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Commodore David Porter Arrives in Key West

By Tom Hambright

When the United States took possession of Florida from Spain in 1819 the southern border was undecided. To establish America's control over the Florida Keys Lieutenant Matthew Calbraith Perry was ordered to Key West to investigate the Island and to claim it for the United States. He arrived on the March 25, 1822 and planted the American flag and claimed sovereignty over the island. Accompanying him was some of the first owners of the island (see Florida Keys Sea Heritage Journal Summer 2011). Upon investigation Perry reported to the Secretary of the Navy that the island was suitable for the establishment of a naval station.

The Secretary ordered Commodore David Porter, a national hero of the War of 1812, to the command of the West Indies Squadron and to establish a headquarters on the Island. The Squadron's mission was to rid the Caribbean of pirates.

On April 6, 1823 Commodore Porter ordered Master Commandant John Minor Maury, Captain of the Squadron, to fire a 17 guns salute and raise the American flag. This was the first action to establish an organized



Commodore David Porter. Photo credit: U.S. Navy.

settlement on the island. The first civilian government was not established until July 2,

1823 when the Florida Territorial Council created Monroe County.

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SocietyNews
by Tom Hambright

In 1976 the last Spanish American War veteran in Key West was buried in the Battleship Maine Plot in the Key West City Cemetery. At that time the Key West Citizen wrote an article about why was Mary Louise Quinlan, the nine month child that died in Key West during the great Spanish influenza pandemic, buried in the plot . The paper was unable to find any additional information. At that time she was the only female recorded in the plot. Later research revealed that the ashes of Mrs. Beth Allen Lacy was placed in the grave of her husband Sgt. Raymond Lewis Lacy, USMC, a veteran of World War One. She died on August 27, 1972 and as allowed by Navy regulations her ashes interred on September 11, 1972.

In 1992, I agreed to do a study of the Battle Ship Maine Plot as part of a survey of the Key West City Cemetery. Searching military records, newspapers, church records and other records in Key West and the National Archive I able to find some information on everyone in the plot including Mary Louise, but not why she was in the Plot.

I found that Mary Louise was born January 11, 1918 and on March 3, 1918 baptized at St. Paul's Episcopal Church and that her father was probably in the Military as Lieutenant McDoyle stood in for the sponsors, Robert L. and Lily Morrison. The parents were Earl H. and Lily M. Quinlan. Mary Louise died on November 9, 1918. I searched all the local navy and



*Mary Louise Quinlan's grave marker.
Photo credit: Tom Hambright.*

newspapers records and the naval records at the National Archives in Washington and Atlanta. After many years I gave up.

That was all before the flood of information hit the internet. After a few hours on familysearch.org I found that Earl Harrison Quinlan was born in Iowa and appointed to the Naval Academy from Colorado and graduated in the Class of 1909. In 1917 he married Lily Morrison in Philadelphia.

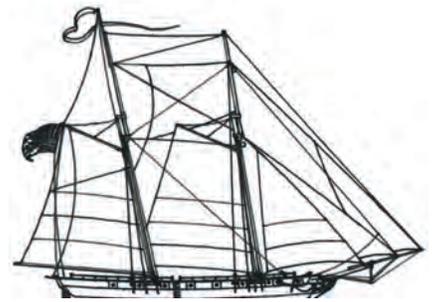
During World War One Lieutenant Commander Quinlan arrived in Key West in early 1918 in command of the submarine K-3 in Key West. Navy records shows him in California by early 1919 in command of the USS Sproaton (DD 173), After the war navy records that were found indicated he spent most of his career including command of two other destroys in California before he retired in the 1930s.

He and Lily had another daughter Barbara born in 1919. Lily died in 1955, but Earl lived to age 94 and became an artist of some note in Southern California after he retired from the Navy.

New Members

David Bentley, Key West; Rudiger Bieler, Oak Park, IL; Donna & Leigh Heinlein, Miami; Perk Larsen, Key West; Thomas Loudyear II, Big

Pine Key; Karin Malcom, Cape Coral; Brad White, Little Torch Key; Monica Wolf, Taverier; Tim Yeider, Marathon.



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Editor: Tom Hambright

Letters and articles are welcome. Please write to: Editor, Florida Keys Sea Heritage Journal, KWMHS, P.O. Box 695, Key West, FL 33041.

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Porter's Fleet in Key West. Photo credit: Monroe County Public Library.

(Porter from page 1)

The first act incorporating the City of Key West was passed January 8, 1828.

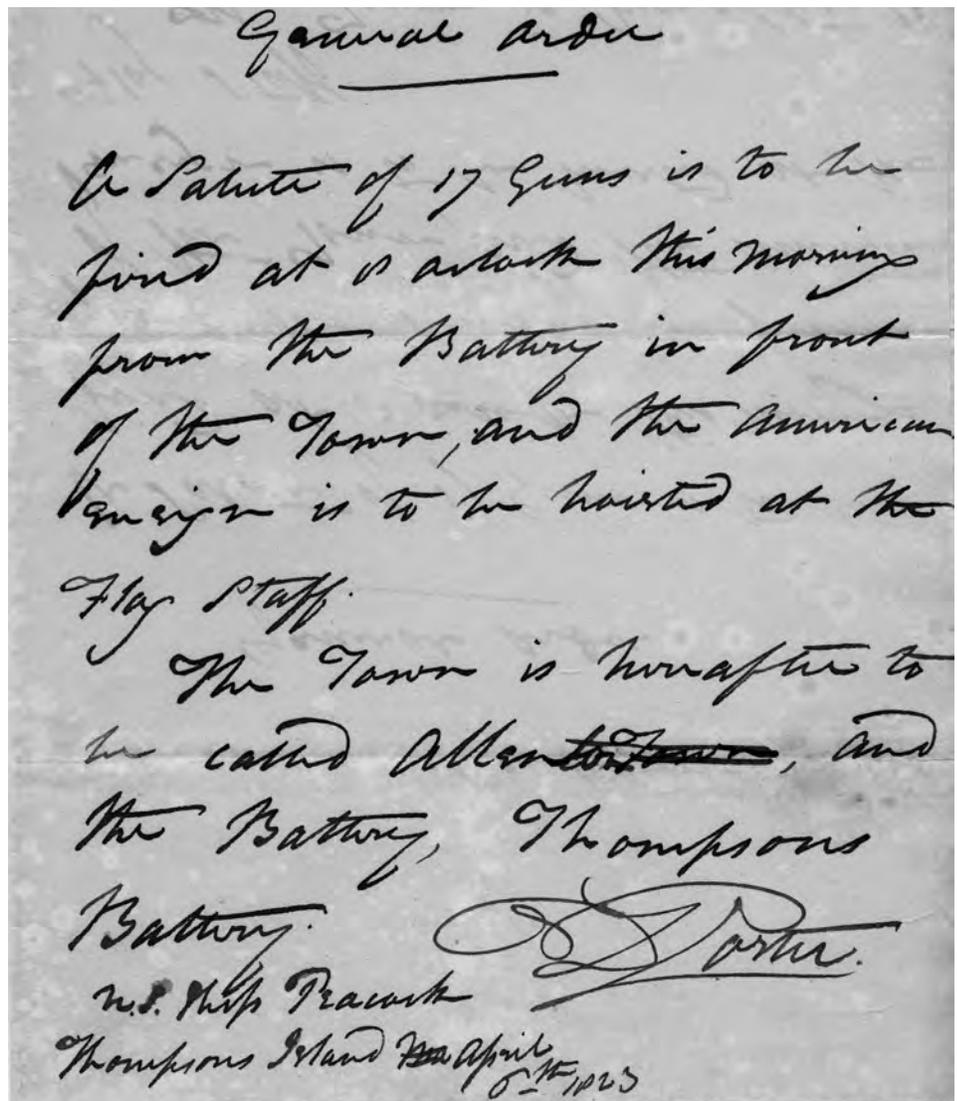
Captain Porter and Lieutenant Perry both used the name "Thompson's Island", named for the Secretary of the Navy, and "Allentown", named for Navy Lieutenant William H. Allen who had been killed in a fight with pirates. The names were only used in early Navy correspondence; they soon faded and were replaced by the more popular "Key West".

Commodore Porter's order addressed to Captain Maury reads.

"General Order. A Salute of 17 guns is to be fired at 8 o'clock this morning from the Battery in front of the Town, and the American Ensign is to be raised at the Flag Staff.

The Town is hereafter to be called Allenton, and the Battery, Thompsons Battery.

U.S Ship **Peacock**
Thompsons Island
April 6th 1823"



Commodore Porter's Order. Photo credit: Scott DeWolf.

The Story of the Ill-Fated Key West-Built Clipper Ship **Ansel** (the former **Stephen R. Mallory**)

By John Viele

Introduction:

The clipper ship **Stephen R. Mallory**, built in Key West in 1856, was sold to British owners in 1863 because of losses of American flag merchant ships to Confederate commerce raiders. Curiosity as to what happened to her after she was sold led my wife and me to journey to five major American seaports; to St. John, New Brunswick, Canada (her last home port); and to Greenwich, England. Part of the story that follows comes from “Shipping News” columns in seaport newspapers. The story of the ship’s mishaps and crew uprisings comes from newspaper articles and portions of the ship’s log, copies of which we obtained from the Maritime Archive of the Memorial University of Newfoundland, Newfoundland, Canada.

The **Ansel** Story:

At the time **Mallory** was sold, she was just seven years old, had crossed the Atlantic a dozen times, and sailed around Cape Horn four times. The most recent survey (January 1863) had rated her material condition as A-1 (the highest classification). But the Civil War had been raging for two years. The Confederacy had commissioned commerce raiders which had captured and destroyed over two hundred Union merchant ships. Insurance rates had risen to the point that the commercial shipping business was no longer profitable. Shipping companies were selling off their ships to foreign flags. In 1863, 348 American-flag ships were



The ruins of the lighthouse on Skellig Island. Photo credit: Irish Tourist Board

sold to English firms.

On November 20, 1863, **Mallory’s** new owners renamed her **Ansel** after Saint Ansel, Archbishop of Canterbury (1033-1109). Apparently the British owners were not concerned about the sailors’ superstition that changing the name of a ship would bring bad luck. In **Ansel’s** case it certainly did.

When surveyed at Liverpool, one year after being sold, she was reclassified as A-1. The minus indicated that some deterioration in her material condition or seaworthiness had taken place. Despite this, her new owners gave the master orders for a voyage to the Philippines via Cape Horn and San Francisco. **Ansel** got underway from the River Clyde in Glasgow, Scotland in April 1864. As she sailed south, leaks in the hull began to increase. The leakage became so bad that the master was forced to

put into the port of Stanley in the Falkland Islands for re-caulking and overhaul of the pumps. Six weeks later, with the leaks under control, **Ansel** sailed around Cape Horn and headed north for San Francisco. There she offloaded and took aboard cargo, restocked provisions, and set sail across the Pacific for the Philippines.

Ansel arrived at Manila two months later. Cargo operations there took a little over a month after which **Ansel** headed back across the Pacific arriving at San Francisco two months later. Shortly after getting underway on her return to Great Britain, the hull leakage increased again and the master put back to port. Shipyard workers replaced rotten planks, re-caulked, and re-metalled (replaced metal sheathing on the underwater hull). Another survey found she was sufficiently seaworthy to resume the voyage.

Ansel arrived at the port of Swansea in Wales in March, 1866. The voyage to the Philippines and return to Great Britain had taken three years.

The master's next orders were to sail to St. John, New Brunswick, Canada, calling at Newport, Rhode Island and New York on the way. Bad luck continued to plague the ship. Probably because of fog and lack of familiarity with the area, **Ansel** went aground during the approach to St. John. She was so hard aground that efforts to kedge her off failed. The port authority condemned the ship. But a St. John merchant saw her as a bargain, purchased her, and dispatched a tug to bring her into port. The tug managed to free the ship, but while towing her near the entrance to the harbor at night, **Ansel** ran ashore. Twelve days later the tug managed to haul her afloat and brought her into the harbor.

As a Canadian owned vessel, **Ansel** flew the Red Ensign of the British Merchant Service. Ships with home ports in the Maritime Provinces were known officially as British North American vessels, but Canadian sailors called them "Bluenose vessels." St. John was a major seaport, partly because it was the only ice-free northern port.

Repairs to damage resulting from the two groundings occupied the next five months. Finally, the ship was ready to go to sea again. On January 4, 1867, ten seamen, two stewards, two mates, and the master signed a shipping agreement for a voyage of twelve months, to end in St. John, with the stipulation "no grog." The next day, the crew got the ship underway for Liverpool. As **Ansel** crossed Saint Georges channel between the Irish coast and Wales, a stowaway was found hiding under a bunk in the focsle. It is unlikely that he could have remained there undiscovered for the three weeks it took to cross the Atlantic without the

connivance of the seamen who bunked in the focsle.

In Liverpool harbor, longshoremen loaded 915 tons of bulk salt, considered to be a risky cargo for old ships in heavy weather, plus 2,100 sacks of fine and common salt. The ship recrossed the Atlantic, arriving at Boston in the good time of 23 days. Then things went downhill again. Three days after arriving, five seamen deserted ship. When the salt had been offloaded, it was time to get the ship away from the dock and into the stream ready for another voyage. Six seamen refused to assist in getting the ship away on the grounds that there were not enough crewmen on board for the upcoming voyage. These men went ashore to the British consul and stated their case. They went back to the ship and told the master that the consul wanted to see him. They stayed ashore while the ship was moved into the harbor and anchored. The master received a summons to the consul's office but decided he did not want these seamen in his crew and paid them off.

Ansel's troubles at Boston were not over. After the ship was moved away from the dock and anchored in the harbor, a schooner under sail attempted to cross ahead. Her helmsman miscalculated and the schooner struck **Ansel's** bow. The collision broke **Ansel's** jibboom and injured one of the stewards.

Before getting underway from Boston, seven new crewmen reported aboard to replace those that the master had paid off. However, they only signed on for the voyage to New Brunswick. When the ship anchored at Little River near the approach to St. John, their voyage was legally over. They apparently decided

they did not want to sign on for another voyage and left. The bosun apparently felt the same way. When the ship moored at St. John, he too deserted.

With a crew now comprising just ten seamen, plus the two mates, and the master, the ship got underway for Liverpool. On arrival there, crew size was increased to 17 and included a bosun, carpenter, steward, and a cook. Loaded with 1,064 tons of salt, **Ansel** sailed to Boston, offloaded the salt, and sailed back to St. John.

At St. John, longshoremen loaded **Ansel** - with a large cargo of lumber, some of it on deck. One week after getting underway, the ship ran into a heavy gale. Boarding seas swept away some of the lumber on deck and flooded into the cargo hold. The mate called for all hands to man the pumps. At eight in the morning, the gale moderated and the crew was able to secure loose gear topside. Four days later, another storm struck. The master wrote in the ship's log:

"We took a terrific gale from the East, [it] veered around through the night to NNW. Blowing a hurricane with a tremendous sea. At 2:30 AM, carried away part of Lower main topsail yard, carrying away supports to the sail. Ship laboring and rolling very heavy. Sea making a clean break over her, filling her decks with water. Ship laying over very much. Cut away topsails and some gear to keep from carrying [away] topmast and topgallant mast and main yard. Deckload [of lumber] nearly all washed overboard carrying with it bulwarks, sail block gear and all attached. A portion of deckload as it drifted alongside, caught under lee bumpkin [short boom extending from side of ship] and ripped up all

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(Clipper from page 5)

work around the taffrail. All hands at the pumps. Ship making much water. Sucked her [dry] after 18 hours.”

Having survived the storm, the ship arrived safely at Liverpool fifteen days later, but with much damage topside. Repairs kept the ship in harbor for the next two months. Then, on March 9, 1868, **Ansel** cleared Liverpool for Philadelphia. Four days after getting underway, one of the crewmen found a stowaway in the coal locker (coal was used for the ship’s stove). He was a black man and said he had been there for two weeks with nothing to eat and was completely helpless. The weather had been very cold and his feet were frost-bitten. Crewmen carried him topside, washed him, and gave him some food. After fifteen days, the rotten flesh came off his feet and ankles exposing the bone. Two weeks later, one of his feet fell off. Amputation was obviously necessary, but no one on board would attempt it. The ship arrived at Philadelphia on May 1 and transferred the stowaway to a hospital.

While in Philadelphia, two of the seamen who had become sick with venereal disease, were paid off, and discharged from the ship in the presence of the British consul. Another seaman deserted taking with him all his effects.

The ship got underway for St. John on May 21, 1868 and reached that port on June 3, cargo not known. While there, her rig was changed from ship to barque (mizzen mast re-rigged to carry fore-and-aft sails vice square sails). This would permit a reduction in the number of hands needed to sail her.

Ansel cleared St. John for Liverpool, arriving there on August 1. During the crossing, the

stewardess refused to do her duty to light the binnacle lamp and would not answer when spoken to. For this offense, she was logged, i.e., an entry of her offense was recorded in the ship’s log book.

Upon arriving in Liverpool, the ship was laid up for six weeks for major repairs, including replacement of the underwater metal sheathing. When the work was completed, the ship got underway for St. John on September 23, with a number of Greek seamen in the crew. One month into the voyage, the ship was pooped. The log recorded:

“A following sea ran along the starboard side and tumbled in through the main rigging in large quantities flooding the deck fifteen inches deep, and setting running gear, tubs and moveable things afloat. As the water could not find egress, the scuppers being stopped by loose articles and gear, the mate ordered Nicholas George, AB, [Greek seaman] one of the watch, to clear up some of the wreck. Nicholas, not obeying, the mate repeated his order, when Nicholas turned around and, after some insulting remark, told the mate ‘go to hell you son of a bitch’ and seizing him by the right arm, turned him around to face him, assuming a fighting position. The carpenter witnessed this and others also. The mate immediately reported the matter to the master who had the man aft to arrest him. On being spoken to in the mate’s and carpenter’s presence, he denied all, but shortly repeated the ‘mate’s a damned son of a bitch.’ The master stated his present insolence was sufficient proof of his insubordination and ordered his immediate arrest. Nicholas drew his knife, declared he would never be put in irons and ran on deck where he was joined by George Williams [Greek seaman]. His good conduct for the present being guaranteed

by Williams, the master - refrained from arresting him, promising the mate such satisfaction as was allowed by law on arrival in port.”

Three weeks later, the ship was four and one-half miles south of Cape Corriente at the western end of Cuba (considerably off course for New Orleans). At 4:45 in the morning, one of the men aloft called out “breakers ahead!” The mate on watch ordered the helm over to wear the ship around away from land. As the ship was turning, Nicholas George, who was working on deck, ran aft, exclaiming violently that we were trying to take his life. He struck the master, who was standing by the binnacle, several times about the head and face. He then rushed to where the mate was standing by the main brace, struck him a violent blow on the throat, and then ran away. Shortly after, the master fell into a serious epileptic fit brought on by the extreme violence of the blows he received.

The master recovered, but Nicholas was not through. The log records: “The next day, the mate went forward to distribute some tobacco to the seamen. When Nicholas asked for some, the mate, by order of the master, would not give him any. Nicholas immediately struck the mate a severe blow on the left jaw and a second one on the left cheek, making a wound over the cheekbone. The mate at once went aft to report the incident to the master who ordered that the seaman be placed in irons immediately. The mate went forward to ask the assistance of the second mate, who said Nicholas had gone aft. The mate followed and found Nicholas near the companion where he had placed a capstan bar with which to attack the mate on passing. Nicholas turned to walk forward, but as the mate went below, he returned to the top of the companion. The mate had

reported matters to the captain and received arms [a pistol] to defend himself and effect the arrest of Nicholas. On trying to get up the ladder, the mate was attacked by Nicholas with the handspike which was eventually thrown violently down the companion at the mate, who then rushed on deck. Nicholas retreating to the main deck where he gave the alarm to the rest of the Greeks who rallied around him with drawn knives. John Nicholas leaving his work and going to the fore-castle for his weapon. The mate, seeing that he had no assistance, the Englishmen [crewmen] being afraid of eleven Greeks, went on to the poop to keep them at bay with his pistol leveled. The Greeks, with knives drawn, were all this time taunting and defying the mate and throwing belaying pins at him to maim him. One of the Greeks, George Williams, though repeatedly warned not to mix in the fray, crawled around the deck house, took the mate unexpectedly in the rear and seized hold of the gun and while he and the mate were struggling for its possession, the other Greeks surrounded the mate whom while struggling with Nicholas and Williams was seized and garroted [strangled] from behind by Nicholas George and, exhausted and faint, was obliged to surrender possession of the gun, [the mate] still following the men who went forward. At the break of the poop, John Nicholas made a violent blow at the mate with the gun which cut deeply into the deck. The gun having been taken forward by the other Greeks, Nicholas George seized the carpenter, and with a knife at his throat, threatened his life. The captain, being sick from the effects of Nicholas's violence and the mate, having no help, was obliged to leave the men free, the Englishmen of the crew being afraid



Skellig Island. Photo credit: Irish Tourist Board.

to interfere.”

Two days later, a fresh gale was blowing and the mate ordered the watch to furl the upper topsails. The seamen were climbing the shrouds to carry out the order when Nicholas George decided to challenge the mate again. He called up to the men to come down. Some of them did, very reluctantly. Nicholas walked over to the mate, called him a son of a bitch again, and endeavored to strike him. Whether he did or not, we don't know, because the narrative in the log ends at this point.

Ansel arrived at New Orleans on November 15 with a large and varied cargo including brandy, firebricks, carpet, railroad iron, tiles, slates, soda ash, and bicarbonate of soda. Six seamen and the second mate deserted. Nicholas George was discharged from the ship and then arrested and imprisoned for assaulting a Customs Officer.

Loaded with over 3,000 bales of cotton and 2,000 (barrel) staves, **Ansel** sailed for Liverpool on December 30, 1868. From Liverpool, she sailed for Boston

with 1,000 tons of salt. During the voyage, a heavy gale struck. Boarding seas swept the decks carrying away bulwarks and stanchions and causing other damage. On arriving at Boston, two seamen deserted.

The ship returned to Shediac, New Brunswick (a town and harbor on the northeast coast opposite Prince Edward island) where she was surveyed and re-metalled. The master was relieved by a new man, as the departing master wrote in the log, “for no cause whatsoever.” Following another voyage to Liverpool and return to St. John, nine seamen deserted. While moored at St. John, a gale broke off the mizzen topmast and some other gear.

Departing St. John in November, **Ansel** sailed to Gravesend, in the Thames River about 50 miles from London. At Gravesend, she was loaded with old rails, antimony, iron bars, chalk, scrap iron, and miscellaneous merchandise. On

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(Clipper from page 7)

January 21, 1870, she cleared Gravesend for Boston on what proved to be her last voyage. One week later, she ran into a whole gale and foundered.

Here is the story of **Ansel's** loss as told by one of the survivors, J.D. Downey, who was one of the mates:

"We left London January 18th, 1870, and had pleasant weather with fair winds up to January 25th, when the wind veered from NE to SSW and blew a whole gale, the ship making considerable water. We brought the ship by the wind under lower main topsail, with head to the northward and at midnight the wind veered suddenly to NW with hard squalls and the ship rolling heavily, carried away the foremast with yards and sails attached. The ship's leaks had now increased so as to keep people constantly employed at the pumps.

"January 27th, the gale abating we kept the ship off for Cork, and ran before the wind for three hours, when the gale increased with hard squalls of rain and hail, and tremendous seas. We brought the ship by the wind with lower main topsail, and then found that the water was gaining on us fast and that there were several feet of water in the hold. We then continued pumping till about 6 a.m. on the 28th, when we launched our boats, and, with some difficulty, took on board all the ship's company, twenty-one persons, including two women, the wife of the second mate and the stewardess. We had just time to get into the boats when the ship went down.

"Capt. Bennett then took charge of the long boat and gave me charge of the pinnace, he taking twelve of the crew, including the two women, and the remainder, eight

persons, came with me. With the captain were his brother and wife, and another man named Bennett, a cousin of the captain. William Jones, Rufus O'Neill, Henry Balsler, and _?_ McFarlane of Hillsboro were in the pinnace with me.

"The weather being moderate with heavy swells throughout the day, we kept company till night of the 28th, when the wind increased, accompanied with squalls of rain. We spoke the captain's boat at dark, and did not see her after. I then laid my boat to, making a drag by lashing my oars together and bending them on the painter of the boat, but we shipped a considerable quantity of water through the night. We were then 300 miles WNW from Cape Clear, with 5 gallons of water and a small quantity of hard bread, wet with salt water.

"The morning of the 29th being more moderate, and then having daylight by which to manage the boat, we took in our drag and ran the boat for shore. Our sail being a small blanket and the ensign, we proceeded with this sail till the 1st of February, when the wind again increased to a gale with rain. We again attached our drag to the painter and by constant bailing managed to keep the boat from filling. About midnight a great misfortune came upon us. Our drag parted from the painter, and we were left at the mercy of the waves, in a gale, with only one oar. We however bent on our clothes bags and the boat rode the storm out safely.

"On the 2nd of February, the wind moderated and we kept the boat away before it, lying to again at night when the sea became dangerous. On the 3rd of February, I made Skillig's [Skellig] Island on the [southwest] coast of Ireland, distant about 20 miles. There was then moderate wind with heavy swell from the NW. We drank the

last allowance of water, kept the boat heading for the island at which time the wind veered to SE, when we commenced sculling with the one oar left - the only means left us of escape. The sea was breaking heavily on the rocks, when we at last reached the shore."

"On the 4th, the light keepers hauled us to land with ropes. We were kindly treated by the people on the island, where, on account of the heavy sea, we were forced to stay eight days, after which we were taken off by the Coast Guard boat."

Source: *Daily Telegraph*, St. John, New Brunswick, June 28, 1870. "The Sinking of the Barque **Ansel** - Deeply Interesting Account of a Survivor."

The second boat of the **Ansel** was picked up at Dingle, Cork on Feb. 18. (No mention of anyone on board.) Lloyds List Feb. 21, 1870.

Thirteen persons including the master and two women were lost from the long boat. Eight crewmen and the mate in the pinnace survived. This actually makes a total of 22 persons, not 21 as recorded by the mate. The discrepancy can not be resolved with the information available.

John Viele has been a member of the Board of Directors of the Key West Maritime Historical Society of the Florida Keys for the past 20 years. He is the author of three books on the history of the Keys published by Pineapple Press of Sarasota: "The Florida Keys - A History of the Pioneers," "The Florida Keys, Vol. 2 - True Stories of the Perilous Straits," and "The Florida Keys, Vol. 3 - The Wreckers." For other articles about the Clipper Ship Stephen R. Mallory see Florida Keys Sea Heritage Journal: Fall 2011, Spring 1997 and Spring 1991

William Hackley's Diary

William R. Hackley practiced law in Key West from 1829 to 1857. He kept a diary for part of the time he was in Key West. For the last few years the Journal has published Hackley's Diary for the 1850s. Following is part of the Diary for 1830 and 1831:

Saturday, December 25. Rose before the sun, studied the case of Oliver O'Hara vs. Brig **Halcyon**. After breakfast took a sail in a new boat sent out for the Inspector at Indian Key. Took him myself. The Schooner **Milo** went to sea today. Captain Moore took the letters which I wrote to Father and Mother. About 20 persons sat down to dinner at David C. Pinkham's. The two Mrs. Westcotts and Mrs. Pinkham and Miss Foote sat down to the table. It is the first time I have eaten dinner in the company of ladies on this Key. Several of the party got a little merry but not much so. There were persons parading the streets till a late hour firing guns and whooping and hollering in honor of the day. The Sloop **Martha Jane** sold today, was purchased by Captain Jacob Houseman for \$400 dollars. Wind east northeast, weather pleasant.

Sunday, December 26. Rose at dawn and read some cases respecting the validity of awards. Oliver O'Hara and Mr. Torrey came to my office to consult on steps requisite to be taken in the prosecution of their respective libels against the Brig **Halcyon** and her cargo. Two of the Westcotts dined with us and Oliver O'Hara and Col. Lackland M. Stone. After dinner took a sail in Algernon Thurston's new boat. Captain J. Place came down and reports that a British barque from some port in South America with a large sum

of specie on board got inside of the reef. He piloted her out and the Captain would not come to the Key but gave him paper stating that he had rendered service to the barque. The money belongs to the British government. I felt quite unwell the whole morning and took a dose of Rhubarb Wine before going to bed. During the night the wind got around to the southwest and blew very fresh for a short time attended with a violent rain, wind during the day and weather pleasant.

Monday, December 27. Rose at dawn and commenced reading Caldwell on Arbitration. Felt badly and took a dose of salts. I felt quite unwell the whole day and went to bed early on that account. The sugars of the cargo of the Brig **Halcyon** attached by Mr. Torrey has been landed and the **Cynthia** is now loading them. Messes William Porter and Robert Stanard recieved my fee of \$25 in the case of the Schooner **Milo** sometime about the 4th of the present month. I borrowed of Robert Stanard \$16. The wind north northwest and quite cool.

Tuesday, December 28. Rose at seven and read Caldwell. The British Barque **Two Sisters** went to sea this morning. Mr. Hampton Westcott, a brother of the Secretary of Florida, who was a Lieutenant in the Navy of the United States and was dismissed by the President for being concerned in a duel near Philadelphia was given charge of her by Oliver O'Hara. The weather towards morning grew quite cool. After tea read Livy till after nine. Wind north northwest.

Wednesday, December 29. Rose before seven, cut an orange and read the President's message before breakfast. Afterwards read Caldwell. Mr. Torrey yesterday

dismissed his suit against the cargo of the Brig **Halcyon** for what reason I cannot tell. Paid my house rent for two months up to the 15th inst. \$25 dollars and paid George Weaver for money lost at whist \$5.75. After dinner went up to the court house. Pascal B. Prior is preparing to open a mess there which I am thinking of joining. After tea read Livy. During the night a smart shower of rain fell. Wind northeast by east. Weather pleasant.

Thursday, December 30. Rose at seven. Reading the law on the subject of Bottomry bonds. Judge James Webb came and sat a good while conversing on legal subjects. After dinner went up to the courthouse. The wind all day has been southeast during the night it hauled to the southwest and blew very fresh accompanied with a heavy rain.

Friday, December 31. Reading law. Wrote to Father and filed away all the letters received this year. Gave Oliver O'Hara a certificate of my opinion of the incapacity of Henry W. Fontaine to fulfill the duties of presiding Justice of Monroe County Court which appointment he now holds. About 8 A.M. the wind chopped suddenly round to the northwest and blows fresh as the it wishes to dismiss the year in a flurry. It is four years this day since first placed my foot on Florida and though at first much pleased with the country yet every year had caused me to like it more and more and it is at presently my determination to make it the place of my permanent abode although not this spot of it in which I am at present sojourned. Toward night it became quite cool. Played

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(Hackley from page 9)

whist at the Collector's till 10. The bookbinder having made the mistake of placing the titles on the back of this volume I commenced it upside down and several days having elapsed before I discovered it I was forced to continue it until the end of the year when I contemplate having the pages I have written on in this volume removed to the first one I used when I commenced keeping a diary by which means also the use of the volumes may be enlarged as at present they are rather small to be convenient. The thermometer stands in the evening at 60 degrees.

Saturday, January 1, 1831, During the night the wind hauled to the northeast and blew fresh and cold, the thermometer stands this morning at 56 degrees and everyone is complaining of the cold and have endured themselves with cloaks "eit id omni genus," [and everything of the sort]. It is really a winters day and from its being so unusually cold a person suffers nearly as much as on a relatively cold day at the north. Went up to the Court House to consult Edward Chandler as to the necessity of continuing the suit of Oliver O'Hara vs Brig **Halcyon** until the fate of the bill of exchange (in the case of non-payment of which the bottomry bond was given) can be learnt. Captain William Barker has returned from Pensacola, his schooner has been put in good order and has a new set of sails. He informs me that the weather has been uncommonly cold in the vicinity of Pensacola, the ice has frozen sufficiently hard and thick to sustain the weight of a man, a circumstance that I have never heard of having occurred before in Florida. The weather continues cold and I went to bed at half past seven to keep myself comfortable and there read Livy until after nine.

On yesterday I gave Oliver O'Hara (who is collecting certificates for the purpose of having Henry W. Fontaine removed from the office of Presiding judge of the County Court of this county) a certificate that I thought Fontaine unfit for the office he holds from the circumstances of his low standing in the estimation of the inhabitants of the county and his being a practicing attorney in the superior courts of this district.

Sunday, January 2. Rose at 7. Ate two oranges before breakfast at which time the West Indians say that they are beneficial to the health. There are at present a great quantity of them on the Key and they can be purchased at \$1.75 per 100. Prepared my brief for the trial tomorrow and packed my trunk to go up the reef for the purpose of joining Captain Thomas Rooke and take my take my fill of shooting and fishing. After dinner took a walk down to the lighthouse and sat about an hour. After tea sat conversing with Oliver O'Hara and some others for some time and then returned to my room and read Livy till after nine.

Monday, January 3. Rose before seven having been awakened by the reveille beat by some U.S. Troops which arrived last night in the Schooner **Thames** of Apalachicola Bay under command of Lieutenant Francis B. Newcomb, who has his lady. Lieutenant D.A. Manning and Dr. Mills are the officers and there are but 18 men. The remainder are expected daily from New York under command of Major James Glassell, who will command the station. Court met this morning and adjourned in consequence of an election for town councilmen being held today. Pardon C. Greene, David C. Pinkham, Joseph Cottrell, David L. Wakely, William G. Porter, George Weaver and Robert B. Stanard were elected to constitute the town council. I would not vote as I take

no interest in the town. But in spite of that without my knowledge one or two votes were given for me as member. Neither of the last named gentlemen were at all desirous of the office and it was without their knowledge that they were elected. Read Livy until after nine.

Tuesday, January 4. Rose before seven, read Balthazard-Marie Emerigon Maritime Law. Court met pursuant to adjournment and not having received a notice of the execution of the process by the publication in a newspaper in Charleston the case was continued until the 17th. The Judge decided that an attachment of the freight in the hand of an agent was invalid and that the only process by which money could be detained in the hands of a third person was by a libel in person. Wrote sister on the 3rd. After tea read Livy until near ten. The wind from the southeast and weather temperate but when the winds blow from that quarter I always feel a lassitude which I find difficult to overcome.

Wednesday, January 5. Rose before seven and read Emerigon. Capt. William Barker sailed this morning for the reef. From 12 to 2 read Phillips, after dinner read Stewart and after tea read Livy until past nine.

Thursday, January 6. Rose with the sun and read Emerigon. Yesterday Robert Stanard, William Porter, George Weaver, James J. Board and myself formed a mess of which Charlotte is to take care of the cooking and we are to bare [sic] all of the expenses. We suppose it will cost each of us about \$25 per month which is what we have been paying Charlotte for board. She broke up because she was unable to make anything by it. The Brig **Orythia** sailed on the third, by her I send my letter to Father. The Schooner **Mobile** sailed today and

Captain Burgess takes my letter to Sister. I have determine not to go up the reef at present as I am obliged to be down on the 17th to court and when I do go I wish to have a longer time to hunt and fish. From 12 to 2 read Phillips, after dinner read Stewart, after tea read Livy until 9.

Friday, January 7. Rose before seven and read Phillips, having finished Emerigon yesterday. From 10 to 2 P.M. occupied with attending to the taking of depositions of Joshua Appleby, master of the Schooner **Mary Ann** before William Freat, Esq. Justice of the Peace, in the case of Oliver O'Hara vs. Brig **Halcyon**. After dinner took a walk across the Key and round by the beach and procured a parcel of the seed of the hibiscus. The **Little Loc**, a schooner of about 15 tons built some distance up the Mississippi River and lately sold in the City of Havana, came in this morning, she is engaged in regular smuggling business taking flour from this place which she lands about 20 miles from Havana, by this means saving the duty which is heavy with the exception of one dollar per barrel which is given a customs house officer as a bribe. After tea read Livy until nine.

Saturday, January 8. Rose before the sun, read Phillips. Passed a very restless night caused by a slight fever. Took a dose of salts before breakfast which consisted of two crackers and the same number of glasses of tea. From 10 to ½ past 11 A.M. occupied in taking the testimony of William H. Shaw in the case of Oliver O'Hara vs. Brig **Halcyon**. I felt quite unwell all day. At 7 P.M. went up to the Court House by invitation to drink wine with the Judge James Webb and Edward Chandler. The House was very tastily illuminated in honor of the day and made a very pretty show. All of the gentlemen on the Key were invited and nearly all were

present. There was a great quantity of wine and other liquors drank and the usual consequences ensued. At 11 the party broke up and I feeling hungry, with some others invited by Joseph Cottrell to go to his store and take something to eat. About half-past 11, I got to bed, the wine I drank was sufficient to make me feel merry, tho I was careful not to exceed the bounds of civility.

Sunday, January 9. Rose at 7 and took a bath before breakfast, took a dose of Rochelle Salts to carry off the effects of the wine. During the morning sauntered about the rooms and read a portion of the Old Testament. At ½ past 2 P.M. a very heavy cloud came up from the southwest and it rained hard for about an hour during which time, as I had no glass in my windows, I had to remain in utter darkness and there spent the time dozing, when it let up I read a portion of Stewart. After tea read Livy.

Monday, January 10. After dinner read Stewart, made a pair of moccasins to wear in my room. The weather quite cool. At 4 P.M. William Porter started for Havana in a smack, several other persons went, among them Mr. Torrey.

Tuesday, January 11. At 11 seeing a great number of doves flying about I sallied forth with my gun and killed 3 large doves and 11 of a smaller species peculiar (I believe) to the West Indies and called the Tobacco Dove. They are about half the size of the common dove and much more delicate taste. After dinner George Weaver and myself went out and walked for several hours but killed nothing but two doves as they had all disappeared since morning. After I had returned and washed my gun. It was near sunset and I was more fatigued than I have been for months.

Wednesday, January 12. Rose before 7 and read Phillips. The

wind this morning is from the north and quite cold. After dinner took a walk down to the lighthouse in company Robert Stanard and sat there by a fire till dark and returned. The exercise was sufficient to keep me warm till bed time. Read Livy till nine.

Thursday, January 13. Rose a little after 7, read Phillips till half past 8 at which time breakfast is usually ready. After breakfast went out shooting with George Weaver and remained until quarter past one. I killed 11 doves and Weaver one. I forgot to wind up my watch this morning and she ran down. On my return washed my gun and put her up. After dinner I felt very unwell and walked down to the store where I remained until dark. After tea read Livy till nine.

Friday, January 14. Rose before 7, read Phillips. Oliver O'Hara bought four razors which I promised to set for him and I did it at once. Prepared to go down to Marquesas Key (20 miles to westward of this Island) shooting in company with Mr. O'Hara, Joel Yancy and Dr. Henry S. Waterhouse. James C. Clapp brought home a Campeachy chair, which Algernon Thurston had given me and which was broken after mending it for which I paid him \$2,25. After dinner read Stewart. About 1 P.M. the wind which had been variable all morning got around to the southwest and blows quite fresh. Read Livy until nine. The wind continued to blow during the night from southwest or so with great violence so much so indeed that I felt apprehensive that the house which is an old wooden building and one of the first put up on this key would blow down about my ears. The weather is so boisterous that we concluded not to go shooting.

(Continued on page 12)

(Hackley from page 11)

Saturday, January 15. Rose before 7 and read Phillips. Theodore Owens returned from Havana this morning and brings news of a change in the cabinet of St. James, an insurrection in Ireland and the loss of an immense quantity of property by the bombardment of Antwerp and from all I can learn of the state of Europe it cannot be long before there is a general war, when if Americans will keep clear of all disputes there will be an opportunity of a national as well as private emolument. After dinner read Stewart. After tea read Livy until nine.

Sunday, January 16th. Rose at 7 and for one hour walked up and down my room. After breakfast read Phillips and the Old Testament. After dinner in company with Robert B. Stanard went to the Lighthouse. A party went out this morning hunting on this key and killed three deer. One of them had a strap of leather round its neck by which means it was known to be one that made its escape nearly two years since from confinement.

Monday, January 17. Rose after 7 and read over a replication in the case of Oliver O'Hara vs Brig **Halcyon** brought me by Edward Chandler. After breakfast went up to the Court House. The Court adjourned until the first Monday in February the publication of the process not having been received from Charleston. Wrote to Mother yesterday. All the morning occupied in getting from the Clerk's office a garnishee process to detain \$159.28 in the hands of Jacob Houseman at the suit of F.A. Browne & Co. vs John R. Western. Succeeded in doing it. Went to the Custom House and sat by the fire till tea. Directly after supper went to bed and there read Livy till nine.

Tuesday January 18. It was so cold that I did not rise till 8 and directly after breakfast finding it so cold that the thermometer having been last night as low as 48 degrees. I took my gun and went out hunting. Killed 6 large and 6 small doves, 1 robin and 2 hawks, returned at 1/4 past 2 and washed my gun thought the water is so cold that it made my fingers ache. Went over to the Custom House and sat by the fire until tea and immediately after went to bed and read Livy until nine. Wind variable from north to northwest and the thermometer in an exposed situation in the house of Dr. Benjamin B. Strobel was as low as 46 degrees and a great number of fish of quite good size were picked up on the shore completely torpid.

Wednesday January 19. Rose a little past seven and walked up and down my room until breakfast to get warm. Afterward finding it impossible to read sat by the fire all morning. The Schooner **Roman** sailed for Charleston this morning and takes the letter I wrote to Mother Sunday last. About 5 P.M. the Sloop **John Denison** sailed for Charleston in her A.L. Thurston, Henry W. Fontaine and Dr. E. Tucker went passengers. After tea went over to a room Robert Stanard has got at the Custom House with a fire place and played piquet with Dr. Benjamin B. Strobel until 9.

Thursday, January 20. After breakfast the weather continuing cold took my gun and went out. Found but few doves and killed 5 of them, walked through the woods which are very thick and which tired me very much. Returned after one and washed my gun. After dinner read Stewart. About five P.M. Browne and Captain William Bunce came up in a smack from Sand Key where they were landed in the night of Sunday last from a vessel from New Orleans to Matanzas. They are

both in good health and Mr. Browne contemplates resuming his business at this place. He remained but a short time in Mexico and did not go up to the city. Captain William Bunce has been there more than a year.

Friday, January 21. William Porter arrived from Havana this morning having been detained for several days by the head winds. The foreign news he brings all tend to general war in Europe. After dinner Robert Stanard called for me to join Dr. Benjamin Strobel and Major Laurel in shooting at a mark. I went with him and shot with a rifle the doctor had which is an indifferent one and also with a pistol. I made best shot with the pistol. After tea read Livy till nine.

Saturday, January 22. About 4 P.M. the new Collector of Custom, William A. Whitehead, arrived in the Schooner **Evan T. Ellicott** of Baltimore 58 days from Baltimore bound to St. Marks having put into the St. Johns to land passengers. A schooner called the **Sarah of Saco**, 23 days from Charleston for New Orleans put in.

Sunday, January 23. Rose at 7, weather so cold that I am obliged to put on thick clothes. Read Phillips and a portion of the Old Testament. After dinner took a walk round the beach and read Stewart. After tea read Livy till nine.

Monday, January 24. The leaves on the northern side of all shrubs and even trees which were exposed to the full influence of the north winds we have had lately are completely killed and present the appearance of having been destroyed by frost, the coconut trees although as much exposed as any seem to have been less injured than a cotton plant (which is several years old) the injury being confined to the extremities of the leaves.

Tuesday, January 25. By

Charleston paper of the 4th instant I see that the Schooner **Mayflower** had cleared from thence to Baltimore and from that I expect that Brother had a good passage from this place to Charleston. By the same paper I perceive that commissioners have been appointed by the French Government to settle the claims of citizens of the United States for spoliations. George W. LaFayette is one of the commissioners. After dinner wrote to Dr. Willis and read Stewart. After tea read Livy till near nine.

Wednesday, January 28. The **Evan T. Ellicott** sailed for St. Marks this morning at 8 A.M. and Colonel Pardon Greene went in her to Tallahassee. After dinner finished Stewart and commenced reading Thomas R. Malthus' "The Principle of Population." After tea went up to the Court House and played piquet with Judge James Webb. Went to bed at nine but was not able to get to sleep for some time. For some days after eating my face has been flushed for some time.

Thursday, January 27. Finished the first volume of Samuel M. Phillipp's "A Treatise on the Law of Evidence." After dinner read Thomas R. Malthus and after tea finished fourth volume of Maker's Livy.

Friday, January 28. Rose at half past 7, read Phillipp's. A Mr. Hill from some part of the State of New York who arrived here sometime last fall in a decline, died yesterday. After dinner read Malthus and after tea read Livy until nine.

Saturday, January 29. Rose before 7. After breakfast went to the end of Greene's Wharf fishing for a fish called the Jack of which a great number have been caught there for several days past. They are a strong fish and afford good sport. There were but few taken this morning and not taking any myself I soon

got tired and left, the wharf about half-past 10. The weather so warm that I had on my summer clothes. Read Phillipp's after dinner read Malthus and after tea read Livy till 10.

Sunday, January 30. Rose at quarter past seven. Read Phillipp's until 12 and then read the Second Book of Samuel in the Old Testament. After dinner took a walk with F.A. Browne across the key to the southern beach and back. After tea read Livy till 10.

Monday, January 31. I did not write home yesterday as there is no vessel in port by which the letter could go to any place at which it might be mailed and for some weeks now there has not been a vessel in this port except the vessel from Baltimore and indeed I think the Key is deteriorating instead of improving and a professional man instead of making money can scarcely earn a sum sufficient to pay the necessary expenses which are very high here and even then the lawyer is dependent in a great measure on the number of wrecks on the reef. I am heartily tired both of the place and of the kind of life I have been leading here now for more than two years, it being the 18 day of November 1828 when I first put foot on the beach of this island and I hope before long to be able to leave it forever. This being the anniversary of the birth of Robert B. Stanard he gave us some wine and sweetmeats. I drank one glass of wine. After dinner finished the first volume of Malthus. After tea played whist till half past 8 and then retired to my room and read Livy till ten.

Tuesday, February 1. Rose at 7 and read Phillipp's. The mess broke up this morning on account of the expense it being \$30 for each person during the last month. I shall board with Price who keeps a mess

at the Court House the expense of which will be \$25 per month. Messrs Porter and Stanard rendered their account against me to the present date the amount of which is \$136.90 which includes the amount of my board since October and cash loaned me for other purposes and in it I am credited with the amount of my fee in the case of the Schooner **Milo** \$25. Read a note from David C. Pinkham in which he requests me to attend to the execution of certain leases drawn by me in May last of a lot belonging to John Whitehead and one belonging to John Fleming. I went to his office and informed him that F.A. Browne declined taking the leases and he consented to let it drop as it was from his own lacks that the leases were not executed at the time they were drawn. Went up to the Court House and dined. After dinner read Malthus. After tea played piquet with the Judge till 8 but I find that my watch has lost an hour by which means I did not get to bed till 11 instead of 10 the hour I intend. Finished volume 5 of Livy.

Wednesday February 2. Rose at 7, read Phillipp's. After dinner read Malthus. Played piquet with the Judge until near nine, returned home and read Livy till 10.

Thursday, February 3. Rose at 7 and read Phillipp's. After dinner read Malthus and after tea played piquet with the Judge. On my return read Livy until half past ten.

Friday, February 4. Rose at 7 and read a portion of the Spanish grammar and I intend to renew my application to the Spanish language and read a portion of some book every morning. About 9 A.M. the wind changed to the northwest and north and it became so cold that I was forced to put on my cloth clothes. After dinner read a little in Malthus and then went over to Henry

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(Hackley from page 13)

Fontaine's Room and sat by the fire until it was time to go to tea and when that was finished returned to the fire and sat until 10 when I went to bed.

Saturday, February 5. It was so cold when I woke that I lay in bed until eight. After breakfast went to an auction sale off Capt. William Bunce's property. The wind still blows to cold to be able to read or write with comfort so this day I shall spend in idleness and rambling about from house to house. I went to Henry Fontaine's room about 11 and sat by the fire with the intermission of the time requisite to take my meals until half past nine. To tea at Mr. Browne's and played some games of euchre and piquet.

Sunday, February 6. Read Phillips until 12 and then read Genesis. After dinner took a walk thru the island to the Lighthouse and returned the same day. After tea went to F.A. Browne's and sat for some time, returned to my room and read Livy until half past nine.

Monday, February 7. Read Spanish Grammar before breakfast, afterwards read Phillips and finished it. About 9 A.M. the wind hauled to the northwest and before night it became necessary to put on cloth clothes. The weather this winter has been uncommonly variable and the changes are more sudden than I recollect to have noticed at any other place at which I have resided and the same degree cold is felt much more sensibly than elsewhere. My watch has stopped again and refuses to keep time, she is worth nothing and I will get rid of her as soon as possible. Oliver O'Hara sailed for Havana in the Smack **Mary Ann** about 4 P.M. A brigantine from Providence to St. Marks came in at dusk. After tea played piquet with Judge James Webb until near

nine and on my return to my room finished Livy's Roman History.

Tuesday, February 8. Commenced reading a Treatise of Equity by George Cooper, Esquire of Lincoln's Inn. Capt. William Bunce told me of a recipe to prepare a substance for touchwood. It is as follows take the leathery excrescences that forms on old logs and trees, pare the outside off, soak the remainder in a solution of saltpeter and water sufficiently strong to make the substance when dry take fire with ease. Whilst wet place it on the edge and with a sharp knife cut it into slices of about an eighth of an inch in thickness, place the pieces so cut on a block sawed from a tree and with a wooden mallet pound it until it becomes soft. It will expand it self to a great degree and become nearly the consistence and present the appearance of a tanned sheepskin. In this way the substance used by the Mexicans for the purpose of obtaining fire with a flint and steel is prepared. Wrote to Sister Harriet. A Child of 7 or 8 years of age died yesterday, it was the son of Mr. Saunders. After dinner read Malthus. After tea sat till half past 8 at the supper table conversing, returned home and commenced reading Arthur Murphy's translation of the works of Cornelius Tacitus.

Wednesday, February 9. Read my Spanish before breakfast. The Revenue Cutter **Marion**, John Jackson, Esquire, arrived from Charleston and brought the mail and I received a letter from Mother, one from Sister and one from Brother. The Revenue Cutter **Pulaski**, Joseph Swiler, Esquire, arrived this morning and the Schooner **Delta**, Captain Hoyt, 10 days from New York. Read Cooper. After dinner finished Malthus and commenced "Wealth of Nations" by Adam Smith. After tea played piquet with the Judge until half past 8. On my

return to room read Tacitus.

Thursday, February 10. The wind this morning blowing fresh from northwest and a drizzling rain makes it cold and uncomfortable. After breakfast broke open a letter I wrote Sister on the 8th and answered her letter read yesterday. From dinner I went to Henry Fontaine's room and sat until dark. After tea played whist with Judge James Webb, P.B. Prior, and a son of Colonel Walton of Pensacola until after nine. Found a thick quilt very comfortable.

Friday, February 11. The wind still continues to blow fresh and cold from the northeast. Last night the wife of Charles E. Hawkins arrived in a sloop from Charleston. Received a few of my papers which were directed to the care of I & C. Lawton, Charleston. From the dinner table went to Henry Fontaine's room and remained there until bed time.

Saturday, February 12. The wind still from the northeast and blows a gale with drizzling rain at intervals. From breakfast went to Henry Fontaine's room and there remained until 9 o'clock P.M. at which time I write this, except the time requisite go up to dinner and tea which I got at F.A. Browne's. The wind northeast and so dark and cloudy that the eclipse of the sun was not visible to

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my greet disappointment.

Sunday, February 13. During the night it blew a gale of wind from northeast and the weather cold. This morning the wind is from the same quarter but does not blow so strong and the clouds are not so thick and heavy but allow occasional glimpses of the sun but it is still cold enough to make a fire comfortable. Sat in Henry Fontaine's room with a good deal of company all the morning sat by the fire until bedtime.

Monday, February 14. By the Schooner **Delta** which sailed at 10 A.M. for St. Marks the letter I wrote to Sister goes the way of Tallahassee as there is no opportunity to send it to Charleston. The Sloop **Mary Ann** sailed at the same hour for the same port. David L. Wakely a tailor died this morning. For nearly twelve months he was a steady and uncommonly industrious man until in an evil hour he was summoned as a member of the grand jury at the last November term of the Superior Court since which time he has been constantly intoxicated and has fallen victim of his love for ardent spirits. His death was preceded by a derangement of the intellect which I have noticed to be the usual consequence of excessive spirits at this place and of which I have seen several instances, tho all did not terminate fatally. About 2 P.M. the Sloop **Signal** sailed for New Orleans and Aaron Fontaine went in her. After dinner commenced reading Smith's "Wealth of Nations." After tea played piquet with Judge Webb until nine and on my return read Tactus.

Tuesday, February 15. Read my Spanish, after breakfast read Cooper, after dinner read Smith, after tea read Tacitus.

Wednesday, February 16. Read Spanish, after breakfast read Cooper, after dinner read Smith,

after tea Tacitus.

Thursday, February 17. Read Spanish and after breakfast Cooper. Had my hair cut. After dinner read Smith, After tea Tacitus.

Friday, February 18. Read my Spanish. Oliver O'Hara arrived from Havana last night at 4 A.M. Sold a black coat, made for me 18 months since and which is now so large as to be of no value, to P.B. Prior for \$15. Last night David E. Cole, a pilot, and Matilda Mott a native of Nassau were married by the Judge, it is the best match for both parties that has ever taken place on this Key. Finished reading Cooper's Equity. By a schooner from St. Marks, Thomas Eastin returned and brought news from the Council. An act passed with but dissentient voices for the relief of Charles E. Hawkins. There are a great many new appointments of justices of the peace, auctioneers, & c. and David C. Pinkham, Esq. is appointed Presiding Justice of the County. The Schooner **Toison**, Cobb Master, from New York to Matanzas which struck on Little Conch Key. was brought down this morning by the wrecking Sloop **Brilliant**. After dinner read Smith, after tea at F.A. Browne's played whist till half past nine.

Saturday, February 19. Rose about sunrise and read Spanish. Drew a deed for the payment of \$200 from A. Geraldo to Peter V. Stanard. Commenced reading Maddock's Chancery having finished Cooper yesterday. A ship called **St. Louis** from New York arrived this morning bringing Major James Glassell and lady and 51 men. After dinner read Smith. After tea played piquet with the Judge.

Sunday, February 20. Rose before the sun and went down to the wharf to see Captain Thomas Rooke who came in last night. After breakfast wrote to Mother and Brother. in Philadelphia.

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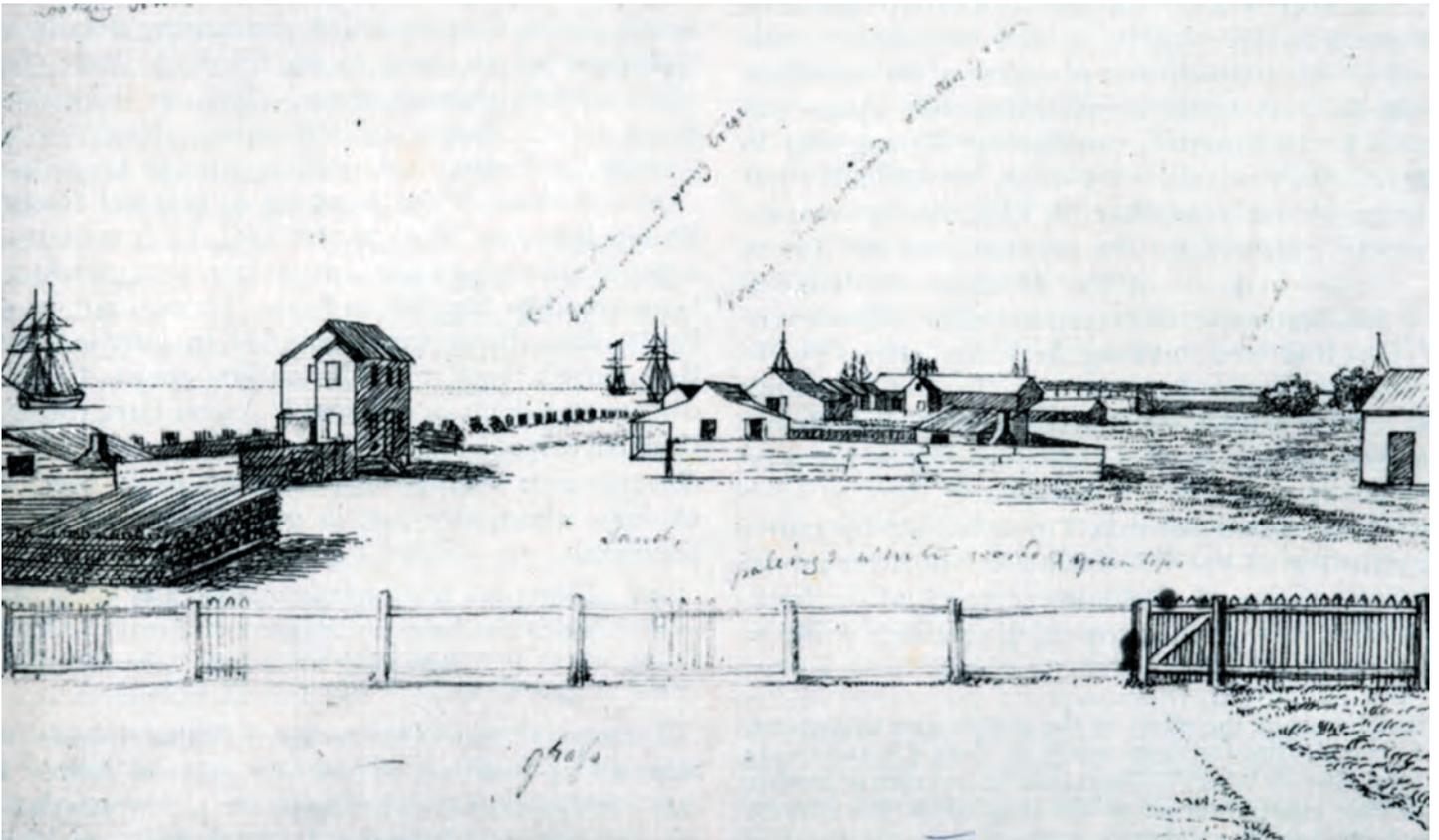
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