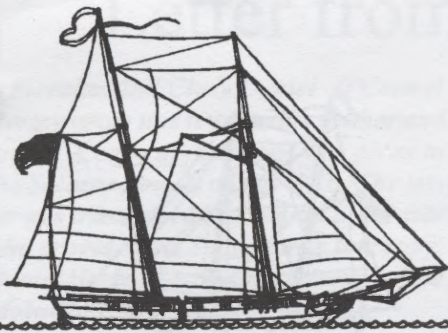




Florida Keys Sea Heritage Journal

VOL. 8, NO. 3

SPRING 1998

OFFICIAL QUARTERLY PUBLICATION OF THE KEY WEST MARITIME HISTORICAL SOCIETY

Naval Cadet Taussig Goes to War



The **USS New York** signaling the end of the Naval Battle off the coast of Southern Cuban on July 3, 1898. Photo credit: Monroe County Library.

**Compiled and Edited by
George Philip III
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In May of 1898 the fifty-three Midshipmen First Class from the Naval Academy Class of 1899 were ordered to Key West and the Spanish American War. One member of the class was Joseph K. Taussig who kept the following journal.

Monday 30 May

Reached Jacksonville two and a half hours late and changed cars to East Coast of Florida train enroute to Key West which had been held two hours for us. The trip down the coast was dirty. It being warm, the car windows were left open and as there had been no rain along here for several months the dust was awful. There being

no ladies in the car we sat around in very "undress costume" and got very dirty in attempting to keep cool. We reached Miami at twelve, about an hour late, and got aboard an old side-wheel steamer (*City of Key West*), which was very comfortable after the train.

Tuesday 31 May (Key West)

The trip on the boat was very pleasant, being cool and comfortable, the only bad feature being the poor breakfast and dinner we had on board. We arrived at Key West about three in the afternoon and reported to Commodore Remy. We were told to come back the next morning. Key West was dirty and hot and seemed very much to me like a "Spanish" town. Every room at the only hotel was taken, but they promised to find places for the fifty three of us. Courtney, Buchanan, Fenner, Ma-

jor, Lackey, and I lived in one room in the annex across the street. In the evening took a ride in the mule cars and turned in on arriving at our room. The mosquitoes had a good time in spite of our nettings and made things very lively.

Wednesday 1 June

Goofed around all morning trying to keep cool. Wrote a letter home. Took a look at the *Winslow* and saw where she had been pierced by Spanish shot. In afternoon received orders from Commodore Remy to proceed to Tampa and report to Senior Naval Officer present. Left that night on the *Mascotte* about eight o'clock. Had a very pleasant and comfortable trip. Arrived at Port Tampa about two o'clock in afternoon. Found the harbor full of trans-

(Continued on page 4)

Society News

Lectures and Field Trips



Mrs. Genevieve Wilson the great granddaughter of John Bartlum stand beside his bust in the Key West Historic Sculpture Garden. Photo credit: Jack King.

by John Viele

March 16: USS Albacore, Experimental Submarine.

Russell Van Billiard, former submarine design engineer with the Portsmouth Naval Shipyard gave a slide presentation on the history of the U.S. Navy's experimental submarine, the USS Albacore, launched in 1953. Built with the first tear-drop shaped hull *Albacore* was used to test and develop hull configurations and propeller designs for nuclear submarines. She was, in her time, the fastest submarine in the world.

April 21: The Filibustering Tug Three Friends and Steamship Lines to Old Key West.

Through the courtesy of the Florida Humanities Council Speaker's Bureau, author and historian Ed Mueller of Jacksonville presented a slide show on historic Florida steamships and steamship lines. He first told the story of the Jacksonville steam-tug Three Friends, which, under the com-

mand of Napoleon Bonaparte Broward, later governor of Florida, smuggled arms and freedom fighters to Cuba on the eve of the Spanish-American War. In the second part of his talk he related the history of Florida steamship lines and steamships which called at Key West from the late 1800s up to World War II.

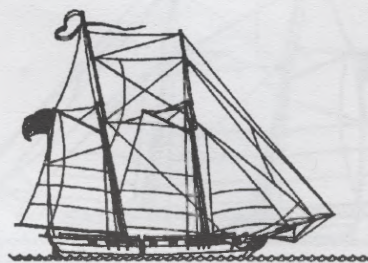
April 21, Annual Meeting and Election of Directors

Following Mr. Mueller's presentation, Society President Ed Little convened the annual meeting of the society's general membership. The president and members of the board of directors gave summaries of the various activities and accomplishments of each of the board's committees. The nominating committee presented their recommendations for members to fill vacancies on the board of directors and the following individuals were elected by unanimous vote of the members present: Lynda Hambright, Donald Lowe, Corey Malcom, and Diane Silvia.

New Members

Florida Keys Discovery, Big Pine Key; Rebekah Friedman, Miami, FL; Jody Gross and Park Larson, Key West; Gay and Mort Hall, Ramrod Key; David and

Gwen Hawtof, Key West; Robert F. Kelly, Marathon, FL; Charity Kiser, Sarasota, FL; Sharra Saunders, Virginia Beach, VA.



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Staff: Bob Elliott, Ed Little, Bill Muir, John Viele

Letters and articles are welcome. Please write to: Editor, Florida Keys Sea Heritage Journal, KWMHS, P.O. Box 695, Key West, FL 33041 The KWMHS headquarters are located at 631 Greene Street. Appointments recommended. (305) 292-7903.

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Letter from the USS Maine in Havana

*Fireman 2nd Class Daniel O'Connell Harley wrote this letter to his mother and father. A copy of the letter was given to the Salazar Family of Key West. The letter was transcribed by Leonard E. Salazar who provided the Society with this copy. Daniel Harley died in the explosion of the **Maine** on February 15, 1898.*

U.S.S. MAINE

Havana, Cuba

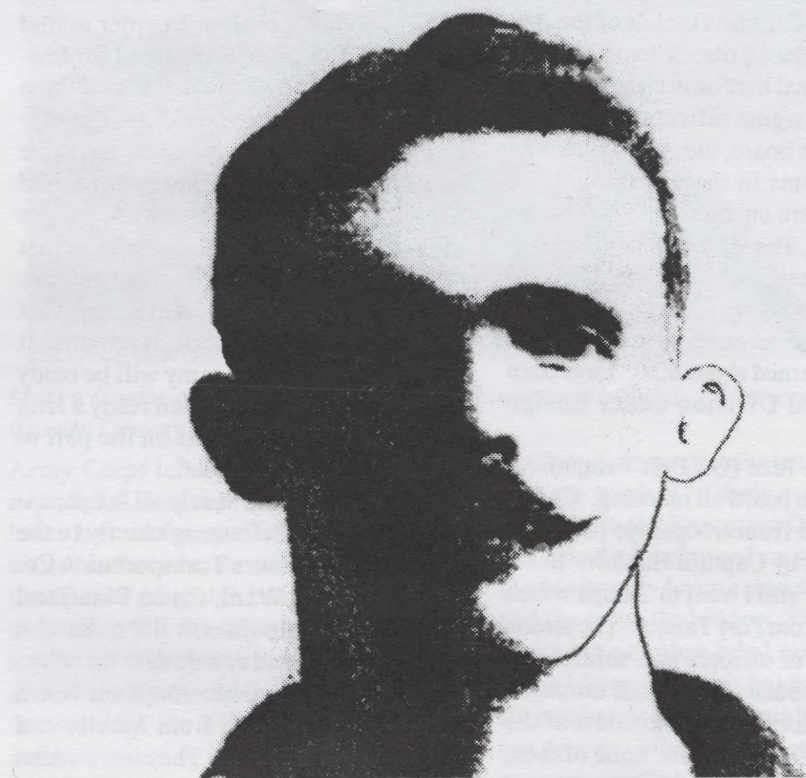
February 6, 1898

Dear Father and Mother,

I received your letter and I was glad to hear from you and I hope this letter finds you all in good health as it leaves me. I am still in Cuba and everything is all right with us. They are not bothering us, they know better, although they would like to. There was a lot of Spaniards passed us on a boat the other day and they hollered, "We are Spaniards and will kill American". but they won't bother us, we have them all scared. When we were coming in here we had all our guns loaded ready for action and we could put them all on the (ready) in a half hour and our fleet of battleships are all laying out a few miles from Havana, but we are inside the harbor.

I was over to see a bullfight the other day when we went ashore. I don't know if you ever heard of a bullfight. Well, I will tell you what it is. It is a man fights a wild bull on a horse and they fight until either man, horse, or bull is killed. Well, the man killed four bulls and the four bulls killed two horses. He sticks knives in the bull. I can tell you all about it better when I go home but let me tell you one thing, do not believe one half of what you see in the papers referring to the Navy for they don't let the people outside know what they are doing. We are laying right in a — of water surrounded by mountains. Just where we can see the (Spanish) soldiers running over the mountain after the Cuban soldiers. I saw about two thousand go over the mountains the other day and right ahead of us the Cuban soldiers tried to blow a gas house up the other day and again last night

I don't think we will stay here long. We will be relieved soon by another ship and I think we will go to Key West and get coal and then go to Louisiana. But let me tell you I have seen some pretty women in my little travels of a few thousand miles but the prettiest I ever saw is right here. I cannot



Daniel O'Connell Harley. Photo credit: Leonard E. Salazar.

tell you how pretty.

All the above I have wrote before I got your letter so I have it ready for answering what you ask. Send me a stamp with your letters. We cannot get them here and they won't let our mail go through the Spaniards. The American Consul takes care of it for us. My address: U.S.S. **Maine**, care of the U.S. Consul General, Havana, Cuba. Now I will start to answer your letter. I did not know what was the matter when I got no letter. Don't mind me going ashore, I get into no trouble, for when we go ashore there is a lot of Spanish Soldiers follow after us everywhere we go for to see that no one bother us. I have a big knife I got from a Spaniard, I don't know what that knife went through, but I will tell you later. I can't tell you now on account of the place we are laying. I will tell you when we leave here and there is lots of things I can't say until we leave here and I guess you know the reason why.

This letter (will) go through the Spanish Office. Don't bother about me now for my time is getting short. Just one year ago today I was in a bad storm, you know the one I mean. You say you will get ready for Carrie and I will. She be there when I go home. Don't bother yourselves about me, don't spend one cent getting ready for

me. Tell John he can take Carrie and he take his Dutch girl, how about that. Carrie can ride a _____. She and her father has one and she owns the house they live in. That is more than John's girl has, but tell Annie Coile not to give up hope yet. She can have a kiss from me every time but it looks as if she has forgotten me. Ask her how is her father, that crazy butcher, she and Christian. The boat race was all right. We beat every thing comes along. We have a race very often. The German (ship) has gone out on Saturday and a French man-o-war has just come in and I guess we will beat them. Yes, I saw Lee and a few other Generals; yes, we will soon be, in the United States again. We have summer weather here. How is Pop feeling? Now tell Jennie not to hurt my little dog, I did not give it to her but give her this kiss xxxxxxxx. Is she a good or a bad one. If she is bad one and don't be good, I will not go home. How is Aunt Mary and Family? I think I will close for the time. I think this letter will suit you but I could say more that I dare not speak of so I will close with love to all and wish you all luck, Aunt Mary and family and all the O'brien family and Mary Ann and Annie Coile and everybody. Goodbye, your son.

Daniel Harley

(Taussig from page 1)

ports, there being 23.

Thursday 2 June (Port Tampa)

Reported to Captain Hunker of the *Annapolis*. He placed one or two of the 33 who were ordered here on each of the transports to act as signal officers. Major and I were kept on board the *Annapolis* and given staterooms in the wardroom. We expect to be here only until we run across the *New York*. The *Annapolis* is the flagship of the vessels which are going to convoy the troopships. Took dinner on board and then went on shore to send trunks on board. Returned about 8:30. Have been assigned to 2d Division under Ensign Zergemeier.

Friday 4 June (Off Port Tampa)

Remained on board all morning. Cadets came on board from troopships to get orders endorsed by Captain Hunker. In afternoon Major and I went to Tampa which is nine miles from Port Tampa. The streets there are full of officers and soldiers on foot and horseback. Very little attention is paid to the uniform worn. Most of the men are dirty from the dust, none of them wear coats but go around in blue flannel shirts with suspenders on top. Most have on belts with either bayonet or pistol and, as a rule, wear brown canvas leggings. They are a hardy looking lot of men and seem to mean business. The officers when not on duty take off their coats and are not easily distinguished from the men. I notice that at all times they wear blue woolen shirts under the coats instead of the white shirt and collar.

Major and I left Tampa at 6:10 and arrived at Port Tampa at 8:10 (distance 9 miles). Read "Quo Vadis" until ten o'clock.

Saturday 5 June

Read in morning until ten o'clock, when Captain Hunker sent me ashore to find Captain McKay who is in charge of the transports. Gave him a paper assigning numbers to each troopship, and orders to have the numbers painted in white on both bows and quarters, and on both sides of the smoke stack. Read "Quo Vadis" all afternoon and evening, finishing it. The transport *Arizaba* of the Ward line came in during the afternoon.

Sunday 5 June

Was on watch today as Officer of the Deck under the supervision of Lieutenant Kline. I am glad I was given this duty as it is good experience and I won't be so green when I strike the *New York*. There was nothing going on and I only had to see

that the regular routine orders were executed. During the morning the Captain sent me on shore to inspect the towing hawsers of the troopships in order to find out which ones could be adapted for towing in case of a breakdown. Most of them were very poorly equipped having nothing larger than 6" hemp hawsers and some did not have any at all. However, I found several that had good 10" hawsers. We read in the New York papers of the 3d that this army is supposed to be landing in Cuba. This proves that the censorship is very strict and no news, unless official, is reliable. It is not known when the army will be ready to start. The convoy has been ready a long time and all arrangements on the part of the Navy have been made.

The transports are nearly all large passenger steamers belonging chiefly to the Merchant and Miners Transportation Co. and the Mallory, Ward, Clyde, Plant, and Morgan steamship lines.

Monday 6 June

Five troopships with troops on board came in this morning from Mobile and anchored in the stream. They were added to the fleet and given numbers. The Captain sent me ashore to find out more about hawsers, the kind of troops to be taken on each ship, and if possible, when we were likely to sail. Could not find out anything. Went ashore in the afternoon and got the following data which shows what each ship will carry in the way of men, horses, mules, etc.

Clyde Line

Iroquois, 950 men

Cherokee, 1,000 men

Concho, 1,300 men

Arizaba, 900 men, 125 mules

Comal, 951 men, 176 horses

Breakwater, 502 men

Morgan Line

Matteawan, 766 men, 153 horses, 163 mules

Stillwater, 72 men, 66 horses

Aramus, 43 men, 6 horses, 114 mules

Alamo, 900 men and Engineers

Yucatan, 950 men

Olivette, 400 men and 13 horses

Leona, 1,250 men

Rio Grande, 1,100 men

Gussic, 100 men, 50 horses, 300 mules

Whitney, 100 men, 60 horses, 350 mules

This makes an army of 20,000 men with 1,000 horses, and 1,300 mules.

Tuesday 7 June

Went ashore in order to get more information for the Captain in regard to the trans-

ports. It was very hot and unpleasant going around the ships and I found it rather tiresome. Could not find out when we are to leave. Nobody seems to know anything about it. I have been reading again in the papers that the army has left. Even the Tampa paper says the fleet was an "imposing sight sailing down the Bay" and we have not moved an inch.

They are getting the men, mules, and horses on board as fast as possible. The men are packed in very close, the bunks being built in 3 tiers one over the other and very little space between them. The horses are crowded in as close as possible, there not being room for them to lie down and as it is very hot and close below decks, I am afraid a great many of the animals will kick the bucket before Cuba is reached. The officers are very comfortable in the passenger staterooms.

Wednesday 8 June

Was on watch today. After quarters, drilled the first and second divisions at broadswords. Then went on shore to get more information for the Captain.

Everything was in readiness for the fleet to sail this evening. At one o'clock the *Helena* got underway and started for the lower bay. All the ships were given orders to start as soon as possible. Five had left when a telegram was received from Washington with the message "Stop Expedition." I was sent in a steam launch after one of the ships that was starting out and the International signal "Don't sail until further orders" was hoisted. Nobody knows how long we are to stay here or why the expedition was stopped. The Army is very much disappointed. The Naval Convoy hopes the expedition is over with. The *Castine* was sent to the lower bay to send those ships back that had gone down. *Miami* ran into *Florida* making a large hole in side.

Thursday 9 June

The transports that had gone to the lower bay returned. It was rumored that several Spanish gunboats were sighted not far from here and that was the reason the expedition was held over.

Went around to a number of the troopships to get information for the Captain. Several ladies and gentlemen came on board to look around. The transports went in the canal and took the horses and mules off for an airing. The animals will not be put on board again until the ships are ready to sail. Took dinner on *Olivette*.

Friday 10 June

Stayed on board ship all day. Wrote a letter home. Transports are at anchor all around us. Many of them have bands so we get lots of music. Almost too much when two or three are going at the same time. The troops on board appear to be comfortable and in good spirits. They cheer upon the least provocation.

Formation of Fleet Carrying Army of Invasion [1 & 2 not used]

3. *Gussic* 11. *Olivette* 19. *Concho*
4. *Cherokee* 12. *Seguranca* 20. *Saratoga*
5. *Seneca* 25. *Iroquois** 21. *Leona*
6. *Alamo* 14. *Rio Grande* 22. [*Leona*]
7. *Comal* 13. *Knickerbocker*#23 *Vigilancia*
8. *Yucatan* 16. *City of Washington* 24. *Arizona*

26. *Nattieswan* 28. *Stillwater* 30. *Morgan*
27. *Breakwater* 29. *Aransas* 31. *Berkshire*
32. *Clinta* 33. *Guru* 34. *Cumberland*
35. *Kanawha* 36. *Mateo*

#No. 15, *Florida*, ran into by *Miami* and could not go.

*Captain of *Iroquois* refused to take #13 so changed to #25

Saturday 11 June

Went on shore both morning and afternoon. Loafed around the Inn a good deal. Went on board the *Cumberland*, *Morgan*, and *Laura* for information. The *Helena*, *Castine*, *Hornet*, and *Morrie* came back from the lower bay. The *Newport* came in also. I saw Captain Tilley on shore and had a little talk with him.

Sunday 12 June

Went on board the *Clinton* and *Knickerbocker* to get information for Captain Hunker. Found it very hot ashore. The Inn was crowded with people from Tampa. *Gussic* ran aground and remained there all day. The transports have been taking on water all day. Had a severe thunderstorm in the evening. *Helena* went to lower bay.

Monday 13 June

Went on board the *Olivette* for a list of signals concerning the sick. The *Olivette* is to go as a hospital ship. Also took instructions to the captain of the *Clinton*. The transports had orders to proceed to the lower bay as soon as possible. About twenty sailed this afternoon. I was sent to the *City of Washington* to tell the captain to leave immediately as she draws so much water (21 feet) she can only get over the bar at high tide. Had rain again this afternoon. Expect to leave tomorrow.

Tuesday 14 June

The rest of the transports left for the lower bay during the morning. The *Seguranca* with General Shafter and staff of the Fifth



Morro Castle guarding the Harbor of Santiago de Cuba. Photo credit: Monroe County Library.

Army Corps left at 10 o'clock. The *Annapolis* followed at 11:30. On reaching the lower bay we found all the transports anchored in the order for sailing. At 4 o'clock the *Hornet* (dispatch boat and scout) was ordered to tell the vessels of the left column to get under way immediately. As soon as this column cleared the bar the *Annapolis* steamed by the vessels of the second column ordering them to get under way. Then the right column received the same order, the entire fleet going in single file. The first column then slowed down and the second column took its position on starboard beam, the third column on starboard beam of 2d column. The *Helena* leads the 1st column, the *Annapolis* the 2d, and the *Castine* the 3d. The vessels showed the sidelights and red stem lights, no mast-head lights being used. At 9 P.M. vessels appeared to be in proper places.

Wednesday 15 June (at sea)

The transports were somewhat scattered at daylight. The *Hornet* went the rounds telling them to close up and they were soon in position again. Going about six knots all day. Passed a large four-master schooner. The *Hornet* was sent ahead to see if Captain Taylor's fleet could be found. About eight o'clock she returned and reported the fleet at the southern end of the channel. Captain Taylor sent word to Captain Hunker to continue in the present formation during the night, that his fleet would take position on our starboard beam. Passed Rebecca Shoal Light about 9 P.M. A little later Captain Taylor's fleet was sighted on our starboard bow.

The Lucky Bag [Note of 15 June]

Articles that are found lying about the decks are taken in custody by the Master-at-Arms and placed in what is known as the "Lucky Bag." Once a month the

Master-at-Arms distributes those articles that are marked to their owners who are reported to the Executive Officer. Those unmarked or unclaimed are sold at auction, the Master-at-Arms being the auctioneer and the crew, the bidders. The men gather around the clothes piled on the deck and as the Master-at-Arms holds up each piece the bidding is very lively, although it does not go very high, the articles being sold at about one fifth their value. The money made in this way is used to purchase books, etc. for the crew.

Thursday 16 June

Had the mid-watch last night. The fleet under Captain Taylor was some distance off our starboard beam and got gradually closer during the watch. Fresh easterly wind with fairly rough sea and ship pitching considerably. At daylight fleet was in plain sight, the *Indiana* on starboard beam. Our position was changed so that now we led the left column, the *Castine* the center, and the *Helena* the right. The *Detroit*, *Oscola*, *Hornet*, and several torpedo boats and converted yachts, acted as scouts. Moving along about eight knots. Took a meridian altitude today. Turned in at eight.

Friday 17 June

Turned out at four for morning watch. The flagship hoisted several compass signals for change in course. The *Annapolis* ran into shoal water about six o'clock. Sent a man to the chains and got bottom at five fathoms. Hoisted danger flag and signal "I am running into shoal water". Ported our helm and ran across the bows of the *Castine* and *Helena*. Signaled the ships in our column to follow us. The *Helena's* compass must be out at least a quarter of a point as we cannot steer the prescribed course and keep our distance
(Continued on page 6)

(Taussig from page 5)

at the same time. This fault in the *Helena's* compass caused us to run in the shoal water. Have been steaming about eight knots with a moderate sea and fresh easterly wind against us. The transports have settled down to their proper distances in column. Sighted land at several different times during the day. In afternoon read a few short stories in old magazines and played cribbage with Ensign Tompkins. Crossed the Tropic of Cancer.

Saturday 18 June

Had first watch last night. Nothing unusual happened until about 7 bells when the flagship started to signal a new compass course but only got half through. Later the tug *Osceola* came within hail and said the signal had been annulled. This morning the flagship signaled the fleet to stop and all the vessels came to a halt. Then she signaled for several of the vessels to send boats for mail and dispatches. We waited about three hours before starting again. The *Annapolis* was made guide owing to the error in the *Helena's* compass. High land in sight on our starboard beam during the afternoon. Played several games of cribbage with Ensign Tompkins. Took a meridian altitude. The convoy fleet is now composed of the battleship *Indiana*, the cruiser *Detroit*, the gunboats *Annapolis*, *Bancroft*, *Castine*, and *Helena*; the converted gunboat *Manning*; the converted yachts *Eagle*, *Hornet*, and *Wasp*; the torpedo boats *Rogers*, *Erricson*, and *Foote*; and the converted tugs *Osceola* and *Nompatuck*.

Sunday 19 June

Had the midwatch last night. Nothing happened out of the ordinary. The Executive Officer read the Articles of War at quarters this morning. Changed our course to south after sighting Great Inagua Island about 10:40. Sighted the Cuban coast about half past one. Passed Cape Maysi and headed west.

Monday 20 June (off Santiago de Cuba)

Had the morning watch. High land was in sight at daylight. I thought we were off Guantanamo but found out we were near Santiago. Stopped about twelve o'clock. The *Seguranca*, with General Shafter aboard, headed in for land. We marked time about fifteen miles from land until seven o'clock when we put out to sea again. It is evident that troops are to be landed here at Santiago.

Tuesday 21 June

Had the first watch last night. It was very tiresome, the ship not being underway but rolling in the trough of the sea. Lieut. Kline and I passed the time talking about the Academy and we had a hard time keeping awake. About 11:30 sighted a light at sea. The flagship signaled the *Manning* to find out what ship it was. Later the *Manning* came back with a newspaper boat. When I got up this morning we were heading towards land. We stopped about 12 miles from shore. Could see the entrance to Santiago harbor and Morro Castle distinctly. Could also see the *Brooklyn*, *Texas*, *New York*, *Iowa*, *Oregon*, *Massachusetts*, and *New Orleans*; a very powerful fleet. Could see a number of colliers. The auxiliary cruiser, *St. Louis*, Headed towards us and stopped near the *Indiana*. She is a large ship, the *Indiana* looking small beside her. The dispatch tug *Osceola* stopped on our port quarter and signaled "Send a boat for dispatches." The Captain received orders concerning the landing of troops which is to take place tomorrow beginning at daylight. The ships of the fleet are to cover the landing and we are to send our steam launches in to help. Lieut. Mentz told me tonight that I would have charge of the launch. I am tickled to death as we will probably have some excitement and good experience to see them land the troops.

Wednesday 22 June

I was turned out at four o'clock and told to get ready to go in the steam launch. Put on my belt with sword and pistol and shoved off from the ship about five. We had a one pounder mounted on the bow of the launch and carried besides, six rifles and six revolvers with plenty of ammunition for all. Besides the regular launch crew there were two gunners' mates to man the one-pounder. Reported to Captain Goodrich aboard the *St. Louis*. Received orders from him in regard to landing. I was to take two boats in tow, go alongside the *Knickerbocker* (transport No. 13), load the boats with troops, then take position astern of the *Nompatuck* in line with the other steam launches. At the signal from the *Nompatuck* we (the launches) were to advance in line abreast, clearing the beach with our one-pounders and rifles. Then, when the *Nompatuck* hoisted a blue and red flag we were to land in a designated order. We were cautioned not to overload our boats and to keep the men seated.

In steaming out to look for the *Knickerbocker* I noticed that a number

of houses in the town (Daiquiri) were on fire. I learned afterwards that the Spaniards had fired them to prevent their falling into our hands. Suddenly I heard the booming of guns and looking around saw the *Indiana*, *New Orleans*, *Detroit*, *Scorpion*, and several of the Mosquito fleet bombarding in the vicinity of the town. We could see where every shell struck by the scattered dirt and smoke of the explosions. About five miles up the beach the *Annapolis*, *Helena*, and *Castine* discovered a battalion of Spanish infantry marching outside of Altares. A few shells from these ships soon caused them to do the disappearing act. In the meantime I was looking for the *Knickerbocker* but she was not in sight. I reported the fact to Captain Goodrich and he told me to take men from the *Seneca*. I took the last boatload from her and then went to the *Mateo* and took a load from her. In approaching the landing I noticed that a number of troops had already landed as the bombardment had already scattered all the Spaniards that were in the vicinity. From this time on I towed empty boats from the shore to the transports, and loaded ones back to the landing. The heavy swell and surf caused many of the boats to wash ashore, the soldiers scrambling to land through the water. At one time the whole beach was lined with boats, many of them having sprung a leak or smashed. It was thought that only five transports could be landed the first day and they were all that were provided for in the order. But the Spaniards gave so little trouble all the troops on these ships were landed by twelve o'clock. Captain Goodrich sent me to General Shafter for further orders. I found the General on board the *Seguranca*. He said he would like to have all the transports unloaded as quickly as possible. At one o'clock I stopped work for a while in order to give the men in the launch time to eat something. About half past one we went to work again. A little after this an American flag appeared on the tip-top of the hill at whose foot the town lies. Immediately every vessel in the harbor tooted its whistle and for five minutes the noise continued. About half past six we needed coal and water for the launch. I reported to Lieut. Cattin on the *Nompatuck* and he told me to get both from the *St. Louis*. We went along side, got the coal and water, and then received orders to go back to the *Annapolis* about 7:30. It was very dark and there were so many ships around we

had a hard time finding the *Annapolis*. We had been out in the sun for fifteen hours and were glad to get back. We had a great deal of trouble in landing on account of the surf, it being very difficult to go along side the small wharf. Two soldiers were drowned and several got their legs caught between the boats and the wharf. I carried one man to the *Olivette* who had his leg crushed and was helpless. I think about seven thousand troops were landed during the day. The soldiers were glad to get off the transports onto dry land again.

Thursday 23 June (At Daiquiri and off Siboney)

I was glad I did not have to go in the steam launch today. Major was sent in my place. The landing of troops went on all day. The swell had gone down considerably making it much easier to put men ashore. About noon Captain Hunker got orders to go at once to Havana. I was sent with the mail to the *Seguranca*. General Shafter told me to tell Captain Hunker that a detachment of Spanish troops had been sent by rail from Santiago to Siboney, a small town five miles to the westward of Daiquiri. He said a battalion of infantry had been sent against them and that he would like to have a gunboat sent there. The *Bancroft* was sent but as she found the American flag floating over the town, she came back.

Captain Hunker sent Major over to the *St. Louis* to ask Captain Goodrich if he could take us until we could get to the *New York*. Captain Goodrich said he would, so we put our effects in the steam launch and went on board the *St. Louis*. The *Annapolis* left for Havana as soon as the steam launch returned. Major and I were given a big room and told to turn in right away as we would be wanted for night duty. The *St. Louis* left Daiquiri and went to Siboney five miles to the westward. The Navy had been landing troops here all day, and although there is no wharf, it is a better place to land than at Daiquiri as there is a sand beach and very little surf. A number of Cubans could be seen on shore and seemed to have taken possession of the town.

Friday 24 June (At Siboney)

Right after supper last night I got a steam launch and commenced towing troops ashore. The landing went on all night. Two whale boats were anchored just outside the surf. The loaded boats were towed to the whale boats and were dropped astern from them until they struck the beach, the soldiers jumping out without getting wet. The empty boats were then hauled out of

the surf. At twelve o'clock my crew had something to eat and we then went to work again. The *St. Louis*'s searchlight was kept on the beach all night and the campfires of the troops were a great aid. I got pretty sleepy about three o'clock and came near falling asleep while standing up in the launch. About half past six I was relieved and immediately turned in. Slept all day. I understand that during the day the advance of our troops ran into an ambush of Spaniards. The fight lasted an hour, the Americans driving the Spaniards from the field. There were twenty-two Americans killed and about 60 wounded. The loss on the Spanish side was much greater, over a hundred dead men being found by the troops. Was told to stand by to do night duty but it was decided later not to land troops during the night so I turned in and slept all night.

Saturday 25 June

Had nothing to do all morning so read. In afternoon went in *Oregon's* steam launch and landed troops, ammunition, and stores. Three transports loaded with General Garcia's Cuban Army came in and we landed them. The Cubans were half naked and half starved. The US. soldiers gave them some old clothes and hard tack which they appeared to appreciate very much. I had to tow some of the men who were wounded in the engagement yesterday, from the shore to the hospital ship, *Olivette*. I also had to tow drowned horses away from the vicinity of the landing. The horses were drowned in swimming from the ships to the beach. I was relieved in time for dinner and told to stand by to go in the launch at one o'clock tonight. The *Vesuvius* threw 3 shells into Morro. [Editorial note: The *Vesuvius* was a dynamite cruiser, the only one in the history of the U. S. Navy]

Sunday 26 June (at Siboney and off Santiago)

Turned out at one o'clock last night and went ashore in the steam launch to relieve Hart as assistant beach master. When I got there I found that they were through work for the night so I went back to the ship and turned in again. Turned out at eight o'clock. Loafed all morning. In the afternoon we were told to get our trunks together and stand by to be transferred to the *New York*. Buchanan, Fermer, Major, and I were taken in the steam launch to the *Viscien*. The *Viscien* carried us near the *New York* where the steam launch was sent for us. On arriving on the *New York* we were immediately shown the steerage and

sat down to dinner. We found Lackey and Courtney here ahead of us. There are now twenty-nine in the *New York's* steerage, 13 sleeping in swinging cots and hammocks.

We received our mail as soon as we finished dinner. I received about eight letters and a newspaper of June 4th.

[Editorial note: To keep the men of the fleet informed of current events, a daily bulletin was published. The following is the only example of such a bulletin that accompanies the journal.]

Squadron Bulletin

US. Flagship *New York* Off Santiago de Cuba, Cuba

Sunday, June 26, 1898

The whole of the Army is now ashore and rapidly moving up to the front, the advanced main body being at Sevilla with a heavy picket line some distance beyond, and an advanced picket line beyond that, probably within three miles of Santiago.

From a report made by one of the wounded, a nephew of Surgeon Berryhill of the *New York*, a considerable part of the damage to our troops Friday was done by seven millimeter machine-guns manned by seamen, so there would seem to be some probability in the report of use ashore of the crews of the squadron. It was understood that these guns were captured by our forces.

Wire fences are extensively placed. It has long been known that Santiago was completely surrounded by one, but it was not expected that they would be met with so far afield. Our men, however, tore down and passed through the obstacle.

General Garcia's troops, 2,978 in number, were brought from Acerraderos and landed at Siboney, by three of the transports. Their embarkation was much facilitated by the building by General Ludlow of a wharf at Aceffaderos.

The landing of stores is rapidly progressing at both Daiquiri and Siboney. The anchorage at the latter place is very fair, and it may, possibly, be made available as a place to coal from our colliers. The *St. Louis* was anchored there for several days with, at times, seven transports.

Gustav Weineck, ordinary seaman, was drowned from the *New York* today, in leaping from the collier *Alexander* to the ship; the sea running between the two vessels swept him under at once and he did not rise.

Several shots were fired last night by the *Vesuvius* at the Morro which seemed to

(Continued on page 8)

(Taussig from page 7)

be effective.

The *Celtic*, supply steamer, returned this morning from Guantanamo.

The *Dolphin* left for the Havana blockade.

The *Helena* and *Yankton* (Lieutenant-Commander Adams,) left yesterday for the Southern blockade.

The *Hist* (Lieutenant Lucien Young,) arrived yesterday and went to Guantanamo for coal.

Monday 27 June (off Santiago)

Was not assigned duty until this evening. Wrote letters and helped Fenner, Lackey, and Buchanan trace charts of Santiago Harbor and adjacent coast, all day. The *Yale* came in this morning with about 1,300 troops on board. They were landed at Siboney. Turned in early as I had the Gun Deck Watch from 12:30 A.M. to 5:00. Lieutenant Blue returned from the interior with valuable information. It was learned that the water supply at Santiago has been cut off. It looks as if the Americans will have possession of the city in a few days.

Tuesday 28 June

I had the gun deck watch from 12:30 to 5 last night. I had to inspect the twenty-four guns every hour to see if the man stationed at each one was awake. There are thirty-six men on lookout all the time during the night. The Captain came on deck while I was sitting down in a chair. He thought I had the quarter deck watch and suspended me from duty for sitting down on watch. I saw the Executive Officer in the morning and told him I had the gun-deck watch so my suspension was removed immediately. I had the first dog watch this afternoon. Nothing unusual happened. The collier *Lebanon* brought the mail and stores from Key West. I received two letters. The weather has been generally pleasant with a rain squall once in a while. There is generally a good breeze blowing.

Wednesday 29 June

I had all night in last night and was detailed for boat duty today. This afternoon I went to a press dispatch boat for dispatches for the Admiral, then to the *Yale* to take the Admiral's steward, and then to the *Lebanon* to bring stores to the ship. Our picket boats near the entrance to Santiago harbor were fired on last night but they were not hit. The Army is still moving towards Santiago. We are looking for an attack at any time. It is getting tiresome lying here doing nothing.

Thursday 30 June

I had the first watch last night. Rained during the first two hours. Heard desultory firing on shore all during watch. In afternoon sighted a vessel to the southward. The *New York* and *Visien* gave chase. The ship was very slow to show any colors. On reaching her found out she was the troopship *Louisiana* bound for Siboney. At 9 P.M. we made the signal to the other vessels to stand by to bombard the forts at the entrance of the harbor at six o'clock tomorrow, and that the army would advance on Santiago at the same time.

Friday 1 July

I had the mid watch last night. Nothing unusual happened. Turned in at four and turned out again at five. Had some toast and coffee, went to general quarters at six and approached Aguadones where there were two sand batteries and a fort where the Spanish flag was flying from the top of a high pole. At nine o'clock a detachment of troops came on a train from Siboney and we signaled to them with the wig-wag and asked them when we should commence firing. They answered, when the second detachment of troops arrived. These arrived about ten o'clock and the *New York*, *Suwanee*, and *Gloucester* commenced bombarding the fort and sand batteries (1) and (2). As soon as we got the range, shell after shell fell in the fort and batteries leaving them all in ruins. I don't think the Spanish fired a single shot at us but left the fortifications and placed themselves in the railroad cut behind a hill. When the signal "Cease firing" was given, the flag was still flying. The *Suwanee* asked for permission to knock it down. The Admiral said they could take three shots at it. I think Lieutenant Blue did the firing. The first two shots struck right at the foot of the pole and at the third the pole fell over amid the cheers of the crews. It was a fine piece of shooting. The Spaniards were heard firing from the railroad cut behind the hill upon our troops. The *Newark*, which had just come from the north, asked for permission to shoot into the cut for target practice. The request was granted and all the ships dropped shell in the cut for an hour. The *New York* then trained her guns at the extreme elevation and fired in the direction Santiago was supposed to be. Of course we do not know whether any of the shells struck home or not. We ceased firing about half past twelve and went back to our positions before the entrance to Santiago harbor. I had the afternoon watch and, as DuBoise was sent on boat duty,

the dog watch. I received letters from Mother and Charles from the *Newark*. We have heard that the Army advanced to the outskirts of Santiago, but with great loss as they had to take the enemy entrenchments as they advanced. There were three men killed and several wounded of those troops that were at Aguadores.

Saturday 2 July

We were turned out at half past three and at five o'clock went to general quarters. The vessels took position and the bombardment commenced at once. The Western and Eastern batteries were soon silenced and the *Massachusetts*, *Oregon*, and *Indiana* were ordered to move in closer and bombard the Morro. They filled this old fortification full of holes and a shot from the *Oregon* carried away the flag. These three vessels then moved in front of the entrance and bombarded the Estrella and Punta Gorda batteries which are just inside the entrance. At eight o'clock we ceased firing. At times some shells struck very close to us and we could hear them go whistling over our heads. We believe that the ships from the inside of the harbor fired the shells that came nearest to us. Our men now take a bombardment as a huge joke and show absolutely no signs of anxiety. It is believed that plans are being perfected to countermine the harbor so our ships can run in and get at the Spanish fleet. We hear that the army is steadily advancing towards Santiago but with great losses, especially among the officers.

Letter from Joe to his brother Charles

U.S.S. *New York*

Off Santiago de Cuba

July 2, 1898

My Dear Charles:

I was very glad to get your letter of June 2nd, which was brought me yesterday by the *Newark*, and delivered just before we bombarded the fort and batteries at a small place called Aguadores just five miles from Santiago harbor. The Army advanced towards Santiago, sent a few troops around by Aguadores just to attract attention, and we covered their "Fake" advance. We were ready to bombard at five o'clock but had to wait five hours for the Army which came from Siboney by train. At ten o'clock the *New York*, the converted yacht *Gloucester*, and the lighthouse tender *Suwanee*, opened fire on the fort and batteries. [Editorial note: J.P. Morgan donated his yacht *Gloucester* to the Navy which converted it into a fighting vessel.]

THE ATTACK ON AGUADORES

As soon as we got the range we landed shell after shell into the fortifications. I do not think the Spaniards returned the fire at all but did the disappearing act behind a hill and placed themselves in a railroad gap. The firing from our ships was beautiful, and it was a fine sight to see each shell explode as it struck; the dirt, rocks, etc., being thrown way up in the air. The fort and batteries were completely demolished. The fort, especially, fared badly, parts of it falling down the hillside. When the signal to cease firing was given the flag was still flying but the pole was standing at an angle of sixty degrees, a shell having exploded near its base. The *Suwanee* asked for permission to knock down the flag. The Admiral granted the request provided they could do it in three shots. The first struck at the base of the pole but it still stood. The second shot apparently struck in the same place and everyone expected to see the flag go but she stood. The third shot went, struck at the base of the pole, and over it went. All the crews cheered and all the officers on board said they never saw three finer shots. The *Suwanee* then reported that the Spaniards had taken position in a railroad cut behind a hill from us. The *Newark*, just arrived from the north a few hours before, asked permission to fire in the gap for target practice. It was granted and for an hour the four vessels dropped shells into the gap. The *New York* then trained her 8-inch guns at extreme elevation and fired in the direction Santiago was known to be. About fifteen shells were thrown in this way but, of course, we have no idea where they landed. We stopped firing about half past twelve and went back to our positions before the entrance to Santiago.

This morning we were turned out at half past three and at five all the ships started to bombard the Morro and forts at the entrance to the harbor. We took our position and commenced on the batteries. It was the finest sight I ever saw. From my gun port I could see nearly all the vessels firing and the shells continually falling into the batteries. The Spaniards, as usual, left their batteries and got behind the hills. I don't blame them though, because if any of them had remained they would certainly have been killed.

BOMBARDMENT OF EL MORRO AND FORTS AT SANTIAGO HARBOR

They left the flag flying and continued firing from some battery behind the hill. This battery could not be seen. I saw sev-

eral shells drop pretty near us. Lackey, who was stationed in the top, said he counted twenty-five shells that dropped in the neighborhood of the ships. I could hear some of them whistle as they went over us and, although I was below decks, I dodged involuntarily every time. Everybody does it although when the whistling sound is heard, the danger is over. We ceased firing at eight A.M., and I thought it was after twelve. This is the longest day I ever spent. We did not stop firing on the Morro until her flag was knocked down. The *Oregon* has the honor of doing this. She, together with the *Indiana* and *Masachusetts*, were ordered to go in nearer and after they had filled the Morro full of holes they went in front of the entrance to the harbor and bombarded the inner forts and battery. Tomorrow we expect to countermine the harbor so we can get in. We hear that the Army has advanced to the outskirts of Santiago with great loss.

Sunday, July 3rd, 1898

Sunday seems to be the day for the United States Navy, and we have had a day of it today. We were not turned out early because we did not intend to do anything. At nine o'clock we started for Siboney where the Admiral intended to go on shore and confer with General Shafter. At a quarter to ten we were about ten miles away when we heard firing in the rear. From the bridge came the word: "The Spanish ships are coming out of the harbor!" The call to general quarters was sounded and we were ready for action in a few minutes. But we were ten miles to the eastward and were afraid we would not get in the fight. As we moved along at full speed we could see our ships blazing away and the Spanish vessels returning the fire. All the forts and batteries on shore were firing at our ships. The *Gloucester* was in nearest the entrance to the harbor when the ships started out, and she ran right along with the Spanish cruisers keeping up her fire for all she was worth. It was evident that the four Spanish cruisers and two torpedo boat destroyers were trying to escape our fleet by running to the westward. We were now off the entrance of the harbor again. My how slow the *New York* seemed to go! All the forts at the entrance directed their fire at us. Whirr-r-r went the shells over our head, everybody ducking mechanically. Some of them landed uncomfortably close and many burst in the air very near us. We could now see the torpedo boat destroyers ahead of us, the *Gloucester* tending to them alone as

the other vessels were after the cruisers. We fired two eight inch shells at them and both hit the mark. One of the destroyers was on fire and the other was run on the beach and deserted. The flags on both were hauled down and the *Gloucester* sent a boat to take possession. The *Gloucester* did more than any other ship in the fleet and deserves a great deal of credit. The *New York* kept going at full speed and soon came along where the *Vizcaya* and *Almirante Oquendo* were on the beach, both burning fiercely with white flags flying from their masts. The *Indiana* was ordered to take charge of them and we kept on going. Several men from the Spanish ships were swimming and called out to us. We did not have time to stop for them but threw life preservers overboard and had the satisfaction of seeing them get them. The *Ericsson*, which was some distance astern, was ordered to pick them up. We could see the *Maria Theresa* a short distance ahead. She was going for all she was worth with several of our ships firing at her. Suddenly, she was headed for the beach, flames bursting out of her quarter-deck, and she showed three white flags. Many of the crew tried to save themselves from the flames by jumping overboard and swimming ashore. Some Cubans on the hills nearby commenced firing on the poor men in the water. This outrage, (for they had surrendered), made the Admiral angry, and he sent a torpedo boat back to tell the Cubans if they did not cease firing at the helpless Spaniards he would have one of our vessels open fire on them (The Cubans).

The last of the four cruisers, the *Cristobal Colon*, was some distance ahead with the *Oregon* and *Brooklyn* at her heels, firing at long range. The *Texas* and the *New York* were in the chase also, the *New York* gaining rapidly. We were afraid the *Colon* might get away as she is a fine cruiser while our ships are all in poor condition, not having been in dry dock for a long time. We saw a 13-inch shell from the *Oregon* drop near her and the next minute she was headed in for the beach, her colors having been hauled down. In a few minutes we were very near her. She is a beautiful ship, new and neat, was apparently uninjured, we being able to find where only about ten shells struck her. Her bow was high on the beach. The Spaniards now did some of their honorable work. After they surrendered they deliberately ran their ship aground, opened all the sea valves, and

(Continued on page 10)

(Taussig from page 9)

threw most of the breech plugs overboard besides destroying many of the effects on the ship. A prize crew from the *New York* and *Oregon* was sent aboard and the prisoners were taken to the *Resolute*. The *Oregon* towed the *Colon* off the beach but she settled rapidly and sank, only her main deck being about two feet out of the water. I hope the vessel can be saved as she is a fine ship. Thus ended Spain's second fleet. They put up a poor fight, acted cowardly after they surrendered, and do not deserve much credit. However, what credit they do deserve is for the bold dash they made out of the harbor. It is supposed it was the only thing left for them to do and they hoped to escape by running, evidently having little hope of doing much damage in the fighting line. If they had stayed near the forts they would have done much better. But just think, they had four first class armored cruisers and two torpedo boat destroyers against our four battleships, the *Iowa*, *Indiana*, *Oregon*, and *Texas*, and the cruiser *Brooklyn* together with the yacht *Gloucester*. Of course we had, by far, the superior force but the *Gloucester* alone handled the two torpedo boat destroyers although she was not armed as heavily as either of them. Then their three cruisers were destroyed in less than half an hour while the fourth, which escaped under cover of smoke, was captured as soon as we got in striking distance. We simply riddled the first three cruisers with shells, but it is a question whether our shells set them on fire or whether they fired themselves so as not to fall in our hands. And we only had one man killed and two wounded, all on the *Brooklyn*. It seems strange that while we put shot after shot into them, they could only hit our ships a few times. It was a great victory and easily won.

The *New York*, although under heavy fire, only fired two shots but we were right there and could see it all. We were not needed. Just think what the *Massachusetts* missed! At half past five this morning she left for Guantanamo for coal. I do not know where the *Newark* was. We have fifteen hundred prisoners on the *Harvard* and *Resolute*. A Commodore, the captain of the *Cristobal Colon*, and a staff officer are on board her. Admiral Cervera is on the *Iowa*.

July 4, 1898

We left the *Cristobal Colon* about half past eleven last night. I had the mid-watch

and as we steamed towards Santiago, I could see the remains of the Spanish fleet still burning. Once in a while there was an explosion and wreckage was thrown way up in the air. This morning the British cruiser *Blake*, and the Austrian battleship *Maria Theresa*, arrived here.

The Army has given the city of Santiago twenty-four hours to surrender. If they do not lay down their arms then the city will have to be bombarded.

We are all well, and feel that the Navy has done her work well, and with an incredible small loss. I would not be surprised but that we were north before long.

With much love to all.
Joe

Sunday 3 July (Destruction of Spanish fleet)

The Spanish fleet was evidently watching its opportunity to come out of the harbor and make a bold dash to escape. The *Massachusetts* and *Newark* were at Guantanamo and the *New York* had started for Siboney where Admiral Sampson intended to land in order to confer with General Shafter. We had gotten about four miles away when the Spanish fleet was reported. This fleet consisted of the first class armored cruisers *Cristobal Colon*, *Almirante Oquendo*, *Maria Theresa*, and *Vizcaya*, and the torpedo boat destroyers *Furor* and *Pluton*. Our fleet consisted of the seagoing battleship *Iowa*, the coastline battleships *Oregon* and *Indiana*, the second class battleship *Texas*, the armored cruisers *Brooklyn* and *New York*, and the converted yachts *Viscen* and *Gloucester*. The Spaniards had the shore batteries to help them out and as none of our ships fired on them, they kept up a spirited cannonading. The *New York*, although within signal distance and long range, fired only four shots, one of them hitting one of the torpedo boat destroyers. So we had the five large vessels and two yachts against their four large vessels two torpedo boats, and shore batteries. The advantage was considerably on our side as our vessels had much larger batteries than theirs.

The *New York* turned around immediately upon hearing the firing and started full speed towards the vessels. We could see the smoke from the vessels and shore batteries and hear the guns distinctly. The Spanish ships were running westward along the coast in hopes of escaping in that direction. When we reached our old station before the entrance of the harbor the other

vessels were about two or three miles ahead of us. All the shore batteries now directed their fire on us and the shells fell uncomfortably close. We did not return the fire but kept going full speed. We now saw the *Gloucester* a short distance ahead engaging the two torpedo boat destroyers by herself, the other vessels having gone on after the cruisers. The *New York* now fired her only shots. One of the torpedo boats was all ablaze and the other was run high on the beach and deserted. Both had hauled down their colors and Admiral Sampson signaled the *Gloucester* to take charge.

Just ahead of us were the *Indiana*, *Iowa*, and *Texas* in the order named and the Spanish ships *Vizcaya*, *Maria Theresa*, and *Almirante Oquendo*. Farther on, the *Brooklyn* and *Oregon* were after the *Cristobal Colon*. The *Maria Theresa* and *Almirante Oquendo* were riddled with shell from our ships and the after part of each burst out in flame. They then headed in for the beach, hauled down their colors, and showed white flags. A number of the crews had to take to the water to save themselves from the flames. Several passed near the *New York* and cried out for help. We threw them life preservers. As we went on we saw explosion after explosion take place on the burning vessels which had been run ashore about them in obedience to a signal three-eighths of a mile apart. The *Indiana* took possession of them in obedience to a signal from the flagship. The next ship disabled was the *Vizcaya* which ran aground about two miles farther on. She was on fire like the others and was showing three white flags. Some Cubans either treacherously, or not knowing the Spaniards had surrendered, fired on the men in the water. Admiral Sampson ordered the *Iowa* to take charge of the *Viscaya* and to prevent the Cubans from molesting the Spaniards. The *Cristobal Colon*, the newest and finest of the ships, was some distance ahead. In some way she had gotten past the *Brooklyn* early in the fight and was now doing her best to get away. The *Oregon* and *Brooklyn* were nearest her. Then came the *Texas*, *Viscen*, and *New York*. The *Brooklyn* and *Oregon* fired from time to time but they were hardly in range, the *Brooklyn's* shells falling about three fourths of the way to her while the *Oregon's* fell much closer. At first the *Colon* held her own but later her speed decreased markedly. The *Oregon's* shells were now falling close to her. The chase had contin-

ued four hours (60 miles) when the *Colon*, seeing escape was impossible, headed in for the beach and hauled down her colors. She ran her bow on the bottom although uninjured excepting a few holes where shells had struck her. She was a fine looking ship, newly painted, and did not have the appearance of being cleared for action. A prize crew was placed on board; the Commodore (2d in command of fleet), the Captain, and Chief of Staff were brought on board the *New York* and the officers and crew were taken to the *Resolute*. The *Oregon* towed her off the bottom but she soon began to settle and it was seen that the Spaniards had treacherously opened all the sea valves. They also threw overboard many of the breech blocks from the guns and ruined many of the interior fittings. The *New York* tried to push her back on the bottom but she sank in water just deep enough for her port side to show out of the water after she went down and rolled over on her starboard side.

The Spanish loss was 600 killed and 1,750 prisoners, 115 officers and the wounded being among them. Admiral Cervera was taken on board the *Iowa*. The American loss was one killed and three wounded.

The *Resolute* reported another Spanish man-of-war coming in from the eastward. The *Brooklyn* was sent after her and after overhauling her found she was the Austrian battleship *Maria Theresa*.

Monday 4 July (Off Santiago)

Last night we went back to Santiago harbor. It was a relief not to have to look for the Spanish fleet. In the morning the British cruiser *Pallas* [Blake is lined out here] and Austrian cruiser *Maria Theresa* asked Admiral Sampson for permission to go in the harbor as they wished to take away the British and Austrian refugees, having heard that our army was going to bombard the city. The Admiral gave them permission but the Spanish authorities refused to allow them to enter. At twelve o'clock all the ships in the fleet fired a salute of twenty-one guns. An armistice was granted the Spaniards so that the women and children could be gotten out of Santiago.

Tuesday 5 July (In vicinity of Spanish wrecks)

Last night about half past eleven the *Massachusetts* fired two red rockets signifying that the enemy was in sight. All hands were turned out and we went to general quarters. The *Massachusetts* then signaled "The enemy is trying to sink a vessel in the entrance to the harbor." The *Massachusetts*, *Oregon*, and *Vesuvius* opened

fire and succeeded in sinking the ship. This morning we could see her distinctly on the bottom in shoal water and nowhere near the channel. The *New York* went to take a look at the wrecks of the Spanish men-of-war this afternoon. The Captain, along with several officers, was going on board what was left of the *Almirante Oquendo* and Lackey and I got permission to go too. The *Oquendo* was a complete wreck. The heat of the fire (she was still smoldering) caused all her paint to fall off and leave her a dirty yellow color. Her decks are all burned away and only the beams and stanchions remain. Her protective deck however, was intact. It was hard and dirty work climbing around her. We were looking for curios and we found lots of burnt rifles, revolvers, swords, knives, forks, spoons, pieces of shells, etc. Around nearly all the guns were several dead bodies burned to ashes. The forward turret contained eleven dead sailors. She was simply riddled with shot, a number of twelve and thirteen inch shells hitting her near the waterline. If she had not run ashore when she did she would have sunk in deep water. Just as we were about to leave I found a tin box containing money. Looking around I found more, some in boxes and some lying around loose. It was all more or less fused together and just the thing for souvenirs. I reported that I had found more money than I could carry and some of the men came and got all they wanted. Lackey found the safe intact but with a few six-pounders in it that had not exploded. We tried to get it open but couldn't so we brought it to the ship. On opening it found it full of copper pennies. In the evening we went back to our position before the entrance of the harbor.

Wednesday 6 July (Siboney)

This afternoon the Admiral intended to go ashore at Siboney to confer with General Shafter but not feeling well, he sent Captain Chadwick and Lieutenant Staunton. Captain Paget, RN went also.

This evening I went ashore with telegrams. The prisoners from the *Merrimac* had just been exchanged and I brought them back to the ship in the steam launch. One of the men told me their experience: The *Merrimac* had just entered the channel and was immediately fired on by the batteries. One shell took away her rudder and another carried away the keyboard for setting off the torpedoes. She was uncontrollable but she did not sink until a torpedo from the *Reina Mercedes* struck her.

This accounts for her not being across the channel as was intended. The men went down with her and coming up, climbed on the life raft. They drifted around until daylight (3 hours) and were then picked up by a boat from the *Reina Mercedes*. The Spaniards, in firing across the channel, killed fourteen of their men. The crew of the *Merrimac* were placed in the Morro until June 6th when they were taken to the city. Here they were placed in dirty and damp quarters but the English Consul demanded a better place for them and they got it. The English Consul brought them things to eat and obtained hammocks and a pack of cards for them. Our men were fed better than the Spanish soldiers but even then, they did not get nearly enough to eat. The Spanish soldiers are half starved and ready to lay down their arms so as to get bread and meat from the Americans. The men say they were treated well at all times and became very much attached to the officer and doctor in charge of them. When the launch reached the ship the crew was assembled on the quarter-deck and poop and gave "three cheers and a tiger" for the men. Hobson had returned before the men and was met with the same sort of reception.

Thursday 7 July (Off Santiago)

Did not do anything out of the ordinary all day. Some of the ships have gone to Guantanamo for stores and coal. The Army is doing nothing, awaiting the end of the armistice.

Friday 8 July (Guantanamo)

We left last night at two o'clock for Guantanamo and arrived about seven. The colliers *Niagara* and *Lebanon* came alongside and we coaled ship all day. The *Harvard* is still here with some of the Spanish prisoners on board. This is a very good harbor, the anchorage being large enough for many ships. A number of cadets from the *Oregon* came on board to pay us a visit. The Spaniards still control the upper bay. Last night they fired on the *Marblehead's* steam launch which was doing patrol duty. Some mail came in on the *Wilmington*. I received a letter from Mother.

Sunday 10 July

The *Celtic* came alongside this morning and we took on ice and stores from her. Had neither church nor quarters. Crew washed decks nearly all day. About five o'clock left for Santiago. Passed the *Gloucester* which reported that the *Brooklyn* and *Texas* kept up a slow fire in the direction of Santiago for two hours.

(Continued on page 12)

(Taussig from page 11)

Monday 11 July (Between Santiago and Siboney)

A telephone has been established between the Army and the beach so the Army and the Navy are now in touch. About eight o'clock General Shafter asked (through telephone and wig-wag) if we would throw shells into the city. The *New York*, *Brooklyn*, and *Indiana* moved in close to the beach and each threw four 8-inch shells every 5 minutes over the hills in the direction of Santiago. From the signal station on shore we were informed where our shells struck. They all fell in the city. This afternoon the *Yale* arrived from Norfolk. She had on board General Miles and a large number of troops. Admiral Sampson went on board to confer with General Miles. The *Columbia* came in this afternoon also. I received a letter from Mother dated June 22, by the *Yale*.

Tuesday 12 July

I had the mid-watch last night and it rained hard nearly all through. Rained nearly all day. Our army burned the towns of Siboney and Daiquiri on account of several cases of yellow fever. The *St. Paul* arrived with stores and ammunition.

Wednesday 13 July

Everything was very quiet today. We stayed near the signal station between the entrance to the harbor and Siboney. The truce between the armies still continues. Mr. Hobson went ashore to represent the Navy in the negotiations for surrender. The *Massachusetts* and *Oregon* arrived from Guantanamo.

Thursday 14 July

Everything is quiet. Negotiations for surrender of Santiago still going on. The French cruiser *Amiral Rignault de Genovilly* arrived in the morning. She fired a salute of 13 guns which was returned by us. I was sent on board to present Admiral Sampson's compliments to the Captain, who later came on board the *New York*. The *Massachusetts* and *Oregon* returned to Guantanamo as they could not bombard on account of the truce.

Friday 15 July

Staying here and waiting for something to be done is getting monotonous. This morning a signal came from the shore that Santiago had surrendered and in the afternoon another signal came saying there was a hitch in the proceedings.

The *Celtic* came from Guantanamo and we took on board from her fresh provisions and small stores. We have not received a mail for a long time.

Saturday 16 July

General Miles came on board this morning and told Admiral Sampson that Santiago had surrendered. The whole province is turned over to the Americans who are to transport the Spanish Army of 24,000 men to Spain on parole. The American flag is flying from the Morro at the entrance to the harbor. We anchored this morning close inshore at Aguadores. We can easily see the bridge from which the *Dolphin* knocked a trainload of Spanish troops. One end of the bridge was destroyed by the Spaniards some time ago to prevent the Americans from crossing. The ruins of the fort we bombarded on July 1st are very near. The beach is lined with men but I can't make out whether they are Spaniards or Cubans. The German merchant steamer *Staffa* arrived. I do not know their mission. On account of the yellow fever on shore (now reported as 400 cases), Admiral Sampson has issued an order forbidding any unnecessary communication on shore except by signal.

Sunday 17 July

Early this morning the *New York* anchored in the entrance of Santiago harbor. We got a fine view of the Morro, batteries, *Reina Mercedes*, and *Merrimac*. The Morro and batteries showed the marks of our shells, the walls in many places being crumbled. The *Reina Mercedes* is lying on her port side, the starboard side and most of the main deck being out of water. She has two smokestacks and three masts. Several of her guns are still mounted but most of them are in the shore batteries. There are a number of holes in her made by the shells of our ships. The *Merrimac* is in the middle of the channel lying fore and aft. She rests on an even keel with only her top masts, ends of gaffs, and top of smokestack showing above water. The end of her main mast was shot away and her smokestack and foremast are full of small holes made by rifle bullets. The steam launch was sent in the harbor and in about an hour came out and reported that there was a gunboat, five merchant steamers, and a number of sailing vessels in the harbor. Admiral Sampson sent prize crews from the *New York* and *Brooklyn* to take charge of the vessels. General Shafter objected to the Navy taking charge of any of the vessels and the matter was referred to Washington, the result being in favor of the Navy. Lieutenant Marble brought the gunboat *Alvarado* out of the harbor. She is very small, being about 100 ft. long and 90 tons

displacement. She has a 3-pounder Maxim-Nordenfolt gun on the bow and a machine-gun of the same make on the poop. Lieutenant Capehart was sent in the harbor to see about getting rid of the mines.

Monday 18 July

I received permission to go ashore with a number of officers from the *New York*. The steam launch took us to a small landing just inside the entrance to the harbor. We landed and started up the road to the Morro. We ran across many boxes of rifle ammunition that had not been opened. The roadbed leading up the hill on which Morro stands is of solid rock. It is shut in by a stone wall. The hill is about 300 ft. high but it is a hard climb as the rocks are hard on the feet. That part of the Morro seen from the water is a very little of it, as the rooms and dungeons extend down into the solid rock to the water's edge. The marks of our shells were evident, but we could have demolished the masonry completely and there still would have been room for the troops in the castle and in places where our shell could do no harm. All the rooms showed signs of having been occupied recently. They were void of furniture, only a few of them having a chair and a hammock, and there were half written letters and half cooked pots of rice lying around. When Santiago surrendered everything in the forts and batteries was left as it was. The rooms had solid rocks for the walls, floor, and ceiling, and as a rule, were cool and damp. Many of them contained ammunition but most had been used as quarters for the men. Extending to the eastward of Morro about 200 yds. on the brow of the hill and plainly visible from our ships, are the barracks. We could not see from the *New York* the damage that had been done these buildings. The roofs and walls of many of them had been knocked in by shells and they were uninhabitable. I think these buildings had been occupied by the officers as there were signs of more furniture than in the Morro. In one of the rooms a complete heliograph apparatus was found and in another was a half starved horse which we let out.

The lighthouse is made of iron but only half of it stands as twelve shells went through it and some of them exploding inside blew out the half of the house facing inland.

We next went to the "Eastern Battery." This is a sand battery, the protection being made by barrels and bags of sand covered over with dirt. The gun carriages are

in ditches, only the guns showing over the embankment. There are two old muzzle-loading guns and two rifled howitzers here, the training gear of all of them looking as if it had not been touched for some time. Besides these there are two four-inch breech loading guns which had evidently been used lately. There was a great deal of ammunition nearby consisting of time fuse shells and shrapnel.

The "Estrella Battery" is to the northward of the Morro and on the water's edge. In this battery there were only two guns mounted and about six others that were ready to mount. There was a great deal of ammunition here, mostly shrapnel. This battery had suffered from our fire considerably. Across from the Morro near the water's edge is a masked battery that we had not discovered before. This consisted of four Maxim-Nordenfelt machine-guns and one six-pounder.

Tuesday 19 July

I turned out at seven o'clock this morning to go in the boat with Lieut. Capehart and Gunner Morgan to get the remaining mines in the entrance to the harbor. We landed on the western side. The station from which the observation mines were exploded is a small thatched hut. In this is the keyboard and sight bars. A single cable leads from this house into the water. We picked this cable up in the boat and underran it until we picked up the junction box in the middle of the channel. In this box the six parts of the cable separate into smaller cables leading in different directions. We underran one of these cables until we hauled up the chain sling attached to one of the mines. The *Suwanee* then came along and hoisted the mine. The mine was a Latimer-Clark-Muirhead mine and was a large iron box weighing about a ton. The bottom was broken out and about half the wet guncotton was still in it. We pulled this out and threw it overboard. We then unscrewed the cylinder containing the dry guncotton and threw this away together with the fulminate of mercury. We then underran another cable and found it detached from the mine so did not bother with it. After lunch we dragged for a contact mine which had sunk in about ten fathoms of water. At four o'clock we were still at work when we were sent for to come back to the *New York*. There were eleven observation and eight contact mines in the harbor and it seems that none of them were in good condition. During lunch time I got permission to take some bread and meat

to some people in a small village on an island called Cayo Smith. There were only a few families in the town, the rest having moved out. We saw a number of places where our shells had struck, they having come from outside over the hills on which the batteries stood. The people there were half starved Cubans. They said that on the 2nd of July the sailors from the Spanish fleet went through their houses cutting up all the furniture and leaving them only the clothes they had on at the time. We went through the houses and saw that the Cubans had been telling the truth.

At seven o'clock I was sent in the steam launch with provisions and messages for the prize crews on the Spanish merchantmen at Santiago. It was beginning to get dark when I started so I did not see as much of the country as I should have liked to. The channel is very narrow for about three fourths of a mile and runs nearly due north, then the harbor broadens out and lies about SW and NE. It is very much like a wide river, the scenery being very pretty. When I reached Santiago it was too dark to see anything of the city and I had some trouble finding the prize ships as there were about thirty US. transports in the harbor. I got back to the *New York* about ten o'clock and had just turned in when the Captain sent for me to take more messages to Santiago. There was one letter for General Shafter and one for Lieutenant Doyle who was in charge of the prize ships. I delivered the latter first and then hunted around in the dark for a wharf to land. After landing I was stopped three times in going the length of the wharf by sentries with the challenge: "Halt. Who goes there?" I answered "Officer from the flagship *New York*", and the sentries responded "Pass on". I delivered the letter to the Corporal of the Guard and then went back to the launch. I got back to the ship at two o'clock and was pretty tired having been busy since seven in the morning.

This morning the *Hawk* arrived with mail from Key West. I received two letters from Mother and one from Father besides a number of papers.

Wednesday 20 July (Guantanamo)

Started for Guantanamo during the night and arrived there in the morning. A number of men-of-war and merchant ships are in the harbor. Did nothing all day long.

Thursday 21 July

Moved farther in the harbor and commenced coaling at 9 o'clock. Coaled ship all day long. The prizes from Santiago came

in. They are the *Reina de los Angeles*, *San Juan*, *Mexico*, *Mortera*, and [blank]. The *Yankee* arrived from Norfolk with a 100 tons of ammunition. She brought me letters from Father and Mother and some newspapers. In the evening the *Southery* came alongside and the *Terror* came in and went on her other side. The *Terror* coaled ship all night.

I had the watch from 10 to 12 P.M. A boat from the *Reina de los Angeles* came alongside and said they wanted immediate assistance as there were some men on board they could not handle. I went in the steam launch with a sergeant of Marines and five privates. I reported on board to Lieutenant Doyle. He said there were four of the prize crew under the influence of liquor and as he had no means of taking care of them, asked that I take them to the *New York* which I did.

Friday 22 July (Playa del Este)

Coaled ship all day. Admiral Sampson received orders to get the *New York* ready for a long cruise. It is rumored that we are to stay here for two weeks.

Saturday 23 July

Washed down the decks and ship's sides. This morning the *Fern* arrived with letters and packages. I received two letters from her. This afternoon the *Cincinnati* arrived with mail. I received three letters from her. There has been nothing of interest going on.

Sunday 24 July

Had quarters and inspection by the Captain. The *Fern* left this morning and the *Cincinnati* this afternoon. Wrote letters during the afternoon. Weichert from the *Marblehead* and Helm from the *Indiana* came on board to pay a visit.

Monday 25 July

The *Montgomery* came this morning and left this afternoon. A Haytien [sic] fruit steamer arrived this morning from Port Antonio with a load of fruit on board which was distributed among the vessels of the fleet as a present from the Boston Fruit Co. A number of ladies and gentlemen came with her and paid us a visit during the afternoon.

This evening the *Texas* left for the north. She is the first of the fleet to leave and as she passed each vessel her crew cheered and the other crews cheered back. As she passed the *New York* the Officer of the Deck on the *Texas* shouted through the megaphone "Three cheers for Admiral Sampson" and the crew responded with a will. The

(Continued on page 14)

(Taussig from page 13)

crew of the *New York* returned the cheer and our band, which had been assembled on the quarter-deck, played "The Girl I Left Behind Me," the *Texas* crew applauding. Then through the megaphone came "Captain Philip says it is not the girl we left behind us but the girl we are going to see" and then the *New York's* crew applauded. The band then played "Auld Lang Syne" and "Home Sweet Home" and by this time the *Texas* was out of hearing distance.

Tuesday 26 July

The *America*, loaded with ammunition, arrived from Norfolk. She brought me a letter from Mother and one from Father and a copy of Harper's Weekly. The *Marblehead* and *Samoset* went in the upper bay and picked up three contact mines, all of which were in poor condition and covered with barnacles.

Wednesday 27 July

The *Supply* arrived from the west this morning. She is loaded with stores for all the ships and also has a number of express packages on board, among them one for me containing a white hat. It was my turn for boat duty today. First went to the *Iowa* and *Vulcan* and then took the caterers of the twenty-three messes on the *New York* to the *Supply*. Worked in the *Supply* all afternoon. After supper I went back to the *Supply* to find out if there was to be any work at night. There was not.

Thursday 28 July

Went to the *Supply* this morning and brought off all the express packages for the *New York*. It took me all morning to find them as they were mixed in with the consignment stores. The *Niagara* was alongside the *New York* all day.

Friday 29 July

The *Niagara* was alongside until nine o'clock. When she left, the *America* took her place and we took ammunition on board. The Admiral went away in the *Yankee* and returned in the evening.

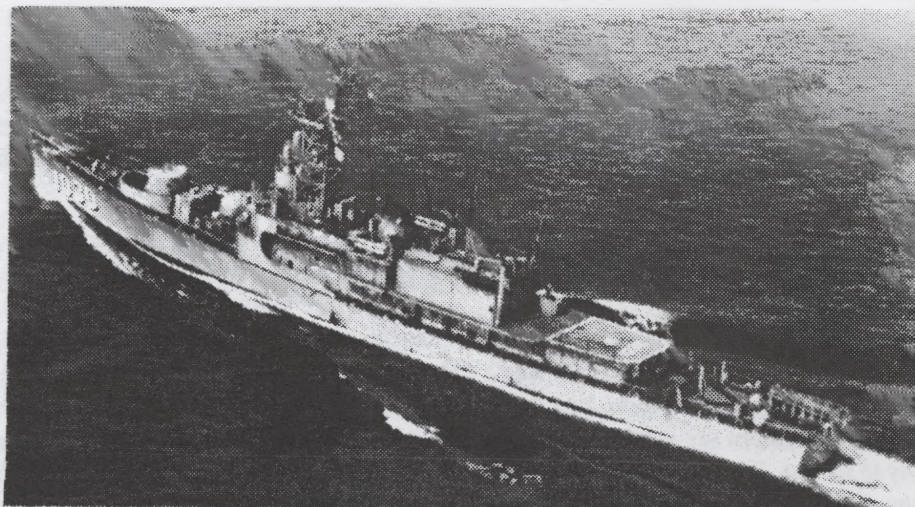
Saturday 30 July

Nothing unusual happened. Two colliers arrived during the night. Some of the ships are taking on stores and coal. The *Celtic* left for the North carrying the mail.

Sunday 31 July

The *San Juan*, one of the ships falling into our hands with surrender of Santiago, came in this morning and after receiving permission from the Admiral, proceeded up the bay to Caimanera. The *Mayflower* arrived with the mail from Key West.

Monday 1 August



USS Joseph K. Taussig (DE 1030) in 1968. Photo credit: United States Navy.

Coaled ship all day from the Collier *Leonidas*. Was turned out at half past five to go to the *Supply* for vinegar and syrup. Got back about eight o'clock. The *Viagara* left for Puerto Rico.

Tuesday 2 August

Everything is very quiet here. A few vessels came and went during the day. The Collier *Leonidas* was alongside for a few hours this morning. Finished coaling ship.

Wednesday 3 August

I was on boat duty all day today. Made a number of trips to the vessels in the harbor, and ashore with and for cablegrams. The signal was made this morning that the fleet would leave at 6 P.M. Friday. We expect to go to the Mediterranean. The [?] arrived from Puerto Rico accompanied by a German steamer as a prize.

Thursday 4 August

The *Massachusetts* arrived during the night and immediately commenced coaling from both sides. As the squadron expects to sail tomorrow evening, I suppose the *Massachusetts* will coal all night. The Marines here broke camp and are on board the *Resolute*.

Friday 5 August

The signal was made to the fleet last night that we would not sail for Europe on account of peace negotiations. We do not know how much longer we will be here but it is probable that we will go North before long. The *Frolic* arrived with the mail. I did not get any.

Saturday-Monday, 6-8 August

During these three days nothing of importance has happened. Everyday has been the same. Several men-of-war and colliers have come in and gone out. The Marines at Camp McCalla have broken camp and are on the ships. *St. Louis* arrived.

Tuesday-Wednesday, 9-10 August

The *St. Louis* went out and *St. Paul* came in, also the *Badger*. I received mail from both the latter. Captain Clark of the *Oregon* has been detached on account of illness and Captain Barker of the *Newark* ordered to command the *Oregon*. Captain Goodrich of the *St. Louis* was detached and ordered to command the *Newark*.

Thursday 11 August

We got up anchor at 3 A.M. and started for the wreck of the *Infanta Maria Theresa*. Arrived there at 8 A.M. The *Theresa* is still on the bottom and has a great deal of water in her. She has steam up in one boiler and is pumping the water out as fast as possible. This afternoon I went on board her with a number of officers and a large working party. We got up both lower and both sheet anchor chains. The Merrit tug is to take the cables off so as to lighten the *Theresa*. On looking at the vessel it seems as if it would be impossible to make use of her. All her interior is burned out, many of the beams bent and broken, and the superstructure entirely gone. Most of the shot holes have been stopped up. The *Almirante Oquendo* looks more of a wreck than she appeared the last time I saw her.

Friday 12 August

At ten o'clock last night the *Scorpion* arrived from Guantanamo with dispatches for the Admiral. We immediately started on a course SW by W $\frac{1}{2}$ W and steamed at 16 knots all night. We were under the impression when we started that we were going to Manzanillo, Cienfuegos, and the Isle of Pines to notify the vessels there to stop hostilities, but it soon became apparent that we were after some vessel, or rather, trying to cut her off. It was rumored that Blando had escaped from Havana and we were trying to cut him off. I had the morning watch from 4 to 8 A.M. and at day-

light could see the coast of Cuba on our starboard quarter. Before long Jamaica hove in sight on our port bow. We headed in close to the shore and at ten o'clock sighted a steamer which, on seeing us after her, immediately ran within the three mile limit so there was no use keeping after her. We then ran along the Jamaica coast. The island is beautiful, is well cultivated, and appears civilized. The villages and villas looked well kept and prosperous, being in marked contrast with those in Cuba.

About noon we sighted a steamer and immediately started after her. When we were about two miles from her we fired a blank charge and she hove to immediately. She soon hoisted the signal "Unless your business is very important I would like to proceed," and she started ahead but another blank charge brought her to a stop. She was the British steamer *Acme*, bound for Mobile from the Cape Verde Islands. A boat was lowered, sent to her, and brought her captain on board the *New York*. After a careful examination of his papers, the *Acme* was allowed to proceed. We then headed for Guantanamo, evidently having failed to catch what we were after. Towards evening we struck a heavy blow, the sea getting high enough to make it necessary to close the berth deck ports and consequently, making it very uncomfortable below decks.

Saturday 13 August

I got on deck this morning about seven o'clock and found us lying off the Cuban coast near Guantanamo. Close to us was a large ocean liner flying the Spanish colors. She turned out to be one of the Spanish ships chartered to take the surrendered army back to Spain and she was allowed to proceed. We anchored in Guantanamo Bay at half past eight. The *Brooklyn, Iowa, Indiana, Massachusetts, and Oregon*, and a number of smaller vessels were in the harbor. The Admiral received a telegram from Secretary Long saying to cease all hostilities and for the fleet to come to New York City. We made the signal "Be ready to sail at 10 A.M. tomorrow". So I suppose our work in these waters is over.

Sunday 14 August

This morning about half past eight the British Consul and a number of French ladies and gentlemen from Guantanamo paid us a visit. We showed them around the ship. At 9:45 the signal was made to the fleet to get up anchor, and promptly at 10 o'clock we were underway. The crew of the *Badger* cheered each vessel as it passed

them, the cheers being returned. The *New York's* band played the patriotic airs and "A Hot Time In the Old Town Tonight." The six vessels forward in line in the following order: *New York, Iowa, Indiana, Brooklyn, Massachusetts, Oregon*. We kept along the coast during the afternoon passing several steamers probably bound for Santiago. We passed Cape Maysi and headed North about seven o'clock. Expect to reach New York on Saturday.

JOURNAL ENDS

Epilogue

In addition to the Spanish-American War, Joseph K. Taussig saw action in the Boxer Rebellion and served as a destroyer squadron commander during World War I. After more than forty years of military service he retired only to be recalled to active duty when the United States entered World War II. He remained in the Navy until hostilities ceased. Thus his career began in the days of coal burning ships and broadsword drills and ended in the atomic age. Like his father, Edward, he rose to the rank of vice admiral and had a U.S. Navy ship named in his honor.

George Philip IV, grandson of Joseph K. Taussig, Sr., graduated from the U.S. Naval Academy in 1967- the fourth generation in his family to do so. He served in the U.S. Marine Corps for 26 years. He is now retired and living in Maine with his wife, a dog and five cats. Editing this log fulfilled a dream that was born in 1966 when he first read his grandfather's account of the cruise to Cuba.

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The Hotel Key West on lower Duval Street. The Hotel was built in 1887 and named the Russell House. The name was changed to Hotel Key West. In 1925 Jefferson Browne purchased the hotel and renamed it the Jefferson Hotel. The building was destroyed by fire on November 4, 1957. Photo credit: Monroe County Library.

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