

William Adee Whitehead's Description of Key West

Edited by REMBER W. PATRICK

In the 1830's Key West was an Island and a town of mystery. Uninformed men gossiped about the pirates who inhabited the Island, but enlightened men knew that a squadron of the United States Navy, using Key West as a base in the 1820's, had searched out and destroyed the Caribbean Corsairs. Even the more informed citizens of St. Augustine, the nearest Atlantic settlement of importance to Key West, were not certain as to the character of those Islanders who salvaged the many ships, and their cargoes, that were wrecked on the Florida keys. Most Floridians had heard of the shipwrecks, but few knew of the exact size and location of Key West, or population of the town, or of living conditions there.

The isolation of Key West from the rest of territorial Florida was largely responsible for the misinformation about the Island. Hundreds of miles separated it from other settled areas of Florida, and only infrequently did ships from the keys sail into Atlantic ports. Even then the tales of sailors and the conflicting statements of promoters and disillusioned settlers contributed more confusion than information.

Speculation about the Island centered in St. Augustine. According to some, Key West was an Island of sand, sterile, worthless, and inhabited by "wreckers" who were closely related to, if not actual, pirates. Others proclaimed the Island the jewel of the Gulf, a land of opportunity, peopled by enterprising and cultured citizens.

In 1835 one St. Augustinian, John Rodman, determined that he would secure reliable facts about the Island. Rodman knew something of the background of Key West, for he had aided in defending the land claims of the Americans who had bought the Island from Juan Pablo Salas. It is probable that Rodman had become acquainted either in person or by letters with William Adee Whitehead, one of the leading young men of Key West.

Whitehead, a native of New Jersey, joined his elder brother John in Key West in 1828 and rose rapidly in the young community. In 1829 he made a survey of the town, and a year later was appointed collector of customs. He

served in this capacity until he left the Island in 1838 and returned to his Northern home. He lived a long and active life as a businessman of New York City and Newark, New Jersey. Whitehead never returned to Key West, for the last year of his stay there was not a happy one. As Mayor of the town in 1838 he insisted on collecting a yearly occupational tax, but the merchants refused to pay and the Council did not uphold the Mayor. Whitehead called a special election and publicly announced that he would resign if the people did not support his stand. The merchants won the election, and true to his word Whitehead resigned.

In 1835, however, he was well qualified to answer John Rodman's questions. Whitehead gave his correspondents a summary history of Key West and then proceeded to answer each inquiry. A copy of Whitehead's letter was retained in Key West. It was deposited in the Monroe County Court records and eventually came to the P. K. Yonge Memorial Library of Florida History at the University of Florida.

Notices of Key West
for
John Rodman Esq. St. Augustine
Written December 1835

Before proceeding to answer your specific questions, relative to the present condition of Key West, it may not be uninteresting to you to receive some information as to the first settlement and improvement of the Island, with which so far as my acquaintance extends, I willingly furnish you.

It is probable that from the time of the first visit of Ponce de Leon in 1512 (1513) until the cession of the Floridas to the United States, the Islands (or Keys as they are termed, a corruption of the Spanish *Cayo*) which extend in a South Westerly direction from Cape Florida, were only resorted to by the aborigines of the country—the piratical crews with which the neighboring seas were infested—and the fishermen (many of them of St. Augustine) who were engaged in supplying the market of Havana from the “finny tribes” that abound in their vicinity. Of the occasional presence of the first, we have evidence in the marks of ancient fortifications or mounds of stones found in various situations, (in one of which, opened some years since, human bones of a large size were discovered) and tradition has in addition, brought down to us notices of them which deserve all the credit conferred upon the same authority in other parts of the country. The oldest settler in this section of the country, one whose residence for 50 years has been in the vicinity of Charlotte's Harbor, has informed me that it was an account, current in his

early years, that some eighty or ninety years previous (probably now 130 years ago) the Indians inhabiting the Islands along the coast and those on the main land were of different tribes, and as the Island Indians frequently visited the main for the purpose of hunting, a feud arose between the two tribes, and those from the main having made an irruption into the Islands, their inhabitants were driven from Island to Island until they reached Key West. Here, as they could flee no farther, they stood their ground, and a battle was fought resulting in the almost entire extermination of the Islanders; only a few escaped, (and that by a miracle as they embarked in canoes upon the ocean) whose descendants, it is said, were known to have been met in the Island of Cuba.

This battle strewed the Island with bones, as it is probable the conquerors tarried not to commit the bodies of the dead to the ground, and hence the name of the Island *Cayo Hueso* (in Spanish "Bone Key") which the English, with the same ease that they transformed the wine *Xeres Seco* into "Sherry Sack," corrupted into "Key West."

That the harbor of Key West was the resort of Pirates, occasionally, has been proved by the evidence of many who were connected with them in their lawless deprivations (sic), and by the discovery of hidden articles that could only have been secreted by them.¹ That the Islands of the Florida coast were known to the fishermen supplying the Havana market is certain, as many persons are still to be found who visited them in that capacity, some years before the Provinces were ceded to the United States.

On 26th August 1815 for some military services rendered to the Government by Juan P. Salas,² Don Juan de Estrada,³ then Governor of Florida granted to him the Island of Key West, but nothing was done by him in the way of settlement or improvement, and the Island had the same wild aspect it had worn for ages, when on 20th Dec. 1821, Salas sold his right, title and interest to John W. Simonton Esq.⁴ then of Mobile, who met with Salas in Havana. Having heard of the advantageous situation of the Harbor & etc., Mr. Simonton was induced, from the certain prospect of improvement throughout the country, by the cession of the United States, (which his mercantile experience led him to foresee must advance the interests of a settlement at this point,) to give Two thousand Dollars for the Island, and on the 19th January 1822, took possession. Soon after making the purchase Mr. Simonton sold one half of his interest to the John Whitehead⁵ & John W. Fleeming Esqs.⁶ also of Mobile at that time, and another quarter to Messrs. John Warner and John Mountain, whose interest is vested in Col. P. C. Greene, who resides on the Island.

The Proprietors immediately did everything in their power to improve the Island as rapidly as possible, and they all gave their personal attention to the erection of buildings, clearing of land & etc. In February 1823 Commodore Patterson⁸ & Lieut. Tuttle of the U. S. Navy arrived with orders from the Government to survey the coast and harbor of Key West. They were soon followed by Government vessels bringing stores, materials & etc., and by the end of the year the Island was a regularly constituted Naval Depot & Station under the command of Commodore Porter,⁹ by the name of Thompson's Island, a title it has long ceased to bear, and which it is probable will never be revived, as it was conferred merely out of compliment to the then Secretary of the Navy.¹⁰ A Collector and Inspector of the Customs arrived in April 1823—and since that time Key West has been a regular Port of Entry.

During the occupancy of the United States the growth of the Town was considerably checked from its being most of the time under martial law, but the advantageous locality of the Island, the fineness of its harbor, etc., were fully developed, and the effectual suppression of Piracy may be attributed in a great measure to the conveniences it afforded to our Squadron engaged on that arduous service. The Naval Depot was removed in 1826 to Pensacola. The Superior Court for this portion of the Territory, being much needed on account of its civil jurisdiction, but imperiously called for by the fact that all the admiralty business, involving a vast amount of property, devolved for want of it upon minor tribunals, was established by Act of Congress in winter of 1827. The winter following, the Island, which had previously been held in common, was surveyed and divided among the four proprietary interests, and they retain undiminished, with the exception of a few sales of town lots, the portions then allotted to each. Since that time the Town has increased in size and population, and the character of its inhabitants has risen considerably from the introduction of many families of great worth and respectability, bringing with them and spreading among their fellow citizens a desire for the privileges, protection and advantages of social order and wholesome restraint. It is now the seat of Justice for the County of Monroe, and the residence of the officers of Superior Court of the Southern Judicial District of Florida having Maritime Jurisdiction. It is also a Port of Entry enjoying all the privileges of the largest seaports of the Country, and a Military Post. It has a Court House, Custom House, and other public buildings of respectable size and appearance, although of course not to be compared with those in the older sections of the Union, and the private buildings erected are assuming annually greater marks of taste and

comfort in their construction. Having premised this much and I fear rather at too great length for your patience, I proceed to the consideration of the questions proposed.

1st. "Are the dimensions of the Island of Key West, as laid down in Morse's Gazetteer (to wit 7 miles in length, and 2 in breadth) correct?"

I do not recollect having seen an edition of Morse's Gazetteer in which Key West is mentioned, but the dimensions as you give them from that work are *not* correct. The survey made in the winter of 1828-9 (by myself) which is a correct one, gives about $4\frac{1}{4}$ miles as the length of the Island from its two extremes, and about 1 mile as its greatest breadth, but it is extremely irregular in shape. As it contains 1975 acres the average of its breadth may be estimated at about three fourths of a mile. Its greatest length lies from N.E. to S.W. and its western end being that on which the City is located is in Latitude $24^{\circ} 33' 30''$ W.

2nd "Is the soil of the whole Island very sandy and sterile, or is any part of it arable or productive of any grass or pasture for cattle?" "Is there any clay in the soil?" 3rd "Are there any large trees, pine or others, growing on the Island?"

Key West abroad is generally considered as nothing but a *sand bank*. (I have recently seen it spoken of in a public print as a *small coral reef*) but there is not, strictly speaking, a particle of *sand* upon the whole Island, and so far from its being sterile there is not a thicker growth of woods or one presenting a more pleasing variety of verdure than that on this and the neighboring Islands. In truth, the soil is too prolific for the comfort of the inhabitants, as it requires constant attention to keep an enclosure, and even our streets, free from bushes and plants that spring up spontaneously the moment the forest trees are cut away. The wild grass is not of a very nourishing species, nor does it grow in any very great quantities, but a considerable number of cattle, running loose upon the Islands manage to procure a living from that, and the young twigs of the trees and bushes, although it is not much calculated to improve their condition. The few milch cows that are on the Island are kept up, — a certain plant which they eat when allowed to range injuring materially the quality of their milk.

In consequence of most of the population heretofore being in some measure but temporarily located, and engrossed with mercantile affairs, no attention has yet been paid to the cultivation of the soil, more than to rear a few of the tropical plants, and a few vegetables, although the soil is admirably adapted to all the tropical production that have not a *tap root*, or one requiring a greater depth of earth than three or four feet, and that do not stand in

need of clay, as there is none whatever entering into the composition of our soil, which consists entirely of mould formed by decayed vegetation of the average depth I have mentioned.

I have alluded to the thick growth on the Island—it consists of a great variety of trees of all sizes, the largest I have seen having trunks about the size of a man's body. There are no *Pines*, nor *Oaks* that I know of, and I believe there is no part of the Island I have not visited. The vulgar names of some of the trees are as follows—Gun Mastic—Gum Elimi—Yellow Wood—Iron Wood—Dog Wood—White Wood—Torch Wood—Wild Fig—Button Wood—Sea Grape—Pigeon Plum—Satin Wood—Box Wood—Mangrove—Stopper Wood—Wild Sappadillo, etc. I do not know that you will recognize all their names, but they are those by which the trees are distinguished here, and in the Bahamas where a similar growth prevails. The shrubs and vines are also in great numbers and variety.

4th. "It the ground generally level or are there some hills?"

The highest point of the Island is considered to be about twenty five feet above high water, and the slope is gradual thence to the shores, there being but few inequalities of surface. There being no hills on the Island, or any where in its vicinity, we have no very good wells of water, but there are some which are used by persons residing near them for every purpose, and many which answer for all culinary uses. Rain water however is preferred by everyone, and is as you well know the best that they could have. A prejudice against the Island was endeavored to be raised by an officer of the Army stationed here some two years since, in a communication to the Army and Navy Magazine, in which he stated that the inhabitants were obliged to send to Havana (70 miles) for all their water, which he afterwards modified into the complaint that water is sold here. The first assertion is utterly false, and could only have been made from a desire to injure the place, or its author must have been most egregiously (sic) deceived—and the second is a charge which applies equally to every Sea Port in the United States. Since my first acquaintance with the Island (one of more than seven years) I have never known the inhabitants to want water, although sometimes from the great dependence placed upon the clouds for a supply, it has been less plenty than at others.

5th. Are there any rocks on the Island of granite, serpentine, cobalt, quartz, sandstone, calcarions (sic), argillaceous or others?

The foundation of the Island is what mineralogists term, I believe, *Secondary Lime Stone*, and it is the only kind found upon the Island. It rises to the surface in masses in some places, and lies in fragments and detached

portions everywhere. The western and southern shores of the Island consist of this rock pulverized and intermingled with shells, and this mixture is the nearest approach to sand that we have upon the Island.

6th. "Do the people raise any vegetables for the tables, any corn or sweet-potatoes?" I have already observed that a few tropical plants and vegetables are cultivated here. In favorable seasons, or in other words when dry weather does not prevail to too great an extent, there is no kind of garden vegetables that cannot be raised in the greatest perfection, but when the season is unfavorable, constant attention, and the greatest care observed in irrigating the ground, etc., cannot always attain the success desired. There are few persons consequently who attempt the growth of vegetables to any extent, unless they have negroes who are unemployed. I have eaten as fine melons, sweet potatoes, beets etc., raised upon the Island as I have ever met with elsewhere. Corn does not do as well, but it has been placed upon the table in good full ears *six weeks* after being planted. We depend in a great measure upon the North for the supply of all such necessaries.

It is my belief that it would be well worth the attention of some person having a few hands, and accustomed to the care required by Orange, Lime and other trees suited to the climate, to commence a plantation of them here. There are some lime trees upon the Island that will compare in size and fruitfulness with any I have seen in Cuba, and Plantains and Bananas of full size and fine flavor have been raised without difficulty.

The Cocoa nut also thrives remarkably well.

7th. "What do you estimate to be the whole population of Key West at the present time?"

8th. "Are there any Mechanics at Key West engaged in useful domestic arts?"

I estimate the population of Key West including transient persons, sailors etc., in Port exclusive of U. S. troops, at an average of about 600 throughout the year. It cannot vary much from that number. There is one company of troops stationed here at present. Our mechanics are not as numerous as we could wish, but we have permanently established Masons, Ship and House Carpenters, Bakers and a Blacksmith; we want in addition a Shoe maker, a Tailor, and one or two others who though at first their patronage might be small, would, if good workmen and of steady habits, secure a living and grow and prosper with the place.

9th. "What was the annual amount in the year 1834 of the Revenue from Customs House duties, and has it during the present year been equally large?"

—and have the duties for the last two years been as large as they were four, five, or six years ago?”

During the first years of the settlement, a considerable trade was carried on between the Island and Cuba, in consequence of Key West having been made a depot for the supply of flour to the Havana market, and to such an extent was it carried, that for a short time almost all the flour destined for that Port went *via* Key West. Restrictions however were laid upon this commerce by the Spanish authorities, at the request of those persons in Havana, who had previously been benefitted (sic) by the consignment of flour from New Orleans and other ports, and it was of course discontinued. Since then the foreign business of the port, excepting the importation of such West India produce as may be required for the consumption of the place, has been that growing out of wrecked cargoes, and indeed the main commercial operations of the place may be considered as depending upon the wrecks occurring upon the Florida Reef. The time however is not far distant, I think, when Key West from its peculiarly advantageous location will become the depot for the supply of both the Cuban and Mexican Ports, and its advance in commercial prosperity be rapid. It has also within itself a source of profit and improvement in its Salt Pond which is now just beginning to be worked. A Company commenced their operations here the last year, with covered works, on the plan pursued by the Salt Makers of Massachusetts, and they have before them every prospect of complete success. In Massachusetts with their short season, the manufacturers expect to realize 25 per cent on their investment—what then must be the result here where the water contains $\frac{1}{3}$ more salt—the evaporation is at least twice as rapid, and the season comprises nearly the whole year?

The coasting trade of the Island is of very considerable extent, and as the main land becomes more cultivated, and the Salt works progress, we may reasonably calculate upon its rapidly increasing.

The following schedule will show you the number of vessels *entering and clearing* at the Custom House during the years mentioned—excluding of course all vessels merely reported, not being obliged by law to enter, which would probably have doubled the numbers in some years.

ENTRANCES

	1826	1827	1828	1829	1830	1831	1832	1833	1834	1835
From Foreign Ports.....	154	177	218	184	176	172	162	103	178	173
Coastwise	43	86	109	99	114	118	141	106	135	158
TOTAL	197	263	327	283	290	290	303	209	313	331
Foreign Vessels.....	30	16	23	19	30	22	20	10	16	10
American Vessels.....	167	247	304	264	260	268	283	199	297	321

CLEARANCES

	1826	1827	1828	1829	1830	1831	1832	1833	1834	1835
For Foreign Ports.....	151	177	208	175	153	158	177	106	183	171
Coastwise	57	86	135	148	134	124	94	110	81	89
TOTAL	208	263	343	323	287	282	271	216	264	260
Foreign Vessels.....	27	15	21	30	31	21	15	11	15	12
American Vessels.....	181	248	322	293	256	261	256	205	249	248

The value of the Imports from, and Exports to, Foreign Ports previous to 1831, cannot be ascertained from the Custom House Records, without considerable trouble, the value since then is as follows.

1831	\$ 67,863	\$35,152
1832	108,778	63,943
1833	39,024	35,138*
1834	107,856	86,947
1835	71,099	27,657
AVERAGE	<u>78,922</u>	<u>49,767</u>

To the amount of exports should be added annually from \$15,000 to \$20,000 the proceeds of live fish caught in the district for the Havana market, which sums do not enter into the Custom House returns.

The Revenue of the Custom House for the years previous to 1828—averaged about \$45,000 per annum.

From 1828 to 1832 inclusive \$36,500 per annum.

From 1833 to 1835 inclusive 10,000 per annum.

1835 alone \$20,000.

The great diminution in the revenue of the last three years is owing to there having been a less number of vessels with foreign merchandise wrecked—to the abolition of Tonnage duties in almost all cases, and to the great additions made to the list of free articles by the present tariff, including almost every article of common importation at this port.

I have alluded to the large proportion of our commercial operations arising from the adjudication and sale of wrecked cargoes: the following schedule will give you some idea of the importance of the business for the last year.

Schedule showing the amount of the wrecking business on the Coast of Florida during the year 1835.

Amount of sales made by Marshal of Admiralty Court	\$182,685
Amount of sales by Auctioneers (estimate)	5,500
	<u>\$188,185</u>
Amount of salvage received by wreckers from court.....	\$ 88,225
Awarded by arbitration — (estimate)	3,500
Total.....	<u>\$ 91,725</u>

Estimated value of vessels and cargoes saved, on which the above salvage was awarded \$260,000.

The number of vessels engaged in wrecking is about twenty, the aggregate amount of whose tonnage exceeds 1,000 tons.

I have thus endeavored to answer your inquiries at length, and if I have succeeded in removing any prejudices, or given any information that will lead you to estimate our Island more highly than you have hitherto done, I shall be satisfied.

Key West has been much calumniated—not to as great an extent of late years as formerly—but still from the constant repetition in the papers of whatever tends to its injury, and the suppression of whatever tells to its credit, (intentionally or not I cannot tell) the disadvantages it has labored under from previous attacks, continue to some extent to mar its advancement. Capital and enterprise have been kept away, and it may be some time ere the regular course of either towards the Island will be unobstructed by the remaining prejudices against it.

The principal charges against the island are the unhealthfulness of the climate and the character of its population. In relation to the last, you who know personally, many, residing here, and others by reputation require nothing to be said to prove the high character of a portion of our citizens, and I feel no hesitation in saying, (although like all inhabited spots on the face of the globe, we have our variety) that the remainder as a body deserve in no way the aspersions cast upon them. The wreckers and those connected with them, suffer most from these calumniations, but had I time I could produce many instances of an exhibition of honesty, generosity, fortitude and a number of other of the best characteristics of our nature, which would have done credit to far more exalted stations. Judge Webb¹¹ took occasion not long since, from the Bench, in giving his decision in an admiralty case to speak of these men in the following terms. “I am gratified with the opportunity of expressing on this, as I have done on other occasions, my entire conviction that the course pursued by the individuals, now engaged in this occupation on the coast of Florida, is as exemplary in regard to the rights of others, as that of any other class of this or other communities. They are the instruments of saving an immense amount of property, which without their exertions would be wholly lost, and so far as their conduct in rendering these services has come to the knowledge of this Court (and it is often the subject of minute and critical examination) it has, with but few exceptions, been found correct, meritorious and praiseworthy.” These are the men that Mr. Ornithologist Audibon¹² [sic] must go out of his way (in the volume of work not long

since published) to stigmatize as being "engaged in enterprises which they are nowise anxious to publish either to the government or the world." Place a man in a tempest-tossed vessel on the Florida reef, and I am much mistaken if he would not think a Wrecker a being of more intrinsic value to him, than all the bird catchers in Christendom.

In our ordinary Admiralty business there is but little legal skill required, all the services rendered, consisting generally, of drawing a libel and answer, and examining the witnesses on either side. Precedents are very little looked after, and the matter is left with the Judge, whose experience in such cases, from a practice here of six or seven years, is very considerable.

I agree with you fully as to the want of industry, energy, etc., among Floridians generally. It is to be regretted, but we cannot expect that their character in that respect will be improved until more of the sterling citizens of the North are intermingled with them.

The character of Key West for health continues still to be estimated by the standard erected when the Island was in the occupancy of the United States Forces under the command of Commodore Porter, which is far from being the proper way to consider the subject. It is true that great mortality existed among the forces, but they were here without the possession of any of the comforts of life, and the death of numbers may rightly be attributed to their imprudence and dissipation. Commodore Porter himself has stated publicly in the papers, "that malady with which the Naval forces, under my command for the suppression of piracy, were afflicted had its origin in the excessive severity of the duty performed, and the total absence of every description of comfort. The Disease was contracted among the haunts of the pirates on the coast of Cuba, and not, as is generally supposed, at Key West."

Since the removal of the Naval depot, with the exception of the summer of 1829, when fevers prevailed to some extent, I feel no hesitation in asserting that Key West has been as healthy as any place South of the Potomac, if not more so, and indeed far more healthy than many places at the North, where healthfulness is so little doubted as never to be made the subject of inquiry. During the last year (1835) there were, exclusive of Soldiers, 13 deaths, among the population of the town, including transient persons, Seamen in Port, etc., which at my estimate of 600 gives 1 death in 46—a result that will compare with some of the healthiest places on the Globe. The diseases were as follows: Consumption 3; Visceral derangements 2; Bilious fever 2; Intemperance 1; Casualty 1; Chronic Dysentery 1; Lockjaw 1; Measles 1; Cancer in Stomach (supposed) 1.—In conclusion, I would observe that a

residence in Key West is not subjecting oneself to all the evils that flesh is heir to, as is generally imagined. The mosquitoes are to me the most annoying of all the unpleasant circumstances attending it, and their attacks can be in a great measure guarded against, so that we are not deprived of all comfort even in the height of their season, and possessing as we do so many delights, from the climate and other sources, we should not violently complain at their molestation for a month or two.

The temperature of our atmosphere is exceedingly fine throughout the year. I have never known it in the shade above 89° nor less than 45°.

The expense of living is high, but it is counterbalanced in some measure, as labor, mechanical productions, and professional services are much better paid for than elsewhere; the costliness of everything is however a subject of regret.

I will now take leave of the subject, fearing much that I have already exceeded your patience.

Attached to Whithead's letter is a comment by an individual who signs himself Fredrington B. This author comments on the number of individuals who's first names were John that were associated with the Island of Key West in the 1820's. There was John de Estrada, John Salas, John Strong, John Simonton, John Whitehead, John Fleeming, John Warner, John Mountain, and John Gerres. When John Simonton was forced to engage council to defend his land claims, he employed John Rodman and John Drysdale, and a third lawyer who also had the first name of John. The author of the attached note did not recall the name of the third John, but he did point out that the lawyers were successful and Simonton received a clear title to his land.

FOOTNOTES

- ¹ This sentence and the two preceding paragraphs are quoted from Jefferson B. Browne, *Key West: The Old and the New*, (St. Augustine, The Record Company, 1912), 8-9. Browne eliminates some phrases, rewrites others, and changes capitalization and punctuation. A part of the quotation used by Browne is reproduced in *A Guide to Key West*, (New York, Hastings House, 1941), 30.
- ² Juan Pablo Salas was a Spanish officer who served faithfully in the Royal Artillery Corps at St. Augustine and also acted at times as the Governor's secretary.
- ³ Juan de Estrada was the Spanish governor of East Florida.
- ⁴ John Watson Simonton was a native of New Jersey who developed commercial interests in the South and in Cuba. In the 1830's he was the sutler at the United States Army Post in Key West and took an active part in the manufacturing of salt on the Island.

- 5 John Whitehead of Newark, New Jersey was the elder brother of W. A. Whitehead.
- 6 John William Charles Fleeming came to Key West in 1822, but remained only a few months and then returned to his home in New Bedford, Massachusetts. In 1832 he returned to the Island to make arrangements for the manufacturing of salt but died on December 19th of that year before the manufacturing plant had been established.
- 7 Pardon C. Greene of Rhode Island was a sea captain who resided in Key West for more than a decade prior to his death in 1838.
- 8 Daniel Todd Patterson (1786-1839) was a native of New York. He entered the United States Naval Service in 1800, served with distinction in the War of 1812, and had considerable experience in dealing with the pirates of the Carribean area.
- 9 David Porter (1780-1843) was a native of Boston, Massachusetts. He served in the Navy during the War of 1812 and in 1823 became the Commander-In-Chief of the West India Squadron. Within two years he almost cleared the Carribean of pirates.
- 10 Smith Thompson (1768-1843) was a native of New York and Secretary of the Navy from January 1, 1819 to August 31, 1823.
- 11 James Webb, a native of Georgia, was Judge of the Federal Court in Key West from 1828 to 1839.
- 12 James John Audubon came to Key West on May 4, 1832, and during his stay "his hour of rising was 3:00 in the morning; from that time until noon and sometimes even until night, he was engaged in hunting among the mangrove keys, despite of heat, sand flies, and mosquitoes." Browne, *Key West: The Old and the New*, 15.

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