago today.

That offend us, love them, pray for them and seek to bless them, if we would really be Christians. "All have sinned and come short of the glory of God." In some way most of us at some time have committed murder in our hearts. And only by penitence and earnest prayer and soul deep consecration to Almighty God, and a life of righteousness in Christ, can we ever find peace with God and escape eternal condemnation."

COMPLEXION IMPROVED... QUICKLY

Carter's Little Liver Pills
Purely Vegetable Laxative
move the bowels free from pain and unpleasant after-effects. They relieve the system of constipation poisons which many times cause pimples. Remember they are a doctor's prescription and can be taken by the entire family. All Druggists 25c and 75c Red Packages. **CARTER'S LIVER PILLS**

J. G. Kantor

—ALWAYS RELIABLE—

WE EXTEND A

WELCOME

TO ALL WHO COME TO KEY WEST

Ride the Over-Sea Highway

A beautiful scenic route to a charming city.

We carry a complete line of Men's Furnishings for your convenience.

Let us add our felicitations to the others, to the citizens of this county on the opening of the great highway.

TODAY'S ANNIVERSARIES

1759—Robert Burns, the famous poet, born near Ayr, Scotland. Died at Dumfries, July 21, 1796.

1847—Birth of Martin D. Nichols, said to have been the first child born in San Francisco of American parents. Died at Santa Clara, April 28, 1925.

1867 — The President vetoed the Colorado admission bill.

1887—W. B. Bate, former governor, was elected United States senator from Tennessee.

1890—Nellie Bly completed a trip around the world in seventy-three days.

1892—Chili withdrew the offensive note to the United States and apologized for the Valparaiso riots.

1896—Sir Frederick Leighton, the famous artist and president

TO STOP GAS SUICIDES

LONDON, Jan. 25.—British chemists are developing an irritant to be put in gas to prevent suicides.

of the Royal Academy, died in London. Born in 1830.

1912—The Duke of Connaught, Governor-General of Canada, was received at the White House by President Taft.

1927—The Duke and Duchess of York in a British cruiser passed through the Panama Canal on route to Australia.

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WM. CATES, Manager

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The opening of the Over-Sea Highway has increased the value of Key West property.

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Visitors Are Always Welcome In Key West

Ride over our Oversea Highway and visit with us---

"You'll like it here"

Discriminating buyers find that we carry the kind of Men's Furnishings they need.

Our congratulations to the county officials and citizens of Monroe County on this great day.

BROADWAY SHOP

DUVAL STREET

"LINDY"

Has turned the eyes of
the world---Skyward.

KEY WEST

Has the only airport of
entry in the U. S.

Meacham Airport

Is located on our prop-
erty at South Beach, 10
minutes from the center
of the city.

The Oversea Highway is open

Can you afford to pass this investment opportunity By?

--THINK IT OVER--

RESIDENTIAL	LOTS	50x120	\$ 995. ⁰⁰
CORNER	LOTS	50x120	1190. ⁰⁰
BUSINESS CORNER	LOTS	25x100	650. ⁰⁰
BUSINESS	LOTS	25x100	575. ⁰⁰

\$45.⁰⁰ down and **\$9.⁰⁰** a month makes you
an investor in Key West.

OCEAN FRONT ACREAGE AND LOTS

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MALCOLM MEACHAM, President

The Key West Citizen

For 49 Years Devoted to the
Interests of Key West

VOLUME XLIX. No. 21.

KEY WEST, FLORIDA, WEDNESDAY, JANUARY 25, 1928.

Key West Touches Hands With Mainland In One
Magnificent Gesture---The Oversea Highway

*Dream Of Years, And Active Vision
Of A Decade, Becomes A Fact As
Ferries Bring First Automobiles
To Terminal City Under Own
Power*

MONROE COUNTY BOARD OF COMMISSIONERS LOOK WITH PRIDE ON SUCCESSFUL TERMINATION OF TEN YEAR PROGRAM THAT HAS WON ADMIRATION

By R. Hodges Marden

The Over-Sea Highway, dream of a century and the active vision of a county for a decade, emerged from its theoretical state today into a living, pulsing, part of the great highway systems of the United States, definitely linking Key West and the Florida Keys with the mainland.

An automobile, one of the first to negotiate the trip from Key Largo on the north to Key West, lying within the shadow of Cuba's great city—Havana, emerged from the winding ribbon of road that had stretched before it down the winding chain of keys, onto the new six-mile boulevard, driving into the Island City under its own power. Concrete evidence, to the 15,000 residents of this island on the fringe of the Caribbean, that they were at last linked with the mainland by a road.

There is little to mark the fact that these cars have just crossed one of the greatest engineering projects the world has known, nothing about their graceful progress to reveal the background of struggle and study, privation and vision that hand in hand, over a period of 10 years, made this feat possible.

Thus is opened one of the finest playgrounds of the world, miles of unexcelled scenic splendor into an hitherto unexplored area for auto tourists.

On the trail of these first cars, are thousands upon thousands of tourists who await the moment when they can start across the beautiful stretch of keys to eventually arrive under the magic skies that fringe the Tropic of Cancer and brings them to a city that authors and poets have exploited in story, song and picture; a bit of the West Indies, attached to the mainland of the United States. And Cayo Hueso—Bona Key, to give it literal translation—Key West, as Nordic brevity has it—by which latter name it is known in every part of the world—rests content. She has touched hands with the rest of the United States in a magnificent gesture that has focused the attention of a wondering world upon her charm, possibilities and civic courage.

The first step in the construction of the Over-Sea Highway was the decision of the county to build a road from the city limits of Key West to the end of the island. This was in 1917 and the road was extended from Key West to Stock Island, at the same time that a highway was contemplated at Key Largo, the rapidly growing agricultural back country on the latter key, creating a demand for a bond issue and a highway.

A road across Pine Key, constructed at the same time that Stock Island was joined to Key West by highway, showed the possibilities of highway building along the keys, and showed furthermore that it was probably possible to extend the highway from Key West to the mainland. The first roads that were built were rough projects, calling simply for clearing, scarifying, shaping and rolling the road with a rock base.

These ventures emphasized the need of more roads and during 1920 and '21, the Over-Sea Highway project was discussed pro and con without definite action.

In 1922 a bond issue in the amount of \$400,000 was voted to construct the highway from Key West to Sugar Loaf, a distance of 17 miles.

These bonds were not absorbed by the bond market, principally because at the time it was conceded that the amount voted was insufficient for the construction planned. The highest offer received was far below the amount required by law.

A thorough investigation by the county commissioners, consisting of the same membership

the county taking it step by step, feeling its way.

With this issue at hand it was realized that the road to the mainland was possible of completion and the entire project took on a new tone with the entire stretch of keys involved in a great desire to push the work to completion.

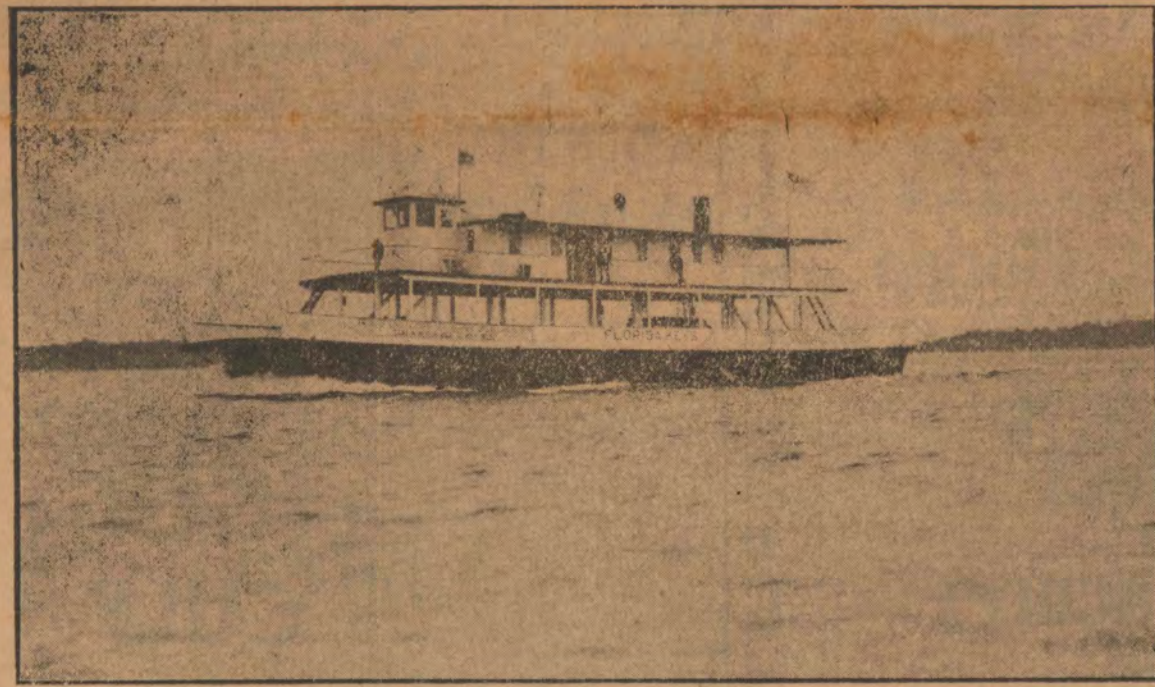
Contracts were let for the road from Key Largo to Plantation Key, from there to Windley Island and from Windley Island to Lower Matecumbe. The biggest problem to be tackled in this work was the central supply fill between the two Matecumbes where the road had to cross open water, a distance of about two and three-quarter miles, also the reconditioning of the Key Largo road. This work, totalling a little better than a million dollars,

MONROE COUNTY OFFICIALS



LEFT TO RIGHT. Hilton Curry, Carl Bervaldi, member, Monroe board county commissioners; William F. Malone, attorney for the board; William R. Porter and Braxton B. Warren, members of county board.

BON VOYAGE



One of the new Monroe County ferries, "The Florida Keys," enroute from Matecumbe to No Name Key, over the 40-mile water gap connecting the two sections of the Oversea Highway.

was let to Jenner Brothers, of Davenport, Iowa. On the south end the road extended along Saddle Bunches to the extreme end of Sugar Loaf Key to the Tidewater Construction Company at a cost of about \$140,000.

From the east end of Sugar Loaf to Cudjoe to West Summerlin Key and from that key to Little Torch, Middle Torch, Big Pine Key to No Name—15 miles of road and three miles of bridges, contracts that were let to the S. J. Groves and Sons Company, totalling about \$1,000,000.

Boulevard Approach

On the island of Key West the approach to the highway was extended around the shore line of the island and is known as the Key West boulevard, built with concrete retaining wall and sidewalk—the latter to back up the wall and strengthen the road.

The bonds were dated January 1, 1925, and the contracts were let and actual construction on the projects began shortly after the first of that year.

The subsequent depression in the realty market and the September storm that visited the East coast, slowed up the bond sales to some extent, and this, in connection with the high prices paid for material which pushed up the cost of actual construction above estimated figures, made an additional \$600,000 bond issue necessary but this was voted early in 1927 and used to complete the contracts then let.

In the latter part of 1926 the Tidewater Construction Company turned over its contracts to the Key West Construction Company, a subsidiary to the T. T. Sweet

Dredging Company in Miami, and this concern completed the road to Sugar Loaf and the boulevard around the island of Key West, concluding their work in the latter part of 1927. The Groves project was completed during the latter part of November and this left Jenner Brothers with the Lower Matecumbe fill to be completed in time for the operation of the ferries, which was done.

The only piece of work now in progress on the entire stretch, is a small section on Key Largo—mainland area which is practically completed.

The legislature of 1927 passed an act enabling the county commissioners to issue time warrants in the sum of \$200,000 for the construction and operation of ferries which will operate for the present between Lower Matecumbe and No Name Key, a 40-mile stretch of water. Later, when the work on Key Vacas and Grassy Key is completed, there will be two ferry trips, each of small duration and easier to negotiate.

The contract for the ferries were let to the Gibbs Gas Engine Company of South Jacksonville and three boats of 20 car capacity were bought. They will also accommodate 150 passengers.

The first ferry was launched November 15 and a week later the second ferry slid off the ways and three weeks later the third ferry was in the water. January 26th a party of Key West citizens and officials, including the board of county commissioners, went to Jacksonville where the ferries were formally turned over to them and under the piloting of their own captains, began a triumphant trip down the inland

water route from Jacksonville to Key West.

Two of the ferries, the Monroe County and the Florida Keys made this trip. The third ferry will be brought to Matecumbe during the present month and either put into immediate service or held in reserve as an emergency ferry.

On the trip down the east coast the ferries attracted a great deal of attention, stopping overnight at cities where thousands were given a chance to view them and also find out all about the highway to Key West.

After several days of trial schedules the ferry service was pronounced ready and today the first official ferry makes a trip either way. No Name to Matecumbe and Matecumbe to No Name, initiating the first ferry service over the big gap.

The county commissioners are planning to let contracts for the completion of the road on Grassy Key, Key Vacas and the Crawl Key group, a distance of about 14 miles, which, when completed will reduce the ferry trips to two 12-mile runs that will take about an hour and a quarter each.

The road will then follow the key to Lower Matecumbe where ferries will take the cars to Grassy Key. The cars will then follow the highway to Knights Key where another ferry will take them to No Name Key.

A Gigantic Project Finished

This is the story of the Oversea Highway in its bare chronological sequence.

It doesn't take into consideration the mile after mile of relentless, driving construction, where

CHAIRMAN



Otto Kirchheimer, chairman of Monroe County Commissioners.

men burned in the sun and fought through summer heat, in order to turn the marl of keys upside down and build a road for the tourist to speed across.

It was road building such as had not been attempted before. Mangrove swamps yielded to the crawling, cranking, creaking caterpillars that rolled them down, as the work of clearing was begun. The scarifying, leveling and finally the dredging of the marl and its packing into the width of a road and its final reincarnation as a level, white, ribbon of hard surface as smooth as any asphalt and a base as sound as any rock or concrete base could be, cannot be told in the chapters dealing with contracts and figures.

Thousands of men have labored along the tiny keys stretching away from the mainland almost into the heart of the Caribbean, with the waters of the Atlantic on the one side and the gulf on the other.

With the first ferry in operation between Matecumbe and No Name Key, Key West is linked definitely and permanently with the mainland and by the same token are all the wing stretch of keys with their picturesque names, beautiful tropical settings and delightful climate.

In bringing the world to its doorstep, Monroe county has gone a step further than other counties, for she has, at a tremendous cost to herself, made the world's greatest playground available to the humblest tourist.

In the near future, when the state begins its construction of the two great spans of bridges, between Matecumbe and No Name Keys, the final step will be taken in one of the greatest road projects ever conceived.

Officials See Success

The story I have wanted to write of Key West and Monroe County has not been concerned

"Back In Paradise" Says

George Allan England

The following article was written especially for The Citizen by George Allan England, noted magazine writer, who is in Key West to spend his fourth consecutive winter. The article explains why.

BY GEORGE ALLAN ENGLAND

"Back again in Paradise" is how it seems to us, on finding ourselves once more in Key West.

One has to be away from this delectable bit of heaven, for a while, in order fully to appreciate it; one has to live through a northern autumn, see the leaves fall, suffer the slings and arrows of outrageous fortune, in the shape of what the poet Charles d'Orleans calls "cold and wind and bitter rain;" one has to feel the painful nip of frost, and undergo the threat of snow and ice, to prize Key West as it should be prized.

Perhaps the trouble with native Key Westers is that they haven't suffered enough, elsewhere, to be able to love their own town as we outsiders love it. George Bernard Shaw's dictum that "in heaven an angel is nobody in particular" applies to Key West. Here, a lovely summer day is nothing in particular. You fortunate ones who live here, have too many perfect days! "Oh, what is so rare as a day in June?" asks Lowell. I can answer that question. "A disagreeable day in Key West" is even rarer!

Now, all matters in the lighter vein aside, let me say in deep sincerity that to return to Key West is for us a wondrous joy, one of life's major happiness. What pains us, and leaves us a little uncomprehending, is how so few

northerners can be convinced of the obvious fact that Key West has the most divine climate on earth.

The Key West climate is just what I'd have heaven be, if I had the making of heaven. But the great, outside world won't listen to that message. It is still running after false climatic gods. Just as the good Mohammedan proclaims that there is no God but Allah, and Mohammed in his prophet, in my humble way I am trying to declare unto a stubborn and stiff-necked generation that there is no divine American climate save in Key West, and that I should very much like to be its broadcaster. I have been informed, since arriving, that I have written a 50,000 word article for the press, on Key West. Alas, not so! That would be a whole book, and the outside press isn't boosting Key West to that extent, "not now." The fact is, I have had the pleasure of placing a moderate-length article on Key West with "Travel Magazine." This article will probably be published in the January issue, and will be well illustrated. Let us hope it may convert some of the Philistines, open their eyes, and bring them hither. Let them come, forsooth—there's warmth and beauty enough in Key West for all!

Just now it is in order for me to express my gratitude and thanks to various friends who, by furnishing me data and photographs, have rendered possible the article in question. If Key West reaps any benefit from its publication, let the credit go to those who deserve it—the helpful ones whose contributions have brought it to pass.

This winter, for the first time, Mrs. England and I saw the new boulevard. Driving out over it and back, we were amazed, delighted, thrilled. When we left Key West last spring, this magnificent public work was far from completion. Now it is a reality—and what a reality! Its smooth spaciousness and scenic charm are truly in the grand manner, and a considerable travel-experience justifies me in declaring that it is really one of the world's finest boulevards.

It should work wonders for Key West, and largely help to spread the fame of this delightful spot. Joined with the new Motor Road, it should insure Key West's future as the winter resort par excellence of the discriminating. May these new highways be only harbingers of still greater improvements yet to come!

Certain philosophers tell us that a certain kind of inability to learn is called "invincible ignorance." In face of it, all attempts at enlightenment must fail. If you and I and all of us tell the world about Key West, and much of the world fails to pay us any attention, we can comfort ourselves with the reflection that much of the world is afflicted with "invincible ignorance," anyhow, and let it go at that! A certain percentage of the seed, however, is bound to fall on good ground; and once it does, the crop will follow.

Let us, therefore, persevere in the good work of spreading the Key West gospel. I, for one, will ever try to do my bit. Key West, in current phrase, "has the goods." It's up to all who know and love her, to carry that message to the Philistines.

For some 10 years I have been talking Key West. My only regret is that I didn't know Key West sooner, in my largely mis-spent life. How many a wasted winter was mine, and how many a painful one, before the truth dawned that here, and here alone, sunshine and flowers, sea-breeze and surf and shining sands, opalescent sea and arching beauty of purest azure skies make of Key West a heaven on earth, where beauty's very self stands clear-revealed and all things work together for good!

ST. JOHN COMPANY ENTERS KEY WEST

OFFICERS SEE FINE CHANCE FOR FUTURE

OPENING OF HIGHWAY WILL STIMULATE BUILDING ALL ALONG KEYS, IS BELIEF OF THIS OLD LINE FIRM

The St. John Company, of Miami and Key West, builders of the kindergarten here, is the oldest building contracting organization in the city of Miami, having been continuously in Miami for over 17 years. It was founded by J. O. St. John and his son John H. St. John. J. O. St. John retired from the business several years ago and John H. St. John, who is now president of the corporation, is the active head of it. Leonard L. Bostfick is vice president.

During the 17 years, The St. John Company has handled many contracts of the usual or ordinary class and many contracts of a special nature and of more interest in the progress and development of Miami and the lower East Coast. Its activities have not been confined to any particular class of construction, but include buildings of every class, both public, semi-public, commercial and private. The company has the distinction of having erected the first building constructed on Miami Beach and its line of endeavor includes many of the more pretentious of the residences and estates on the beach and scattered around Miami, Coconut Grove, and Miami district, as well as numerous small residences. The list of buildings includes several churches and school buildings and numerous apartment houses.

The activities of the company have not been confined to Miami or Miami Beach alone, but have included work from Palm Beach to Key West, where they have just erected the kindergarten school building.

A testimonial as to the integrity and high standing of The St. John Company is the fact that it was in charge of all the construction at Chapman Field for the United States government.

A complete list of the contracts handled by The St. John Company would be so long that reading it would become monotonous, but the total amount of the construction would aggregate probably in excess of \$10,000,000.00.

The St. John Company and its present personnel believe in the future of Florida and especially the lower East Coast and particularly the development which is to be opened up by the Oversea road.

BALLROOM ROMANCES ARE DENOUNCED AS TRAGEDIES

LEEDS, Eng.—The most tragic things in life are marriages springing from no deeper acquaintance than that of the ballroom. This was the declaration made by Dr. Henry Gray, the eminent sociologist, in a lecture to the local university students. He urged his audience to take the lead in setting up standards that the world might follow; that all should seek a love based on kindness and forgiveness and avoid infatuation based on a desultory acquaintance.

L. P. SCHUTT ALWAYS OPENS SEASON HERE

WHEN THE GENIAL "HELLO FOLKS" IS HEARD, EVERYBODY KNOWS THE CASA MARINA IS OPEN

That's Zane Grey, standing alongside that horse mackerel—got him up at New Brunswick—Grey worked him into shallow water and he thrashed himself to death on the rocks.

The speaker, sitting comfortably in his swivel chair at a desk in the office of the Casa Marina Hotel, is L. P. Schutt, the young old timer, down here for his eighth season and full of thrills that flood upon him from the time he leaves the summer home at Catskill, New York, until he walks into The Key West Citizen office, early in December, to have his first "look-see" of the season and find out what the folk in Key West have been up to since he left.

He's always glad to get back here. He says so and his every word and action bear out his assertion. He talks in a bunched sort of way, packing experiences into short phrases, covering years in half a dozen well chosen words, while his eyes dart all around and through you as he keeps track of the work that is in progress about the hotel, where big preparations are being made for the coming season.

"Yes—I think we are going to have a fine season," he observes in his precise speech, "the folks up north are looking to Florida this winter."

"We've put in two new golf games for them," he continued, gesturing towards the great lawns about the hotel, "a miniature obstacle golf course and miniature nine hole clock golf dial and we're going to invite the ladies of Key West to enter our tournaments and compete for the silver trophies."

About that time Louis Bragassa walked into the office and it seems that Louis and "L. P."

were together years ago when the east coast was pushing the railroad down through the mangrove swamps and they promptly got to swapping reminiscences.

Mr. Schutt went with the East Coast 29 years ago and was in Nassau in 1899, coming to the keys in 1900 to supervise the camps at Long Key and later, eight years ago taking over the management of the La Casa Marina, at Key West, the first year of its operation in the Flagler system.

He always looks forward to his Key West sojourn with keen delight and is chock full of plans and ideas to make his hotel the perfect resort during the Florida season.

His first few days here are spent getting in touch with the hundreds of old friends and then he buckles down to the big job of getting the hotel into condition to receive the hundreds of critical guests who visit him after the first of each year.

He had arrangements to make for a small army of help that

FORGERY SO CLEVER THAT IT'S HIDDEN FROM PUBLIC

MANCHESTER, Eng.—In order that knowledge of a remarkable method of forgery should not reach the public unusual secrecy was maintained at the trial of six men accused of counterfeiting currency. The outfit seized in a raid was carefully wrapped up in court and only photographs were shown to the jury. Justice Finlay ruled that it was desirable to keep knowledge of such a subject from the public. Five of the prisoners were convicted and sent to prison.

came down from the north by boat about the last day of last month and in making everything right for the big opening ball.

"Just tell the folks I'm glad to be back and we are looking for a big season," were his parting words as he and Bragassa again swung into the reminiscent vein of pre-railroad days along the keys.

R. Lopez Trujillo

Manufacturer of

Clear Havana Cigars Exclusively

P. O. Box 202

Key West, Florida

Oldest Manufacturer of Clear Havana Cigars in the United States

Brands---

La Ma Fermosa - Comal
Polonius
Bouquet De Trujillo

Samples Cheerfully Submitted---

See! KEY WEST "The Island City"

THE FLORIDA KEYS

"Southwest, southwest are flung,
The emerald beads that mean
So little to thee now, O Florida!
And yet when they are cut and strung
And set with gold, and Nations bow
Before their matchless beauty,
In full-voiced chorus shall be sung
Their thanks to thy Creator.
Who did thee thus endow."

S. C. Singleton.

Follow the OVERSEA HIGHWAY THROUGH FLORIDA'S TROPICS Bathed in Sunlight and Changing Color, Lured by a Glistening White Tropical Beach to an ISLAND CITY OLD IN CHARM—KEY WEST (America's Gibraltar)

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Bathed in Sunlight and Changing Color, Lured by a Glistening White Tropical Beach to an ISLAND CITY OLD IN CHARM—KEY WEST (America's Gibraltar)

JACKSONVILLE
St. Augustine
DAYTONA BEACH
Titusville
Vero Beach
Stuart
Ft. Lauderdale
MIAMI
Key Largo
Key West

Atlantic Ocean
GULF OF MEXICO
CARIBBEAN SEA

Florida

Overseas Highway
Paralleling the Florida East Coast Railway.

Key West Boulevard
Circling The Island

Hotel La Concha

Key West Sponge Man
Made of Sponges Obtained From The World's Finest Sponge Beds.

Municipal Golf Course

For information about KEYWEST and MONROE COUNTY apply to SECRETARY, CHAMBER OF COMMERCE, KEY WEST, FLORIDA, or The Philadelphia Inquirer Resort and Travel Information Bureau, Elverson Building, Philadelphia, Pa.

P. and O. S. S. Co. and F. E. Coast Car Ferry Service Between Key West and Havana.

WHEN YOU REACH KEY WEST

We have everything in
CARDS
DRUG ACCESSORIES
CANDY

Make This Your
Headquarters

KEY WEST DRUG CO.

Simonton St.

We sell SHOES

Repair SHOES

And keep high grade LEATHER GOODS

FOR THE TRAVELLER

O. K. Shoe Shop

DUVAL ST.

KEY WEST

Watch for the Sign—"O. K."

Airport, Oversea Highway, Boulevard, Part Of Meacham Tract

KEY WEST FOUNDATION CO. STRESSING VALUE OF AN INVESTMENT HERE NOW

STEADY GROWTH IS EVIDENCED BY LARGE
NUMBER OF KEY WEST INVESTORS WHO
OWN LOTS IN THIS COMPANY'S SITE ON
BEAUTIFUL SOUTH BEACH

The thousands of tourists and other visitors who drive over the Oversea Highway from the mainland in the ensuing months and years, will, when they leave the main highway and enter Key West, drive onto a six mile boulevard, constructed at a cost of half a million dollars, which for a large part of its route, faces the ocean on one side and is bounded by the property of the Key West Foundation Company on the other.

Here, on the south side of the island, with the broad vista of the ocean stretching away to the horizon, is located one of the most choice properties in the tropics.

No attempt has been made to exploit this property as a boom proposition; rather it has been sold and developed along the lines of logical demand and growth, yet today, a great section, lying back from the ocean and across what is known as the county road, is completely closed out.

Another large tract of land, with full sized lots, fronting on the boulevard and the ocean is still to be opened to the public. When this event will take place depends, it is learned from Robert B. Austin, vice-president of the company, upon public demand and other conditions attendant upon the growth and progress of the Island City.

In the meantime work of construction is going on in a quiet unobtrusive way.

Plans for a large inland canal and yacht basin, made possible by the fact that the ocean drains into an area between two sections of the tract demanding only the most simple of dredging operations to develop it, are now completed although it is not definitely known when these operations will commence.

The Meacham Airport, the first designated port-of-entry in the United States for airplanes, is located on the eastern end of the tract and adjoining what is known as the Second Martello Tower, a government reservation formerly used as a fort in the Civil War.

The plats that have been disposed of and those now open to the public consist of some of the most available and choice locations and during the past year they have been put on the market and rapidly taken advantage of on a plan evolved by the company. The purchaser by paying \$45 down and \$9 a month, is able to purchase a lot on easy terms. The total cost of the lot runs between \$990 and \$1,195.00. They are 50 by 100 feet.

The county road which leads directly into the Oversea Highway cuts the tract in the middle and the boulevard which skirts the shore of the island, fronts the property on the ocean side.

With the location of the airport, the completion of the Oversea Highway and the attendant attention focussed on Key West, this property has become further enhanced in value during the past few months.

Many well known folks have already acquired homesites there, one of the latest to get a deed being Hamilton Wright, the well-known publicist and writer.

"It is the only shore front property in the state that I could find that was reasonable and at the same time had location," Mr. Wright stated when he purchased his lot.

"It is a most desirable spot." "Back in Paradise," is the way George Allan England expressed himself when he got back to Key West after a summer of discontent and this is the opinion held by hundreds of others who have come to Key West, visited the Meacham tract and decided to make their winter or permanent home, as the case might be, down on the shores of the Caribbean.

DRIFTS TO BANKRUPTCY

OLDHAM, Eng.—Thousands of residents who bought mill shares during the boom are slowly being pressed toward bankruptcy, as the mills are closing down and they cannot pay for the stock.

KEY WEST CITY ALL THE WAY TO THE MAINLAND

THIS IS THE PICTURE DRAWN
BY MR. AND MRS. E. C. BALLARD, OF MIAMI, REPORTS
STATE

Key West, a great city with the keys settled solidly all the way to the mainland, is the picture of Monroe county by Mr. and Mrs. E. C. Ballard, of Miami, who have spent a great deal of time on Big Pine Key for the past several years.

The keys are not only in the midst of the finest fishing grounds in the world, Mr. and Mrs. Ballard point out, but they have countless other advantages calculated to make them one of the wonder spots of the world. In discussing their future, Mr. Ballard says:

"For the past three years, we have been investing in the Florida Keys, with a view of pleasure and profit. With the completion of the Oversea Highway our profits are assured; as to the pleasure, it is all ours when we visit these wonderful Keys and enjoy the great fishing and hunting that they afford.

"During the last three months, wife and I have been enjoying ourselves on Big Pine Key. We fished from the ocean to the gulf

'TIS ALL BREEZE, AND NO FREEZE, OVER THE FLORIDA KEYS

'Tis all sunshine in winter
When o'er the Florida Keys,
Ride the sedans, without covers,
Fanned by the Tropic's balmy breeze.

The highway, is paved with coral
And shaded with stately palms,
And every breeze, like floral,
Is charged, with healing balms.

The horizon, in gorgeous radiant hues,
Race gloriously, with the flowers,
And the jewels, of the morning dews,
Make us think we are in Eden's Bowers.

To "Frost Free Key West," is the slogan,
All the way, from Maine and Boston,
Yes! we'll ride, on and on, "Over Seas,"
And all through Florida's Coral Keys.

From Key Largo, to Key West,
It is all the way, sun kist,
Here, Nature lavishes her best,
Without cold, snow, frost or mist.

'Tis "Cool summer," all winter,
The temperature, is never cold nor bitter,
You, need neither coat nor sweater,
All the year, 'tis tropical weather.

Folks, bathe and bask, in sunshine ever,
Without heat, disease of fever,
The once sick, are proved to tell,
That here, they were made well.

Here, fishing is the sportsman's delight,
A golfer wants to play all night,
The tourist's pleasure, is the coral site,
And aeronauts fly like a kite.

The "Conchs" and their customs queer,
Are beyond reproach or sneer,
While the "Dagos" and "Coons" are
Are as hospitable as forks and spoons.

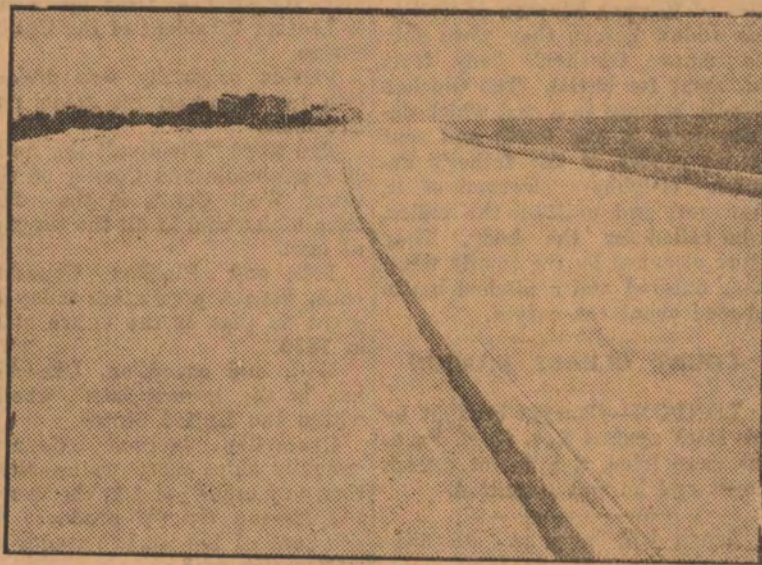
Here, the climate is a heavenly shelter,
From the blight of frost and snow,
And young and old, bid you enter,
Where hearts with glad welcome glow.

Come, and share our Paradise, brother,
Come, to this island of the best,
You need to seek no further,
'Tis found, and named, Key West.

Yours with a "Conch's" welcome,

VICTOR B. SWEDTING,
Key West, Florida.

SALT BREEZES OFF OCEAN



Clear sweep of boulevard and sea showing picturesque stretch of the \$700,000 scenic boulevard that skirts the island of Key West and part of the Meacham tract.

Massacre At Indian Key Recalled By Old Timers

Many legends abound throughout the Florida keys but of all the stories that have been handed down through the years, there is always the tale of the massacre at Indian Key to interest the searcher for historical data.

According to the old timers this key was inhabited by a large group of settlers, chief among them being a family by the name of Howe.

The Indians attacked the key and destroyed island.

the homes and massacred the inhabitants of the Only two survivors are reported to have reached the mainland. They hid under a rude bridge and were undiscovered by the savages.

side, a distance of 7 1/2 miles, also around in the gulf, to Porpoise Key, also Little Pine and No Name Keys. In many instances we caught more fish than we could consume and other families on the island were benefitted by our large catches.

"There is no market at Big Pine now, so when your catches run large, you can only divide with your neighbors, or throw them back."

BABY'S ASHES SCATTERED

HEREFORD, Eng.—The body of Mr. and Mrs. J. C. Chivers' baby was cremated and the ashes scattered over a field.

Paris is taking to novel bicycle races.

THE COUNTY OF MONROE

A
GOOD
JOB
WELL
DONE

WE WELCOME
VISITORS TO KEY
WEST

JUAN
CALLEJA
GROCERY
STORE

701 CAROLINE ST.

3,530,000 MOTORS U. S. 1927 OUTPUT

(By Associated Press.)

NEW YORK, Jan. 25.—American motor car and truck manufacturers built 3,530,000 vehicles, worth \$2,556,750,000 wholesale, during 1927, the National Automobile Chamber of Commerce reported recently. Of the total 3,065,000 were cars, 80 per cent of them enclosed, and 164,000 were trucks.

Production fell off slightly from 1926, when 3,864,407 cars and 454,054 trucks were built, the decline being attributed largely to the six-month shut-down of one of the largest plants. Despite the decline in production results in increasing to slightly more than seven the number of cars per mile travelling American highways and gives the United States 80 per cent of the total world registration, 28,900,000 vehicles.

The average retail price of cars was \$953 and of trucks \$1,053. Fifty-eight per cent of the cars and 55 per cent of the trucks were purchased on the installment plan. Total taxes paid on motor vehicles during the year was \$725,555,812.

Some 3,675,000 persons were employed in automotive manufacture and allied lines during the year. The industry bought 84 per cent of the country's rubber imports, 50 per cent of plate glass production, 12 per cent of the copper production and 14 per cent of the iron and steel output. In addition, motor vehicles consumed 9,627,000,000 gallons of gasoline and 390,000,000 gallons of motor oil. Tire manufacture alone required 630,000,000 pounds of rubber and 219,000,000 pounds of cotton.

Exports from the United States and Canada totalled 543,000 vehicles, which, with parts and tires, brought the export trade value to \$507,500,000.

Some 11,500 motor busses were built, making the number in use 90,000. Of these 14,400 were used by consolidated schools, 8,600 by street railways and 1,175 by steam railroads.

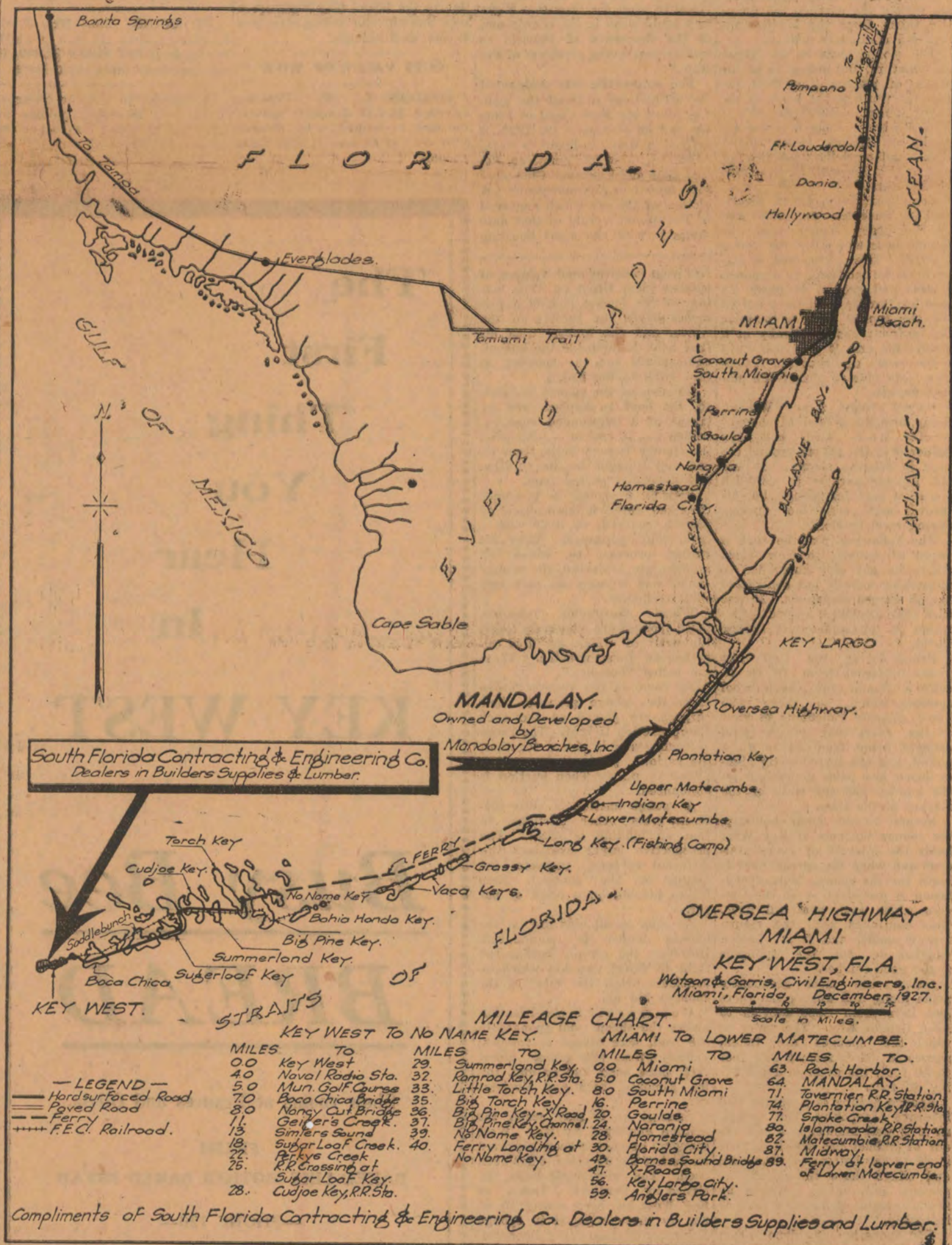
GOLD FOUND IN IRELAND

GLASGOW—Plans for developing a vein of gold found at Clontarf, County Monaghan, Ireland, are being financed here.

ADD OUR CONGRATULATIONS ON THIS GREAT DAY FOR THE CITIZENS OF MONROE COUNTY

WHEN YOU TRAVEL THE OVERSEA
HIGHWAY INTO KEY WEST YOU
DRIVE RIGHT TO OUR STORE

FRANK LEWINSKY'S FURNITURE
STORE



TRAVELLER FINDS NEW CHARM UPON ENTERING CAYO HUESO

KEY WEST IS BIT OF THE WEST INDIES

FOREIGN ATMOSPHERE HANGS OVER ISLAND CITY AND THE VISITOR FINDS MANY ATTRACTIONS

(By MARIE CAPPICK)

Next to New Orleans, Key West has the most foreign atmosphere of any city in the United States, and this together with its numerous attractions makes it a city in which the visitor finds much to interest him.

The student of physiognomy has a wide range of faces to study, for on the streets may be observed types of many countries. A close observer will note the characteristics of Spaniards, Cubans, Greeks, Armenians, Turks, Syrians, Poles, Slovaks, the ubiquitous Irish, suave French, and dark eyed Italians as they travel the city's streets.

A writer recently wrote of Key West, and mentioned its natives in a rather disparaging manner. In contradiction it may be said that in the early days of its history, few cities were as fortunate as Key West in early settlers. It is too well known to call attention to the Spanish families that numbered the first to make the island their home. Then came families from South Carolina, Virginia, Connecticut, Alabama, New York, New Jersey, with countries in Europe represented by their quota.

When congress in 1825 legislated against foreign vessels engaging in salvage operations on this coast, a number of families from the Bahama islands migrated to this city. They were a God-fearing, law abiding, industrious people, who greatly assisted in developing the resources of the island. Of their ancestors, Columbus wrote to Ferdinand and Isabelle of Spain as follows: "The natives of these islands love their neighbors as themselves, their conversation is the sweetest imaginable, their faces always smiling, and so gentle and affectionate are they that I swear to your highness that there is not a better people in the world."

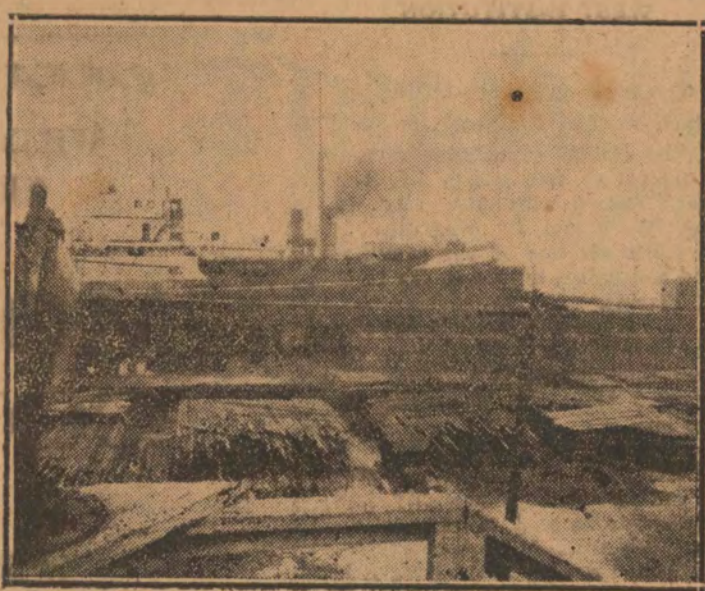
The characteristics noted by Columbus are to be noted at the present day among those whose forebears settled on this key. Next to the study of the people who form the city of Key West, one finds unlimited interest in the beauty and variety of the tropical foliage that grows luxuriantly here. The tall cocoanut palm tosses its fronds against a cloudless azure sky, and its less stately brothers grow in many gardens, and spread their fan shaped leaves to the vagrant breezes. Because of the climate, hot houses and green houses are not necessary in growing palms here. Of the many varieties, one which proves interesting to native and visitor alike is the palm known as the traveller's tree. One of these grows in a garden on Whitehead street. It spreads its fronds from either side, and each frond covers a cup shaped receptacle which holds about a quart of dark liquid, from which the tree takes its name. This is native to arid regions, and the liquid is for refreshing travellers in the desert.

Shade trees also prove of interest. Many of these have medicinal properties known to the natives, and frequently used in illness. The gum-alma, or white gum exudes a resinous substance from which it receives its local name. The gum of this tree is used to prevent lock jaw, according to natives. The root is also extensively used for a tea which it is claimed has certain healing properties. One other deserving of mention is the albizzia lebbek, better known locally as "woman's tongue." The name is received because of the constant clatter of the seed pods. The flowers are a slight greenish yellow and fragrant. The baubinia, or goat's foot, is really a beautiful tree. Not because of its large bilobed foliage, but on account of its orchid blooms.

At a season of the year when trees in the north are burdened with snow, those in Key West are at their best in fruit and flower, and rich in the melody of song birds that come from the bleak northern climes to summer with us in winter time.

The flaming hibiscus and the poinsettia vie with each other in adding to the color note to many gardens. Then there are the variegated crotons of which Key West boasts a wider range than any other city, and according to certain horticultural authorities, stands second to those in the Botanical Gardens in Port of Spain. The well kept and attractive grounds

AT THE DOCK



Big tanker in berth at Key West—The entire U. S. Navy can be accommodated in the harbor of Key West.

of the naval station afford a splendid place to study tropical plant growth.

In the waters that surround Key West there are more than 500 varieties of fish. If Key West had no other attraction to offer the visitor, a study of the fishes from these waters would prove both interesting and profitable entertainment. A recent visitor remarked: "I wonder why an effort has not been made to attract more attention from the salt water fraternity. I have visited the Naples, (Italy); Brighton, (England) and the New York aquariums; the United States fish commissions fish exhibits in several large cities, and have visited the fish markets of the Old World as well as many in the United States, and I must say that during any one week of good weather, a far greater number of species may be caught here than were in any one of the above mentioned places."

Turtle Crawl

A tour of the city without a visit to the turtle pens or "crawls" would be missing one of the most interesting attractions. Here, large turtles are kept awaiting shipment to New York markets or slaughter for local uses. In this city is the world's only turtle soup cannery. This delectable soup finds its way on the menu of the leading hotels and restaurants of the United States and Europe. A small cannery is operated in Jamaica, it is stated, but the output is negligible. The Key West factory's product is considered superior in every respect. Then turtle steak is another table delicacy, which a visitor should become acquainted with before departing from this city. These turtles are captured off the Yucatan coast and brought here by vessels engaged in the trade.

Old fortifications are always interesting. Key West has two known as the Martello towers. These were erected by the government in 1861. They are situated on the water's edge; one near the extreme northeastern end of the island, and the other about two miles nearer the city. Fort Taylor is one of the few forts over which the Union flag was never lowered during the Civil War.

These towers consist of a citadel about 40 feet high, surrounded by casemates, and a parapet reinforced with sand embankments. When built they were capable of withstanding any attack from the land or from the sea, but with the improvement of ordnance they have become obsolete for defense purposes.

During the early afternoon a visit to the fish docks would well be worth the walk. Fishing boats that have been on the fishing grounds since morning usually return early in the afternoon, and it is then that the housewives and others go to the docks to purchase their fish right from the water. Many beautiful fish are seen at this time.

Bayview Park, a municipal recreation place affords a resting spot for those who wish to spend a short time amidst pleasant surroundings. A memorial to the Confederate dead, is in this park. This memorial is architecturally along the lines of a Grecian temple, was erected by the Stephen R. Mallory chapter, United Daughters of the Confederacy, and presented to the city of Key West.

There are several homes in a perfect state of preservation that were built during the early days of Key West's history. Among these is the Porter home at the corner of Duval and Caroline street. This home has been continuously occupied by the family of the late Dr. Joseph Y. Porter. It was frequently told by the late Doctor Porter, that for more than 75 years he had occupied the room which was born in. Another home which dates from 1832 is the home of the late Captain Watlington. This is on Duval street between Caroline and Eaton, and is now

the home of Miss Watlington. The interior is very interesting. Erected on Whitehead street originally, the home was later moved to its present location. One feature of interest is the ceiling of the rooms on the second floor which are of cedar wood.

Curious sea growth and specimens from the deep are to be seen at Thompson's Curio Shop on Margaret street. A wide variety of sea fans and sea feathers in gorgeous colorings, shells of all descriptions, marine life preserved in alcohol, funny little sea horses, stabled in glass, are of interest to those unacquainted with the things that live and grow on the ocean's bed. Jaws of the man eating shark and those of the leopard shark are displayed, as are also the large trumpet shells now so much used in radio.

San Carlos, a building erected by the Cuban government, is the only one of its kind in the United States. To erect this building which includes a club, theatre and school for the Cuban population of Key West, the Cuban government had to obtain permission from the United States. This club building was presented to the Cubans of this city in order that the ideals of that government might be kept before the minds of the Cuban youths of this land. It was dedicated, Oct. 10, 1924 with international ceremonies.

Golf Course

Golf enthusiasts will find on the Stock Island links, one of the finest and most expensive courses on the Atlantic coast. The course cost approximately \$210,000, and is laid on an island adjoining Key West, and to which it is accessible by motor. Tennis, baseball, basketball and surf bathing all have their places in the diversions offered the resident and visitor in the city.

Seeing a cigar made will be interesting to those who know nothing of the process. A visit to any of the factories of the city will be permitted.

A visit to the Florida East Coast docks will show ferries berthed while waiting their hour of sailing to Cuba. These steel vessels are daily making the trip to Havana. They pick up loaded freight cars at this port and take them to Havana, where a similar cargo awaits at that port for entry here. These ferries carry quantities of packing house products, furniture, pianos, typewriters, and scores of typically American made goods to Cuba. This system of shipping freight to Cuba means a saving of priceless time in the movement of perishable cargoes, and a corresponding saving in the matter of transportation charges.

A monument enclosed within a triangle opposite the federal building is to the memory of the soldiers and sailors who gave their lives that the Union of States might live. This monument was erected at the close of the war between the states, by members of the Officers' Club which was organized here at that time.

In the city cemetery, amidst beautiful surroundings, a bronze sailor stands watch over the graves of his shipmates. This is the monument erected to the men who were killed aboard the U. S. S. Maine which was destroyed in Havana harbor, Feb. 15, 1898.

Lighthouse In City

It is unofficially stated that the Key West lighthouse is the only lighthouse erected within the limits of a city. The one here, affords protection to the mariner many miles at sea. The grounds are beautifully kept and are considered one of the most attractive spots in the city.

The motorist will thrill at the ride across the Florida keys. Crossing the keys while in full view of the broad Atlantic is one of the most remarkable journeys in the world. The roadway, known as

J. L. STOWERS STORE COMPLETE

HAS EVERYTHING IN THE MUSIC LINE FOR THOSE WHO OWN INSTRUMENTS

Key West is fortunate in having as one of its principal businesses, the J. L. Stowers Music Company, with a place of business on Duval street, right in the heart of the city.

J. R. Stowers, manager of the Key West store, one of a chain, which includes a large number of business places in Cuba, is a keen student of the Latin-American business field, where the bulk of the Stowers business is developed.

They make the famous Howard pianos which are popular among lovers of music in this section and to the south. They lead all companies in sales in Havana and Key West as well as other cities.

The Key West store occupies a spacious display room on Duval street and handles everything in the line of musical instruments, radio sets, radiolas and RCA products.

Mr. Stowers is a member of the board of directors of the First National Bank and has been prominent in the business and civic life of the community.

FORGIVEN BUT SENTENCED

CLAPTON, Eng.—Mrs. Winifred Smith forgave Frederick Carl for throwing acid on her, but was forced to give testimony that sent him to jail for three years.

the Over-Sea Highway is now open to traffic.

Key West—city of fragment memories and sentimental attachments. Key West may have its faults (and doubtless does), it is a city of wonderful charm for those who have found joy in the blithe, panoramic setting and happiness in the cordial warmth and neighborliness of its friendly inhabitants. Throughout the years the charm lingers, drawing back, again and again, those who have wandered away, holding those who remain its willing captive. Always interesting to resident and visitor alike.

Tift's Ice Cream Parlor

1117 DIVISION STREET

"On Your Way to Town"

—STOP HERE—

FRESH OYSTERS

CHEESE

BUTTER MILK

FRESH MILK

FRESH BUTTER

WHIPPING CREAM

COMPLETE LOG OF HIGHWAY

SHOWING ENTIRE ROUTE FROM MIAMI TO KEY WEST

The following log of the Over-Sea Highway was prepared by the Miami Motor Club from a blueprint furnished by the county engineer's office, of Monroe County.

Following is a complete log of the trip starting from Miami:

By way of Kendal and Perrine go straight south in Miami avenue to the Deering estate, turn left at first intersection before reaching gate, one block, then right on state highway 4-A.

0.0 Miami.
9.0 Larkins.
11.5 Kendal.
14.0 Benson.
17.0 Perrine.
17.5 Petersburg.
23.0 Goulds.

By way of Coconut Grove and Cutler to Goulds where both roads intersect is the most scenic route through the finest tomato district of Florida.

The log:
0.0 Miami To Deering Estate, Miami avenue, straight south.

2.6 Deering Estate, straight, through gate.

4.9 Coconut grove. Right in Mary street, follow Mary street. L at traffic intersection. Straight ahead in Dixie highway.

5.7 William Jennings Bryan memorial.

6.1 L on Douglas street. Straight out.

6.3 R fork.

7.0 Right.

7.1 Cocoplum Plaza, L.

7.2 Cross bridge. Straight ahead.

8.4 L curve.

9.0 R, danger, curve.

10.0 Danger, curve, L.

10.1 R, curve, bridge, danger.

10.5 L curve.

11.9 Chapman field. R; straight

ahead.
14.1 Left to Key Largo; right to Cutler.
14.6 Bridge, slow.
20.3 Bridge, slow.
22.0 L at filling station.
22.3 Goulds, through.
24.2 Princeton, through.
26.0 Naranja, cross railroad, left.
28.0 Modesto, through.
29.1 L fork.
29.9 Cross railroad, right.
30.4 Homestead.
30.7 Left, then right at filling station.
32.0 Florida City; cross bridge; straight ahead.
45.0 Bridge—take slow.
47.3 Long bridge, slow.
49.2 Right on Key Largo.
58.5 Key Largo City, through.
60.6 Anglers park, through.
66.2 A. A. A. filling station.
65.8 Rock harbor, through.
73.0 Bridge.
78.4 Windley island bridge.
81.0 Islamorada, through.
82.7 Matanzas; Russell Arms Hotel, meals and board.
83.2 Supply, through.
95.0 Perry.
100.0 Miles.
135.0 No Name key.
176.0 Key West.

CARDINAL A LABORER'S SON

BUDAPEST — Father Seredy, the new Hungarian cardinal, is the son of a bricklayer.

Allan B. Cleare & Co.

Wholesale Grocers and Commission Merchants
511 FRONT STREET
P. O. Box 13 Key West, Fla.

G. C. ROBERTS

Dealer in General Merchandise

WALTER'S GALVANIZED TIN SHINGLES

Cornell Wall Board, Sash, Doors, Blinds, Carey's Cement Roofing. H. B. Davis 100 Per Cent Pure Paint and Oils.

PHONE 240
William and Caroline Sts.

DRIVE TO KEY WEST OVER THE NEW OVER-SEA HIGHWAY

Plan your winter home in the delightful Island City.

You Need a Happy Home—We Build Them

Ask about our long term monthly payment plan.

AVAILABLE NOW

A Splendid Bargain—See Us for Terms

A model Spanish Maisonette, completely furnished, and equipped. Fine ocean view.

HOME FINANCE CO., INC.

EDITH SHAFFER STEARNS, President

IF IT NEEDS FIXING

—THAT'S US—

BLACKSMITHS BOILER MAKERS
MACHINISTS

When good work at the right price is desired Key West folks come to us.

We guarantee absolute satisfaction with every job we turn out. Acetylene and electric welding.

ROSSELLE FOUNDRY AND MACHINE CO.

Phone 3

Simonton St.

HEAD DOWNWARD 13 HOURS

MANCHESTER, Eng. — John Clinton's foot caught in a hoist and he was held head downward for 13 hours.

COUPLE HIKES 334 MILES

LONDON—Mr. and Mrs. Gilbert Long walked here from Glasgow, a distance of 334 miles.

Subscribe for The Citizen today.

THE ROAD IS FINISHED !!

Monroe County and the City of Key West welcome all who come over the beautiful Over-Sea Highway. You will find a cordiality as warm and genial as our tropical sun awaiting you.

WE CARRY A COMPLETE LINE OF LADIES' GOODS

THEO HOLTSBERG & SON

DUVAL ST.

The most talked about ladies' store in Key West.

In 1925 the first car from Key West toured the East Coast urging passage of the Over-Sea Highway Bond Issue.

Those early days of vision and enthusiastic courage on the part of the people of Monroe County, are recalled vividly with today's achievement---

THE OPENING OF THE OVER-SEA HIGHWAY

This means pleasure to the touring visitor and satisfaction and prosperity to the home folk.

CABRERA BROTHERS

Wholesale Grocers

ROAD IS LINK TO SOUTH

OVERSEA UNIT TIES UP WITH CUBA'S PLANS

NOT ONLY A COASTAL HIGHWAY BUT TRANS-OCEANIC AS WELL—CUBA SPENDING MILLIONS ON HIGHWAYS

The Over-Sea Highway is not, as it is commonly conceived to be, simply the last stretch of the South Atlantic Coastal Highway—the most spectacular 2,000-mile stretch of roadway in the Western Hemisphere.

It is, instead, only a section of a trans-oceanic highway, a thoroughfare calculated to attract and hold the attention of the civilized world, once its fame is spread abroad.

For while the Over-Sea Highway brings one to the very southernmost tip of continental United States, there is yet Cuba, Haiti, Jamaica, and a score of lesser West Indies islands which are preparing to make themselves a part of the most remarkable auto highway system it is possible to conceive.

In Cuba and several of her nearest neighbors, road building has gone forward within the past year by leaps and bounds. In the Island Republic, 700 miles of as fine roadway as modern engineering can produce is rapidly being built. And some of the other islands are not far behind.

Between the Over-Sea Highway and this West Indian system there is only 90 miles of water—a ferryage only twice as great as that which connects the ends of the Over-Sea Highway. This water gap is already being spanned by the P. & O. Steamship Company, which, in recognition of the growing demand for auto transportation to Cuba, has reduced its carrying charges on autos by two-thirds.

Already, therefore, it is a simple matter to transfer from the Over-Sea Highway to the Cuban National Highway. The latter is not yet complete, but there are numerous short stretches of it open to use in the district of Havana. The Cuban government is expecting, reports from Havana show, that a record-breaking number of autos from the United States will be seen on the island this winter.

And even those who go this winter will be only a handful, it is expected, to the thousands who will make the trip once the Cuban National Highway is complete. So great is the rush expected to be then that the Cuban government is said to be giving serious consideration to the matter of building and operating a number of large auto ferries between Key West and Havana.

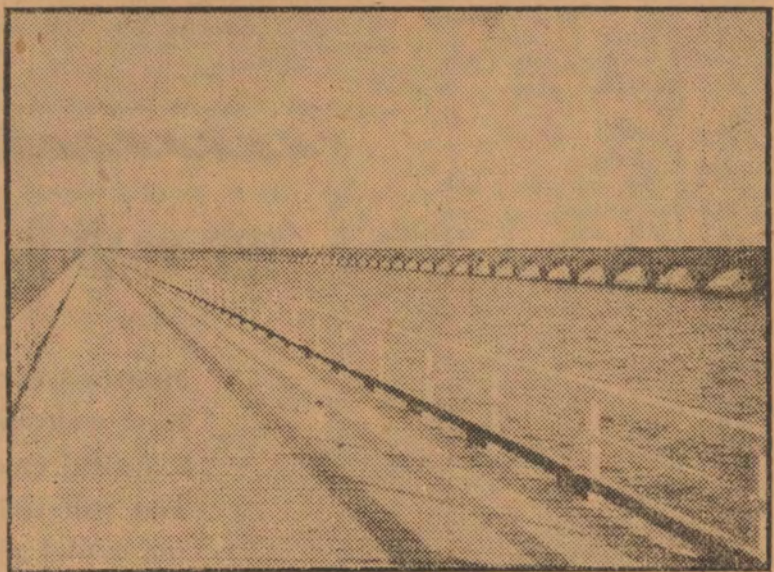
Nor are others less optimistic about auto travel between Cuba and U. S. continental roadways. An amply-financed New York concern recently made a survey of conditions in Cuba and in Key West with the thought in mind that an auto ferry service between the two cities would pay handsome dividends. Report has it that representatives of this firm were so favorably impressed with what they saw that they are making plans looking to the establishment of such a service early next winter.

There are now more than 5,000 men at work on different sections of the Cuban National Highway which will extend practically throughout the length of the island. Much of the road is already completed, but it will be several months before these sections are joined up.

The highway runs through the most picturesque section of the Island Republic. It also connects the most historic cities of the country, many of them inseparably linked with the story of Cuba's fight for independence and American intervention.

These facts are expected to make the thoroughfare more popular with auto tourists in the United States than it otherwise would be. As a result Cuban government officials and other familiar

TWO FRIENDLY ARMS



Highway and railroad parallel one another along most of the trip from the mainland to Key West.

Miami-Key West-Havana--- A Scenic Route Unexcelled

Miami-Key West-Cuba.

A route for the tourist to con-
jure with.

The completion of the Over-Sea Highway marks the closing of one more important link in the great program of road building that will allow the tourist to get into his car in Miami, travel by road to Key West, using the ferries to cross the gaps, and from Key West, go on to Cuba, taking his car with him.

It is a dream of the ages come true.

The road, which parallels the

Flagler system all the way from

Miami to Key West, has become

a reality with a speed that means

much to Key West.

Miami already took ad-

with conditions believe that, with-

in two or three years, motorists

of this country who have not seen

the Cuban National Highway and

those in the adjacent island, which

will unquestionably be connected

with the Cuban roadway by fer-

ries, will not be looked upon as

being really familiar with the real-

ity big road systems of the Western

Hemisphere.

vantage of the fact that the road

had been opened to Key Largo

and in the past months the

steady increase in traffic over the

causeway and ferries had been

but an indication of what the traf-

fic will be now the entire road

is opened for thorough traffic, with

ferries, into Key West.

Surprises Here

When one arrives in Key West, after traversing the keys, a series of surprises awaits.

This city, in its quaintness, its romantic history and its charming simplicity, is a veritable paradise to those who have become tired of the sandy, much traveled main-

land.

Here are no imposing struc-

tures—no greater subdivisions,

laid row on row—no rush and

bustle of the new Florida.

Instead there is the repose of

the great gulf stretching away on

one side and the sweep of the At-

lantic on the other; the pleasure

of traveling through streets, on

the edge of which cluster frame

houses of a generation gone by;

of small shops and a fixed Latin-

American population; a touch of

the real tropics.

BART RILEY WELL KNOWN BARRISTER

KEY WEST ATTORNEY PROM-
INENT IN CIVIC AND LE-
GAL LIFE OF STATE

One of Key West's sons that went forth and returned covered with honor, is Bart Riley, prominent Miami attorney, who retains a host of friends in this city although the most of his time is now spent in the larger city to the north.

Mr. Riley has been prominently identified with the growth of Miami and is known as one of the aggressive and successful members of the bar of the state.

When he visits here he always finds a warm welcome and is often brought here in the trial of cases where old Key West friends want his assistance and advice.

LUCIGNANI KNOWN ALL OVER STATE

WHOLESALE AND RETAILER
HAS BEEN IN BUSINESS
HERE SINCE 1896

One of the well known business houses of the city is the Lucignani Ice Cream Parlor on Duval street, owned and operated by A. Lucignani, who started in business here in 1896.

He is one of the largest wholesalers and retailers of ice cream in South Florida.

Mr. Lucignani has always taken a keen interest in all civic matter contributing much to the progress of the city.

Two new private aviation companies have just started operations in Brazil.

LA CONCHA HOTEL

CENTRALLY LOCATED

MODERN FIREPROOF

-LA CONCHA COFFEE SHOP-

Operated in connection with our hotel.

Good Food—Good Cooking

—KEY WEST'S OWN HOTEL—

VISITORS WILL
FIND RECREATION
AT OUR MODERN
AND POPULAR
BILLIARD PARLOR

Curry & Sands Billiard Parlor

—DUVAL ST.—

We congratulate the citizens of Monroe County on the big day, that means a new era of prosperity to all.

The Over-Sea Highway means a closer link between the United States and the island of Cuba.

Prosperity follows good roads.

Key West is looking into a bright future because of the vision of her citizenship.

Reedy Forwarding Company

KEY WEST, FLA.

BANK REFLECTS SOUND CITY

WILLIAM R. PORTER IS HEAD
OF WELL KNOWN KEY
WEST INSTITUTION

The First National Bank, of which William R. Porter, member of the county commissioners and a man who has had a life-long identification with the city of Key West and its progress, is president, is one of the soundest and oldest institutions in the state of Florida.

This is the only bank in the city and it fulfills its mission to an extent that brings it a generous support from the citizenship of the city.

The bank has always held a leadership in the progressive programs initiated in the city and represents as well as any institution the solid and conservative business principles that have held Key West closely to the line of steady progress, when other cities of the state were floundering.

GIRL SPENDS \$2,500 IN
VAIN SUIT FOR 12 CENTS

BOLTON, Eng.—After a two-year legal battle in which she spent \$2,500 in fees, Miss Nellie Hart has lost her suit to recover 12 cents which a mill company had deducted from her wages. She claimed the deduction was il-

legal, but her employer was upheld when the suit was tried. She appealed the judgment, but her appeal has now been dismissed.

Italy is urging its farmers to use more agricultural machinery.

Glasgow will build at once 1,000 municipal homes for workers.

WE CONGRATULATE
THE CITIZENS
OF

MONROE COUNTY

ON THE
OPENING OF THE
OVER-SEA HIGHWAY

Pena Morales

REAR 522 THOMAS

COLD DRINKS—CIGARETTES
TOBACCO

Over-Sea Highway

WE ARE RIGHT ON
THE WAY INTO
KEY WEST

A MODERN AND
COMPLETELY
STOCKED DRUG
STORE FOR THE
TOURIST

THE ORIENTAL PHARMACY

DUVAL ST.
PHONE 379

WHETHER YOU ARE
HERE FOR A DAY
OR A SEASON
OR
A RESIDENT OF
THE CITY THE
YEAR ROUND—
WE ARE READY
TO SERVE YOU

THE OPENING OF THE OVERSEA HIGHWAY

IS A GREAT
DAY FOR MONROE
COUNTY

PANAMA MEAT MARKET

ARTURO LUJAN
PROP.

600 FRANCES

Phone 222

ON YOUR WAY DOWN THE KEYS STOP AT THE FINEST
HOTEL BETWEEN MIAMI AND KEY WEST

THE RUSSELL ARMS HOTEL

AT MATECUMBE

FINE SERVICE—EXCELLENT FOOD

RATES REASONABLE



Make fresh every day at the
BROWN BOBBY SHOP
Duval Street, Across From Kress

Welcome --TO-- KEY WEST

THE HOME OF

BAKER BOY BREAD

Baker Boy Bakery

MALONEY & PEACOCK, Props.

HOT ROLLS and PASTRIES

812 FLEMING STREET

PHONE 818

THOMPSON ICE COMPANY ONE OF CITY'S LEADING INDUSTRIES

Norberg Thompson Active In Growth Of Big Plant Here

**HOW ICE IS MADE! INTERESTING FACTS
ABOUT A FAMILIAR SUBJECT; DISTILLED
SEA-WATER USED IN GREAT QUANTITIES
IS SENT INTO HOMES 100 PER CENT PURE**

By R. Hodges Marden

The Thompson Ice Company, at Key West, operated in conjunction with the Thompson Fish Co., the Granday Canning Company and the Key West Box Co., is one of the leading industries of the city and has contributed in a large measure to every civic movement as well as to the industrial progress of the city.

Norberg Thompson, a native of Key West, is president of the company and associated with him as officials are Maitland Adams, vice president and Alfred Higgs, secretary and treasurer.

The ice company, with a distillation system of converting salt water into pure fresh water, has a capacity of 100 tons of ice a day and the output varies according to seasons, with one fact established by comparison, namely, that the price of ice in Key West, although it costs more to make it than anywhere else, is reported

WHO SAID TURTLE SOUP?



Some of the big sea turtles brought to Key West daily. They are converted into turtle soup and sold by the Granday Canning Company, all over the United States.

to be lower than in any city in the state.

How this ice is made—from the time the sea water is pumped into the distillers until it is delivered into the home, makes a chapter of interesting reading.

Beginning with the pumping of the sea water, direct from the bay into the distillation pumps, the

journey of a citizen reporter, through the plant, was most interesting.

After the water is put into the evaporators at the rate of 50 tons or so a day, it is sent in vapor state, with the impurities eliminated, into the distilling room where the vapor, passing through pipes at atmospheric tempera-

ture is condensed again into water—this time the old familiar "H₂O" of our chemistry days—common everyday variety of drinking water.

It then travels through pipes to the two big tanks, but before it enters the tanks, it is filtered through paper and any remaining impurities are removed.

Now it is time to put it into cans, big tins that make a block of ice weighing 300 pounds and of which there are more than 1500 altogether.

So much for the water. It has been taken from the ocean, washed clean of impurities and salts and deposited ready for freezing.

Now comes the important feature of the making of your ice cake. A salt brine fills the space in the tanks into which your can of pure water is deposited and through this brine there is injected a stream of ammonia by means of hundreds of small pipes. When the ammonia comes in contact with the brine and calcium chloride, which is introduced into the brine, the ammonia expands and forms a gas. This absorbs all of the heat from the brine, bringing the temperature of the solution surrounding the potential cake of ice, down to 12 or 15 degrees Fahrenheit.

For 48 hours, the cake of ice is in process of being formed and at the end of that time the cans are removed, a solid block of ice ready for the plunge into the hot water that loosens them from the sides of the tins and, when the tins are tilted on the runaway

sends them gliding down into the storage room to be distributed to the public.

Thus the story of ice reveals itself. Not an unusual story because ice has been made artificially for a great number of years, but unique in this one respect that this is one of the few plants in the world, where the ice is brought forth from an original dip into the ocean for the raw material.

The ocean holds an inexhaustible supply of water—the ammonia which is expanded and condensed time after time—does its work day in and day out without grumbling; the bleeding of the evaporators to remove the salt solution left after evaporation, and the steady oversight of every particular that goes into the making of Key West's ice, results in cheaper ice, through a more expensive process.

Other Interests

Norberg Thompson, president of the company, is not alone concerned with the ice making business, however, for he has four distinct businesses to oversee.

Down at the dock, at the foot of Margaret St., they bring in tons and tons of mammoth green turtles. These turtles are slaughtered and cooked and a delicious green turtle soup, that has a market throughout the world, is the product.

In another branch of his business he directs a fleet of more than 125 boats that bring in tons of all kinds of fish that swim the gulf and ocean and which are iced and shipped away from Key West

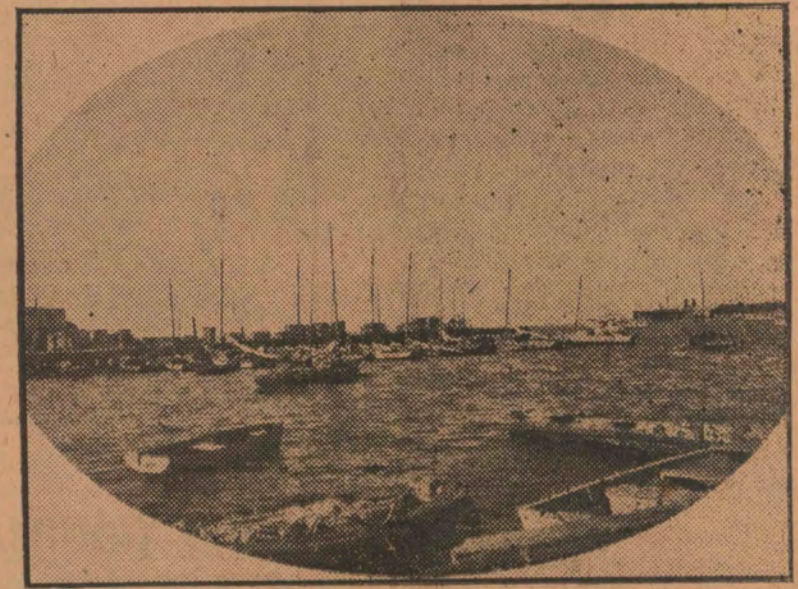
for consumption in the north, east and west.

His other business, ties up with one of the oldest industries on the island. This is the box factory where thousands of cigar boxes are made wherein Key West made cigars are sent forth to the world—incidentally these, too, have

found their way to the far corners of the globe and wherever cigars are smoked, these boxes find their way.

So when you come to think of Key West it is but natural that you think of the name of Thompson, ice makers—box makers—fishermen and cannerymen.

THE FISHING FLEET



This scene shows a part of the large fishing fleet operated by the island fishermen in conjunction with the Thompson Fish Co. They bring in tons of fish which are annually shipped to all parts of the country.

*The City of Key West
extends a cordial invitation
and welcome to all who visit
our charming city of the tropics*

MAYOR LESLIE CURRY

MISS LENA JOHNSON
WILLIAM A. FREEMAN
K. O. THOMPSON

ROSS SAWYER,
President City Council

WILLARD ALBURY
LEO WARREN
AMBROSE CLEARE

Members Of City Council

"I CAME, I SAW, AND WAS CONVINCED,"

"Even I Can Catch Fish Here! Oh, Miracle," He Raves

SAYS ENGLAND AFTER FISHING TRIP

George Allan England has been fishing! He had pretty good luck. A party of five caught some 200 lane snappers, groupers, grunts, porgies, turbot, toad fish, yellow tails, sharks, etc., in around three hours.

The noted magazine writer's own story of the expedition follows:

"I came, saw, and was convinced! I, even I, can catch fish at Key West! Oh, miracle!

"The fish are here at Key West, all right, and even a congenial Jonah like me can catch 'em in bunches. If that isn't proof positive of Key West's pre-eminent position as a piscatorial paradise, what is?

"I happen to be from Nebraska, which lies considerably west of Missouri. In Missouri, they say: 'You've got to show me!'

"The Nebraska dictum is: 'You've got to put it in my hand!' Brothers Bryson, Marden and Brown did just that hospitable thing—put the fish, sir, right in my hand. No end of fish! What more could a guileless and inquiring Nebraskan require?

"Our recent little jaunt out to the jetties was a sheer revelation to such a sceptical neophyte as I. Many a time and oft have I sat patiently in a boat on northern waters, angling by the hour and catching naught but mosquito-bites and a cold in the head. But this Floridian fishing is something else again.

"Fish? Mmmmm, boy! Grunts, groupers, turbot, snappers and a whole lot more, till I got dizzy trying to count 'em. And such affable, accommodating finny beauties—three or four of 'em getting caught on one piece of bait; fish competing with each other, like Roman gladiators, for the privilege of dying to make our holiday; fish crowding up around the boat and hailing us: 'Say, mister, give us a show, too!'

"We caught fish till we were tired of catching, and had to throw 'em in again, to keep the staunch ship 'Goofus' from swamping. Exhausted, despite my herculean strength, I had finally to sink back, smoke my 60 H.P. hay-burner, and watch the others do the heavy work while I performed the heavy observing. When one's hands develop blisters bigger than toy balloons, just from an excess of hauling in Waltonian beauties, well, it's time to holler 'Kamerad!'

"Pray pardon me from lapsing into slang, but only the vernacular can do justice to my feelings, and I desire to inform the cock-eyed cosmos that if it's fish they crave, Key West is the locality wherein those same can be procured, ad lib. I came, saw, was convinced. "Toward the end of the gorgeous outing, all the others of the party were resolutely standing at the gunwales bating the embattled fish back into the brine, when they tried to leap aboard. Otherwise we'd have been 'sunk without a trace.'

"As for me—believe it or not—I was crouching under an umbrella, struggling to keep from being drowned by this piscatorial deluge. If you don't credit the statement, ask Mrs. Bryson, who was among those present and who bravely did more than her share of the battling-out.

"Fish? Well, rather! "That's all, sir—and that's enough!

W. H. Sturmer, One of Key West's Friends

Hundreds of Key Westers are well acquainted with the Roberts Hotel, on Flagler street, Miami, close to the Florida East Coast Railway station, where mein host William H. (Bill) Sturmer, sees to the comfort of his thousands of annual guests.

This hotel, an attractive structure from the outside and a commodious interior, was built in 1921 and named the "Roberts" in honor of C. A. Roberts the president and treasurer of the company.

There are 150 rooms with bath and during the tourist season this hotel is one of the liveliest places in the city, also having its share of year round guests, making it an ideal place to visit at any season of the year.

The owners of the hotel also operate the famous Elms hotel at Excelsior Springs, Mo., and the Briggs House, a well known Chicago hostelry.

William H. Sturmer, manager of the Roberts hotel since it was built, has hundreds of friends throughout the country having been in the hotel business all his life.

KNOW FLORIDA

One of the first railroads constructed in the United States was that between Tallahassee and St. Marks.

The first trunk line railroad in Florida was constructed between Fernandina and Cedar Key.

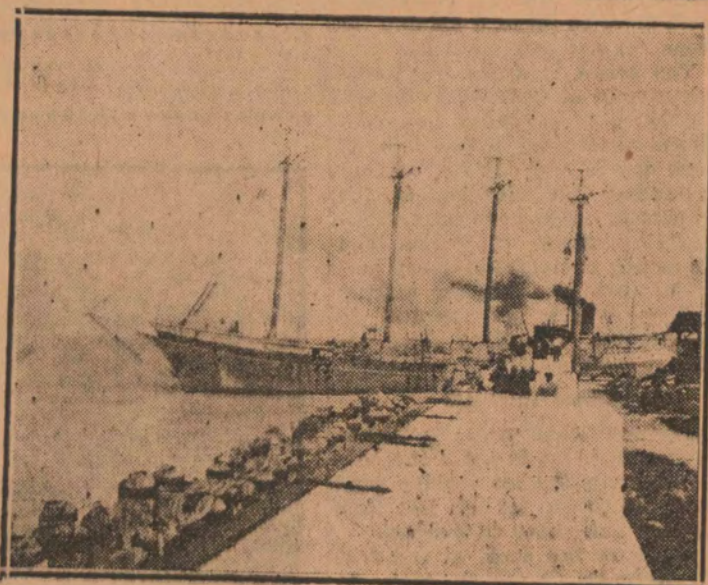
Florida shipped 23,315 carloads of oranges and 17,843 carloads of grapefruit last season.

Florida's manufactured products annually are valued at \$267,000,000.

The streams and lakes of Florida occupy approximately 2,000,000 acres, or approximately one-fifteenth of the state's area.

Florida has an area of 35,111,040 acres of which only 2,297,271 have been utilized for agricultural purposes.

FROM EVERY PORT



Vessels from all parts of the world make Key West a port of call.

R. LOPEZ TRUJILLO OLDEST MAKER OF HAVANA CIGARS

KEY WEST MAN RANKS AS
OLDEST IN AMERICA—
WELL KNOWN BY FOLKS
ALL OVER THE COUNTRY

Born in Santiago de las Vegas, Cuba, in 1852, R. Lopez Trujillo is just a trifle over 75 years of age. And he has been engaged in the Havana cigar and tobacco business all his life, first in Cuba, then in the United States.

Mr. Trujillo learned the ins and outs of the Havana cigar business from his father, Diego Lopez Trujillo, who established a Cuban factory in Santiago de las Vegas in 1837. During vacation days, it was that R. Lopez Trujillo mastered the intricate Spanish hand work methods of the Cuban cigar-makers. And the trade in both the United States and England was sold with brands from the Trujillo plant.

One of the earliest customers of the Trujillo factory was Horace R. Kelly, of New York, who had a brand called the Flor de Santiago. Park & Tilford were also old customers.

Mr. Trujillo was a Cuban patriot, and he went to New York to manufacture cigars in 1872. Four years later he opened a modest factory for the manufacture of clear Havana cigars at Tompkins Square, Tenth street and Avenue B. His business rapidly increased, so he ultimately moved to larger quarters to Eighth street and Avenue C.

In 1888 the plant was again removed to Key West, Florida, under the title of Diego L. Trujillo & Sons. This factory operated with some 400 hand workmen until it became one of the original units of the Havana-American Cigar Company.

So Mr. Trujillo went to Cuba as buyer for this organization until he started a cigar and leaf business in Havana under his own name. Thereafter he again returned to New York, and was appointed general manager of the D. L. Trujillo branch of the Havana-American Cigar Company in Key West, which he served until 1915.

He started to manufacture again with a few hands and many friendships accumulated in long years at the trade. And now, after several years of active manufacture again, notwithstanding his 75 years of life, he is first at the factory each morning, arising at 5:30 a. m., remaining on the job until closing time each day. He has expanded his business from something around 100 hands to a modern factory now which is capable of caring for about 300 workers. Nothing is made in this plant except absolutely clear Havana cigars of the old style. Cedar cabinets are arranged in the factory to care for the manufactured stock, and every care in packing and in shipping is taken to insure the ultimate delivery of the cigars to the smoker in the finest condition.

Mr. Trujillo's brands are now sold by the foremost clubs and

cigar stands in Philadelphia, New York, Los Angeles, Hollywood, and Detroit. He makes nothing under a retail value of 10 cents, and is now turning out 15 sizes. These include club house, queens, individuals, perfectos, invincibles, cazadores, coronas, and nacionales.

It is interesting to note that Mr. Trujillo is undoubtedly the oldest clear Havana cigar manufacturer in the United States. He maintains the reputation and customs of the real old fashioned Havana cigar, and he is at the disposal of distributors desiring to obtain this line of high class goods.

ANYTHING FOR THE OFFICE

FROM

Paper Clips

TO

Fire Proof Safes

PHONE 406

WE DELIVER

KETCHINGS CO., INC.

RULING

BINDING

211 Duval St.

KEY WEST, FLA.

Now Listen

Anyone who has passed the meridian of life may add many years of zestful living in the open by spending their winters in Key West. Better still if they come to abide, for there are many fountains of renewing youth in this home-like Island City.

You can come over the wonderful Oversea scenic Highway by automobile, by train, by boat or by airplane.

But Come

To this Summerland, where the sun is ever shining and flowers ever blooming, where the fish are ever biting and the mocking birds singing all the days.

F. H. Schmidt,
R. Ph.

Royal Park Pharmacy,
PALM BEACH, FLA.

WE CONGRATULATE

The citizens and officials of Monroe County on the successful completion of one of the most unusual and difficult projects in the history of engineering construction.

We believe that the opening of the highway across the wonderful Florida Keys, with their tropical beauty and unmatched climate, will bring prosperity and happiness to Key West and Monroe County.

S. J. Groves & Sons Co. ORLANDO, FLA.

Builders of three sections of the
Oversea Highway

ISLAND CITY HAS IDEAL CLIMATE

Known For Its Equable Seasons All The Year

HAS FEWER HEAVY STORMS THAN ANY SECTION OF THE COUNTRY NEVER HAS KNOWN FROST

By J. W. Cargile
Key West, the only city in the United States that has never had frost, would naturally be expected to have just what it has—the finest, most delightful climate in the whole country.

So say all who flee the frigid fierceness of northern winters to sojourn on this enchanted isle.

"They come; they see, and are convinced."

Here in winter they find the warm sunshine, the balmy breezes, the flowers and tropical green, while all back home is cold and bleak and bare.

"It's just simply a paradise here in winter," said a visitor from the frozen north, "but how in the world do you fellows live down here during the hot summer months?"

And this, mind you, while Key Westers have long been wondering why people would live in the cities of the north where mercury parks around the century mark all summer, where folks keel over by the dozen from sunstroke and scores die from torrid temperature, where dwellers must sleep on housetops and in parks for a measure of relief—when they could have homes in this Island City where refreshing breezes blow and the temperature has been as high as 93 but four times in 30 years, with an average of only 84 degrees for summer seasons.

The average winter temperature in Key West is 71 degrees, and only on one occasion has it ever gone below 69. That was in January, 1887, when it registered 41, and denoted the coolest weather recorded here since the local weather bureau was established 57 years ago.

From the average of 84 degrees in summer to a mean of 71 in winter, Key West temperature has a variation of only 13 degrees between seasons. For equable climate these conditions are perhaps not paralleled anywhere in the United States.

Whether fleeing from the biting blasts of bitter winter or the sizzling heat of the northern summer, folks from the north will find in Key West a haven indeed, an ideal place for a delightful year-round home.

Rigors of winter, shoveling of snow, icy streets, biting blasts, coal and clothing bills, come only in distant dreams in this wonderful climate where homes are without chimneys and "tis summer all winter."

Scenes of panic caused by heat waves, heat prostrations, deaths from scorching air and suffering of a panting population can be but matters of misty memory here in the ever pleasant summer time with its constant cool breezes and delightful evenings when light covering is welcome on retiring many nights in the season.

Yet, hard it is, it seems, for northern folks to bring themselves to believe that Key West is not only a veritable paradise in winter, but one of the finest places in the country in which to spend the summer.

Investigation of local weather bureau records will amply bear out these claims. The facts are known and enthusiastically proclaimed by every year-round resident of the city as well as those who visit here during the summer season.

This city's annual rainfall is 39 inches. September is usually the wettest month, with what is termed the dry season starting ordinarily in November. During the winter season Key West has a greater percentage of sunshine than perhaps any other resort city in America.

Key West's unjust "reputation" for hurricanes is shown as abso-

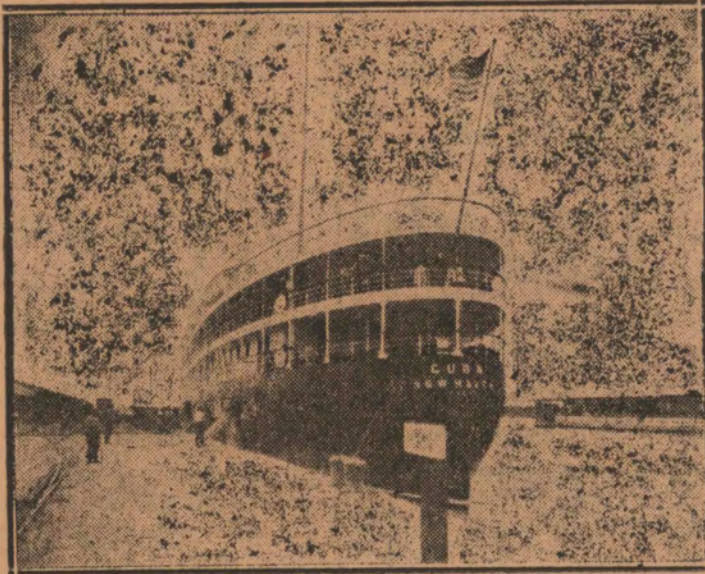
lute without foundation in the weather bureau's statement that this city has had but five storms of hurricane intensity in 57 years.

Key Westers read from time to time of great storm disasters in other sections of the country with a feeling of gratitude for a home in a community so nearly immune from such atmospheric disturbances.

Pleasant summers, delightful winters, constant, salt-laden, bracing breezes, invigorating atmosphere and a frost-free climate, all unite in making Key West the most desirable resort known today for year-round homes, for health, happiness, comfort and contentment.

Due to Key West's ideal climatic conditions, this city has the best health record of any community with equal population in the world. The local newspaper at frequent intervals has gone more than two weeks without a death notice to publish. Most all deaths are of citizens who had rounded out the three score and ten, with the passing of young persons being very seldom indeed. A leading physician of the state once said that octogenarians are so common in Key West as not to occasion any comment. Children seem almost immune from the ailments that usually beset tots elsewhere.

CUBA BOUND



The fine, big P. and O. S. S. Cuba that makes daily trips from Key West to Havana.

FAITH IN STATE BEING REGAINED

(By Associated Press)

TAMPA, Fla., Jan. 25.—Floridians are regaining their faith in the future economic development of the state and are paying their way out of the financial muddle left by the collapse of one of the greatest investment booms in history, leading Florida, business men say.

They declare this year has been a campaign of retrenchment and economy throughout all lines of industry quite different from the orgy of spending when the boom was in swing.

The period of depression apparently is passing, business leaders agree, declaring the state as a

whole is in fairly good economic condition.

Reviewing the period following the boom, H. A. Dann of St. Petersburg, president of the State Chamber of Commerce, said that "some Floridians, unfamiliar with conditions throughout the country during the summer, were of the opinion that Florida alone was experiencing a wave of depression."

"Investigation has developed, however," he added, "that in comparison with other states Florida actually was in a more favorable position. Although progress will be slow for a few years, the state is bound to come back to normalcy. No Florida political division has been reported as having defaulted on its obligations, and a number of municipalities have actually gone into the open market recently and purchased their own paper in advance of the date of maturity."

Peter O. Knight, prominent Tampa lawyer, banker and busi-

ness man, said Florida banks have more cash on hand today than at any time in history and that never before have prospects for sound economic development of the state been more promising. Mr. Knight looks for another boom in six or seven years.

Thousands of persons during the boom days invested their all in first payments, expecting to sell at a profit before the second payment was due, lost everything, Mr. Knight explained. Since then, he asserted, they have misrepresented conditions to the extent of affecting the solvency of the state and its institutions.

"I think that I can safely say," he declared, "that very few people who put their money in good, sound investments and kept it there without speculation suffered any financial losses."

Railway and steamship companies, with the backing of hotels, predict a heavy winter tourist trade.

LINKING KEY WEST WITH THE WORLD'S GREATEST CITY

Open Entire Season HOTEL LA CONCHA

KEY WEST

The perfect resting place at the end of the road.

EUROPEAN PLAN

Key West's newest modern and only FIRE PROOF hotel.

ALL OUTSIDE ROOMS

REASONABLE RATES

We operate an excellent Coffee Shop in connection with the hotel.

This is one of the Associated Hotels, Inc.

THE VIRGINIA DARE
Elizabeth, N. C.

THE EUTAW
Orangeburg, S. C.

THE FORT SUMTER
Charleston, S. C.

THE GARFIELD-GRANT
Long Branch, N. J.

THE CUMBERLAND
Bridgeton, N. J.

THE ALGONQUIN
Cumberland, Md.

THE HIXON
No. Attleboro, Mass.

THE GULF STREAM
Lake Wales, Fla.

THE DOLPHIN
Miami, Fla.

THE ALTEREP
Delray, Fla.

THE COQUINA
Ormond Beach, Fla.

THE CONCORD
Concord, N. C.

THE BAY SHORE
Tampa, Fla.

THE NEW OAKS
Bartow, Fla.

THE NEW ALBANY
Albany, Ga.

THE LA CONCHA
Key West, Fla.

48 hrs.
Between New York
and Havana



40 hrs.
Between Key West
and New York



The Havana Special

Daily Through Train Key West-New York

Northbound			Southbound		
10:30 A. M.	Lv.	Havana	Ar.	3:00 P. M.	
4:30 P. M.	Ar.	Key West	Lv.	8:30 A. M.	
6:30 P. M.	Lv.	Key West	Ar.	7:00 A. M.	
11:10 P. M.	Lv.	Miami	Ar.	12:15 A. M.	
12:55 A. M.	Lv.	West Palm Beach	Ar.	12:25 A. M.	
6:07 A. M.	Lv.	Daytona Beach	Ar.	7:18 P. M.	
7:25 A. M.	Lv.	St. Augustine	Ar.	5:55 P. M.	
8:25 A. M.	Ar.	Jacksonville	Lv.	5:00 P. M.	
9:00 A. M.	Lv.	Jacksonville	Ar.	4:40 P. M.	
12:50 P. M.	Ar.	Savannah	Lv.	12:45 P. M.	
4:40 A. M.	Ar.	Washington	Lv.	8:55 P. M.	
5:53 A. M.	Ar.	Baltimore	Lv.	7:38 P. M.	
8:09 A. M.	Ar.	West Philadelphia	Ar.	5:28 P. M.	
10:19 A. M.	Ar.	New York	Lv.	3:20 P. M.	

a-Peninsular & Occidental Steamship Co. service daily. c-Miami-Jacksonville, Miami-Washington and Miami-New York sleepers placed for occupancy at 9 P. M. c-Miami-Key West sleeper placed for occupancy at 9 P. M.

LUXURIOUS PULLMAN EQUIPMENT

Club Lounge Cars placed in the center of the train provide all the comforts of a hotel enroute. Through sleepers between Key West, Miami, Jacksonville, Washington and New York. Coaches between Key West and Miami only. Direct connections at Key West with Peninsular and Occidental Steamships to and from Havana.

J. D. RAHNER, General Passenger Agent

FLORIDA EAST COAST RAILWAY

FLAGLER SYSTEM

A Modern Transportation System

T. T. Sweet Company Made Wonderful Stretch Of Road Out Of The Mangrove Jungle

This Is Verdict Of Hundreds Of Highway Users

KEY WEST CONSTRUCTION, SUBSIDIARY OF MIAMI CONCERN, CARRIED ON WHERE TIDEWATER LEFT OFF

By R. Hodges Marden

The Key West Construction Company, which took over the contracts of the Tidewater Construction Company and finished the road to Sugar Loaf Key and the boulevard, has been in receipt of extended compliments for its work on both of these projects.

Hardly a visitor to the city but has expressed more than lukewarm approval of the boulevard in particular, with its smooth surfacing and its finished appearance, making an ideal drive along the waterfront for more than six miles of unexcelled marine scenery.

Miles of ribbon like road traversing a jungle.

It is like a gigantic game of hop-skip and jump.

On the right and left great stretches of water—now blue—now green—and as the sun dies in the west, turning to a sea of purple against a cloudless sky.

In the distance a sail—member of a fishing fleet coming in from off the banks—a smudge of smoke over on the horizon may be the incoming ferry from Havana—and all the time you are traveling along a street, literally built across the seas—the Over-Sea Highway.

In order to properly picture the difficulties in the path of those trail blazers who have turned the sea in upon itself and brought forth a roadway, one must climb in beside Dave Coleman, the intrepid builder, who got his early baptism of road pioneering back in Iowa, and Paul Thomas, the nominal head of the Key West Construction Company in Key West and the man who has kept the executive branch well oiled and properly running, while Coleman kept the road pushing ahead—ever on—toward the distant mainland and Miami.

Through prairie There are great sections of the Over-Sea Highway that runs through prairie country, where the road building is met only by such obstacles as any average road might present.

But on this end of the keys—beginning at Key West and extending to Sugar Loaf—there are miles of the shallowest muck land, bordered on both sides and below sea level in most places.

Off to the side one sees the tangled roots knee deep in water, a tangled jungle of almost impenetrable mangrove and clay, sans rock, and everything except those elements that go to make road building a hardship.

Yet between them, off in the distance as far as the eye can travel runs the slender strip of smooth asphalt highway, like the prow of some great greyhound of the sea, ever pointing, with almost a dead reckoning, toward the far off mainland.

Starting at Key West, one will

cover, water and land included, some 150 miles in a trip to this mainland.

It is like a gigantic game of hop-skip and jump.

First some level country with trees and verdure in natural profusion. Then this grows scanty and there will come a stretch where the road barely rears its smooth surface above the water that laps gently at its sides and then a skip—a jump of from 100 to several thousand feet—when the road is directed over bridges as the gaps between the keys are bridged.

This is the story of the part that the Key West Construction Company has played in the building of this highway.

It dates back several months to the time when the Tidewater Construction Company, which had taken up the early burden of the tortuous trail through the salt jungles, found that it could not go on.

Into the breach came T. T. Sweet, of the famed firm of T. T. Sweet Dredging Company of Miami. The Tidewater Company stepped aside and the Key West Construction Company, a subsidiary of the T. T. Sweet Company, took up the work.

Pick Coleman In looking about for a man to complete the job, Mr. Sweet selected Dave Coleman, a young road builder from Iowa. For 12 years Mr. Coleman had been working with the company on big projects.

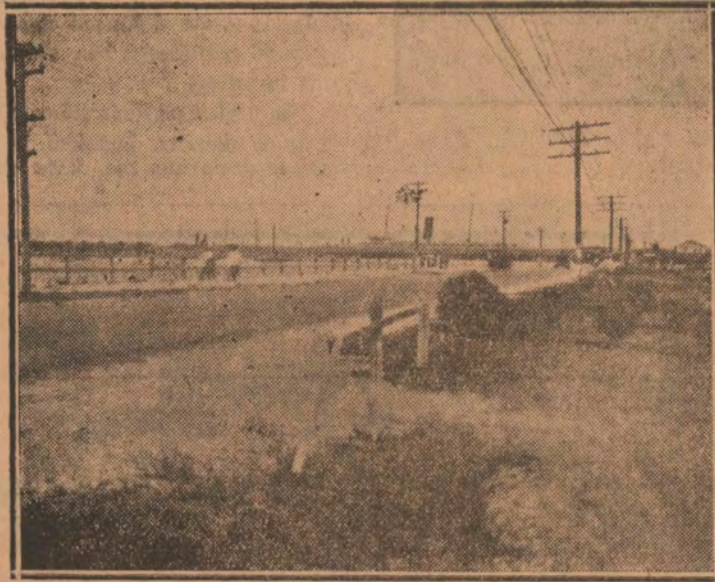
He came to Key West, estimated the job, and with an understanding that he was to have whatever equipment was needed, even to a surplus, he plunged into the work.

The road work was again resumed. This was January 18th. Since that time he has written a remarkable achievement of progress across the pages of Monroe county history.

Sending the dredges into the jungle Coleman first dug his way to terrain that would make a marl bedding for his road.

In fact he simply turned the jungle in upon itself and made the ocean spawn a highway. On top of the deep bedding of marl, he laid the rock. Here and there along the right of way he found

TRUMBO ISLAND



Where the F. E. C. brings thousands of tourists from north every year.

solid rock and there built him a rock pit. Then the rock was water puddled and a heavy coating of oil and sand laid down and in about three weeks another and lighter coat of oil was laid and the road turned over to the county.

Close Cooperation

Paul F. Thomas, auditor and office executive of the Key West Construction Company, in a statement to a representative of The Citizen struck the keynote of the whole job—"Cooperation has won for us," he said.

Engineers unite in declaring that in pushing the first section of the highway out of Key West into the jungle of twisted roots and water to Sugar Loaf, one of the hardest sections of the entire highway has been completed and the natural hazards overcome in a remarkable manner.

DECLARES WAR ON FLORIDA DETRACTORS

TAMPA, Jan. 25.—Colonel Peter O. Knight has declared war on people who talk about "Florida coming back."

In a letter to a widely known Florida business man who had written him concerning certain economic factors and in which he had assured Colonel Knight that "Florida is undoubtedly 'coming back,'" the Tampan declared that since his return from the north he had "urged the organization of an Exterminator Club, the purpose of the club being to have a law passed giving it the right to kill one man a week who talks about 'Florida coming back.'"

It is often difficult to get even with people who owe you money.

LA CASA MARINA

KEY WEST, FLORIDA

LA CASA MARINA, one of the latest of the Florida East Coast Hotel Company's hotels, and the most up-to-date hotel in the South was completed in 1921, and is located on South Beach, the southern shore of Key West, the only frost-free City in the United States.

This Hotel is away from the City noises and still adjacent to the City proper, in case patrons desire to visit the shopping district.

The Island of Key West, the last of the Florida Keys, lies approximately 100 miles from the mainland of Florida, and 90 miles from the City of Havana.

Key West's greatest asset is its uniform, equable climate. Lying far out to sea, the island is always fanned by trade winds laden with salt air.

The lowest temperature ever recorded on the Florida Keys was 41 degrees, which occurred in 1886. The lowest temperature recorded in Key West since the opening of the Hotel in 1921 was 57 degrees, and the highest ever recorded in Key West was 93 degrees. This, twice in September, 1903, and once during August, 1924. Key West, therefore, is not only the warmest City in winter but the coolest in summer. The average normal temperature is 76.9 degrees.

The Peninsular and Occidental Steamship Company operates boats daily between Key West and Havana, and four times weekly between Key West and Port Tampa during the Winter Season. The Mallory Steamship Line operates a line of boats weekly between New York and Galveston, touching at Key West on outgoing and incoming trips.

The City has built a fine golf course for the enjoyment of the public. Although only nine holes are completed at this time, the other nine are under construction. The tees, fairways and greens of the first nine holes are hard, smooth, and well covered with fine grass. There is no soft sandy bottom on the course; experts are amazed that such a course could have been laid out and finished with the material to be found in Florida.

Big game: Salt water fish are more numerous in the vicinity of Key West than in any other locality. Bathing is wonderful, there being no undertow, and the weather is such that baths may be taken during any day of the entire year.

FLORIDA EAST COAST HOTEL CO.

Flagler System

L. P. SCHUTT, Manager.



Casa Marina Hotel

ATTENTION

Mr. and Mrs. Tourist

Radiators and Fenders Repaired

Good Work Right Prices

KEY WEST TIN SHOP

FEENEY & BLORE, PROPS.

Thomas and Southard Sts.

KEY WEST, FLA.

KEY WEST'S

GOLDEN RULE STORE

CARRIES A COMPLETE LINE

OF MEN'S AND BOYS' FURNISHINGS

Right in the Heart of the City

At

DUVAL AND GREENE STREETS

"On January 22, 1912, the first train arrived in Key West. Monroe county is to be congratulated because in the short space of sixteen years thereafter an automobile highway connects Key West with the mainland.

"We predict that the highway will be Key West's biggest asset."

BART A. RILEY, FRIEDA J. RILEY AND BERNARD A. RILEY.

\$700,000 Boulevard Reveals Unrivalled Scenic Splendor

Masterly Sweep Of Ocean Meets The Eye During Entire Six Mile Drive

By Marie Cappick

The recently constructed boulevard which, crescent shape, extends half way around the city of Key West for a distance of six miles is considered one of the most beautiful driveways in the world.

Constructed by Monroe county at a cost of \$700,000, it is a fitting terminal of the Over-Sea Highway, which crosses 30 of the Florida keys as it wends its way to the Southernmost city in the United States, and links Key West, a city with old world atmosphere, to the mainland of Florida and the great outside world.

Near the point of beginning, this boulevard passes in close view of the East Martello tower, a grim fortress erected by the United States government in 1861 as a defense against land and sea attacks on the city.

This citadel is 40 feet high with numerous casements and parapets reinforced with sand embankments. When built, this fortress was capable of withstanding heavy attacks by the enemy, but, with the improvements in ordnance, it is now obsolete as a fortification. It serves, however, to link the old Key West, with its history of pirates and buccaneers, to the more modern Key West with its steamship lines, railroad, airplane and motor travel to any point in the United States, Cuba, Central and South American ports, as well as to Europe.

The first view of the ocean driveway brings forth exclamations of delight, as one speeds over its smooth surface, 50 feet in width, constructed of dredged rock surfaced with marl, and oiled.

A strong protecting wall prevents the encroach of the sea. This wall is strongly reinforced with steel girders and all other known devices for protecting the driveway against the ravages of the sea.

Great difficulty was encountered in the construction of this wall, because of the density of

the rock which marks the shoreline in that part of the island.

An authority on such construction work states that: "Nowhere in the world can there be found a boulevard so unique as this one that semi-circles the island of Key West."

On the south side one gets an expansive view of the Atlantic ocean in all its changing hues. Views of ships passing to and from world ports, and fishing craft returning from a day's fishing.

On the north side, one views the harbor with large ships; ocean ferries riding at anchor, or steam up, ready for the trip to Cuba, where the food stuffs, and merchandise stored within, will be distributed to Central and South American points.

The terminal of the Florida East Coast Railway may be viewed from this driveway; trains entering or leaving for the north; the old aviation camp which played such an important part in training aviators during the world war, remains to interest visitors to the island. A large hangar which housed the dirigibles used during the war days, remains a dark reminder of those times.

But it is the drive over the boulevard at close of day that thrills. Even residents who have grown accustomed to gorgeous sunsets, marvel at the beauties of these as shown from the boulevard.

THE TIGER OF THE SEA



Key Wester with big barracuda caught near Key West. These fish are among the gamest and most savage in the sea.

GALE FOLLOWS EARTHQUAKE

CALAIS—A terrific gale that wrecked 30 fishing boats immediately followed an earthquake on the Norman coast.

SIXTY YEARS TO PAY DEBT

LONDON—Joseph Wilson was granted in court sixty years to pay off his indebtedness to a money-lender.

ward. Here one views the sky like a blazing furnace at the horizon, blending imperceptibly with the blue of the ocean, dazzling to the onlooker.

Then the sky changes. The flame color gives place to a vivid carmine, like the scattered petals of some giant carnation; then the soft pink glow, such as follows the first hint of dawn; afterwards a chrome yellow, and finally, still changing from color to color, a violet, then a faded lilac, until all gradually blend into the blackness of a tropic night.

At the same time the sea too changes. From a turquoise it turns to a brilliant sapphire, then to the blue of Damascus steel, and again it changes and merges into

the same velvety darkness of the sky.

Waves dash against the protecting wall; some send their crested foam over the top, as if in friendly greeting to those who love the sea in all its moods.

Fascinated, the spectator stands—awed at the great beauty as revealed by sea and sky. The sea, like an expanse of soft silk ruffled by the fingers of the wind.

Along the South shore a roadway park space has been provided for planting palms and ornamental shrubbery, to further enhance the beauty of this beautiful drive-

way. If Key West had no other attraction to offer the visitor than the boulevard, it would serve to keep in mind a visit to this Island Paradise.

My
Congratulations
To The
Far Seeing
Folk Of
Monroe
County
On This
Great Day
Of Progress

A Good Job
Well Done

J. F. Busto
County Prosecuting
Attorney
Monroe County

The Folks on the Keys Like

LUCIGNANI'S ICE CREAM

Visit our Ice Cream Parlor on Duval Street, Key West, after your delightful drive over the ocean highway.

WHOLESALE and RETAILER
of PUREST ICE CREAM

Our congratulations to the people of Monroe County on the opening of this great highway.

A. Lucignani
Duval Street --- Key West

At The End Of The Road We Welcome You---

WM. CURRY'S SONS CO.

Oldest and Largest Dealers in Monroe County in

HARDWARE - BUILDING MATERIALS SHIP CHANDLERY - ELECTRICAL SUPPLIES

Headquarters for: FISHING TACKLE, GUNS, AMMUNITION and
CAMPING OUTFITS

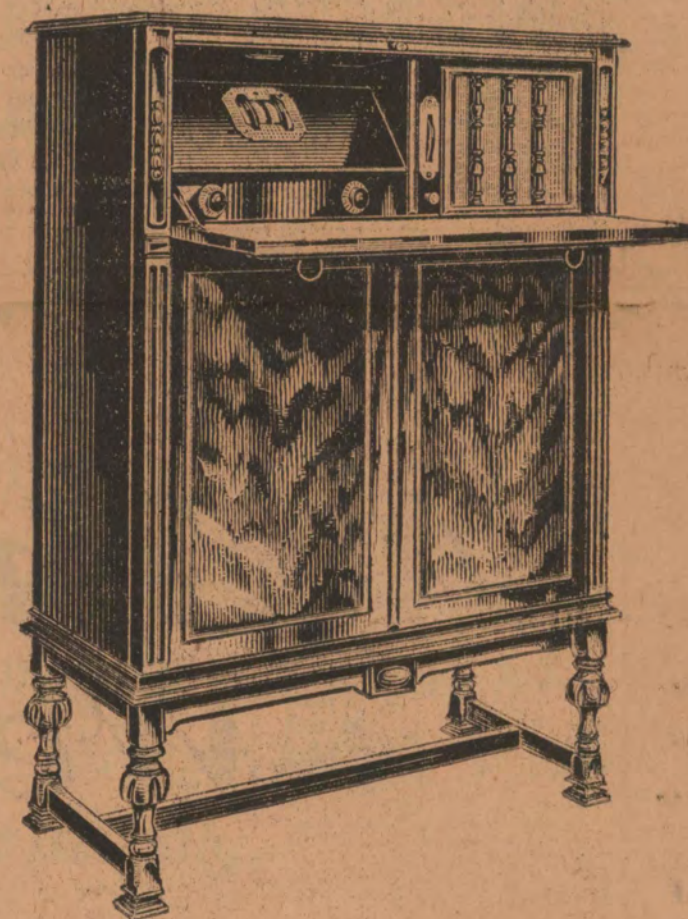
One hundred and fifteen miles of
delightful scenery along the
Oversea Highway---and you
stop right at our door.

MUSIC

The magic word that brings rest
and peace to the tired traveler---
Inspiration and joy for youth---
A golden warmth to the artist's
heart.

RADIOLAS

Bringing the whole world to your
fireside in song, story and spoken
word. You can't afford to be
without one.



WE HANDLE THE FAMOUS HOWARD MAKE OF PIANOS
ALSO AUTHORIZED AGENT FOR ALL R C A GOODS

J. L. Stowers Music Co.

Duval Street - Key West, Florida

JENNER BROS. CONSTRUCTION CO. FIRST IN AND LAST TO GET OUT ON GREAT OVERSEA ROAD PROJECT

**Davenport, Iowa, Firm Meets
And Conquers Many Difficult
Pieces Of Work In 2 Years**

**WITH THE STEAM SHOVEL, DREDGE AND
"CAT" THEY CHANGED MANGROVE
SWAMP INTO BEAUTIFUL, EASILY TRA-
VELED ROAD ACROSS THE KEYS**

The first to get in—the last to finish.

That is the history of the Jenner Brothers contribu-
tion to the Over-Sea Highway, for this firm has built
about three-fifths of the road that the motorists will travel
over en route to Key West.

They broke ground for the first
time two years ago. They con-
cluded their work, a few days
prior to the opening of the road
through the gap and ferries to the
Island City.

Two long years of the hardest
kind of fighting against odds that
nature has set up in the path of
man in his effort to thrust an arm
of roadway from Key West to the
mainland of Florida.

The contract for the first piece
of road work on the highway was
let to Jenner Brothers of Daven-
port, Iowa, December 1, 1925, and
consisted of a strip of 28 miles
from Key Largo to the southern
end of Matecumbe. Work on this
program was rushed along and in
record time the road, from the
head of the keys, to a point about
midway between the mainland and
Key West, was in condition for
travel. Access over this road was
by the Card Sound bridge, which
was blown away in the September
gale of 1926 and replaced a few
months ago by a structure that it
is estimated will withstand any
heavy gale in this section.

After the completion of contract
number one to Matecumbe, Jenner
Brothers undertook their second
contract, the most difficult in all
the long stretch of road, accord-
ing to many experts, namely the
stretch from the south end of
upper Matecumbe to the southern
end of Lower Matecumbe, which
includes a gigantic fill, just com-
pleted prior to the opening of the
ferries.

Tons and tons of fill were
thrown into this gaping maw of
water with apparently little result,
although slowly the road edged a
little near its objective, while hun-
dreds of men through the summer
and winter months sweated and
toiled to make it possible.

When this contract was begun
the specifications called for a
route that after it had progressed
about a quarter of a mile was
found to be entirely impractical
owing to the deep water.

Negotiations with the F. E. C.
officials finally brought about an
agreement whereby the county
could use the railroad right-of-way
along this stretch and this, in addi-

tion to erecting a natural break-
water for the railroad on one side
furnished the road with complete
protection from the waters on the
ocean side.

The first work was then aban-
doned and a new line laid which

OUT OF THE WILDERNESS



The Over-Sea Highway in its earliest form ready for the real job of
filling and finishing.

of those men who have given day
and night to the project in the two
years it has been in the making.
Mosquitoes — heat — delays —
storms.

Nature has added these to the

measure and by that much in-
creased the hazards of the work.

About 50 men have been em-
ployed on the project during the
24 months and there is no esti-
mating the tons and tons of ma-
terial that have gone into the mak-
ing of the fill.

Trucks have come in new and
clean and gone out broken and
wrecked and worn out in the pro-
cess.

Men have come and gone, worn
down by the incessant, never
ceasing grind of the labor of the
thing.

The world has looked on and
doubted and hoped and gone its
way with a cynical smile.

Through all this the three men
upon the responsibility of making
the road rested, have gone on their
way, definitely, inexorably to their
objective—now attained.

It is a splendid memorial to
what brain power plus labor can
accomplish when opposed by all
the artifices and stubborn ob-
stacles that nature may set in
their way.

EVERYBODY AT WORK



Showing the dredges, shovel, scraper and roller at work on a sec-
tion of the big fill at Matecumbe.

runs parallel to the trucks and
work progressed more rapidly,
albeit there was still a tremendous
road building job ahead that took
months of the most careful plan-
ning and steady application to
finish successfully.

For nearly 45 miles altogether,
this road building firm has
pioneered through mango swamp
and rock and today as you drive
from Key Largo to Lower Mate-
cumbe over a smooth ribbon like
stretch of highway, with the blue-
green waters of the ocean on one
side and the gulf on the other, it
is hard to visualize the day in and
day out battle that these pioneers
had with the snarled mango, stub-
born rock, heat and mosquitoes
that came from the infested
swamps.

This road is a monument to the
men who have labored to make it
possible—Herman and Ed Jenner
and "Ed" Frandsen. Herman Jen-
ner and Frandsen have been con-
stantly on the job while the other
member of the Jenner firm has
divided his time between this work
and the home office in Daven-
port, Ia.

Trucks, men, dirt—ocean.
These have intermingled in a
definite program behind the brains

AN ARMY OF TRUCKS



Hundreds of tons of fill being brought to the Matecumbe road pro-
ject in Jenner Bros.' fleet of trucks.

AT LAST



The roller putting the finishing touches to the Matecumbe fill mak-
ing it ready for the tourist along the Keys.

IN THE EARLY STAGE



This big caterpillar tractor was nearly lost in the mangrove swamps
in the early stages of the highway work as the way was cleared for
the present splendid roadway.

GIRL KILLS ASSASSIN

WARSAW — Eighteen-year-old
Sophie Luzsgewo tracked down
and shot a man who had killed her
father from ambush two years
ago.

NEW TOWN COUNCILLOR

Miss Lily Thorpo, a new town
councillor of Bootle, England, is
a domestic servant. Her mistress
is allowing her time off to attend
to her municipal duties.

Our Mark Is on The Oversea Highway

For two years we
have put our time,
energy and talent
into the building of
this gigantic piece of
road.

One half the time you
are on this highway
you are traveling on
a JENNER BUILT
ROAD.

Add our congratu-
lations to the others on
this great day for
Monroe County and
Key West.

Jenner Bros. Construction Co.

DAVENPORT, IOWA

State Has Spent Sixty-Two Million Dollars On Highways

HATHAWAY SHOWS WHEN FLORIDA'S MONEY HAS GONE

THERE ARE 1800 MILES OF PAVED HIGHWAYS UP AND DOWN AND ACROSS THE STATE ON PAY AS YOU GO BASIS

(Special to The Citizen)
ST. AUGUSTINE, Dec. 20.—Up to October 31st of this year the State of Florida spent \$54,900,000 in the development of its state highway system and this amount was augmented to the extent of \$8,000,000 by county funds, making a grand total of \$62,900,000 expended under the Road Department's direction, and Florida has gotten approximately 1800 miles of paved highways and fine bridges during this period, Chairman Foss Hathaway of the state road department revealed here during an address in connection with the celebration of the completion of the new St. Johns-Flagler link in State Road No. 4 which extends 397 miles from the Georgia line south along the East Coast to Miami.

Florida's sensational progress in the development of its road system has been made on a "Pay-as-you-go" policy, in sharp contrast to a number of other states which have made great advances in road building during the past few years. The Chairman pointed out that North Carolina and Florida are offered among the best examples in road development and that North Carolina's record has been achieved through the authorization of state bonds to the amount of \$115,000,000.00 (one hundred and fifteen million dollars), as against no state bonds for Florida.

"In dealing with North Carolina's system of road financing we are not endeavoring to make invidious comparisons," Chairman Hathaway declared, "but we are proud of our record of achievement without the necessity for bonds." The Chairman pointed out that while Florida has made rapid strides in carrying forward its great road program, much remains to be done in the next few years and he decried any efforts to embarrass Florida in the complete and early execution of its ambitious program designed to make this probably the best paved state in the entire nation. He went back to his Armistice Day speech at Palatka to reiterate that the full carrying-out of this program will require 15 more years of the same aggressive work which has pushed forward Florida's road building during the past two and one half years before the highways designated by the succeeding legislatures up to and including 1927 are complete—and this only if the present level of revenues are maintained for the entire period. He stressed the fact that the state road department operates under a positive mandate from the legislature, which designates the roads to be built and provides for the revenues. The Chairman declared that the first preferential system of roads embraces 2,479 miles while the second preferential system, which includes the roads of second importance, embraces 994 miles. The first preferential system is now approximately 60 per cent complete while the second preferential system is only about five per cent complete, he said.

Going further in his comparison of the Florida road system with other southern states, Chairman Hathaway declared that it is estimated Florida has today 48 per cent of all the hard surfaced roads in the Eighth District. This includes hard surfaced roads built by the state and the counties.

Florida has over 2,000 more miles of hard surfaced roads than any other state in the southeast, the Chairman asserted. The figures for the Eighth District, as provided by District Engineer Toms of the Federal Bureau of Public Roads, Department of Agriculture, being as follows: Florida 7,345 miles, Tennessee 5,263 miles, South Carolina 430 miles, Georgia 950 miles, Mississippi 496 miles, Alabama 583 miles and Louisiana 110 miles. North Carolina, which is not in the Eighth District, has 3,331 miles of hard surfaced roads.

In emphasizing the necessity for carrying forward Florida's road building program without any lessening of its present revenues, the Chairman outlined briefly the history of the present gasoline tax. He showed that the

Characteristic Scenes on State Road No. 4



Top—One of the well rounded curves and the guard fences which are constructed as an added safety feature. Bottom—A straight-of-way in the link of No. 4 in St. Johns and Flagler counties.

first gasoline tax was enacted by the legislature of 1921 at which time a tax of 1¢ was fixed. The 1923 legislature raised the tax to 3¢, two of which went to the state road department and one to the counties. In 1925 the tax was again raised, this time to 4¢, three of which went to the state road department and one to the counties; and the last legislature, this year, raised the tax to 5¢, the additional one cent tax, however, going to the school fund. So far as road building revenues are concerned the Department has not benefited by the increased tax imposed this year. And now, he continued, the road department does not have the advantage of an ad valorem tax.

Going back to his Armistice Day speech at Palatka the Chairman pointed out again that to complete the first and second preferential systems as at present designed, five years of vigorous construction and approximately \$76,000,000 in money will be necessary. To build the roads designated and not classified up to and including the 1925 session of the legislature another five years of aggressive labor and approximately \$71,000,000 will be needed. The speaker asserted further that there must be added to these estimates about 2800 miles of roads and bridges designated by the 1927 legislature, the completion of which would require another five years of work and the expenditure of an amount in keeping with the mileage.

Chairman Hathaway declared that today's celebration here marks the completion of one of the last important links in state road No. 4 which he believes will take its place as one of the best known highways in the United States. "This particular stretch," he said, "has long been the subject of criticism by motorists and had advertising for this section and Florida. This will no longer obtain." He revealed that the 397 miles of No. 4 road and bridge construction, from the Georgia line to Miami represents a cost of from twelve to fifteen million dollars. Because of its having been shortened approximately 25 miles and because grade crossings and dangerous curves have been eliminated as far as possible, the road is one of the safest as well as safest in the country. It is estimated, he said, that this highway in its new form will result in a saving of many hundreds of thousands of dollars per year to motorists over the cost of travel over the same general route only a few years back.

The speaker highly praised the wonderful spirit of cooperation received by the road department from Flagler and St. Johns counties. He asserted, also, that generally all counties had shown a real disposition to assist in the work of the department and as a rule are setting a good pace in the construction of lateral roads to connect with the main state highways and thus increase their importance as an economic asset in the more rapid development of a greater and more prosperous Florida.

Touching upon the work of the department this year Chairman Hathaway declared that since the first of January contracts for

road and bridge construction involving the expenditure of \$12,383,000 and representing work on approximately 656 miles of road, have been awarded.

The St. Augustine celebration was held at Pargue Aviles on the new highway just south of St. Augustine and having been widely advertised a huge attendance from various near-by cities and towns helped to make the event one of the largest and most successful of the kind ever attempted.

The program opened at 1 o'clock with a monster barbecue and it was estimated that fully

3,000 people enjoyed the more than \$1,000 worth of choice roasted pork, beef and mutton prepared for the occasion.

The Chairman of the road department was the principal speaker of the day and his message touching on the road situation of the state followed an address of welcome by Mayor J. Herman Manucy, of St. Augustine, and representatives of the county governments of Flagler and St. Johns.

In a butterfly's eye there are 5,000 different lenses and 50,000 nerves.

We Ship The

Crawfish

To All Parts of the United States and Canada

THE CRAWFISH is a delightful food; can be iced to preserve its freshness and should be a part of your daily menu.

The waters of the Keys abound in these shell fish.

Ask Your Dealer For "Florida Lobsters"

The Southern Lobster Company

KEY WEST,

FLORIDA

Oversea Highway Opening

WE are pleased to have been a link in the chain of construction in building this "Oversea Highway" which is destined to become internationally famous.

Key West Construction Company

Home Office

302 S. W. North River Drive
MIAMI, FLORIDA

OUR ICE HAS TO BE 100% PURE

BECAUSE FOLKS DRINK IT

IN KEY WEST a great number of persons depend entirely upon the ice water from the refrigerators for good drinking water.

It is but natural that we should feel pride in the fact that the health of these folk has been protected by our distilling and filtering departments over a period of years.

Although ice is manufactured in Key West at a greater cost than any other place in Florida, it is sold at retail at a lower cost than anywhere else in the state.

If you are not one of our customers why don't you start today? Ice is so necessary for health and comfort in the tropics that you can hardly afford to be without it.

Call our office today and regular delivery will begin at once.

*We are glad the road to the mainland is open. We invite tourists to
make Key West their home the year 'round*

THE THOMPSON ICE COMPANY

NORBERG THOMPSON
President

A. MAITLAND ADAMS
Vice-President

ALFRED HIGGS
Sec. and Treas.

The Thompson Ice Co. - The Thompson Fish Co. - The Granday Canning Co. - The Key West Box Co.

KEY WEST, FLORIDA

Florida Bank Deposits Bulge **CHRONOLOGY OF KEY WEST**

600 MILLION IN STATE'S BANKS WITH NO DEBT

GREAT TOURIST STATE HAS
SUCCESSFULLY WEATHER-
ED DEFLATION AND WELL
ON ROAD TO RECOVER
ECONOMIC STABILITY

Peter O. Knight, in a recent address, presented the following survey of Florida:

"Florida," he said, "although she has gone through a deflation period, plus a terrific hurricane, has in her banks total deposits of \$600,000,000, nearly three times the amount of deposits of the entire 16 southern states in all their banks and trust companies in 1881.

"The state does not owe a dollar, does not have one penny of outstanding indebtedness, bonded or otherwise, and has millions of dollars of idle cash in the state treasury. And in the middle of July last, at the end of the deflation period, state taxes were voluntarily reduced by the state administration 30 per cent. And Florida has no income tax, no inheritance tax, no severance tax, no corporation tax, no stock transfer tax, no franchise tax, and no tax on intangibles, raising all of its revenues for state expenses by an occupational tax, an automobile and gasoline tax, and an ad valorem tax on real and personal property.

"No state could have so successfully, in the face of such false reports affecting its solvency, gone through this deflation as Florida has done. The reason for it is that Florida has real merit; it has had constant and continuous development for many years; and, contrary to the general opinion throughout the United States, Florida as a whole, during the year 1926, did the greatest volume of business in its history.

"By reason of its incomparable climate and the productivity and variability of its soil, it raises 250 varieties of field crops, fruits, and vegetables; supports its people, probably the same number of tourists; ships 100,000 carloads of perishable commodities annually; could easily support a population of 10,000,000 people, and increase such shipments to 1,000,000 carloads per annum. It receives millions of dollars annually from its sponge, fish and seafood, naval stores, lumber, phosphate, and cattle industries, and from the hundreds of thousands of tourists who come to Florida; and the value of its manufactured products is now in excess of \$300,000,000 a year. It produces more per capita per acre in dollars and cents than any other state. It could easily build a wall around itself and support itself without intercourse with the outside world.

"As an evidence of the great increase of business for the year 1926 over the year before, I might cite that:

"For the first 11 months of 1926 the number of automobiles that crossed the Gandy bridge, a link in the main highway of the west coast, was 1,133,656, as against 822,833 for the same period of 1925.

"Florida showed an increase of 130 per cent in the sales of ordinary life insurance for 1926 as compared to the year 1925; the largest increase of any state in the union;

"The increase in registration of automobiles in Florida for the year 1926 over the year 1925 was 76 per cent, leading the nation;

"Expenditures by public utilities, railroads, and building operations generally were 30 per

OLD COFFEE SHOP IS MEETING PLACE FOR ALL CONCHS

To those who recall their classics, Pepe's coffee shop at the corner of Duval and Greene streets, has a reminiscent throb.

One recalls the happy days that Dr. Johnson and his colleagues spent in the old London Coffee house, where over many a cup of brew they decided the problems of the day and created the literary treasures that were later incorporated in some of the more familiar of the English classics.

Pepe's coffee shop, the rendezvous for all and sundry, is never silent. From morning until night the Key Westers gather there to discuss everything from the weather to the latest scandal. Verily it is the reincarnation of the round table where the legion of Conchs gather daily for their coffee and their scandal.

ISLAND STREETS RANK WITH BEST IN STATE

When the tourists begin flocking into Key West over the highway they will find that this island has kept well abreast of her northern neighbors in the matter of streets. Throughout the city there are good streets, taking one to every section of the island. There is a bus service that takes one to most parts of the city for five cents and countless cabs, from the old horse drawn carriage to the Cadillac coach.

cent more for the year 1926 than for the year 1925;

"The consumption of cement for the year 1926 was increased approximately 40 per cent over the year 1925;

"Collections from the gasoline tax for the year 1926 amounted to \$11,500,000 as against \$7,024,000 for the year 1925;

"Sales of fertilizer were 40,000 tons more for the year 1926 than for the year 1925, the sales being greater than ever before in the history of Florida;

"It will no doubt surprise the nation that Florida for the year 1926 headed the list of states in the percentage of gain in federal income tax payments; that it was ninth in point of size in payments; that it paid \$50,000,000 in income taxes in 1926 as against \$15,000,000 in 1925; that, although the smallest state in the south in population, it paid more income taxes than the state of Texas; more than the states of North Carolina and Virginia combined, more than the states of Maryland and South Carolina and the District of Columbia combined, more than the states of Georgia, Alabama, Mississippi, Arkansas and South Carolina combined.

"During the deflation period, when it appeared that the banks of Florida would be unable to stand the strain, the officers of the Federal Reserve Bank of this district concluded that Florida would need at least \$100,000,000 and they were prepared to extend that assistance. There never was a time during the entire period of deflation when the borrowings of all the banks in Florida combined amounted to \$7,000,000. And today, at the end of it all, the total borrowings of the Florida banks from the Federal Reserve Bank of this district amount to less than \$4,000,000; and our banks have on deposit with the Federal Reserve Bank in excess of twenty millions.

"Florida has the same soil, climate, natural resources, and geographical position it has always had. There must be something to Florida besides hot air. And it will grow more rapidly in the future and have sounder and greater development than ever before.

A GIANT SAILFISH



LONGEST STREET IN U. S. ON ISLAND

The longest street in the world, if you have not heard of it, is Duval street in Key West.

At the south end of Duval street one can bathe in the Atlantic Ocean—on the north end, one can step into the Gulf of Mexico.

Not so long as distances go, but this is the only street in the world that stretches from the ocean to the gulf.

This fact alone will give the stranger some idea of the compact beauty of this island, in a setting of green and blue, at the tip end of the United States.

JUDGE HARRIS OWNS LAST HOUSE IN U. S.

Among other things that this island is noted for is the fact that there stands on its extreme southern tip, a house, which has become famous the world over as the last house in the United States.

This is the beautiful home of Judge J. Vining Harris, judge of the criminal court of Monroe county.

The house is located next to the sea-wall on the southernmost tip of the island, on Duval street.

Vegetation absorbs energy from sunlight.

The Opening of The Overseas Highway

Should Instill New
Courage In All
Key Westers

We Congratulate
the County Upon
A Big Project
Well Done.

Mr. and Mrs. Tourist
Drive Down to Key
West This Winter

Adams Dairy
Seidenberg Avenue
KEY WEST

History

1815—A grant covering Key West and all the Florida Keys was given to Juan Salas by Don Juan de Estrada, the then Spanish Governor of Florida.

1822—Juan Salas sold the Island of Key West to John W. Simonton for the sum of \$2,000.

1822—The United States of America purchased Florida from Spain and Lieutenant Perry planted the American flag in Key West.

1845—The State of Florida was admitted to the Union.

1860—During the Civil War, Key West was the headquarters of the Union blockade fleet. The Union forces held the fort and the city, and the citizens, although of Confederate sympathies, were forced to remain under Union administration.

1874—The cigar industry was established by Cubans fleeing from Spanish oppression.

1888—The entire business section of the town was destroyed by fire.

1898—Key West was used as a Naval Base by the American At-

lantic Fleet during the Spanish-American War.

1912—The Florida East Coast Railroad over the Keys to Key West was completed.

1921—The Casa Marina Hotel, the best hotel of the Florida East Coast Railroad system and one of the finest hotels in Florida, was opened.

Climate—The temperature ranges between 75 degrees in winter and 85 degrees in summer (average). It is the only place in Florida which has never been touched by frost. It is 40 miles farther south than Cairo, Egypt, but has a delightful and healthful climate, there being very little sickness.

Geography—Key West is the gateway to the Panama Canal Zone, Central and South America, Cuba and the West Indies. It is 48 hours from New York by rail. Havana can be reached in five hours by boat and in 45 minutes by air. It is expected to be the future port of entry from South America, Central America and the West Indies.

Military—The United States

Army maintains a Coast Artillery Station at Key West, and during the World War it was also used as an airplane base. It is called the "Gibraltar of America," as it controls the entrance to the Gulf of Mexico.

Naval—The United States Navy maintains a Navy Yard at Key West as well as a submarine base. There are also a coaling station, fuel oil station and one of the largest radio stations in the world. The United States Marine Corps also has a station at Key West.

Industries—The chief industries are cigar making, commercial fishing, sponge fishing and ship-ping.

Hotels—The leading hotels are the Casa Marina, built and operated by the Florida East Coast Railroad Company; the La Concha, a modern fireproof hotel; the Over-Sea Commercial Hotel.

Civic—Good schools, churches, fire and police protection—one of the best fire departments in the United States. Paved streets. Good city parks. Municipal golf course.

Newspapers—The Key West Citizen.

Railroads—The Florida East Coast Railroad operates trains to and from New York and intermediate points. Railroad car ferries ply between Key West and Havana. It is expected that the Seaboard Air Line will construct a railroad into Key West, thus assuring direct communication with the West Coast of Florida, the Gulf ports and the Central States.

Steamships—The Mallory Line to New York and Galveston. The Peninsular and Occidental Steamship Company to Tampa and Havana.

Miscellaneous—Beautifully colored water. Wonderful yachting. Best fishing in Florida. Golf and Tennis. Bathing the year round. Country Club. The Over-Sea Highway over the Keys, connecting Key West with the mainland, will be the most remarkable highway in the South when completed.

Monroe County Has Achieved A Remarkable Objective

*She has turned a page in the History
of this Great State that will always
be an inspiration to future generations.*

*We wish to add our word of con-
gratulation and approbation at this
time. May the Oversea Highway
bring closer relationship with own
country and the United States.*

Jorge R. Ponce

Consul for Cuba

Eduardo L. Sanchez

Consul Delegate

Miguel Valdez

Vice Consul

Congratulations

To the People of Mon-
roe County on the
completion of a re-
markable highway
project.

Ben F. Gardner

TINY POLYP HAS BUILT GREAT NATURAL YACHT BASIN

Inside Of Reef Is Playground For Big Array Of Fine Yachts

CHANNEL 12 FEET DEEP REACHES FROM NEA RMIAMI TO KEY WEST; ACCESS TO WORLD'S FINEST FISHING GROUNDS AT-TRACTS SPORTSMEN

Nature has a peculiar habit of placing her greatest treasures in inaccessible places. Sometimes man's ingenuity serves to offset her work. Such is the case with Key West, the last key in that long chain of coral formations that run from the mainland of Florida out into the ocean for a matter of some hundred and twenty-five miles.

In the beginning, as though forcing the day when the people of the north and west would move southward, the tiny polyp, the builder of marine wonders, constructed a great reef—a natural sea wall, in some place visible above the waters of the Atlantic and the gulf, at most points a few feet below the low water mark, and this reef is the guarantee that Key West has that storms will not wash over the island and destroy what man has wrought there.

To further enhance its value as a yachting center, the marine builders that nature put to work left the widest and the deepest channel through the reef, at a point just off Key West—a channel, measuring 30 feet at low tide, a great natural gateway from the straits into the port of Key West.

The breakwater begins at a point off the main channel at Miami and extends beyond Key West. On one side are the keys, with openings left here and there in the reef for the passage of the stored up volumes of water on the outside of the breakwater—sort of safety valves. On the gulf side of the reef the water goes down to a depth of thousands of feet, reaching at some points more than a mile to the ocean bed.

Think of the ages needed for the little polyp, a marine creature, so frail that a breath will kill it, to build this gigantic sea wall more than a mile above the ocean floor.

Inside the reef is the channel for vessels of 12-foot draft and under reaching from a point east of Miami to Key West.

This makes it possible for vessels to come down the coast sheltered all the way and for vessels of not more than five feet of draft there is a channel all the way from Biscayne Bay to Bahia Honda and from that point a boat can pass from Hawk channel to the south or go north and enter Key West by the way of the Calda Channel.

To the northward of the keys is the inside route which is used by small boats and marked by beacons from Biscayne Bay to Key West. On the south side of the keys is Hawk Channel for vessels of 12-foot draft and under and marked by lights, beacons and buoys. Beyond the Florida reef, where the ocean liners pass, are fine lighthouses with all manner of navigation aids.

Thus can it be seen that nature has done her best supplemented by man and Key West looms today as the yachtsman's paradise. Which brings us down to the present. In addition to the highway tie-up with the mainland that is now about completed, Key West has finished the boulevard that skirts the rim of the ocean for six miles of the islands outer shore.

The perfect natural protection granted by the Florida reef, the

JUDGE "DAVE," ELKS LEADER, POPULAR CHIEF

D. J. HEFFERMAN IS WELL KNOWN TO HUNDREDS ON KEYS; INVITES ALL TO BIG B. P. O. E. CONVENTION

When the word passed down the line that Judge David J. Hefferman, of Miami, would be chairman of the national executive committee in charge of the arrangements for the Elks convention in the Florida city, there was general rejoicing for "Dave" is one of the best known Elks in the south and has thousands of friends.

Hundreds of folk in Key West know him and will be in Miami when the Elks convene to shake his hand and give him the hearty "Hello Bill."

STAMP ISSUE FOR NINE

LONDON—The government is putting out an issue of Aitutaki stamps, to be used by the nine white residents of that South Sea island.

The question of the right of a woman to sit in the Dominion senate will be argued before the Supreme Court of Canada in February.

aids that have been placed there by man, and the delightful year round climate and scarcity of heavy storms, all tend to point to this ocean area as the ultimate playground of those who travel in yachts annually to southern waters.

During the coming season it is expected that the number of yachts cruising the keys will mount into the thousands for every year the wonder of these waters as a winter fishing ground are being broadcasted to the nation at large.

The climate of the keys is one of the remarkable gifts that nature bestows at times. Summer and winter it is equable.

In only three instances since 1886, has the mercury climbed as high as 93 degrees and in the winter it hovers around 70 and 80 degrees with no frost. In fact the city is the only frost free city in the United States.

The fishing in the waters about Key West furnish plenty of sport for any one who can handle a reel or pull on a hand-line while commercially speaking the best fishing grounds are Spanish Harbor, Big Pine, and Bahia Honda.

With the dry dock and yacht basin completed Key West will be the port of call for all shipping in these waters as it is already a natural port for those hurrying in from the Caribbean or down the Atlantic coast or out of the gulf.

Key West is fortunate in that nature when it created the keys smiled with special favor on this island which has grown to be the leader among all the keys.

RUSSELL ARMS MODERN HOTEL ON THE KEYS

BECOMES POPULAR RESORT WITH OPENING OF ROAD TO MATECUMBE FISHING GROUNDS

As you drive down the keys from Miami, one of the first and in fact the only commodious resort hotel, that you strike on the keys, is the Russell Arms at Matecumbe, just before you get on the ferry to cross the big gap. Key West bound.

This hotel is of modern structure and is a delightful place for fishermen and tourists who are seeking a place that combines comfort with the preparedness that a hotel in a fishing camp needs to have.

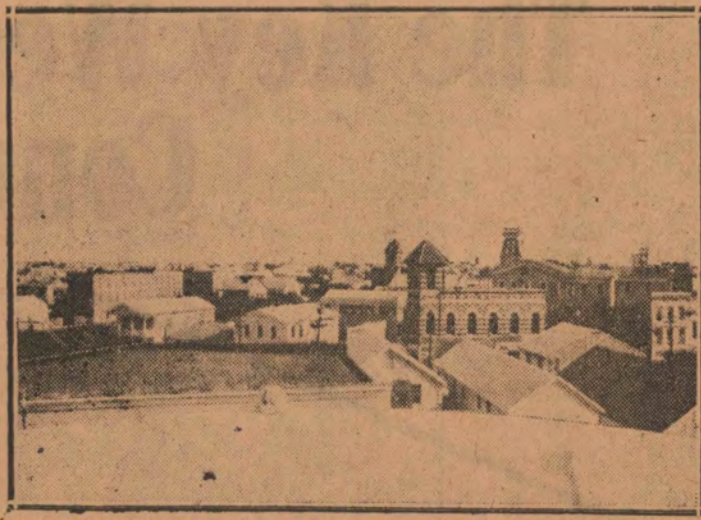
The management is desirous of proving to all the guests that a

FLAGLER SAW IN KEY WEST THE SOUTH'S METROPOLIS

That Flagler visualized and constructed the only over-seas railway in the world, at a cost of \$40,000,000 and worked thousands of men for seven years on this gigantic undertaking, is proof that Flagler saw in Key West the future metropolis and seaport of the south. The Over-Sea-Dixie Highway following the same route as the F. E. C. railroad's "Eighth Wonder of the World," is further proof that the possibilities of Key West were underestimated.

stop-over here is well worth while. Excellent food well cooked and comfortable bedrooms make this trip down the keys more of a pleasure to all those who ask these things of life while touring. The fact that the hotel is located where there is some of the finest fishing on the keys but adds to its charm as a place to visit.

KEY WEST FROM THE AIR



Bird's eye view of a section of the Island City.

THE COUNTY of MONROE is to be congratulated upon its great achievement in projecting 115 miles of highway over the Keys.

Tourists and Investors

Will find this county one of the finest Winter recreation grounds in the country.

NO NAME KEY

is ideal for a winter home

Our property faces the highway on both sides and includes 1 mile of the finest land on the Key between No Name Key bridge and the ferry landing.

JUAN CARBONELL

We also operate the MONROE and STRAND THEATRES

Get in touch with us

We Look With Pride

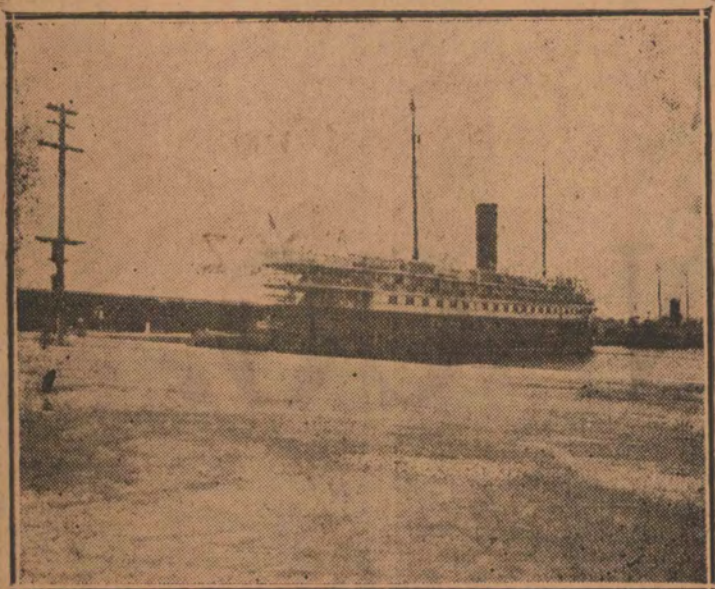
To the fact that we were responsible for the construction of a portion of the 'OVERSEA HIGHWAY,' and predict that time alone will determine its value to the State of Florida and the country at large.

T. T. Sweet Dredging Co.

HOME OFFICE

302 S. W. North River Drive
MIAMI, FLORIDA

JUST ARRIVED



One of the boats that bring visitors to the island throughout the year.

YOU

Now Have
Four Big
Reasons
For Coming
To Key West

1

The Oversea Highway

A road that winds 115 miles over the ocean with an exhilarating 40 mile ferry trip included

2

The Climate

This is the only frost free city in the United States.

3

The Fishing

There are more than 500 varieties of fish in these waters.

4

The Key West Foundation Company

*Take One of Our Lots
Back Home With You*

Drive Right Into Our Property as You Emerge From the 115 Mile Drive Over the Keys---One of the Most Appropriately located Properties in All Florida.

Special Terms For All Buyers During 1928

RESIDENTIAL LOTS
CORNER LOTS

BIG LOTS

\$ 995
\$1190

\$45.00 down and \$9.00 a month

INTEREST SEMI-ANNUALLY AT 6 PER CENT

KEY WEST FOUNDATION CO.

MALCOLM MEACHAM, President

PIRATE GOLD LIES BURIED AMONG THE KEYS

FOR 400 YEARS KEYS HAVE BEEN TREASURE MECCA

ORGANIZED PIRACY BEGAN WITH REVOLT OF SPANISH MERCENARIES AGAINST CRUEL MASTERS

By Marie Cappick

If you were born and reared on the island of Key West, or on any of the Florida keys, you will accept the stories of pirate gold literally. In reality the Florida keys form the original gold coast of the country. From a certain sixteenth century day when Florida sunshine first shone on the helmets and spears of Hernando De Soto's gold seekers, Florida has proven the hunting ground for hidden treasure, and in all the 400 years that have passed, the spirit of adventure has persisted along the Florida keys, havens of refuge for pirates and their prey.

Organized piracy in the Mexican gulf had its beginning in the revolt of the Spanish mercenaries against the cruelty of their masters. The buccaneers, men employed by Spain to round up wild cattle in the Caribbean sea area and West Indies, and to "boucan," or smoke meat to supply the Spanish ships, rebelled and formed an outlaw navy, so that the term pirate and buccaneer are synonymous. Their strongholds stretched from Campeche Bay, to Key West on the South, and to Apalachicola on the West coast. These outlaws termed themselves "Brethren of the Coast," and banded together under the black flag were white men and black, French, Dutch and English, Turks, and Spaniards expelled from Spain. In this motley gathering were to be found men of culture and refinement, who joined this bloodthirsty crew for the adventure which, no doubt they found plenty of.

Black Caesar, for whom a creek north from Key West is named, Morgan, and others, together with the LaFitt brothers, Jean and Pierre, had their rendezvous along the westerly side of Key West. The LaFitts were men of culture, and it is recorded of them that they were the masters of several languages. They had in their command no less than 500 men, and while operating from this port on vessels in the Florida Straits, they kept a keen watch out from Barataria Bay, for those vessels which eluded them in this vicinity.

Old residents tell tales told them by their grandparents of when the pirates would make night hideous with their wild carousals along the water front, but none recount any harm done by them to residents here.

That they cached their ill-gotten goods along the shore is borne out by those who knew Mrs. Mallory, mother of Florida's senator, who had her home on the location which had previously been the site of the pirate huts. One day Mrs. Mallory received a visit from a stranger who requested the privilege of having her residence moved to another site, as he wished to make excavations, and would stand all expense incurred in the operation of moving. Mrs. Mallory refused to be disturbed, and the stranger departed. It was the opinion of residents here that this man had a chart which showed where treasure was cached.

Two years ago a young man unearthed a jar in which was a chart showing the location of buried gold—a fortune in fact—but the property described is owned by the United States government, and excavations here were prohibited, although some persons, under cover of night did make the attempt.

Among the old residents of this city is one who recalls, when a boy, strolling along the water front, he met a large dark man who asked him to point the way to Porter's Springs. The boy not knowing the location of such springs, said so, but the man seized him by the hand and together they made their way to the South Beach. The man looked about for two large trees, which he said marked a spot which he was trying to locate, and for

COMEDY OF A HAT

WINCHESTER, Eng.—A spectator in the local court was ordered to remove "his hat." "He" was a "she" and the clerk apologized for the court.

which he had made the trip from Malta here for the purpose of locating.

That there was some purpose attached to his visit is gained from the statement made by a man, who a few years later, when dying in the Marine Hospital told that he was a member of the crew of a vessel which put into this port years before, and buried a chest of money on the beach.

A man to whom this story was repeated, frequented the vicinity of the South beach, but was never more fortunate than to find a large key. The finding of this key led him to believe that there was truth in the story told by the dying man, but, although he continued to make trips to the spot found nothing.

During the war between the states, a troop of Louisiana infantry was stationed in the neighborhood of the location, and one afternoon a group of soldiers were strolling the beach when one struck the toe of his boot against an object which attracted his attention. On examination it proved to be an old chest, and with the assistance of his comrades, the chest was unearthed. Then a fight followed. One soldier was killed, and the treasure divided among the remaining members of the party. This cleared the mystery of the visit of the man from Malta, and substantiated the story of the man who died in the hospital.

Treasure Charts

On various occasions men and women have come to this city, bringing charts showing the location of buried treasure. Among these was a man, whose chart showed that treasure was buried near the shore, about where the Athletic club building now stands. He examined the huge rocks that lined the shore, and so frequent were his visits that the interest of the residents in that locality was aroused. Finally, he began to work at night, and sound of pick and shovel were heard. One morning a large rock was found upturned, and a deep pit beneath where it had rested, was mute evidence that the efforts of the man had been rewarded. Those who examined the rock noted that several arrows were cut on the rock. These were the markings for which he had so eagerly sought.

Another time a woman arrived from Cuba. She also brought a chart. During her short stay here she occupied a small house on Fleming street between Whitehead and Thomas. Under cover of night, she worked stealthily by means of a lantern, and one day he neighbors noticed that the house was vacant. In the side yard was a deep excavation which had been carefully walled in with a reddish brown clay. In the excavation were several portions of a large jar, which evidently had contained the treasure for which the woman sought.

Find Treasure

While engaged in clearing land on Islamorada a couple of years ago, three negro workmen turned up spadefuls of gold and silver pieces of Spanish eight. When these men realized their "find" they filled their pockets with the pieces, and came to this city where they sold them to a collector. These coins were well preserved in spite of the many years they had remained buried in the sand. Crudely cut by hand, they carried the name of a Spanish king, the year they were coined, and a few words which were partially obliterated.

Possibly this find was the treasure buried on one of the keys, which, according to a chart in the possession of a resident, was cached on Peddler's Island. The chart gives the exact location, and the outline bears close resemblance to Lower Matecumbe, but there is no island among the Florida chain which is known as Peddler's and although the chart owner has tried to locate it both by charts purchased in England and Spain, none show the name of Peddler's Island. At the bottom of the chart are the words—"Turtle Islands," and whether the captain of the vessel calculated his location incorrectly, and thought Lower Matecumbe was one of the Tortugas group, when he buried his valuable cargo, will never be known.

There is plenty of treasure buried on this and other islands of the Florida keys, according to those who know.

NOLAN RIDES THE HIGHWAY

DRIVES PART OF WAY OVER TRESTLES AND ROAD BED IN ORDER TO BE FIRST

MIAMI, Florida, January 25.—Clad in bathing suits and life preservers in the most spectacular trip of their lives Claude Nolan and Kenneth Goodson in a La Salle roadster were the first to pilot a motor car into Key West under its own power. To accomplish this feat they were compelled to ride the ties of the Florida East Coast on the famous Overseas railway which stretches from the mainland of Florida to the most southern point in the United States.

Nolan, nationally known automotive distributor, was at the wheel when his car left Jacksonville. He was relieved every 15 minutes by Goodson, a race driver.

Preceding the roadster was a special Florida East Coast railway train loaded with moving picture photographers, newspaper correspondents and a battery of press photographers. Following Nolan's La Salle there was a large railway motor car, supplied by officials of the Florida East Coast, which also carried writers and photographers.

A large delegation of Miamians, headed by Mayor E. G. Sewell, were present at the start. Mayor Sewall gave Nolan a letter addressed to Mayor Curry of Key West which he delivered on arrival.

The only break in the trip was to be at Long Key, a noted fishing resort of the Florida waters, where the entire party had lunch on board Nolan's yacht, the Whiteaway.

The special train ahead of the La Salle carried a special car on the rear end with equipment for emergency in case of an accident. The American Telephone and Telegraph Company also sent a special car and crew along in order to give quick relief with wire facilities in case the roadster should plunge from the railway tracks through their wires into the sea 30 feet below.

The left wheels of the car had a clearance of only four inches as it sped across the many miles of ties on the Florida East Coast trestles and the driver was under a constant strain. In order to obtain better driving vision the left front fender was removed from the car so that the front wheel might be seen at all times.

"There are two outstanding reasons for making the trip," said Nolan. "First, I wanted to see how the car would withstand such a severe test, and second; I want to be at the wheel of the first car which goes into Key West under its own power."

Nolan's headquarters are in Jacksonville where his various organizations act as distributors for Cadillac, La Salle, Oakland and Pontiac cars for this territory. He came into national prominence five years ago when he caught a 40,000 pound whale shark off the coast at Long Key. Because of its immense size and unknown character a wide discussion was created in scientific circles and a model is now on display in a famous New York museum.

A BIG ONE



TURTLE STEAKS ARE GOOD



When these big boys are ready for market, a good juicy steak is the piece-de-resistance of many a Key West dinner.

KNOW FLORIDA

Approximately 15,000,000 acres of Florida's area are covered with forests and second growth timber.

Of the country's entire production Florida's output is 81 per cent of the grapefruit, 61 per cent of the peppers, 21 per cent watermelons, 41 per cent table cucumbers, 24 per cent table tomatoes, 59 per cent eggplant, 38 1/2 per cent table snapbeans, 16 per cent Irish potatoes, 32 per cent of the celery.

Florida possesses three ports with channel depth of 30 feet or more and seven ports with a depth of 24 feet or more.

The Coast and Geodetic Survey says Florida possesses 1,221 miles

of coast line washed by the waters of the Atlantic and 2,530 touched by the Gulf of Mexico.

Florida produces 81 per cent of the phosphate mined in the United States.

The process of manufacturing ice was discovered by a Florida physician, Dr. John B. Gorrie.

Tampa is the largest manufacturer of cigars in the world. Florida possesses more than 30,000 lakes.

In Silver Springs Creek, Florida possesses the only river in the world navigable to its source.

Florida possesses the largest narcissus bulb farm in the United States.

SON FOUND AFTER 13 YEARS

MELINCOURT, France—Thirteen years after he was separated from his parents by the German invasion of France, Raphael Remon has been found in England. He is now 26 years old.

PLAGUE STOPS GOLF

LYNDHURST, Eng.—The Bramshaw golf course has been closed owing to an outbreak of the foot-and-mouth disease in that district.

FAMILY GRADUATION

GLASGOW—Rev. James Scott took the degree of Doctor of Philosophy at Glasgow University while his son and daughter were made Masters of Arts.

BARNEY'S

OPPOSITE THE
POSTOFFICE

THE BEST PLACE
TO EAT

GOOD FOOD AND COOKING

WHILE IN
KEY WEST
VISIT US

Everything in Ready to
Wear and Piece Goods.

Oversea
Store

FLEMING ST.

GIBSON HOTEL

1015 FLEMING ST.

THE MOST
REASONABLE HOTEL
IN KEY WEST

EUROPEAN PLAN

LARGE, AIRY, CLEAN ROOMS
WITH BATH

Headquarters for
Tourists

The Elks Are Coming!!

Our Congratulations to
our many friends in Key
West upon the opening
of this wonderful highway.

We want you to help
us entertain the B. P.
O. E. in its 1928 Convention.

DAVID J. HEFFERNAN

Chairman Executive Committee
National Convention B. P. O. E.

MIAMI, 1928

Storage

Day-Night-Week-or-Month

CARS

WASHED—POLISHED—GREASED

GAS, OIL, TIRES, TUBES AND
ACCESSORIES

The Correct Place for Service

Don't Worry--Phone Us

PHONE 91

COR. FLEMING AND GRINNELL STS.

ALBURY'S SERVICE
STATION

KEY WEST VISIONED AS AN ISLE OF DREAMS

OCEAN AND GULF GUARD AGAINST HEAT AND COLD

END OF THE TRAIL. NOW
OPEN BY RAILROAD, AIR
AND HIGHWAY. ACROSS
MILES OF SPLENDOR

By HELEN WILLIAMS

For years the city of Key West was isolated from the United States and lived unto itself. Between it and the mainland was swung in a graceful arc a chain of coral islands lying as a string of pearls upon the bosom of an emerald sea. Their beauty and charm, however, were unknown to most of the world because of their inaccessibility.

Then there rose among men one who has come to be known as the godfather of the peninsular State. And he, after building his railroad the entire length of the Florida mainland, decided to extend the Flagler system to Key West. Few if any shared with him his dream, and none were

willing to venture an encouraging opinion for its outcome. However, the struggle against adverse conditions and seemingly unsurmountable problems proved again that man with indomitable courage and tireless industry can conquer nature's most obstinate problems. For over a decade the Overseas Railroad has proved its worth to men and commerce.

With the passing of years our interpretation of accessibility has changed. Man goes where his motor will convey him. And so, following closely upon the realization of one dream came the conception of another, on Overseas Highway. Now, as the gap between the mainland and Key Largo has been bridged, we may gratify our desire to traverse the Keys by automobile. With its completion we are privileged to drive for more than 100 miles on a paved boulevard within view of the ocean and bay. This rightfully is called the most scenic highway in the world, the "Overseas Dixie."

As you leave the mainland the first island to be crossed is Key Largo. Because of its legendary history, closely linked to the romance of pirate days, it has been fondly called the "Isle of Dreams" by those who know it best. And you will not be upon the island long before you too will share the feeling that surely here is a spot that will satisfy the most critical. It is favored by location and by

the fertility of its soil. The waters surrounding it abound in the gamest of fish. The climate is remarkable. In summer it is swept by cooling breezes off the water, it matters not from which direction they may come. In winter the Gulf Stream, which almost laps the shores, provides positive insurance against frost.

As you reach the central portion of the island the highway joins the railroad and parallels it for the remainder of the way. It is natural that this junction will become the commercial centre of the island. Here you find that development is already far advanced.

After crossing another bridge we continue our journey from Key Largo to Key West, the only frost-free city in the United States. Motoring for more than 100 miles on paved boulevards and bridges within view of the ocean and bay, this modern marvel is rightfully called "the most scenic highway in the world."

At the terminus of the Overseas Highway, Key West, and the gateway to Cuba, the West Indies and Central and South America and the Panama Canal, is situated truly the paradise of America—a port at sea.

Here the temperature in January is 77 degrees. Here, Bleak Winter and his knife, Jack Frost, are barred forever by the guarding rays of a tropical sun and tempered by the soft breezes of the Gulf Stream. Coal shortages

and snowbound traffic conditions seem dreary unrealities to the people of this chimneyless city who are free to seek the out-of-doors day after day, unconscious that there are less favored places in the country, where inhabitants are housebound by rigor of winter.

A city gay with exotic flowers, rustling palms and shimmering opalescent waters beckons. Come, heed the call! Leave the frozen North for a summer's climate. Spend winter where one is charmed by a succession of blue and gold days with the sun coming up out of the Atlantic like a ball of molten metal shedding a mellow warmth upon the city as it wends its way westward, finally descending amid twilight shadows and brilliant sunset colors into the depths of the purple-hued gulf.

Statistics show that this city has more sunshine, less rain and a more even, delightful climate than any place in the country. At the close of day, dusk descends upon the city, ocean and gulf in all its changing vivid colors. Bright moonlight sharply silhouettes the rustling palm trees. The heavens are carpeted with a star-strewn beauty. Lights shimmer here, there and yonder beckoning to you who halt upon the threshold of this enchanting country. Come now to this island city, old in charm.

Key West—America's Gibraltar invites you—Bien venido ahora!

MANY FAMOUS DISHES FOUND IN KEY WEST

ABUNDANCE OF SEA FOOD
DELIGHTS PALATE OF THE
FOOD CONNOISSEUR WHO
VISITS HERE

In every community, where travelers are wont to gather, there are gastronomical legends that concern dishes, the fame of which travel afar wherever there are those who know foods.

So it is with Key West. The most common and at the same time one of the most delicious dishes that Key West is famed for is common every day—"Grits and grunts."

The grits are known wherever one may go, the grunts, are the small pan fish that are caught by the thousands off the banks near Key West and brought into the docks each night where they are sold.

Another, peculiarly Spanish dish, of Key West, is "Chilau." This is made by combining the delectable stone crab meat with a sauce that is made with several cans of tomato paste, a little ketchup, a touch of garlic, onion, peppers and olive oil in goodly portion. This is stewed until it is well blended. The dish in its final form is delicious.

These are but a few of the dishes this city is famous for. All manner of fish, from Turbot to Moon fish; crawfish and stone crabs, barracuda, jewfish, grouper and many others, make dishes well worth a trip to the island.

SHOCK KILLS CLERGYMAN

BLACKBURN, Eng.—Shocked by the fact that his auto had struck a woman, Rev. Herbert E. Butler died before he learned she was practically unhurt.

Weighing only 12 ounces, a baby born near Cardiff, Wales, the other day is believed to be the smallest baby in the world.

The Jos. Niehaus Co.

TARPON SPRINGS,
FLA.

Importers and Exporters of

KEY WEST, FLA.

SPONGES and CHAMOIS

BATABANO, CUBA

CINCINNATI, OHIO



WE ARE

Large importers of GENUINE FRENCH and BELGIAN OIL DRESSED CHAMOIS.

WE ARE

The largest producers and packers of Sponges in the middle west.

WRITE US YOUR WANTS—

FLORIDA KEY SHEEP WOOL SPONGES

FLORIDA KEY GRASS SPONGES

CUBA SHEEP WOOL SPONGES

FLORIDA YELLOW SPONGES

NASSAU VELVET SPONGES

ANCIOTE GRASS SPONGES

REEF SPONGES

CUBA AND NASSAU GRASS SPONGES

WE GIVE YOU A SQUARE DEAL

One of the world's finest resort hotels, the beautiful La Casa Marina, F. E. C. hostelry at Key West



La Casa Marina Hotel

The Best Place In Key West

"To Eat"

DELMONICO RESTAURANT

DUVAL STREET

Add our congratulations to the hundreds of others on this memorable day in Monroe County

A Surface That Lasts

We specialize, with a trained force, in putting on the finishing touches to highways.

Our work on the Overseas Highway will stand the closest inspection.

We add our congratulations to Monroe County in its splendid work on the Overseas Highway.

PHOENIX ASPHALT PAVING CO., Inc.

of Fort Lauderdale

Asphalt Pavements and Asphalt Surfacing

J. F. McFARLIN, Vice-Pres.

Phone 141

P. O. Box 1411

LOWLY CRAWFISH FINDS BIG MARKET AWAY FROM KEYS

Asked to describe a lobster, a Frenchman of science once said—"It is a red fish that crawls backwards."

He is entirely wrong and yet his description so tallied with what the public mind had always conceived as characteristics of the lobster that he did not lose the identity of the subject by being wrong.

The so called Florida or Spiny Lobster (*Paniburus Argus*) is commonly called a crawfish although it is of the lobster family. They resemble the eastern variety only in the body, having antennae instead of claws.

They inhabit the waters of the southern Florida peninsula, Cuba and the Bahama Islands.

Fishermen of the keys make a living gathering these lobsters for they have a high food value.

The meat is not necessarily a delicacy, as it is used in South Florida as a staple food. It is rich in vitamins and iron and is not fattening as one would believe from the richness of the meat. It has been known to cure several disorders of the body by its constant use.

The meat is of a delicate white color and is quite rich in taste and food value. Southern lobsters are used for every purpose that the Eastern variety is used

and from experiments conducted by the writer, a hundred recipes have been concocted. Southern lobsters carry well under ice, raw as well as cooked, and do not lose the flavor with age.

The Southern lobster is a night traveller and is very seldom seen in the day time crawling.

They hide under rocks and sponge baskets on the bottom during the day and forage during the night.

When the moon is bright they do not crawl very much and in the dark of the moon are much fatter than at full moon. They shed and spawn once a year and each female lobster carries about 500,000 eggs. Of course all these do not hatch as they are prey to scaly denizens of the deep, especially the mangrove snapper and mutton fish.

The antennae serves as the ears of the lobster as well as feelers. Two great eyes protrude from under two very sharp horns for protection, the body is covered in uniformity with short spines from which it derives its name, spiny lobster or *Panitursus Argus*.

The lobster is very sluggish in its movements while crawling, but scare him and with each flap of its tail will travel at an exceedingly great rate of speed. They always swim backwards. They grow to weigh up to 10 or 12 pounds.

So this much for the lowly crawfish, may his tribe increase.

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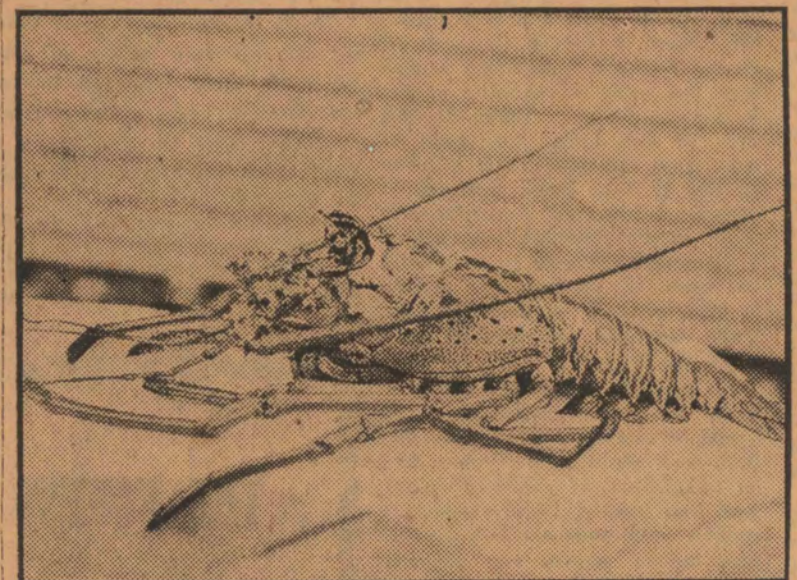
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"A RED FISH THAT WALKS BACKWARDS"



That's the way the French scholar described the finny lobster—in reality, for you who do not know this delectable food—it is green, it is not a fish, and it crawls sideways. Now you tell one.

KEY WEST CIGARS WORLD FAMOUS

Cigar manufacturing in Key West, as a staple business, is not by any means as recent an institution as even the great majority of Key West's native inhabitants believe. A very short statement of the history of cigar making in Key West will appropriately preface claims to be made in this article.

The following historical facts are taken from "A Sketch of the History of Key West, Florida," by Walter C. Maloney, whose intimate personal knowledge of the period is positive, he being a very prominent citizen of the time.

An advertisement as early as 1831 appeared in The Key West

Gazette in the first issue of the first newspaper that was ever published in Key West regularly in English, in which W. H. Wall advertised the establishment of a cigar factory by himself, which he referred to as the "Key West Segar Manufactory." The factory employed about 50 operatives and exported cigars.

Estavez & Williams, in 1837 and 1838, also operated a factory in which 16 men were employed, and made shipments to New York

Communication between New York and this Island, it must be borne in mind, was exceedingly irregular and uncertain at that date, being dependent chiefly upon vessels going north with cotton for

St. Marks and other Gulf ports, and often the long time elapsing between opportunities worked serious injury to the business.

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

Speaking of the time in which he wrote (1876), Mr. Maloney said "The dimensions which it has acquired, however, are truly gratifying. At present the number of factories is 29, giving employment to about 2100 persons in our

city. The average daily product of these factories is estimated at 171,000, or 62,415,000 annually. * * * The amount disbursed by the factories for labor alone in our city may be stated within bounds to be \$1,000,000 annually."

During the Civil War in the United States, Key West was never out of the control of the Federal Government, and the army and navy spread the reputation of Key West cigars in the North. Then followed two important reasons for improvement and growth. The Ten Years' War in Cuba, about 1870, drove a number of clever cigarmakers and manufacturers out of Cuba to Key West.

Our Congratulations to the Citizens and Officials of Monroe County

Upon the completion of the

OVERSEA HIGHWAY

and

FERRIES

ST. JOHN CO. IS ONE OF OLDEST IN THE STATE

BUILDERS OF LOCAL KINDERGARTEN HAVE VERY SPLENDID RECORD OF ACHIEVEMENT

The St. John Company which built the new kindergarten, is the oldest building contracting organization in the city of Miami, having been continuously in Miami in the contracting business for over 17 years. It was founded by J. O. St. John and his son John H. St. John. J. O. St. John retired from the business several years ago and John H. St. John, who is now president of the corporation, is the active head of it. Leonard L. Bostick is vice president.

During the 17 years, The St. John Company has handled many contracts of the usual or ordinary class and many contracts of a special nature and of more interest in the progress and development of Miami and the lower East Coast. Its activities have not been confined to any particular class of construction, but include buildings of every class, both public, semi-public, commercial and private. The company has the distinction of having erected the first building constructed on Miami Beach and its line of endeavor includes many of the more pretentious of the residences and estates on the beach and scattered around Miami, Coconut Grove, and Miami district, as well as numerous smaller residences. The list of buildings includes several churches and school buildings and numerous apartment houses.

The activities of the company have not been confined to Miami or Miami Beach alone, but have included work from Palm Beach to Key West, where they have just erected the kindergarten school building.

A testimonial as to the integrity and high standing of The St. John Company is the fact that it was in charge of all the construction at Chapman Field for the United States government.

A complete list of the contracts handled by The St. John Company would be so long that reading it would become monotonous, but the total amount of the construction would aggregate probably in excess of \$10,000,000.00.

The St. John Company and its present personnel believe in the future of Florida and especially in the development which is to be opened up by the Oversea road.

Reprinted from The Key West Citizen.

Progress follows road building. Key West is rounding the corner to a greater future based upon her courage and vision.

The St. John Company of Miami has always maintained a cordial contact with the people and the business interests of Monroe County.

Our work on the Key West Kindergarten, School Gymnasium, Einhorn Building, now being erected and many other projects in Monroe County, will bear your close inspection.

The St. John Company BUILDERS

Miami and Key West

When builders want the best they call in

The Robert E. Martin Co. OF MIAMI

Compare our work on the Key West Kindergarten and Gymnasium.

We specialize in

PLASTERING STUCCO ORNAMENTAL WORK STUCCO TINTING

Operating throughout the State of Florida

The Robert E. Martin Co.

2045 S. W. 6th Street

Phone 3738

MIAMI

Phone 3738

Flagler's Dream Vindicated Since Completion Of Road

RAILROAD EXTENSION IS NOW AN IMPORTANT CONNECTING LINK BETWEEN MARKETS OF UNITED STATES, CUBA AND THE CENTRAL AND SOUTH AMERICAS

Since its completion in 1912 the Overseas Extension of the Florida East Coast Railway, connecting the mainland of Florida with the island city of Key West, has substantially vindicated the dreams and anticipation which had prompted the venerable Henry M. Flagler to undertake this tremendous project.

Without question the Overseas Extension has become an important connecting link between the mainland of the United States, Cuba, and the Central and South American countries. It has opened up a rapid avenue of passenger service between New York and Cuba. The famous Havana Special, operating daily between New York and the Cuban capital, making direct connections at Key West with the Peninsular & Occidental Steamship service requires only fifty-two and one quarter hours for the complete trip. And now with the important expansion in rail facilities along the southeastern seaboard of the United States, together with the improved double-track route along the Florida East Coast between Jacksonville and Miami, it is quite probable that the time between Jacksonville and Havana may be soon reduced to less than 50 hours.

The Overseas Extension has also opened up an important field of commerce between Cuba and the United States, the possibilities of which the keen business judgment of Flagler seems to have clearly foreseen. Carload after carload of perishable products pass daily over this route to Key West, where the cars are transferred bodily to the car ferries of the Florida East Coast Railway, given a 90 mile sail to Havana and there transferred intact to the rails of a Cuban road for their final destination. Three steamers are in constant operation, the "Henry M. Flagler," "Joseph R. Parrott" and "Estrada Palma" with a capacity of 26 cars each, making a round trip daily except Sundays. Prior to the construction of the railroad to Key West and the inauguration of the car ferry service in 1912, perishable products could only be handled by break bulk steamer service, and then only in limited quantities because of lack of refrigeration. Perishable products may now be loaded on refrigerator cars and handled through to Cuba under their original packing. American railroad equipment mingles freely with foreign equipment of the island.

As the result of this unusual facility there has grown up an important volume of commerce consisting of such products as grapes, peaches, pears and cantaloupe from points as far distant as the Pacific Coast. Packing house food products from the middle west also constitute a large part of the traffic. Eggs come all the way from Texas and Iowa and as far south as Tennessee and fruits and vegetables from all parts of the United States.

It is also interesting to note that eggs are handled in bond from China through San Francisco, and that coconut oil from the Philippines is handled direct from tanks steamers to tank cars at San Francisco and routed via the Overseas Extension delivered to soap manufacturers in Havana.

The pineapple industry in Cuba, formerly small and struggling, by reason of the perishable nature of the fruit, which would not permit transportation by break bulk service without excessive economic loss. With the institution of the car-ferry service the pineapple export from Cuba has grown from a few thousand crates per annum to over a



Hundreds of sharks on the wharf at Key West. Their hides make ideal leather for high grade goods.

million and a half crates per annum. The pineapple is so perishable a fruit that it requires rapid service to permit distribution and consumption without excessive losses. This traffic is handled at practically express speed which has permitted a much larger area of distribution and consequently larger consumption.

Pineapples are now marketed and distributed in area extending all the way from Texas to the Pacific northwest and even throughout Canada. The movement of Cuban pineapples precedes the movement of the crop from Florida. There is no direct conflict. The Florida crop merely follows the Cuban movement and lengthens the season.

In addition to the growth in the commerce of perishable products and the benefits to the people of both countries, the service permits the handling of general merchandise at a considerable saving in the expense of repacking for marine shipment and consequent damage in transit. Fragile articles such as glassware, china and fur-

niture are handled through to their destination under their original packing which in this case is the same as that required for domestic shipment.

History and Construction of the Overseas Extension

As Henry M. Flagler extended the rails of the Florida East Coast Railway farther and farther southward the idea of making this route an outlet of travel and commerce to Cuba and the Central and South American countries gradually took form. In 1896 the line had been extended to Miami and the foundations of the Magic City were laid. At this time it was definitely assumed that Miami would remain the southern terminus of the road but in the back of Mr. Flagler's mind other ideas and plans were being formulated.

In 1904 the Florida East Coast Railway was extended to Homestead 28 miles south of Miami, and much to the surprise of his associates it was learned that Mr. Flagler had formulated a definite plan for the extension of the

Florida East Coast Railway to Key West. He was determined to bridge over the ocean.

The story of this gigantic undertaking is an epic in the annals of railroad construction. Here was a man 75 years young. Behind him lay years of brilliant achievement, yet his indomitable ambition projected new conquests and launched upon a project of construction which would have thwarted the ambition of much younger men than he.

The actual work of construction south of Homestead began in April, 1905; on the 22nd of January, 1912, Mr. Flagler then 82 years of age, entered Key West on the first train to traverse the continuous line of rails over the keys. One of the most remarkable engineering feats of the age had been accomplished within the short space of seven years and at an approximate cost of \$20,000,000.

Many difficulties were encountered in the course of the construction. There were no precedents to follow as nothing of the kind had ever been attempted before in the history of railroad construction. Every foot of the road was completed by the company itself and not under contract. The men who participated in the project found only the air to breathe, water for drinking purposes, food supplies, and every pound of material used in this stupendous monument had to be transported from more or less remote sources.

The engineering plans for the complete line across the keys, originally contemplated only six miles of open water spanned by bridges. It was calculated that allowance only need be made for theebb and flow of the ocean tides, and that only so much tide could flow back into the ocean as had passed under the arches and piers of the bridges. The autumnal storm of 1909 swept away this idea and revolutionized the plans of construction. Miles of trestle which had been built across the shallow water and filled with rock and ballast were completely swept away. Rocks, weighing six to eight tons were moved out to sea as if they had been chips of wood. The result was that instead of six miles of open sea spanned by bridges 18 miles of viaduct and bridge work became necessary.

The engineers studied the destructive force of the ocean wave. They found that its great damaging power is not in its impact against a resisting body but in its retreat or in the undertow, which drags away and bears down. What was the solution to be? By

presenting a surface to the advancing wave over which it glides as over a piece of glass, and retreating finds no hold for its work of destruction. The material for this purpose was found in the marine marl, or coral rock which occurs in plentiful deposits along the line of the road and which on exposure to the air becomes harder and harder as time goes on. This material was spread over the surface of the fills and embankments of the construction work, presenting a hard smooth surface to the waves and offering no leverage on which they might get a destructive grip.

Three great viaducts spanning the wide gaps of ocean between the keys are typical of the type of construction work employed throughout the project. Long Key Viaduct, two and three quarters miles in length, is built of arch concrete spans and is perhaps the most picturesque bridge in the extension. These arches, each 80 feet long, were built of trap rock, brought from Clinton on the Hudson River and set in heavily reinforced concrete. It required the complete contents of a three masted schooner to build one arch. A picture of a section of this viaduct is used in the trade mark of the Florida East Coast Railway.

Knights Key Bridge which is little more than seven miles in length is carried five miles on 80-foot deck plate steel girders, laid on unreinforced concrete piers, and two miles over concrete arches. The rails are laid 29 feet nine inches above the average level of low tide.

The Bahia Honda Bridge is 5,056 feet long. It is of through truss type construction in which the trusses rise many feet above the track level and flank the moving train on either side. In this bridge there are 13 spans, each 128 feet long; 13 spans 186 feet long; and one 247 feet long. The bridge is completed by nine arches of concrete, each 80 feet in length.

The deepest water in the construction work was encountered in the building of Bahia Honda Bridge, approximately 30 feet to bedrock. Because of the unusual depth of the water and the force of the tides it was necessary to devise some means of anchoring the huge 60-foot piers to the bottom. After the location of the pier had been determined a cofferdam was floated into position and launched in the location. As soon as it rested on the bottom, the soft mud over the bedrock was pumped out. A steel punch was then driven into the bedrock

to make place for wooden piles. Twenty-four huge piles were then forced into the holes so made in the rock bottom and were used for anchors for each pier.

Special cement imported from Germany which had the property of hardening under water, was next forced down around the base of each cofferdam, forming a solid compact union with the underlying rock and at the same time making the cofferdam watertight. This was then pumped dry and the piling sunk in the cement and rock saved off below the ordinary tide level. The form for the pier was finally put in place and filled with German salt water resisting cement to the ordinary tide level and kept seven days in the form for hardening before water was admitted.

Every caution has been taken for the absolute safety of traffic over these immense bridges and through years of its constant operation since the completion in 1912, there has never been a single accident.

To guard against any possible danger from tropical storms, these great viaducts have all been fitted with wind gauges which measure

the velocity of the wind on every part of the vast stretches of concrete and steel, and by an automatic electrical system register the maximum wind velocity at each end. When the velocity of the wind on any section of the bridge exceeds the rate of 50 miles an hour, the recording system automatically sets the switch against the approaching train.

With the completion of the Overseas route the century old isolation of the dreamy little city of Key West was broken once and for all time. It began to grow rapidly in commercial importance and assumed a more modern aspect. Huge wharfs were constructed on the north side of the island large enough to dock 26 ocean steamers at a time.

The ever increasing tide of traffic over the Florida East Coast Railway Extension has fully vindicated Mr. Flagler's dream of its commercial importance. It is a fitting monument to the remarkable ambition, integrity and daring imagination of this master builder.

Society is a fashionable game, in which diamonds are often wagered against hearts.

THE FOREST POTTERY SHOP

TROPICAL HARDWOOD SOUVENIRS

19 N. E. Second Ave.

MIAMI, FLA.

The most unique gifts found in Florida.

Beautiful in natural wood working and carving.

"Take One Home With You"

OVERSEA HIGHWAY SALE 10 DAYS ONLY

BEDROOM FURNITURE AT HALF PRICE

6 No. 810 3 Piece Ivory Suite,	regular price \$80.00, sale price	\$40.00
7 No. 150 Ivory Dressers, regular price \$44.00, sale price		\$22.00
3 No. 151 Ivory Chiffoniers, regular price \$40.00, sale price		\$20.00
2 No. 150 Ivory Dressing Tables, regular price \$44.00, sale price		\$22.00
1 No. 704 Chifforet, regular price, \$40.00, sale price		\$20.00
5 No. 700 Ivory Dressers regular price \$40.00, sale price		\$20.00
3 No. 703 1/2 Ivory Dressing Tables, regular price \$40.00, sale price		\$20.00
2 No. 701 Ivory Dressers, regular price \$68.00, sale price		\$34.00
4 No. 705 1/2 Ivory Chiffoniers, regular price \$68.00, sale price		\$34.00
6 No. 70 Ivory Chiffoniers, regular price \$42.00, sale price		\$21.00
3 No. 70 Ivory Dressing Tables, regular price \$44.00, sale price		\$22.00
4 No. 70 Ivory Vanity Dressers, regular price \$70.00, sale price		\$35.00
7 No. 100 Ivory Chiffoniers, regular price \$34.00, sale price		\$17.00
16 No. 102 Ivory Dressers, regular price \$45.00, sale price		\$22.50
3 No. 105 Ivory Vanity Dressers, regular price \$70.00, sale price		\$35.00
1 No. 215 Walnut 5 Piece Spanish Style, regular price \$516.50, sale price		\$258.25
Odd Wood Beds, Any Finish, Full and Single Size, at Half Price		

TAPESTRY AND GRASS RUGS AT HALF PRICE

50 27x54 In. Beacon Tapestry Rugs, regular price \$2.00, sale price	\$1.00
40 27x54 In. Manor Tapestry Rugs, regular price \$3.00, sale price	\$1.50
30 27x54 In. Wool and Fiber Rugs, regular price \$1.30, sale price	65c
5 5x9 Ft. Wool and Fiber Rugs, regular price \$4.50, sale price	\$2.25
6 7 1/2 x 9 Ft. Wool and Fiber Rugs, regular price \$6.50, sale price	\$3.25
15 9x12 Ft. Wool and Fiber Rugs, regular price \$10.00, sale price	\$5.00
20 27 In. x 12 Ft. Grass Hall Runners, regular price \$3.00, sale price	\$1.50
10 27 In. x 9 Ft. Grass Hall Runners, regular price \$2.00, sale price	\$1.00
FIBER PARLOR SUITES AT HALF PRICE	
13 Seaweed Chairs, regular price \$20.00, sale price	\$10.00
8 Seaweed Rockers, regular price \$21.00, sale price	\$10.50
1 Seaweed Settee, regular price \$35.00, sale price	\$17.50
4 Seaweed Center Tables \$11.00 to	\$19.00
2 No. 112 3 Piece Davenport Suite, regular price \$100.00, sale price	\$50.00
3 3 Piece Cane End Suites, regular price \$225.00, sale price	\$112.50
5 No. 1316 6 Piece Parchment Suites, regular price \$134.00, sale price	\$67.00
15 No. 1316 Parchment Rockers, regular price \$20.00, sale price	\$10.00

People will be knocking at your door wanting a place to sleep. Furnish your spare rooms in order that they will not have to sleep in the streets.

25 PER CENT DISCOUNT ON ALL GOODS IN STOCK NOT LISTED. TERMS CASH WITH ORDER, NOTHING PUT ASIDE

800 Fleming Street

LONG'S FURNITURE STORE

800 Fleming Street

The Porter-Allen Company

INSURANCE

TELEPHONE NO. 1

319 Duval Street

KEY WEST, FLORIDA

A DAY'S FISHING IS THE THING SAYS CAPTAIN

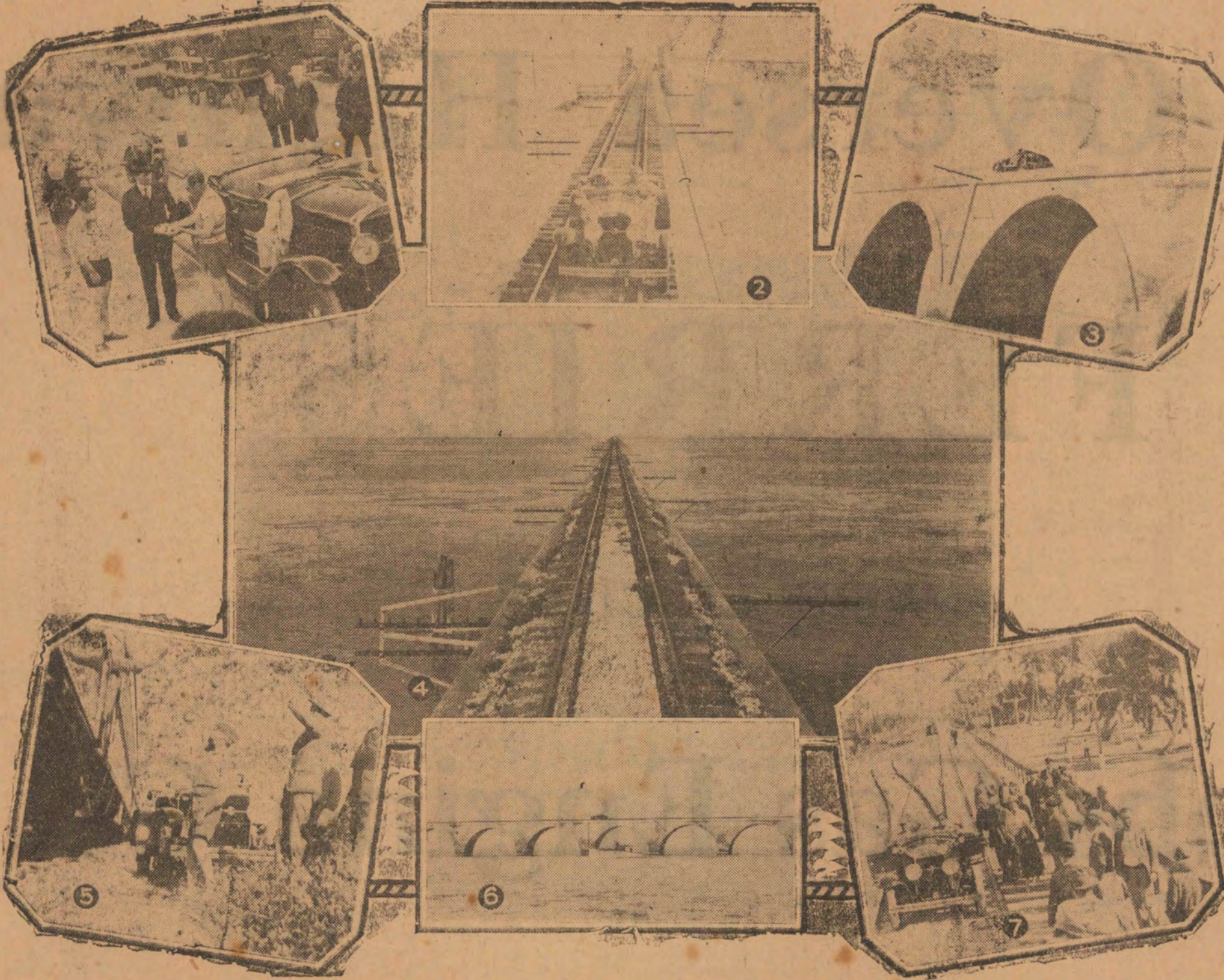
By STEWART MILLER

Those who have never experienced a day at sea under the guidance of the efficient guides, have missed something that would live forever in their memories, writes Stewart Miller in The Miami Herald. The veteran can have only pity for those who have never felt the strike of a smashing, slashing sailfish, a marlin or barracuda; who never have seen the spectacular leap of those fish in their frenzied attempt to smash the tackle. Many hours have I spent living over again those tense moments as I trolled my bait behind the boat waiting for the sign of the fray. The "tap," the "drop back" and the surging, back-breaking smash; the hook securely into the mouth of a big sailfish; his fishing jump; the whirling line as yard after yard was taken from the screeching reel; creaking, straining bend of the light bamboo rod as it fights faithfully, the seemingly uneven battle. The spectacular fight that this gamester puts up cannot be put into words that would thrill you enough. His beauty in action is poorly reproduced by the hand of man. And, it is something akin to sorrow that takes away part of the joy of the catch, when you gaze down on that long slim warrior of the deep, conquered and dead, whose beauty and color turns to a leaden gray. This is only one of the 600 odd varieties, all colored by nature to dazzle the eye and to dull the most beautiful colors produced by man.

BIRD DODO EXTINCT NEARLY 250 YEARS

The bird known as the dodo has been extinct for nearly 250 years. In size it was a little bigger than a turkey, and its flesh was equally good to eat. It was incapable of real flight, owing to the fact that its wings were improperly developed, so that it was soon caught and eaten out of existence.

La Salle Succeeds In Daring Overseas Drive



Above are seven reproductions of enlargements from a moving picture film taken when Claude Nolan of Jacksonville drove his La Salle roadster from Miami to Key West across the famous Florida East Coast Overseas railway recently. No. 1 shows Mayor E. G. Sewell, of Miami, handing a letter to Claude Nolan to be delivered to the mayor of Key West upon his arrival there. At the mayor's left is Kenneth Goodson, relief driver who made the trip with Mr. Nolan. No. 2 is one of several photographs showing Nolan and Goodson as they bounced over the ties of one of the trestles. In No. 3 the car is shown from below while No. 4 gives a clear view of the average track over which the car traveled. The La Salle had "taken the siding" in No. 5 for a train to pass and in No. 6 shows it crossing another section. In picture No. 7 the car had just arrived in Long Key where the party stopped long enough for lunch aboard Nolan's yacht, the "Whileaway."

Tourists Like To Eat

at the

SANITARY RESTAURANT

Open all night. Best of meals and short orders at all hours. Delicious Sandwiches served with toasted bread.

Next to Monroe Theatre, 623 Duval St.

KEY WEST FLA.

GOOD COOKS AND WAITERS

LADIES SPECIALLY INVITED

D. N. GORVAS, Prop.

ISLAND HOLDING COMPANY OF FLORIDA

R. C. PERKY, President

The largest waterfront owners and developers in Monroe County, sincerely and whole-heartedly join with the entire population of Monroe County and much of the State of Florida, in celebrating the dedication to public use of

The Eighth Wonder of the World

in the remarkably scenic OVERSEAS HIGHWAY from Key West, the Gibraltar of America, over and across the wonder-
isles of the Florida Keys to Miami, the wonder-city.

WE CONGRATULATE

THE COUNTY OF MONROE, upon the public spirit, vision and energy which have conceived and brought this great project to its present triumphal conclusion;

THE COUNTY OF DADE, upon its part in linking up this great Roadway with its own road system and thus adding this unique feature to the other attractions available for its citizens and visitors;

THE STATE OF FLORIDA upon a monumental addition to its manifold beauties, and upon the far-sighted appreciation of its value to the State evidenced by our red-blooded, two-fisted Governor Martin in pledging the resources of the State most justifiably to the construction of a permanent State Road and bridges over the stretches of water now temporarily served by County ferries;

THE UNITED STATES OF AMERICA as a whole, upon the incorporation into the great DIXIE HIGHWAY, and thus into the whole of the National Road system, of 140 miles of spectacular roadway unique in the whole world in the scenic beauty of its tropical verdure alternated with wide vistas of the everchanging opal waters of the Gulf of Mexico on the one hand and of the deeper blue of the Atlantic Ocean on the other; and, lastly, our fair neighbor to the South,

CUBA and the energetic, far-seeing and popular President of that Republic, General Machado, because their \$50,000,000 Highway system will eventually be used by every user of Florida's EIGHTH WONDER OF THE WORLD, the OVER-SEA HIGHWAY. That President Machado has guaranteed cheap rates for ocean-going ferries across the ninety miles separating Key West from Cuba completes the picture.

Key West Office - Shirley C. Bott

Miami Office - First National Bank Building

The Oversea Highway FERRIES

WERE BUILT BY

Gibbs Gas Engine Co.

OF

SOUTH JACKSONVILLE, FLORIDA

BUILDERS OF ALL KINDS OF MARITIME CRAFT

We congratulate the citizens of Monroe County upon their foresight, vision
and courage in completing this gigantic road program.

Gibbs Gas Engine Co.

SOUTH JACKSONVILLE, FLORIDA

AMERICA'S ISLAND OF FELICITY

Whether you approach Key West by rail or boat, by day or night, a sense of mystery and wonder always enfolds you. In no commonplace manner, as often elsewhere, do you reach this city far afloat in the Gulf of Mexico. To go thundering on a palatial train out over the magic emerald chain of keys, more than a hundred miles off to sea from the Florida mainland; or to sail on into the pellucid azure, the shimmering royal purple of those tropic waters, and then at last to reach a smiling city of fragrant memories all alone on its island of enchantment—this thrills you as few other experiences can.

At night, perhaps, after the sun is drowned in the scintillating Gulf where violent glories of blood and gold recall old buccannery times, the wonder grows more compelling. Maybe a crescent moon cradles an old one in her arms; the Southern Cross glows far down over horizons where lies Cuba; an immense and pale banner of zodiacal light spreads vaguely to the zenith. Huge stars, big as plums and ripe with radiance, seem ready to fall into the lap of earth. Then jeweled necklaces of tiny flashings arise from the sea—necklaces that are faraway Key West. Nearer and ever nearer twinkle those fairy lights. You land, at last, on a palm-clad island where it is always summer.

Only a trifling commercial accident made Key West American territory at all. Away back in 1815, Don Juan de Estrada—then governor of the Spanish province of Florida—gave to Juan Pablo Salas, for services rendered the Royal Artillery of Spain, the island known as Cayo Hueso. Cayo Hueso means "Bone Key," probably so named because of the many Indian bones found there as a result of battles between warring tribes.

It so happened that Salas met a certain John W. Simonton, on one of Simonton's frequent visits to Havana. Salas told him about the island. Simonton thought it would be valuable to the United States, as well as to himself.

"I'd like to buy Cayo Hueso," said he.

"How much do you want to buy it?" asked the Don.

"Two thousand dollars' worth," Simonton answered. And it was done, with Spanish coin, in the year 1822. I wish it had been some great-grandfather of mine who had bought it for \$2,000!

A commercial accident, that's all that made "Cayo Hueso" into "Key West." For by its geology and flora the island is absolutely West Indian. In Key West you find none of the usual American trees and flowers. Instead, you are bewildered by a richly amazing variety of growths, few of which you can name or recognize.

At first you see only a puzzling confusion, but soon you come to know the queer red-gum tree with shiny, twisted limbs; the bamboo and buttonwood, the china-berry and spiky sand-box tree; the banyan with its drooping tentacles that root when they strike earth; the lime and mango and avocado and gnarled sea-grape along beaches of surf-washed silver. Strange but entrancing are the guava, sapodilla, alligator-peach and pawpaw, the Australian pine, cactus, Spanish laurel and tamarind, the cork-tree, mango and tea-essie. "Tea-essie" seems to be the Key West name for it, but what it really is, I know not.

Everywhere yards and gardens are ablaze with gorgeous blooms that riot because they can't help rioting. They don't have to be incited to riot, as in the North. The lowliest cottage or even negro shack is often buried beneath scarlet poinsettias, purple bougainvillea or huge yellow trumpet-flowers. Rock-roses, jasmines and bergamots, African daisies and oleanders nod under the immense azure glow of cloudless skies; hibiscus bells wave their lace-like tongues in salt-laden breezes from a sea that is itself a poem of delight.

You can't be long in Key West before perceiving that you've reached a fisherman's absolute Eden. "Comchs," that is to say Key Westers, tell you they have the world's finest fishing, and this seems reasonable when you consider that more than 500 varieties of fish swarm in those opulent and colorful waters. Here dwells the richest marine fauna of any in the United States. And here you find speedboats a-plenty to carry you to the haunts of game fighters such as will give you battle-royal.

"Them there sunfish will

sometimes weigh a ton or so, an' they don't make no bones 'bout tippin' your boat over neither," an old salt one day informed me, at the fish pier, after having filled his pipe with my tobacco. It held about a cupful, that pipe did. He called it his "beggin' pipe," quaintly asking: "What's the use beggin' tobacco with a little pipe as don't hold hardly more'n a whiff or two?" Thereafter he added: "Yes, chief, one sunfish ketches a spell back here, kicked the beam at 1,700 pound." (Everybody in Key West, by the way, is either "chief" or "cap'n"). The blue of tropic seas lay in his glance, under the huge, tattered straw hat; and acent suns of many a long decade had tanned him coffee-colored. "That's some fish, I re'n. One o' them kind'll capsize you, all right. Gam! But what the gamiest fish is, dogged if I know." He spat brown into the limpid blue sea. Just because one smokes, need one relinquish one's quid? "Tarpon, amberjack, silver king, bull-headed jack, mutton, barracuda or sailfish, there's experts as claims they're all the fightin'est kind. Tarpon, he's the wildest, showiest scrap-fer, some ways. He'll jump an' shake himself 'lar. We ketches 'em up to 200 pound. Amberjack's very game. A good un'll tire you plumb out. Muttons an' jacks are the longest fighters, an' sailfish the most dangerous. They got a pike on 'em a foot or more long, an' can receive it right through your boat. Sawfish'll rip up your boat—an' you, too!—with their three-foot saws. Some fish, cap'n!"

If you want "color" and lots of it, just hang around the fish piers and let the color soak in. Wonder why no artist has ever immortalized himself by painting Key West harbor with the brown and white sails of the fishing-fleet a-wing on their homeward way against the vast golden sunset glow? Birds of the southern seas, they fold their pinions as they come to rest along the water-front; and there the barefoot fishermen display their wondrous catches of beautiful, rainbow-tinted angel-fish, banded yellow and brown hogfish, black and yellow porkfish and many another that would grace any aquarium. A pity, it seems, to eat such works of art as those!

Then, sponges. You won't be long here without seeing the sponge-warehouses and platforms, where infinitudes of sponges are dried, clipped, sorted and baled. About 75 boats with some hundreds of men wrest a living from the reefs by hooking up and marketing the best sponges in the world, better even than the Mediterranean catch. It's interesting to sail out to the sponging-grounds, to see the workers scull their dinghies along, watching the bottom through a water glass; then, by a most dexterous twist of the wrist applied to a three-pronged hook with an enormously long handle, bring up from a "spot of bar" strange, black, slimy objects that never in the world would you recognize as sponges.

Details of cleaning and curing need not detain us. These are a story in themselves. So many phases of Key West life would make complete stories! The reefs yield sheepswoll, yellow, grass and wire sponges, with a few velvet, running to a yearly value of perhaps \$300,000. A worthwhile business, that!

Turtles you shall see a-plenty—huge sea-turtles, hawksbill, loggerhead and green. The greens are most numerous of all, and likewise the best eating. Hawksbills are getting scarce, these days. The value of their shells has proved their undoing. A good hawksbill carries \$70 on his back. As steak and soup, the green turtle undergirds a wondrous land-change. Key West, by the way, is the only city in America with a turtle-soup cannery, and gourmets in many lands smack their lips over its product. Live turtles, too, are exported, some fifty being sent North every week. You can see these unfortunates lying on their backs at the steamer-wharf, awaiting doom.

"We ketch 'em fur down the Caribbean an' on the Mexican coast," an aged cap'n will tell you. "Used to be no end of 'em right round here an' down to Tortugas, but they're gettin' scarce, now. Our schooners runs down an' buys 'em from the turtle-fishers, an' brings 'em in alive. Them fishers ketches 'em in nets, an' sometimes at their sleepin' places on shore. With luck, they

The Sparkling City of Key West--A Fragment of the West Indies in the United States--Some Amazing Prodigies of the Deep--Life in the Most Exotic of Our Cities.

(Reprinted through courtesy of Travel Magazine).

(BY GEORGE ALLAN ENGLAND)

now or then rounds up a whole herd of 'em.

"All three kinds o' sea-turtles lays three times a year, exceptin' the green, as lays only every other year, but even then it lays three times. You know what I mean. 'Bout a hundred an' fifty eggs the first time, less the second, an' still less the third. A good green'll be worth \$10, an' a loggerhead only two. Full-grown turtle'll weigh up to a couple hundred pounds, an' we ketches five to seven thousand a year. Sharks lays round the water, an' they take to the water. It's a plumb-jam wonder, I re'n, there's as many as there is. Yes, chief, it is so."

Plenty indeed there seem to be, if you visit the turtle-crawls (crawls where in great pens of concrete piling the huge lazy monsters swim in the limpid tropical waters, dive, wallow and surge up to blow, with a hissing whoooooh! Many an hour have I idled at the crawls, marveling at the great, clumsy, stupid creatures that evoke images of a prehistoric world when reptiles ruled the seas.

Practical folk may like to inquire into the shipping at Key West, and compile figures showing that in nine months of this year a gross tonnage of 239,905, with some \$30,000,000 of cargo, docked there; that this port is nearer the Panama Canal than any other in the States; that its strategic position for all Gulf and South American ports is unsurpassable. Such business-like people will tell you no lighterage, towing or dredging is required at Key West, with its deep water right up to the wharves—"the only natural and undredged harbor, sir, on the Atlantic coast." All very true, as likewise that three immense car-freeways convey freight-trains to and from Havana without breaking bulk, so that Philadelphia and New York get direct fruit-shipsments from Camaguey and Oriente, Cuba. But facts like these, or the height of the immense wireless-towers (one of the most powerful stations in the world), or the \$2,500,000 submarine base in this "Gibraltar of America," lack the real Key Westian flavor of—say—the cigar-factories there. Who can think of Key West without thinking of cigars, or dwell there long without seeing those miraculous smokes being rolled?

Only in Key West, it appears, can cigars be made to equal those of Cuba. The business started away back in 1832 and is still going strong. The warm, moist air keeps the tobacco just right for handling. "Tobacco-winds," so-called, make the weed suave, soft or silky. Worked in colder climates, the precious Cuban leaf crumbles. And man! what smokes you can buy in Key West for a nickel! Fifty million cigars a year issue from the factories of "Cayo Hueso," to beatify the world.

How many a time I have wandered through such factories, redolent of the blest weed! Bales and mountains of odoriferous leaves, huge rooms with many big windows and long benches where dark-skinned Cubans with deft fingers roll the magic cylinders, packing-rooms where extremely pretty and brunette señoritas sort and band and box the cigars (you remember Carmen!)—these appeal with a very special charm. Spanish is all you hear spoken there. And can this, you wonder, really be in America?

Your Latin workmen do not take life or labor any too seriously. Even at work, they're diverted by a professional reader. This purveyor of amusement and information stands in a kind of pulpit at the center of the long room, blue with tobacco-smoke through which lances of sunshine come slanting, perfumed with the

grateful aroma of the delicious tobacco weed.

"In the morning, senior, I read them the newspapers," one genial reader tells you. "In the afternoon, some good novel. No, it is not cheap fiction. I give them the best. Just now, I am reading them Quo Vadis. No, senior, I never smoke. My profession is reading aloud, all day. I must preserve my voice. Ah yes, the work—I love it. Agreeable, and so instructive!"

He reads half an hour or so, then rests perhaps 15 minutes, and so on. And for this service each cigar-maker pays him 25c a week. That's only about four to five cents a day for the best literature and all the news—not bad. The readers make a good thing out of it, the work of cigar-rolling is lightened, and everybody is content. Imagine an all-American, efficiency-plus factory with a trained reader to entertain the scientifically-managed operatives with Sienkiewicz or Shakespeare or Shaw!

But then, we Nordics are more highly civilized.

A touch of color pleasant to the discerning eye is given by the Cuban life at Cayo Hueso. Just what the percentage of Cubans may be, I know not. Enough to say that everywhere you see Cubans and hear Spanish. One who (like myself) delights in Romance languages and habits will find Key West appealing. Whether at work, or resting in their little houses or on their flower-clad piazzas, or sipping and smoking in their coffee-shops and clubs, the Cubans are friendly, picturesque, likable—in a word, sympathetic. They seem to know little about comfort. Why they paint their rooms a shiny blue, and always sit on hard chairs in their front halls, is one of life's insoluble mysteries.

What people to talk, to "visit" and gossip! Their little groceries, drug-stores and barber-shops are living fountains of conversation. Key West Cubans are addicted to artificial flowers, brown cigarettes, phonographs, bicycles and flippers. Their open-fronted shops—for in that divine climate who needs a closed door?—reveal to the passer-by "the whole works" at a glance. More is sought in commercial establishments than in edibles, dry-goods or shaves; politics and personalities are part of the stock-in-trade, and sidewalk and interior mingle with no dividing line.

Sunday afternoons you should see the Cubans in all their best, strolling through the walks of the park, among hibiscus and palms, listening to the band-concert, or sitting on their porches and in their flippers, similarly occupied. According to the words of the old song, "I tell you it's something to see!" High-cockalorum is

what they are, and no color-contrasts of raiment are barred. In the old days when Key West had trolley-cars with the janglingst gongs in the world, the Cuban motormen used to smoke cigarettes as they drove along. Now that buses known as guaguas (pronounced "wawaw") have displaced the electric cars, you'll see a driver stop his bus, dive into a shop for a drink of "tonic," take his seat again, light up, and blithely step on the gas with a trail of tobacco-smoke in his wake. Duplicate that in any other American city, if you can!

During the Spanish-American War, Key West was a huge military and naval base, an advanced post thrust almost into the Spanish lines—for Cuba is only just over the horizon, Havana lying just 90 miles away. The city became headquarters for a naval court, several million dollars' worth of prizes being brought in. The court of inquiry regarding the blowing-up of the "Maine" was held there, too; and a fact that only too few Americans know at all—the bodies of many of the sailors killed in that disaster still lie buried in a little cemetery in the heart of Key West. Most tourists pass it by. Perhaps, reading this, a few may pause there to remember the disaster of February 15, 1898.

The Key West Cubans still remember it, still orate of it at the San Carlos—in the school where, of by the way, English is taught, as well as Spanish. Lectures and plays in the mother-tongue keep the Cubans' intellectual home-fires burning; and when now or then some dramatic star with a theatrical troupe comes from Havana or Old Spain, Cuban Key West turns out in mass, dressed to the ultimate second. Mantillas, shell combs and fans, however, are of the past. Key West Cubans flappers now flap as short-skirted and bob-haired as any in the North. So, too, in Havana. Years ago, when I first knew that delectable city, it was all so different. In this respect at least, one perhaps regrets the passing of the old. Nothing can ever replace a crimson Spanish shawl, the sparkle of dark eyes over an ivory fan. . . .

And then, there's the Key West negro. He seems a good negro; and to hear him talk Spanish with fluent ease always astonishes me, at the same time that it makes me a trifle envious. He's neither "uppity" nor yet servile; a very self-respecting and reasonably industrious friend and brother.

As you stand at the steamer's rail, on arriving, black boys along the wharf vociferate for coins, dive after them in the jolly blue and green-crystal waters, catch them before they waver to the bottom. Along the flower-bright

streets and white-surfaced, rutted little alleys, you glimpse Aunt Dinah boiling a huge kettle outdoors under a banana-palm, doing some white-folks' wash. Other Aunties, splendidly erect and with majestic gait, bear huge baskets of laundry on turbaned heads. Firewood, beams, everything, all has to be borne on the head.

You shall find delectation, at Key West, in observing the negro barber-shops, in harkening the cries of Georgie, the hot-scouse woman, Agnes, the vender of coconut-candy, Uncle Rastus, who comes down the shining white street with a barrow-load of fish and vociferously yells: "King!" In the old days when the Jefferson Hotel was running, I well remember my negro mammy of a chambermaid, who—being offered a tip—said she'd prefer a good strong cigar, and got it, and smoked it too, while making up my bed.

Aunt Rachel Munnings, perhaps, will tell you about ghost-stories, and such, as she sweeps the fallen hibiscus-blossoms from the front walk.

"Dey don't bodder me none, sah!" she assures you. "Cause why? 'Cause ebbery day I bles my coffee, an' throws all de coffee-grounds in de corners o' my room, an' den ha'ts got to stop 'fore dey can come messin' long o' folks. An' wha's mo', yo' takes some o' dem black Barnabas beans, an' puts 'em on a grave, an' dat sperret can't come humbuggin' yo'. No-way. I knows, 'cause I done tried it. I tried de coffee-grounds, an' de black beans, too, an' nary ha't de ever see. Ain't dat a good proof, sah?"

Artists, go out with the sweating, tolling shark-fishers, if you want the stuff, in the raw. Paint a negro baptism on the shining sands, with the saints in snowy robes being plunged beneath the wave, while a great multitude stands singing as only blacks can sing! Catch, if you can, the pomp and circumstance of a negro Masonic funeral. This is super high-cockalorum, to the nth! Crimson plumes, white cotton gloves, open Bible carried on a board slung from the shoulders of a statue-sque old patriarch; mitres, aprons, staffs of office; slow music from negro bands, halting hearse, long line of white-clad girls and women bringing up the rear, with aged motor-cars and rickety buggies, hacks and such—it's all a picture that, once seen, you shan't soon forget.

And most of Key West's negro life is made of pictures such as Lafcadio Hearn would have greatly loved. Can one say more? Engineering students never tire of wondering at the gigantic problems met and overcome by

flagler in the building of his "eighth wonder of the world," the Overseas Railway, whereby he grappled this seagoing city to the mainland with links of steel.

The "ninth wonder" is the great new Overseas Highway. Work is being pushed at both the mainland and the Key West ends of this amazing motor-road. Everglade swamps, mangrove-tangled keys, sea-water 30 or more feet deep, powerful tides, long stretches of open ocean have all failed to deter the engineers of this, the most astonishing highway construction ever attempted. When this seagoing road is finished, motorists can drive from Canada directly into Key West. Where else shall you find a marvel quite like this?

As for me, I'm frank to confess that motor-highways, ball-rooms and golf-links at Key West rather pale in interest by contrast with the old-time flavor of tropical seas, the mystery and romance of ancient wrecking and buccannery days, that one can still hear legends of. Romance and traditions of the old sea-hawks are still to be heard at Key West.

There's old John Gandolfo, for instance, with a whole yard full of palms and a head full of memories. Thin brown face and hands, masses of silky white hair and beard, penthouse brows and piercing gaze all make him a figure not soon to be forgotten; truly a seafarer of old time, such as now-a-days one rarely meets outside the pages of a book. If you get well acquainted with Gandolfo, he'll maybe fetch out a real pirate chart—drawn on a sailor's canvas damage-bag—and tell you somewhat of its history.

"My grandfather was in a hospital in Philadelphia, long an' long ago, an' there was a sailor dyin' there. This here sailor ups an' asks if there's anybody there from Key West, an' a doctor says, 'Yes, sure, he is!' meaning my grandfather. Well then, sir, the dyin' sailor takes an' drags this here canvas bag out from under his pillow, an' gives it to my grandfather, an' then he tops his boom, entire—what you'd call dies. Grandfather, he never takes no stock in it, 't all, an' he gives it to my father, an' my father gives it to me, see."

You look at the ancient dented bag. You behold dim, pencilled lines; the map of an island with palm-trees and rocks and a path indicated; likewise (as in all well-regulated pirate narratives), a cross where the treasure lies hidden. The faintly-written inscription says:

For guide
Captains Key 20
miles South by West
there lies seventy thous
dollars in pieces of eight
in a barrrel
Turtle Island
Florida
Capt. Sandford

"Some day," old Gandolfo mildly assures you, "when I get round to it, I'm goin' to have a look for them there pieces of Key eight. Turtle Island? That must be the Tortugas. Cap'n's Key? where you got to start from? I don't just know. But I'm a figgerin' on that, a-figgerin'! An' when I gets my mind made up, I'm a goin' after that there pirate treasure. You'd like to take a share into it? Too busy, eh? Oh, all right, but if you happens to change your mind—"

In the good old days, wrecking was a legitimate and honored profession at Key West. More than 20 vessels used to be engaged in it.

Judge Browne will tell you how the cry of: "Wreck ash-o-o-o-re!" would electrify the population and empty any church, on Sunday, as promptly as the shout of: "Fire!" One Sabbath, according to the judge, a certain Squire Eagen was holding services, and from his pulpit had a clear view of the ocean. All at once he spied a brig beating down the Gulf perilously near a reef called "The Sambo's." He saw her miss stays and drift toward the reef.

With cautious eye he watched till he was certain she was fast

ashore, then formulated a master-stroke of action. The Squire, it seems, was owner and master of a wrecking-vessel. By law, the direction of salvage-operations was given to the master of the first vessel to reach a wreck. This "wrecking-master" had extra compensation.

Squire Eagen knew full well that if he announced "Wreck ashore!" from the pulpit, his congregation would all get out of the church ahead of him, and some rival master reach the wreck first. His text was Corinthians, I, IX, 24: "Know ye not that they which run in a race run all, but one receiveth the prize? So run that ye may obtain."

"Warning to his subject," says Judge Browne, "he came down from the pulpit and exhorted his hearers to equip themselves for the great race. Down the aisle he strode, hammering his text into the congregation with forceful gesture and apt illustration. When he reached the door, he startled his hearers with the cry of 'Wreck ash-o-o-o-re! Now we'll all run a race and see who receiveth the prize!'"

"He dashed down the steps and out into the street with all the men and no few women streaming after him. But the Squire had a good start on them and soon reached his schooner, the Godspeed. With a crew made from members of the congregation who had overtaken him, he set sail, reached the wreck first, and became wrecking-master, to his great material benefit."

Key West is different from all other cities, filled with beauty and with curious, unique pictures. One ponders on the oddity of a place where no cellars exist; where stands the only lighthouse in America to be located in the center of a town; where every fire-hydrant is an independent unit, driven down to salt water—the best kind of water, by the way, for putting out fires—and where the people's health is so good that the one and only undertaker has to work at other jobs to make a living! Epidemics spare Key West; the flu hasn't a ghost of a chance there; pneumonia is a practical impossibility. The Key Westers assert they have the finest climate in the world and "by George, yes, chief!" I do verily believe they're right.

I wonder if there's any other city where little boys on bicycles carry home cakes of ice tide with string and dangle? In all their lives those boys have never beheld real, honest-to-goodness ice. They know nothing of any kind except from the factory, and how I envy them for that! And surely no other tropical city, so intimately related to the sea, has ever fared so well as regards tempests. The highest "hill" isn't 15 feet above sea-level, yet Key West has never been flooded or washed out. The buffer of the Florida Reef immutably protects her, and no tidal wave can come a-nigh. Nor have hurricanes ever devastated Key West. She is a city built upon a rock, and shall not be removed. The hurricanes of 1919 blew more than 120 miles an hour, yet only two buildings—both close to the water-front—took serious damage. Low-lying and securely built, Key West has little fear of hurricanes.

Key West is no mere city, like other cities, to be known by facts, figures, hard realities. She is (to me, at all events) somewhat a state of mind, unique and unapproachable save by those who love and understand the tropics, and yield gladly to their enchanted wooing. Key West, to understanding hearts and souls, is more than can be written down in words. Once you have known her, you shall betimes feel keen nostalgia to return. She is a gentle mother who with rare tenderness knows how to calm the winter of our discontent.

GENTLY WAVING PALMS—



Tropical scene on the keys where it's summer all winter and big game fish come to play.

DEPARTMENT OF COMMERCE OUTLINES AIR ROUTES SOUTH

The Department of Commerce has issued a map of the United States showing six phases of the airways mail and express routes as existing of that date. The map is being widely printed in the newspapers in the north.

The new route between Key West and Havana is given prominence in the southeast corner of the map, being indicated by a thick black line starting at Key West and continuing in the direction of Havana, which city is not shown, but is indicated by the words, "To Havana," with an arrow.

On this map heavy lines indicate airways under mail contract. With the exception of a short line between New Orleans and Pilot Town, southeast of it, on a projection into the Gulf, there is no other airway under mail contract anywhere south of an imaginary line between Los Angeles and Fort Worth and Dallas, Texas.

Key West, therefore, occupies a unique position in all the vast territory south of St. Louis, and east of Dallas Fort Worth, Oklahoma City, Wichita, Kansas City and St. Joseph, Mo.

From New York City to New Orleans runs a zig-zag line of black and white dashes indicating airway under mail contract but not yet operating.

From Atlanta through Jacksonville to Miami run parallel light lines which show airway on which mail contracts are advertised or pending. Between Miami and Key West a single thin line shows a proposed airway.

A recent dispatch from Washington explains that this gap, once bridged, will give through air mail and passenger service between New York City and Havana in less than 20 hours.

This special dispatch was based on an announcement of the Aeronautics Branch of the Department of Commerce, and continues: "With the extension north to Miami, 128 miles, of the present contracted air route from Key West to Havana, 20-hour mail and passenger service by air between New York City and Havana becomes possible."

"This service will be made possible by a proposed new air mail contract route between Atlanta and Miami. Survey for navigation aids of the new Miami airway is in the 1929 program of the Department of Commerce beginning July 1, 1928."

"The Miami route is 622 miles each way. It will connect directly with the New York-Atlanta route to be put in operation soon."

Undercurrent of talk in the Postoffice Department at Washington gives indication of great things for Key West, which are to result from the projected airway services.

Only a few days ago it was announced that Percy A. Rockefeller heads a group of capitalists who have organized the Atlantic, Gulf and Caribbean Airlines, Inc., seeking control of through airway lines which will connect North and South America, handling passengers, express and mail by airplane. The new corporation already controls the Pan-American Airways, it is reported. Hayden, Stone, & Co., are associated with Mr. Rockefeller in the negotiations.

Twelve million flying miles were covered over civilian routes in the six months ended Nov. 1; in this time airway operators alone covered 2,642,364 miles, and carried 1,891 passengers.

Mail matter totalled 621,256 pounds, and express matter 1,045,222 pounds. The income from air mail was \$773,280.95.

FLETCHER SEES HIGHWAY AS GREAT UNIT

OVER-SEA HIGHWAY ONE OF THE MOST IMPORTANT LINKS IN GREAT INTERNA- TIONAL ROAD SYSTEMS

The Over-Sea Highway as one of the most important units in a great national and international system of highways is seen by U. S. Senator Duncan U. Fletcher. In a recent letter Senator Fletcher gives some interesting information as to the early history of some of the roadways that, when linked together, will form this great traffic route.

Other expressions of the future possibilities and influences of the Over-Sea Highway upon the commercial and social life of the cities through which it will thread its way are being made daily by prominent citizens of southeast Florida.

Senator Fletcher's letter follows:

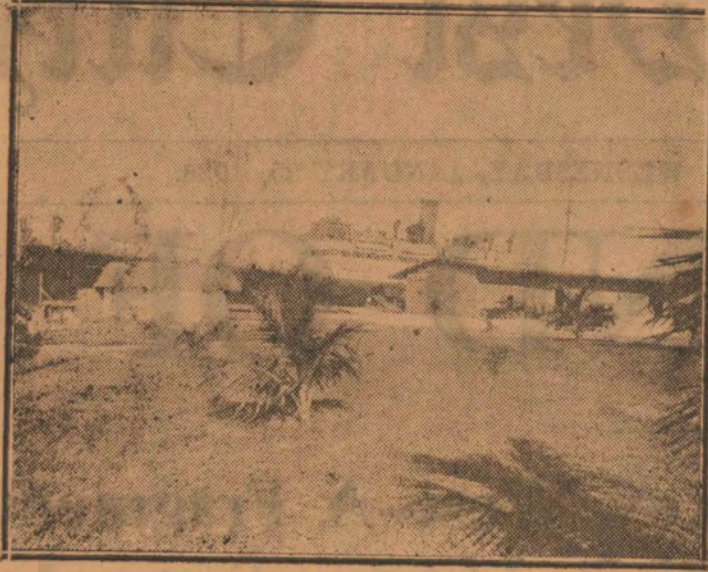
"The Bureau of Public Roads Department of Agriculture, has issued a statement October 8th to the effect that the Atlantic Coast Highway, stretching from Maine to Florida, and connecting all of the important industrial and manufacturing cities of the Atlantic seaboard, is in full operation. This highway is known as United States Route No. 1. It stretches from end to end of the 13 original colonies, from Fort Kent, Maine, to Miami, Florida, the connecting sections of the Atlantic Coastal Highway known as United States Routes No. 1 have formed a highway of history for 300 years. Washington traveled it repeatedly in peace and war. It connects New York, Princeton and Philadelphia, the three cities at which the capital was established in the early years of the republic, with Washington, the final choice; and it passes near or through nearly all of the revolutionary battlefields and many of those of the civil war. It grew from the blazed footpaths of the settlement era to its present condition of being surfaced for 84 per cent of the distance, graded but unsurfaced for 15 per cent, and unimproved for less than one per cent. Work is proceeding on the less improved sections."

"Connecting semi-tropical Florida with north-temperate Maine, the road is the principal tourist route from the large eastern cities to the winter resorts of the South and the summer resorts of New England. Its strategic value as a military road in time of war is the conclusive element which stamps this road as the most important, everything considered, in the United States."

So great is the power of radium that one pound of radio-active substance could, if liberated, exert a force equal to 150 tons of dynamite.

When the Tagati tree of Bali away weeps, it is said to indicate the approaching end of a long drought. The trees weep for nine days before the rain comes."

TRUMBO ISLAND



Where Flagler's dream found its terminus in Key West. The Over-Sea Highway now parallels the railroad across the keys.

SCIENTIST GIVES DATA ON SOIL ALONG KEYS

MANY BEAUTIFUL EXAMPLES OF KEY HARDWOODS MADE UP INTO USEFUL TROPICAL SOUVENIRS

John Kunkel Small, Ph. D., Sc. D., writes with much experience and valuable data on the various trees and shrubs grown on Key Largo and in his work Professor Small divides the Florida Keys into four groups. He classifies Virginia Key and Soldier Key as the upper sand keys and from there to No Name Key, which includes Key Largo, he designates the formation as limestone. No Name Key to and including Key West are classified as formations of Miami limestone, while the far flung fringe of Keys to the west including Tortugas are the lower sand keys.

The flora of the Key Country is of a distinct West Indian type and the growths are closely related to the flora of the Bahamas, Bermuda and Cuba, with a relationship to the flora of certain portions of Florida lying west and southwest of Miami.

It has been common knowledge to navigators and inhabitants of Florida Keys that magnificent mahogany forests existed at Key Largo and when preliminary surveys and development work in clearing for Key Largo City was begun, these trees were frequently seen and in some instances it was necessary to fell them in clearing for improvements. Many, however, may still be found on this island and while they are frequently known as Madeira redwood, Professor Small technically terms them Swietenia, Jacq., of the family Meliaceae, order of Geraniales and considers them as an erect hardwood with their usual habitat in hummocks on both the upper and lower Keys with distant members of the family, usually in shrub form, growing in portions of the Everglade Country. Wood similar to Key Largo mahogany is found in the Bahamas, Cuba and the Antilles and is also peculiarly adapted to various forms of fine wood working.

Many beautiful examples of the Key hardwoods made up into attractive and useful tropical souvenirs are being displayed by O. B. Rhine and Wyatt Prevatt at the Forest Pottery Shop, 19 N. E. Second Ave., Miami. These novelties of wonderfully colored and figured woods make handsome mantle and table pieces and are certain to be appreciated by those who seek a distinctive and practical souvenir of the American tropics.

KNOW FLORIDA

Ponce de Leon, discoverer of Florida, was a member of Christopher Columbus' crew on the latter's second voyage.

Forty-seven per cent of all varieties of trees which grow in North America north of Mexico and the West Indies are native to Florida.

Plant City shipped 3,779,404 quarts of strawberries during the 1926-27 season and grossed \$1,209,400 for the crop.

Florida possesses 204 varieties of trees native to the soil and that an additional 60 or more imported varieties are growing in the state.

In one year Florida farmers marketed \$80,000,000 worth of crops from less than 2,000,000 acres of land.

The distance from Pensacola to Key West by rail is approximately the same as that from New York to Chicago.

With the exception of Georgia, Florida is the largest state in area east of the Mississippi River.

Florida is the largest producer of cattle in the east. The first electrically driven merchant vessel to ply the Seven Seas sailed from a Florida port. It was the Clyde Line Steamer Seneca, destroyed recently in New York Harbor.

WE ARE GLAD

THE OVER-SEA HIGHWAY

IS OPEN

Let us add our good wishes to the citizens of Monroe county on this big day.

ALLAN B. CLEARE AND CO.

We congratulate the citizens of Monroe county upon the completion of the Over-Sea Highway and the opening of the ferry service.

JOHN C. PARK PLUMBING

SEND YOUR FRIENDS A CARD FROM KEY WEST

We have all kinds of views for your selection.

SAN CARLOS BOOK STORE DUVAL ST.

Dreamland Cafe Near City Gate

Dreamland Cafe, operated by Ivan Key, on Stock Island is the first place of entertainment that the tourist finds coming into Key West, it being located on the highway at Stock Island.

A pretty arch across the road reveals to the traveller that it is the first chance and last chance in and out of Key West to get cold drinks, sandwiches and tobacco.

Martin Key is a pioneer on the island and has operated the cafe only lately turning it over to the management of his son Ivan.

It is a pleasant place to stop and get refreshed while enroute to or from the city.

The Bangal Flying Club has come into existence in Calcutta.

Cayo Hueso is Spanish Name

Cayo Hueso—Bone Key.

That is the original name that has been brought down to idiomat Key West over several years of usage by residents and visitors.

It was named Bone Key by the Indians and legend has it that

when the first white man came to this island, the bones of Indian tribes were scattered in profusion along the shores of the island.

This was explained by the fact that the Seminoles, in their battles with the Key Indians, pushed the latter further and further back until they came to their last stand—at Cayo Hueso.

Here they faced on the one hand the great expanse of the Caribbean—with no knowledge of its islands—on the other the relentless Seminoles, intent upon extermination of their ancient enemies.

They chose to die and if history is correct, did die in great numbers defending their last of the keys from invasion.

A good many people are happy without saying much about it. But not many people are miserable that way.

This is a great day for MONROE COUNTY

and her courageous
citizenship

A welcome awaits all who
come to us over the

OVERSEA HIGHWAY

FOR
RIDES
OVER
THE
OVERSEA
HIGHWAY
A BICYCLE
IS JUST
THE THING

SAWYER CYCLE WORKS Eaton St.

THE COLUMBIA STEAM LAUNDRY SIMONTON ST.

The Class Of Service

rendered by

The Gas Service Company of Key West

Is another good reason why those who travel the road over the Keys will want to stay in Key West.

The Gas Service Company of Key West

WELCOME
FOLKS
WHO
TRAVEL
THE
OVER-SEA
HIGHWAY

KEY WEST
COCA COLA CO.
K. O. THOMPSON
OWNER

HENS
FRYERS
VEGETABLES
AND
CHICKENS—

RUPERT KNOWLES
SIMONTON ST.
PHONE 510

WE
FURNISH
KEY
WEST
WITH

FISH THAT GETS AWAY ALWAYS BIGGEST ONE

It goes without saying that the fish that gets away is "the biggest fish of all." Often it is really true. Here's a monster fish along Sand Key, five miles out of Key West, who has stripped 17 fishermen clean of their tackle and only two men have seen him. But he will weigh a good 600 pounds, and one day, if he keeps at his old stunts, the three year hunt for the monster will be ended by a lucky sportsman.

Whether you land your fish or whether you lose him, there's a thrill in every minute of the battle. Take the sailfish, a huge chap, reaching eight feet or more. He's one of the speediest of fish and can swim at a rate of 60 or 70 miles an hour when first poked. He sets the reel smoking as he whizzes through the water with express train speed. He can jump across 30 feet of ocean and has been known to leap more than 10 times when on the line.

Today, sailfish are caught by both men and women near Key West, Miami, Ft. Lauderdale, Stuart and other towns. The record is 498 sailfish last season, most of them liberated, is held by Long Key, a picturesque island, located on the Florida East Coast railway oversea extension, about 10 miles south of Miami. Truth is, the vast numbers of cat, fighting, leaping game fish the American tropics constitute a marvelous game resource that everyone can enjoy. They afford more thrills than the big game hunter can have in Africa, and the sport lasts longer. It's not over the roar of a heavy rifle. And there are millions of fish in these beautiful semi-tropical waters. There are all sorts, from fish that weigh one pound to those that weigh 5,000.

The tarpon, glorious "Silver King," has more tricks of rearing the hook than the sailfish. When caught, he will wag his head from side to side like a bull dog, and leaping from the water amid a rainbow of spray,

has been known to throw the hook 50 feet from his mouth.

A few months ago, Nat Jerlaw, famous fisherman, was almost struck by a tarpon when it jumped clean over his boat. In winter, this giant herring is often seen by thousands in the waters of Key West, and has been caught from the docks there, and beneath the Long Key viaduct. In spring, the tarpon seeks the channels and fresh water streams and is caught in summer as far North as Bayport at the mouth of the St. Johns River, at Ormond, Daytona Beach, and elsewhere along the Halifax and Indian Rivers, and in the New River at Ft. Lauderdale.

The tarpon is a heavier fish than the sailfish, sometimes reaching up close to 200 pounds, the record is 215, while the sailfish runs up to 95 in these waters. No one knows the purpose of its great caudal fin or "sail," though it probably serves to stabilize the fish in its rush after bally hoo and other small fry.

"Tiger of the Sea"

The great barracuda, "tiger of the sea," goes after the bait like a shot out of a gun. He will rush anything that moves, even a white rag tied on a hook. He will dash to the side of a boat and bite in two with his huge canine teeth a kingfish of his own size that is being pulled from the water. He has been known to kill human beings. He runs up to fifty-seven pounds, and when first taken from the water is a gleaming, quivering, iridescent mass of silver. I've seen six or eight barracuda after a single fish on my line. The barracuda really is a splendid sporting fish, often leaping gloriously into the air when first hooked.

If he is the "tiger of the sea," the great amber fish, or amberjack, which reaches 100 pounds, deserves to be called the bull dog of the ocean. This grand fish never jumps. It always bores down.

A man who has fought one of these plucky fish for an hour or so, becomes an exhausted, weak and wobbly, sweat-drenched wreck. His back aches, his hands

are blistered through pumping the monster. Sometimes he becomes too weary to exercise his best skill with rod and reel, and the jack gets away.

The Saw Fish

A new sport is provided by the big saw fish, a monster that reaches 30 feet in length, and a weight of two tons or more. He is found in the Halifax and Indian Rivers along the East Coast of Florida, in the shoals of the Florida Keys and elsewhere.

You go along slowly in a launch until you see a big shadow on the bottom, you hurl a spear unto it, and the thrill begins. When he comes to the surface, the saw fish will thresh his "saw," a flat bony projection of his snout, armed with flat-edged transverse spikes, in all directions. When hooked, a saw fish has been known to kill a shark which rushed to attack it. A big saw fish has been known to tow a boat for eight hours.

The giant manta or ox ray is another monster that puts up a glorious fight. The broad wing-like fins of this largest of rays give it a strangely bird-like appearance, an effect which is heightened when it is caught and flaps over the surface. One of the largest of these fish taken recently was caught near St. Augustine and weighed 1,285 pounds.

Grouper Good Fighter

A grouper will often put up a great fight, leaping from the water. He is splendid eating. So is the plucky, battling kingfish another fighter and leaper. Striped bass, sea trout, the enormous jewfish, that beneath the water looks big as an ox, snappers, yellow tail, all afford magnificent sport.

Man has always yearned to fly. Leonardo da Vinci worked out a plan for a flying machine in the 15th century, but nothing came of it.

For the first time in 40 years the Cruisette in Canes has been covered with a thick mantle of deep snow where only a few hours before hot sunning ruled.

WIT AND WISDOM

Even the poorest shoemaker manages to hold on to the last.

Laugh and world laughs with you; weep and you streak your rouge.

Keep your temper if it is good, and be sure not to lose it if it is bad.

As a rule, the girl who is self-possessed can be induced to transfer the title.

There is something dramatically wrong when a lawyer advises you to avoid litigation.

FAMOUS BIG GAME FISHING CAMP IS ON LONG KEY

One of the famous big game fishing clubs in the world is located at Long Key—known as the Long Key Fishing Club.

Many famous sportsmen have gathered there year after year. At the present time it is under the management of George G. Schutt, son of L. P. Schutt, the well known manager of La Casa Marina Hotel at Key West. This camp is operated as a part of the Florida East Coast chain of hotels along the east coast.

The club was organized in March, 1917.

One of its presidents was Zane Grey, the widely read author of western stories who landed some big catches along the keys. Prizes are offered each year for fish in every class and specie.

In Europe today 13 countries are ruled by monarchs, while 15 countries have presidents.

Our Congratulations

To the county officials of Monroe county whose untiring efforts have been devoted to the completion and formal opening of the Over-Sea Highway—the most magnificent scenic roadway in the country today.

Also to the citizens of Monroe county who have made the road possible.

Visitors to Key West will find a cordial greeting at our place of business where the best of everything in our line is to be found.

MONROE COUNTY

AND

KEY WEST

Extend a cordial welcome to all visitors.

THE OVER-SEA HIGHWAY

Will cement closer the bonds of friendship between this city and the mainland.

We congratulate the county commissioners upon a splendid achievement and the citizens of Monroe on their loyal support.

We Carry a Complete Line for the Whole Family

D. Aronovitz Dept. Store
618 DUVAL ST.

THE NAVY SMOKE SHOP

GREENE ST.

The House of Choice Cigars and Cold Drinks

WELCOME, VISITORS!

Welcome to our refreshing, revigorating climate and soothing sea breezes; to our balmy sunshine to bask in and brown in, absorb and grow strong in; to our warm, friendly waters to bathe in and boat in and fish in; to our myriads of fishes in endless variety from the delicious, many-hued moon fish to the king of game fish, the tarpon; to our highways and by-ways and our palm-shaded nooks to drowse in and dream in; to the beauty of our dawns and sunsets and opalescent waters, and to all of the riches with which nature has endowed us, we bid you,

VISITORS, WELCOME!

The First National Bank of Key West

GULF OF MEXICO IS SADDLED---

Monroe County's Oversea Highway Puts To Sea To Terminate At Key West

THE PEOPLE OF ANCIENT CAYO HUESO, PEARL OF THE UNITED STATES' WEST INDIES, HAVE UNDERTAKEN AND ACCOMPLISHED GIGANTIC ROAD PROJECT

(An historical sketch by M. O. DE BOE)

(Editor's note: The writer is also author of the first articles ever written for roads on the Florida Keys—dating 1916.)

The Gulf of Mexico is saddled. For six score miles and five Monroe county's Oversea Highway puts out to sea. Its terminal is Key West, ancient Cayo Hueso, the pearl of the United States' West Indies. It forms the link and link of America's Atlantic Coastal Highway System, making a path by ferry to Cuba, on neighbor, 90 miles to the South, on to the great 750 mile motor road now under construction through the entire length of that rich, tropical Republic. It leads to the envisioned Pan-American Highway from Cuba to Mexico, through Mexico and Central America, and thence through the backbone of the great South American countries to the glacier region of the south. International in its scope, it makes the strategic link of the great highway that will open the way for greater understanding and bind amicably together all countries of the Western Hemisphere.

It is the work of the rank and file of Monroe county's people, 18,000 of whom, which is the greater part, reside in Key West. It is a people's highway, built by their vision, courage and devotion to their island homes. Achieved in the jaws of physical barriers, financial and political opposition, it stands as the "Ninth Wonder of the World," a colossal monument of human enterprise. The history of the world fails to show a greater work conceived, undertaken, and accomplished by a small community of people than the Oversea Highway. Behind it lies the epic of heroism, the daring and fearlessness of their challenge to progress, worthy of the blood of Sir Francis Drake and Spanish buccanniers, which they boast flow through their veins. Inconspicuously enough this master stroke of progress in timber and steel was made by a people, age old in tradition and custom, remote and aloof, prodigal of hospitality, a people who are touched with a leisure that is precious.

Posterity will be eager to have the personality and salient qualities of the men who wrought this ocean going highway. Loyalty and duty urge us to set down while memory is clear and events fresh the history of this tremendous human enterprise. It adds the chapter of growth to their inimitable histories of old Key West written by Walter Maloney, and Justice Jefferson Beale Browne.

Summarily there are three periods in its history, the visionary period, the pioneer period, and the period of growth and achievement. The idea of a highway spanning the Florida Keys to Key West was born in legend, old men's visions and young men's dreams. The pioneer period ended on October 16, 1923, when a bond issue was voted by majority of 2 1/2 to 1 by the electorate for \$200,000, to build roads and bridges, toward a road to the Florida mainland. Within a few days of one year and four months succeeding this issue a bond issue of \$2,650,000, financing the project to its completion was carried by the score, 863 votes to two against. And on January 25, 1928, the highway was formally opened to the public. From the date of beginning actual construction of the road, August, 1924, to its completion covers a brief period of three and one half years.

HISTORY IN SONG

But more history is to be found in a nation's songs than in its laws. As far back as can be traced the idea of a road to the mainland preceded the days of the automobile. "My old Aunt Becky tells me how her father told her that some day there would be a road connecting these keys to the mainland," many old timers about the wharves will tell you. It began in legend. It was born of the sea.

The first commitment of the idea in print, was made by Honorable George W. Allen, as part of a political platform as early as 1895, three years prior to the Spanish American War. Mr. Allen, collector of customs of the port, and president of the First National Bank of Key West was conspicuously identified with the coming of the Oversea Railroad

in 1912. His name is illustrious in Key West and all Florida, reminding the people of their great days. His is the honor of first making public the idea of an Oversea Highway to Florida's mainland.

No more was heard of the project until 1916, when R. C. Perky personally expended \$3,300.00 in a survey for roads on Key Largo, Big Pine Key, and Stock Island. Mr. Perky's plan was not only to have Monroe county build roads for development of the Florida Keys' agricultural and tourist resources, but to begin the building of roads, as part of the plan for a future connected highway. The direction of the roads then built lying along the Oversea Railroad tracks bear witness to this. A map of Monroe county, moreover, was displayed at that time in Wolkowsky's store, on Duval street, showing where the roads would be built, with dotted lines indicating the bridges, connecting a through road to the mainland. This was part of the advertising campaign for the election calling for a \$100,000 road bond issue. George W. Allen made the largest contribution toward the campaign expenses totaling \$250. Others were R. C. Perky, and John Lowe. Eugene Russell, headed the list of workers in the issue carried by large majority in the summer of 1916. Roads were built on Key Largo, Big Pine Key and Stock Island. This foundation was made for the ultimate issues which followed.

The project slumbered until the last month of the year, 1921, when on December 7th the electorate legally carried an election 7 to 1 for a road bond issue of \$1,000,000. Three hundred sixty thousand dollars was to be spent for portion of road, from Stock Island and Sugar Loaf Key. The remaining \$40,000 was to be used in constructing that portion of the road on Upper Matecumbe Key. In the death throes of this issue a new determination for the road was born.

Serving on the board of county commissioners at that time were William R. Porter, Otto Kirchheiner, Braxton H. Warren, Carl Brevaldi and Hilton Curry. The three former constituting a majority deemed it inadvisable to go on with the project under the terms of this \$400,000 bond issue and passed a resolution for a resubmission of the bond issue to the people on December 29, 1921, for a second election. Commissioners Brevaldi and Curry voted against the endeavor to off-set the original election.

A battle was on. The Key West Chamber of Commerce took the stand that the first election was valid and that the county commissioners had no law to back them in endeavoring to have a second election called. An injunction against the calling of a second election was brought by the Chamber of Commerce in the name of five citizens of Key West, A. P. Jerguson, Eugene V. Ashe, Dr. Michael Price de Boe, Wm. L. Bates and Virgil S. Lowe. Judge H. Pierre Branning, in a hearing in the Dade county court house, on Dec. 21, 1921, ruled that an injunction brought by the Key West Chamber of Commerce restraining a second election be granted. Gramling and Clarkson were attorneys for the Chamber of Commerce, while the plea for the commissioners was made by Wm. H. Malone. The Chamber of Commerce was represented at the hearing by Wm. E. Matthews, secretary. Mrs. Michael Price de Boe and A. P. Jerguson. Prior to this a petition with over 700 signatures of voters and taxpayer had been submitted to the commissioners, urging the sale of the bonds and work on the roadway begun.

Following the injunction the next step was mandamus proceedings. Once Monroe county's progressive citizens had set foot upon a path there was no turning back. But funds were limited, and the opposition powerful. The situation was critical. Illustrative of the prevailing humor of these quaint Key Westers, steadfast and loyal at all cost, is an incident that occurred in the directors' room of the Chamber of Commerce, during this stage of activities. Anxiety was rife, the opposition's power menacing, mandamus proceedings the only recourse left. Under discussion of whether or not they would bring

mandamus proceedings, a minority of two stood vehemently against it. Heated argument ensued. Finally when all were on the verge of mutiny, Dr. Michael Price de Boe arose, and said seriously, with great dignity: "Gentlemen, the situation appears to be one of two things, either Mandamus proceedings for the board, or Goddamus proceedings for us all." Unanimity was restored in hilarious uproar.

A petition forthwith for a writ of mandamus was brought by Gramling and Clarkson, representing the five citizens, named in the injunction suit, to compel the board to sell the bonds. At a hearing of the petition on January 23, 1922, the court entered an order denying the issuance of the writ. This ended the \$400,000 road bond issue. But Phoenix-like a new issue arose from its ashes. Agitation for the road to the mainland increased. With this issue the pioneer period for the road ended.

FIND STANDARD BEARERS

Frank H. Ladd and P. L. Wilson became the standard bearers of the project from that time forward. As early as the fall of 1920, however, Mr. Ladd had called the public's attention to the matter by a talk in a forum meeting of the Chamber of Commerce at Harris high school. Three years elapsed during which the \$400,000 bond issue "fought, bled and died." In the spring of 1923, Dr. Cornelius Kemp, president of the Rotary Club, requested Mr. Ladd to present the project to the Rotary Club. Upon conclusion of Mr. Ladd's address the club favored the project unanimously. A committee of Rotarians was appointed and a like committee by the Exchange Club, who met with the Chamber of Commerce and went into the matter thoroughly. Mr. Ladd was appointed chairman of the highway committee, formed at this meeting. Sub-committees were appointed. P. L. Wilson, one of the division engineers in construction of the Oversea Railroad was made chairman of the committee of engineers, composed of George E. Brown, of the U. S. army engineering corps; F. C. Brown and Clifton Bailey of U. S. navy engineering corps, B. C. Moreno, city engineer, Emory L. Pierce, former city engineer and Joseph Watkins, county engineer. This committee prepared its locations and estimates, using the same maps which the Florida East Coast Railway had used in making locations of the Oversea Railroad, also the more recent county surveys over a portion of the line. It obtained prices of material and machinery, considered many treasure designs, figured out the high and low lands on the Keys, investigated and discussed land values, assessed values and taxation. A finance committee of prominent business men investigating economic conditions, land values, and development possibilities. These and other committees reported at a subsequent meeting. The opinion was unanimous that the project was possible of accomplishment. The pressure of public opinion was brought to bear, and interest in the project so agitated that the board of county commissioners, after being called upon, called a special election to be held October 16, 1923, for a bond issue of \$300,000. The sum of \$157,000 to be issued for the purpose of defraying the expense of building wooden trestle type bridges from Stock Island to Boca Chica, across Nancy's Cut, across Pelot's Creek, across Simlar Sound, on the Southern end of the road, and \$149,000 for Northern end of the road, from Steamboat Creek and intervening creeks and channels from Barnes Point, a distance of halfway from Little Card Point with necessary cantilever draw bridge. The latter would connect Key Largo with the mainland. Road advocates campaigned with the slogan "Both ends at once, that's progress."

BIG CELEBRATION

On the decisive night of October 16, 1923, the \$300,000 bond issue carried by a majority of 2 1/2 to 1. Prominent among the active advocates of the project with Frank H. Ladd and P. L. Wilson were Norberg Thompson, T. Jenkins Curry, Dr. Eugene C. Lowe, George Morris, Walter Thompson, M. M. Russell, Morris Cochran, Ralph R. Russell, H. W. Carey, and scores of others. One of the slogans in gay red type on the backs of automobiles read "Absolutely Dickie, positively Steve," taken from a printed dialogue alleged to have been made by two prominent townsmen, at variance on the issue.

In the true Key West spirit of high-cock-alorum, more than in victory, Key Westers en masse celebrated the night through. A torch light parade of islanders in automobiles, "sea-going hacks," phaetons, and on foot, spiraled the city, all in gala attire. It paused before the darkened residences of opponents, and draped them in black crepe. Sweetly on the fragrant balmy air, the hand serenaded dirges, "Flee as a Bird to Thy Mountain," it played softly. Such was the night of high carnival, friend cheering friend, the night of the victory.

The bond issue was sold to Caldwell & Co., bankers of Birmingham, Ala., for \$98.33. The contracts were awarded July 8, 1924, to the Tidewater Construction Company and work begun in August, the succeeding month.

The proponents of the road to the mainland, realizing that the work should continue without interruption, renewed the project's activity. In the fall of 1924, at a meeting of the Exchange Club, at the municipal golf course, in celebration of its opening, Mayor Frank H. Ladd suggested in his address that an organization be formed, which would have as its sole aim the completion of the Oversea Highway. Immediate action resulted. The Exchange Club appointed a committee that acted with a like committee from the Rotary Club and Chamber of Commerce, and an association was formed which was given the name of the Oversea Highway Association. Governor John W. Martin was elected president, and Captain Clarke D. Stearns executive vice-president. Numerous committees were appointed and all the influence of this community put behind the project. The great issue, completion of the highway, was gathering momentum.

But what passing incident or event precipitated its achievement? Can it be said that for want of a cocktail the highway was lost? Its record discloses that on the first day of the week, early in the first month of a New Year (January 18, 1925) a delegation from Key West, headed by Mayor Ladd, and composed of County Commissioners Otto Kirchheiner, Braxton Warren,

Carl Brevaldi, Hilton Curry, City Councilmen Dr. C. F. Kemp and Willard Albury; president of the Cuban Club, Dr. J. M. Renedo, president of the Rotary Club, L. Russell Warner, Secretary of the Carpenters' Union Ralph Russell, Chairman of the Board of Public Works Geo. A. T. Roberts, and prominent business man, Norberg Thompson, met an unofficial group of prominent Miami business men, in their city, who were interested in the floating of a \$2,000,000 bond issue for completing the highway from Key Largo to Key West. The invitation to the Key West delegation came at the suggestion of P. L. Wilson and Judge Henry H. Taylor, as fostering a forward movement for the general good of South Florida. Official Miami hosts motored the party through the Magic City to Fulford returning to Miami Beach. At noon they met in the private offices of Carl G. Fisher. Refreshments were served. From these offices and the pinnacle of the Hotel Flamingo they were shown the amazing development of Miami's skyline, the beauties and wonders of Miami Beach, as temptation for their enterprise. At luncheon at the Miami Beach Casino, T. J. Pancoast pointed out the evolution of that city's growth after the building of the Collins Bridge, illustrating what would be the results after the Oversea Highway was built, uniting Key West with Miami. "Roads and bridges are the factors of growth," he declared. Following the motorcade they were dinner guests of George Merrick, at the Coral Gables Country Club. The panorama of Miami Beach, Miami and Coral Gables' amazing development and beauty was unfolded to them. As the courses of refreshments increased Mr. Fisher made encouraging statements for their enterprise of the highway.

"Mortgage the shirts off your backs to do it!" he urged. "But who would buy \$2,000,000 worth of Monroe county's bonds?" asked Mr. Kirchheiner. Leon B. Howe, representing one of the United States' largest bonding houses replied that his company would buy Monroe county's bonds from \$2,000,000 to \$5,000,000. Owners of vast tracts of Florida Keys lands promised to pay their share of the increased taxation. One course of refreshment followed the other. The speakers

spoke on. By now divers of the honored guests envisioned and felt Monroe county's worth in millions. Mr. Kirchheiner voiced the sentiments of the delegation when he said "In Key West we talk in dollars and dimes. You are sending us back talking in millions." Mr. Fisher assured him that after the first million, the others were simple. Following this visit the press notice of January 26th, declared in headlines: "Road to Mainland an Assured Reality as Direct Result of This Visit," and commented further that "The day was one of great enlightenment, as well as of rebuilding of faith and optimism among the Key Westers present." Headlines of The Key West Citizen of Jan. 26, 1925, read "Complete Harmony Reigns in Proposed Movement for Building of Road to Mainland." The roadway had divided them; the road was had united them. United they stood.

FORM ASSOCIATION

On January 24th, the Oversea Highway Association, Captain Clarke D. Stearns presiding, unanimously passed a resolution to petition the board of county commissioners to call an election in the near future for the purpose of submitting to the voters, a road bond issue for approximately \$2,000,000, for funds to be used in practically completing a highway from Key West to the Florida mainland. Two weeks later on February 7th, the board unanimously passed a resolution in issuance of call for a special election on March 12, 1925, to vote on proposition to raise \$2,650,000 by bonding the county, for construction to continue the work on the Oversea Highway, and to build a proposed boulevard around the island of Key West. Citizens stormed the meeting with cheers and applause.

The bond issue included \$2,000,000, for roads and bridges to mainland

100,000, to finish highway through Northern section of county on the mainland.

500,000, Boulevard along shore front of Key West.

50,000, for extension of Ingraham Highway to Cape Sable.

\$2,650,000, Total. The election went over with

863 for, two against. Key West was wild with enthusiasm. Fire bells rang and whistles blew. With ever recurring characteristic humor of Key Westers, the chief of police, Joseph W. Albury, affectionately "known about" as "Joe-Soldier," sent a telegram by radio out of broadcasting station KDKA, at Pittsburgh, Pa., to the captain in charge of headquarters at Boston, Mass., and John F. Welch, chief of police at Medford, Mass., as follows:

"Keep lookout for the only two citizens of Key West and Monroe county who voted against \$2,500,000 bond issue yesterday for construction of automobile highway to mainland of Florida. Supposed to have left city last evening. Can be easily recognized by appearance. Give widest publicity through newspapers."

Promptly consternation followed at police headquarters in Boston. The press dispatched the story; then came felicitous congratulations.

The bonds were sold.

On August 17, 1926, a referendum was submitted to freeholders for election which read: "Shall Monroe county enter into a contract pledging to pay \$600,000, annually or any part thereof that may be needed to secure the construction of toll bridges under franchise contract from No Name Key, Florida, to Lower Matecumbe, Florida, or such other route as may be selected, in order to connect said Oversea Highway or not?" Ballots cast were 761 for the measure to nine against it.

Nothing ever came of tentative agreement on August 21, 1927, with C. A. P. Turner for construction and operation of toll bridges on the Oversea Highway.

By January, 1927, work on the highway was reported as progressing with rapid strides. On February 3, 1927, the Florida East Coast's grant of agreement for easement over all the necessary railroad property was approved and signed by the board. The Oversea Highway now had unobstructed right of way.

BUILD THREE FERRIES

Three ferries, "The Monroe County," "The Florida Keys" and "The City of Key West," built by

Gibbs Gas Engine Co., of Jacksonville, Florida, George W. Gibbs, president, were completed in January, 1928. These ferries are similar to type of craft used on San Francisco Bay. They are 110 feet in length; each is equipped with two 100 horse power Diesel engines, and is capable of developing maximum speed of 12 miles an hour. Adequate space is available for automobiles on the first deck, approximately 125 passengers be accommodated on each. Accommodations of rest rooms, smoking rooms, lunch rooms and large promenade decks, are included in their equipment. They cost \$40,000 each and will ply across the 40 mile water gap between Lower Matecumbe Key and No Name Key, affording motorists scenic wonders of blue waters that rival the Barbados, and tropical beaches of palms, such as are seen only in the islands of the South Seas. Dentens of the tropical seas seem in these waters, sea monsters that may be seen and caught nowhere else in America.

Unofficial opening of the Oversea Highway took place January 10th. Members of the board of county commissioners were Otto Kirchheiner, Wm. R. Porter, Carl Brevaldi, Hilton Curry and Braxton B. Warren, county engineers are Joseph Watkins and Clifton Bailey. Official grand celebration took place today, January 25th.

Governor John W. Martin, Florida's dynamic executive, whose administration has achieved vast and beneficial development throughout the State, has agreed that the state will construct a permanent State road and bridges across the water gaps now temporarily served by the county ferries. He has pledged that actual operations will be begun in May of this year.

This ocean-going highway, the master achievement of a quaint people, is a monument to their faith in an unconquerable idea, and their daring and devotion in carrying through their gigantic human enterprise. Generations hence the great citizenry of a new and even greater Key West, will point proudly and gratefully to the roadway winding along the coral, palm fringed shores and say, "Look, this our fathers did for us!"

Key West-Miami Gateway

Your **FIRST** and **LAST** Chance
Coming and Leaving Key West

DREAMLAND CAFE

Good Things To Eat
Day And Night

Cold Drinks, Sandwiches
Cigars and Cigarettes

MARTIN KEY'S PLACE - Stock Island

IVAN KEY, Prop.

MEACHAM AIRPORT NOW ONE OF WORLD'S BEST

90 DAYS OF GROWTH MARKS U. S. GATEWAY

LOCAL FIELD, OPERATED BY
PAN-AMERICAN AIRWAYS,
INC., WILL FEED ALL CEN-
TRAL AMERICA

When Lindy made his solo flight to Paris the Meacham Airport at Key West had not been conceived.

Today it is the home of the Pan-American Airways, Inc., and designated by the United States government as the port of entry, the first airport to be so designated in this country.

There is a reason for this rapid growth and interest in what would otherwise be an obscure outpost of aviation on the shores of the Caribbean sea.

In the first place the inauguration of the mail route between Key West and Havana, Cuba, a distance of about 90 miles which took place last November, focused attention on Key West as the logical port of departure for Cuba and South and Central America.

It also attracted attention because international flying was in its infancy but showing prodigious growth because of the various European flights—and this happened to be the first international air mail route in operation.

Back of this lies a story that again concentrates attention on the vision of the men who are interested in what is known in Key West as the Key West Foundation Company, of which Malcolm Meacham, New York financier, is president.

When the airport was in contemplation and it looked as though it might not materialize, Mr. Meacham, in conjunction with Robert Austin, granted a three year lease, without cost, to the Pan-American Airways, Inc.

This was accepted and an airport, which experts from both army, navy and civilian ranks claim is one of the finest on the continent, was laid out and is now under construction.

Reports submitted by government experts during the past few weeks have shown that air routes are feasible between Key West and South and Central American points.

The strategic value of Key West, from a naval viewpoint, in time of war has never been questioned. This strategic value is doubly emphasized in the case of airplane activity as it gives Uncle Sam a convenient base close to the Panama Canal zone, from which defensive operations, to guard the canal against depredations of enemy airplanes or fleets, can be carried out.

The flying weather at Key West is about 95 per cent perfect, there being but few days in the year when the air is not navigable in every direction from the island.

That is why Meacham Airport, Key West, Fla., has come to be more than just "Another Airport" group of eastern capitalists, interested in the development of airways in this section of the world.

Three tri-motored Fokker planes are in the present time.

Mr. Meacham, who is well known in New York financial circles, came to Key West three years ago and acquired what is known as the Meacham tract, on South Beach with an ocean frontage extending along the new half million dollar boulevard.

He believes that Key West will rapidly become one of the leading airports of the nation inasmuch as it is the logical gateway, by air to and from Central and South America as well as the Island of Cuba.

**George Budde
Is Big Booster**

Among the boosters of Key West and the keys is George Budde, vice-president of the Jos. Niehaus Company, importers and exporters of sponges and chamomile, with a big manufacturing plant at Key West.

Mr. Budde has been enthusiastically following the Over-Sea Highway construction and has written friends here that he hopes to be in Key West before the season is over.

He is an enthusiastic Elk and did much to help bring the Elks' national convention to Miami. He lives in Cincinnati which is the northern headquarters for the Jos. Niehaus Co.

Nearly Half Century Of Service Has Marked The Store Of Fashion

ORIGINALLY FOUNDED BY ADAM WOLFSON, IT
WAS LATER SOLD BY LOUIS WOLFSON TO ISA-
DORE APPELROUTH, PRESENT OWNER; ONE OF
LEADING STORES OF THE CITY

The Store of Fashion, known as the "leading ladies' store of Key West," has a history that parallels that of the city, as it has been in existence and in the same family for nearly half a century.

The present quarters of the store, on Duval, just two doors above the junction of Duval and Fleming streets and nearly across from the La Concha Hotel, was first occupied by Louis Wolfson, uncle of the present owner, Isadore Appelrouth, about 1914.

Most 50 years ago three brothers by the name of Wolfson came to this country from Poland. One of them settled in New York and the other two came to Key West, one of the latter, Adam, later going to Tampa, where he is now in business.

Louis Wolfson, now of Miami, and his brother opened the Store of Fashion on Duval street, and for a short time, when Louis took over the store and ran it himself.

For 23 years, during some of the greatest years in the history of the city, he built his store from a small beginning until it became a leading store of the city.

During this time, a young man, nephew of Mr. Wolfson, opened a store farther up on Duval street, near Division. This was

WRIGHT SEES HIGHWAY AS UNIQUE ROAD

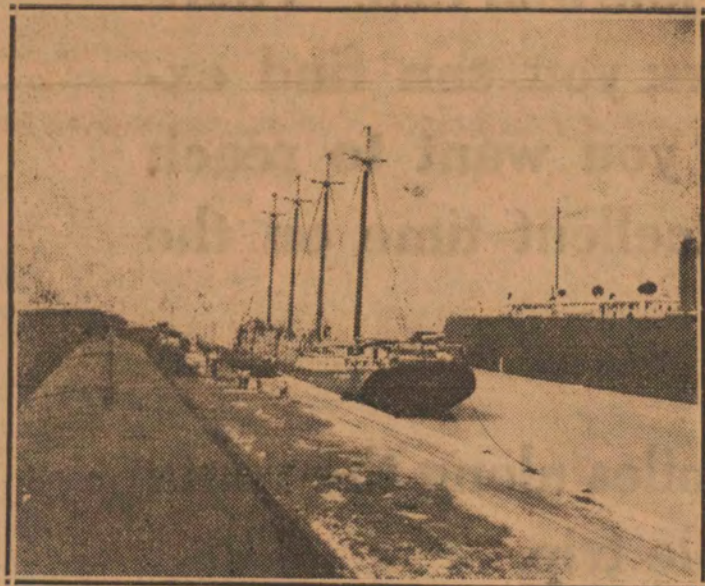
WELL KNOWN WRITER IS
ENTHUSIASTIC IN HIS DE-
SCRIPTION OF THE SCENIC
SPLENDOR ALONG KEYS

(By Hamilton M. Wright)

No more unique road building project has ever been conceived than that stupendous vision which is now becoming a reality by bridging the amythestic floods that rush between the chain of keys which extends from the southern end of Florida to Key West. Some of these passes are vast stretches of ocean. In crossing them you sometimes are almost out of sight of land. The work now under way and already more than 70 per cent completed, is a most colossal and difficult engineering plan.

I have just been over the route for the 15th time. This time I

SOUTHWARD HO!!!



Vessel being overhauled at Key West before spreading her sails in the Caribbean.

Isadore Appelrouth, now one of the leading business men of this city.

When his uncle decided to retire from the Store of Fashion Mr. Appelrouth bought it and as it had already been removed to its present advantageous location, continued to operate it.

This was in 1917 and since then Mr. Appelrouth, assisted by his wife, the former Miss Sarah Schulsinger, of Washington, D. C., and Key West, whom he married in 1922, has steadily built up the store until it is in its present commanding position in the merchandising field.

The original store has twice been remodelled and extended until now it occupies an entire floor running back from Duval 150 feet.

Mrs. Appelrouth has acted as buyer in the ladies' ready to wear department and through her judicious selection of styles and materials the store has been able, season after season to offer the very latest in modes and goods to the large clientele that looks to it for guidance in matters of fashion.

Thus from a small beginning, inaugurated by a pioneer business man of the city, the store has grown gradually so that it is known throughout south Florida.

Key West shoppers have traded with the store for years and have come to know many of those who are employed there in a more than casual way.

Among the clerks who have been in the Store of Fashion over a long period of time are Miss Pura Navarro, Miss Grace Parks and Miss Nellie Bly Curry, who assisted in the steady growth of the business.

went by a hand car over the line of the Florida East Coast Railway, which parallels the route of the Over-Sea Highway. From the front of the hand car I could look down between the railroad ties to the ocean 35 feet below me. I could occasionally see sharks, rays, barracudas, and jacks. Also that vilest and most subtle of fish, the mangrove snapper.

But going by the hand car possessed manifold advantages, for at any time I could leave by little gas chariot and take a "look see" at the nearby automobile road over the ocean. Not always does the Over-Sea Highway closely parallel the railway. Sometimes it is a score of miles away, for it follows a less direct route and takes greater advantage of the contour of the keys than does the colossal series of viaducts and steel bridges built across the ocean by the late Henry M. Flagler at a cost of at least \$50,000,000.

But for about four-fifths of the way the Over-Sea Highway is right close to the track or else within a short distance of it. I also made long trips on completed portions of the Over-Sea Highway, traveling on it as far from Key West as it is now open, about 22 miles, although in a short time it will be open for 30 miles from Key West toward the mainland.

The Passes
Some of the passes the road will cross are deep enough to float a large ship. Some are vast expanses of ocean. Some are just narrow channels through which swift tides run between the keys, but even these are the feeding

grounds of almost innumerable species of fish. The first broad stretch of water to be encountered after the road leaves Florida City, the terminus of the Dixie Highway, is Card Sound, about 12 or 15 miles south of Florida City, and the road has been graded for that distance.

The bridge should be completed soon, Engineer Joe Watkins told me, which will enable motorists to glide from the big city of Miami in short order, and find around Key Largo which is 28 miles long, a real fisherman's Paradise.

Over-Sea Highway

The Over-Sea Highway, in all probability, can be classed as one of the greatest problems in the history of highways. Connecting a group of 20 different islands, varying from one mile to 28 in length, which extend from the southeastern end of the Florida peninsula, it will cover a distance of 129 miles through Monroe County, of which Key West is the center of population, and will include a stretch of 12 miles in the southern end of Dade County of which Miami is the chief city. It will total 141 miles.

The initial expense by Monroe County on this project will approximate \$3,300,000, which will cover the cost of constructing all but 22 miles of permanent bridge work over the two longest stretches of ocean on the route.

Twenty-two bridges are now nearing completion, which total six miles in length. Road work comprising 81 miles is nearly completed, and already automobiles are running on roads on several of the higher islands traversed by the route.

The road is being built through as varied topography as can be encountered in level highway construction. It winds through dense mangrove swamps where natural soil bearing value is just sufficient to support a man. Fills have to be made over open sea, in some instances as great as two miles in length, and in fairly deep water, running from three or four feet to eight or ten, sometimes more. Sand foundation, marl, muck and rock form the remainder of the work. Well over a million yards of fill and rock surfacing, several million feet of lumber, a dozen drag lines and several pile drivers, many tractors and the usual accessories of road building contractors are employed.

Connecting Link

When completed, the Over-Sea Highway will serve as a connecting link between the Atlantic Coastal Highway, including the Dixie Highway down the east coast of Florida through Miami to Homestead and Florida City, and the recently proposed all-Cuban highway which will be built the length of that island, from Havana to Santiago de Cuba. Both Secretary of Public Works Cespedes, and President Machado of Cuba are keenly interested in the Over-Sea Highway and have promised that Cuba will take part in celebrating its completion.

Officials of one of the steamship companies whose ships run between Key West and Havana have assured me that they will put on ferries for automobiles between the two cities upon the completion of the road. The distance is 90 miles. When this service is established and the roads completed, it will be possible to motor on an almost continuous route from Bangor, Me., to Santiago de Cuba, a most picturesque journey. I have been over all of it except that portion between Boston and Bangor.

The Over-Sea Highway is a daring project. I have been over the route at least 12 times and recently completed a journey on a gasoline motor car over the Florida East Coast Railway Over-Sea Extension from Miami to Key West and return. Through the courtesy of officials of the railway company, I was able to stop the car at any desired point and inspect the Over-Sea Highway which parallels the course of the railway for about two-thirds its length.

Bird life, too, is varied. On a course marked by stakes through a stretch of shoal water, almost every stake was surmounted by an affable brown pelican. I saw many fish hawks and several bald eagles which are said to nest on Big Pine Key. The latter showed no fear of our dinky gasoline motor. Near Grassy Key Station, I discovered a newly built fish hawk's nest on a telegraph pole. Claude Matlack, the motion picture operator, and I hid in nearby brush and presently both parent birds appeared. One carried a long bit of vine which it began to weave into a nest, and Matlack got a good movie of it. Presently, their suspicions aroused, the old birds flew away.

Nearly Half a Century of Service

THE STORE OF FASHION

Recognized As Key West's
Leading Ladies' Store

THIS IS A STORE where long association has made our customers feel at home. They come to us as if to their own friends and we have built up a basis—SERVING.

If it's a new mode in dresses, hats, shoes, accessories of women's wear—We have it. When a store has remained in one family for fifty years—there must be a reason.

We find it in the growing list of families who do all their buying here and get just what they want at right prices.

The STORE of FASHION

ISADORE APPELROUTH, Owner

THE OVERSEA HIGHWAY

IS COMPLETED

Visualize What This Means

You, Mr. and Mrs. Motorist, can now leave Miami in the morning, drive 165 miles, the most of the way right through the beautiful waters of the Gulf and the Atlantic, and be in Key West, 90 miles from Cuba, before evening.

On the way along the world famed Keys you can idle and fish. There are more than 500 varieties of fish in these waters; you can find excellent accommodations all along the road and if you want to reach Key West as soon as possible, you can make excellent time on the new 3 million dollar road bed.

The Ferry Trip, on ocean going ferries, for 40 miles along the route of the Keys, adds to the interest of this remarkable trip.

Plan your season so as to include the Keys and Key West in your itinerary. You will never regret it.

"Back to Paradise" is what George Allan England said when he returned this winter.

You'll Like It Too...

Monroe Board of County Commissioners

WM. R. PORTER
BRAXTON B. WARREN

J. OTTO KIRCHHEINER

CARL BERVALDI
HILTON CURRY