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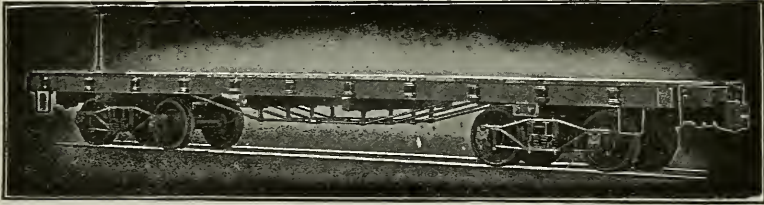
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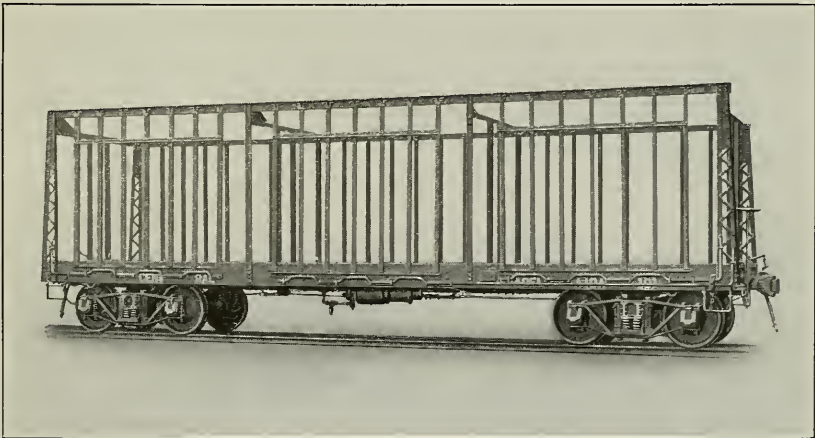
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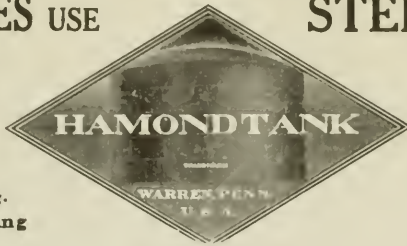
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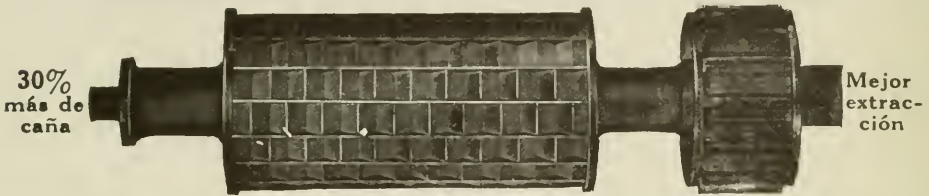
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An Illustrated Monthly Magazine, 82-92 Beaver Street, New York

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SUBSCRIPTION

\$1.00 Per Year - - - - - 10 Cents Single Copy

Advertising Rates on Application

Vol. XIV

NOVEMBER, 1916

No. 12

Contents of This Number

Cover Page—Isle of Pines, Old Homestead of Major Sandon, one time Governor of the Island.

Frontispiece—President M. G. Menocal.

All Around Cuba:	Page
Automobile Test.....	21
Camaguey Agricultural College.....	21
Cotton Growing.....	21
Lima Beans.....	21
Lumber.....	21
Patent Granted.....	21
Postage Stamps.....	21
Tobacco.....	21
Cuban Commercial Matters:	
Automobile Tires.....	31
Cuban Purchases.....	31
Dyestuffs.....	31
Fertilizer.....	31
Telephone Lines.....	31
Tobacco Shipments.....	31
Cuban Financial Matters:	
Cuban-American Sugar Company.....	23
Cuban Portland Cement Company.....	30
Guantanamo and Western Railroad Company.....	24, 25, 26, 27
Nipe Bay Co.....	30
Prevailing Prices for Cuban Securities.....	23
Santa Cecilia Sugar Company.....	28, 29, 30
United Railways.....	30
Cuban Government Matters:	
Colonial Debts.....	8
Cuban Census.....	8
Cuban Citizenship.....	8
Cuban Coinage.....	8
Cuban Election.....	7
Government Law Suit.....	9
Hospital.....	8
Immigration.....	9
Library.....	7
Lighthouses.....	8
Naval School.....	8
Olympic Games.....	7
Road Construction.....	9
School Buildings.....	9
Statue.....	9
Treaty with Chile.....	8
University.....	9
Plant Breeding in Cuba.....	19, 20
Publications Received.....	20
Robert M. Orr.....	23
Santiago, Illustrated, by Consul P. Merrill Griffith.....	10, 11, 12, 13, 14, 15, 16, 17, 18, 19
Sugar Industry:	
Fluctuation of Sugar Prices, with Chart.....	32, 33
London Sugar Report.....	34
Peruvian Cane.....	34
Sugar Bag Supply.....	34
War Order.....	34
Sugar Review, English.....	35
Sugar Review, Spanish.....	35, 36
Traffic Receipts of Cuban Railroads.....	22, 23



President Mario G. Menocal.

THE CUBA REVIEW

"ALL ABOUT CUBA"

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VOLUME XIV

NOVEMBER, 1916

NUMBER 12

CUBAN GOVERNMENT MATTERS



Dr. Alfredo Zayas, Presidential Candidate of the Liberal Party.

THE CUBAN ELECTION

The result of the Cuban election will not be definitely known until the official count has been completed. It appeared from early returns that Dr. Alfredo Zayas was elected, but it seems to be definitely shown, as we go to press, that President Mario G. Menocal has been re-elected President by the Conservative Party and that General Emilio

Nunez has been elected Vice-President. The Liberal Party had for its candidate for President Dr. Alfredo Zayas and for Vice-President Dr. Carlos Mendieta. Although popular interest naturally centered around the presidential candidates, this year's election was important in other ways because 12 senators were to be elected and 57 members of the House of Representatives, besides 5 principal councilmen for each province, many of the mayors of the cities throughout Cuba and various other important officials.

As in the United States, the President and Vice-President are not balloted for directly by the voters, but are chosen by means of electors. In Cuba there are 130 presidential electors, 15 in the Province of Pinar del Rio, 32 in Havana, 15 in Matanzas, 28 in Santa Clara, 12 in Camaguey and 28 in Oriente.

OLYMPIC GAMES

It has been announced in the press that the Cuban Minister to Paris has advised the Cuban Government that the Olympic games of 1920 are to be held in Havana, and President Menocal has appointed a committee to take charge of this matter. The President of the committee is General Freyre de Andrade.

LIBRARY

The library of the late Dr. Barnett, who was formerly in charge of the Publicity Bureau of the Department of Sanitation, has been presented to the Cuban Government. This Library comprises more than 2,000 volumes.

CUBAN COINAGE

Cuba is in need of more of the new coinage. This has been made by the United States mint in Philadelphia, and there have been no recent shipments on account of the shortage of metals. It is hoped that a speedy resumption of the issue may be had in order that Cuba may receive the coins needed. There have been practically no shipments for the last four months.

HAVANA COLONIAL DEBTS

The Municipality of Havana incurred, previous to 1899, debts amounting to \$2,812,000. These debts have not been recognized by the Cuban Government, but in June last the City Council of Havana approved the payment of this sum by means of a bond issue to the present holders of these claims. President Menocal, however, decided that such payment would not be in accordance with law, and the resolution of the City Council was therefore vetoed.

CUBAN CENSUS

The Cuban Government proposes to take a complete census of the Island in the early part of 1918, and instructions have been sent to all the mayors of Cuba in order that the municipal appropriations for the period 1917-1919 may include a credit sufficient to pay the expenses of taking the census.

LIGHTHOUSES

The scarcity of lighthouses on the Cuban coast has caused renewed agitation of this matter, and it is understood that the American legation in Cuba has requested the Cuban State Department for permission for the United States to put signal lights at various places on the Cuban coast, provided that the property owners at the various points selected make no objection.

TRADE WITH CHILE

The consideration of a commercial treaty between Cuba and Chile is again being considered. It is thought that each country has many products in which the other would be interested, and judging from Chilean newspapers, there is a decided sentiment among the business men of Chile to improve the commercial relations between the two countries.

NAVAL SCHOOL

The naval school at Mariel is to be opened during November. The first students of the new naval school are to be the 20 midshipmen of the School Ship *Patria*. It is planned that all students of the school shall each year spend May, June, July and the first half of August aboard the *Patria*, while during the remainder of the year they shall follow a course of study at the naval school. In this way the two year course at the school will include 200 days at sea, which are required before the midshipmen can be graduated.

Lieutenant Commander Carlton B. Kear, retired, of the United States Navy, has been engaged by the Cuban Government to instruct the students in the use of artillery and torpedo practice.

CUBAN CITIZENSHIP

The Commissioner of Immigration, Dr. Frank Menocal, is considering a plan whereby immigrants that come into Cuba claiming Cuban citizenship will be subjected to a more rigid investigation than hitherto. It is stated that many foreigners enter Cuba as Cuban citizens using this means to evade the necessary qualifications of admission. Dr. Menocal's plan calls for steamship companies keeping two lists of passengers, one list for Cuban citizens and another list for foreigners. On arrival in Cuba, the Immigration Inspector, if he has any doubt in regard to those claiming Cuban citizenship, shall require these in question to take oath as to their citizenship before being permitted to land, and if subsequently it can be shown that they have sworn falsely, they will be prosecuted by the Immigration authorities.

LEPER HOSPITAL

It is reported that Dr. Menocal, Secretary of Sanitation, has decided that Juan Tomas Key, Cabanas Bay, Province of Pinar del Rio, will be the situation of the new leper hospital. Juan Tomas Key has an area of about 495 acres, and it is stated that the soil is fertile and capable of cultivation. The island is now unoccupied, and it is understood that Dr. Menocal, after the erection of the hospital, would permit the lepers to have the freedom of the entire island with permission to raise vegetables and engage in whatever other work might be possible.

SCHOOL BUILDINGS

The recent message of President Menocal to the Cuban Congress calls attention to the necessity of providing better educational facilities for the Cuban children, and the President recommended that the City Councils of the various cities in Cuba give increased attention to this problem, particularly in providing new and adequate buildings for the schools. In spite of the fact that there are now in course of construction numerous new school buildings, it is quite evident that sufficient provision has not been made for the increasing number of school children.

IMMIGRATION

According to official statistics, there have arrived in Havana between the dates of June 1 and September 25, 7,025 immigrants, which is a greater number for this period than have ever arrived before.

It is expected that the large sugar crop of 1916-1917 will attract an unusual number of immigrants, it being estimated that at least 18,000 immigrants will come to Cuba in time for the next sugar season. Besides the attractive conditions for labor in Cuba, it is thought that the Spanish immigrants who usually go to the Argentine will prefer to go to Cuba on account of the conditions which prevail at the present time in Argentina.

GOVERNMENT LAW SUIT

A suit at law has been begun in the Supreme Court of the United States wherein the Government of Cuba is to prosecute a claim against the State of North Carolina. The object of this suit is to secure payment of bonds amounting to \$2,183,000. These bonds were issued by the State of North Carolina more than fifty years ago and payment has been repudiated. The bona fide holders of the bonds cannot sue North Carolina, and therefore the claim has been assigned to the Government of Cuba. It is said that this is the first suit that has ever been brought in the Supreme Court by a foreign nation against one of the United States.

GOMEZ STATUE

The commission in charge of the erection of the monument in honor of General Maximo Gomez has decided that the monument will be erected in the Campo de Marti.

Sr. Raimundo Menocal has been appointed Secretary of Sanitation to succeed the late Dr. Nunez.

UNIVERSITY OF HAVANA

The "Traveling Fellowship" for Schools of Pharmacy, Dental Surgery and Veterinary Medicine being vacant, candidates may present their requests to the Secretary of the Faculty, accompanied by an account of their work and academic merits. The alumni of the university who have received their degrees in any of the schools of the faculty may aspire to this office.

The one favored with this honor will be obliged to move to a foreign country within the term of two months in order to complete his studies, and must give proof every six months by authentic documents that he has fulfilled the object of the award. The amount of the Fellowship will not commence to be earned until proof in due form is given of his departure.

ROAD CONSTRUCTION

The Cuban Congress has recently made provision for road construction on an extensive scale, and official authorization for the expenditure of stated sums in this work appears in late numbers of the Boletin Oficial de la Secretaria de Hacienda. The amounts and routes designated are as follows. \$200,000 for the construction of a road from Santa Clara to Manicaragua; \$50,000, Sabanilla del Encomendador to Union de Reyes in the Province of Matanzas; \$20,000, Bolondron to Union, passing through Alacranes; \$25,000, Alacranes to Vieja Bermeja; \$30,000, Sabanilla to Cabezas; \$50,000, Santo Domingo to Sitiecito; \$25,000, Estacion de Bacunagua to the central highway; \$60,000, San Miguel de los Baños to the road of Limonar; \$55,000 to complete the road from San Antonio de las Vegasto Guara; \$35,000 for a road from Banes to Embarcadero de Torrontera; \$250,000 for the repair and completion of the road from Cienfuegos to Manicaragua; \$40,000 for a road from Quivican to the road from Habana to Batabano.

A credit of \$60,000 is granted for the construction of a bridge over the River San Miguel; \$7,000 for a bridge over the River Jiguani, in the town of Jiguani; \$150,000 for the completion of the aqueduct of Santa Clara; and \$171,000 for paving and sewer system in the city of Manzanillo.



A Street Scene, Santiago de Cuba.

SANTIAGO

By Consul P. Merrill Griffith

The year 1915 was one of exceptional prosperity for the Santiago consular district. The sudden curtailment of supplies and restriction of European credits on account of the outbreak of the war appreciably affected the commercial and industrial activity of Cuba, yet perhaps no country settled its temporary monetary derangement with greater dispatch and emerged from the crisis with less difficulty and inconvenience. As a matter of fact, Cuba is one of the countries that has benefited most from the increased demand and high prices for sugar, upon the production of which the prosperity of the people in the Santiago district almost wholly depends.

Increased Demand for Sugar Brings Prosperity to the Island.

It is a generally recognized fact that just before the war the indebtedness of many of the owners of mills and plantations was so great, the operating expenses so heavy, and the price of sugar so low, that an economic crisis was inevitable. The sudden advance in price, however, relieved the depression; financial obligations have been met, many needed improvements have been made, several new mills have been erected, laborers are well paid and prosperity is in evidence everywhere.

The acreage in cane was increased considerably during the year, on account of the unusually high prices for sugar. Of the island's total sugar production, 18,100,105 bags, last year, this district supplied 5,888,250 bags, or 32 per cent, an increase over 1914 of 664,555 bags, or 2.56 per cent.

Rum and Alcohol—Cultivation of Citrus Fruits.

Cuba's production of rum in 1915 was 696,067 gallons, in comparison with 420,517 gallons in 1914, and of alcohol, 2,021,116 gallons against 649,722 gallons in 1914, the Santiago district producing 23 per cent of the rum and 20 per cent of the alcohol during the year under review.

The only crop other than sugar that showed an increase of production last year was that of citrus fruits. There are no statistics available to show the area under cultivation, but new orchards are constantly being planted and the industry bids fair to become one of importance as the facilities for distribution for local consumption and for shipment to tidewater for export improve. This industry, however, is confined almost exclusively to foreigners, Americans and Canadians who have migrated to Cuba since 1898.

Some of the older orchards are yielding profitable crops, and the fruit from those planted on suitable soil and properly cared for is as fine in quality and appearance as that grown anywhere in the world. The growth of production has been steady since 1907, when the first shipments were made. In that year there were exported to the United States 5,750 boxes valued at \$11,882. The exports for 1915 amounted to 73,851 boxes, the declared value of which was \$138,529, an increase in value over the preceding year of \$8,501.

The Iron Industry.

The iron industry is the second in importance in the district, the mines in operation being at Daiquiri or Firmeza, near Santiago, on the south coast and at Mayari on the north coast. About 20,000,000 tons of hard hematite and magnetite have been shipped to the United States since the mines were opened, but the quantity is said to be inconsiderable in comparison with the tonnage of the soft ores that have been discovered within the last few years in the Mayari, Levisa Bay, and Moataco districts.

While the quantity of iron ore exported during 1915 (796,830 tons) was less than that in 1914 by 36,494 tons, the value (\$2,378,635) was greater by \$116,891. The output would have been more than during any previous year had sufficient vessels been available for transporting the ore.

Shipments of Iron and Copper Ores to the United States.

The following table shows the number of tons and value of iron and copper ore shipped to the United States from the Santiago consular district for the past seven years:

Years:	Iron Ore		Copper Ore	
	Tons	Value	Tons	Value
1909.....	960,880	\$2,945,065	53,162	\$586,890
1910.....	1,223,066	4,298,661	41,748	382,743
1911.....	1,145,135	3,184,088	66,323	490,007
1912.....	1,429,763	3,872,078	63,885	679,143
1913.....	1,538,477	4,805,458	22,614	570,369
1914.....	833,324	2,261,744	57,063	781,712
1915.....	796,830	2,378,635	28,488	1,004,344

The Copper Mines.

Copper was discovered in 1520 at El Cobre, near Santiago de Cuba, which has continued to be Cuba's greatest copper producer. This industry was relatively most important between 1840 and 1860, when the El Cobre mines claimed the world's record production, but with the beginning of the 10-year war all copper mining on the island was closed and practically no copper was exported until the El Cobre mines were reopened in 1901 by an American company. These mines are conveniently located, well managed, and employ about 2,000 men, the majority of whom are Spaniards.

No smelting is done on the island, all copper being shipped as crude ore or concentrates, and no treatment beyond hand picking is employed, except at El Cobre, where 600 tons per day of 3 per cent ore are concentrated by the Minerals Separation Co.'s oil flotation process, resulting in 16 per cent concentrates that are shipped to the United States to be smelted.

The lack of transportation facilities on the island have greatly retarded the growth of the copper industry and the opening up of new mines. The only successful mines have been located near the coast and have had to provide their own transportation to the sea.

Railroad freights are so high that only very valuable minerals can be handled over public carriers. Once at the coast, however, water transportation is available to the Atlantic Coast smelters in the United States during normal times, at reasonable rates.

Increased Production of Copper.

The copper production of Cuba for 1915 was 200,000 tons, valued at \$2,200,000, as compared with 180,000 tons, worth \$2,000,000, in 1914, the increased production being the result

of the prevailing high prices due to the European war. These high prices stimulated prospecting and an unusually large number of claims have been denounced during the last two years. Heretofore, systematic prospecting and development work was lacking.

Transportation facilities seriously interfered with the shipments of copper as well as everything else in this section; it was almost impossible at times to secure vessels at any price.

As the mining laws of Cuba are liberal and the labor supply reasonably plentiful, it is believed that the production of copper in Cuba will increase indefinitely.

The Manganese Industry.

The manganese industry of Cuba, which dates back 20 years, had been continued with interruptions up to the present time.

The three generally recognized groups or deposits of ore within this district are known as Cristo, Cauto, and Ponupo, the latter being the largest and having produced up to the present about 2,000,000 tons. It is still producing about 3,000 tons per month of a fair grade of furnace ore that averages about 43 per cent metallic contents. The Cristo group is producing a small amount of ore that runs about 46 per cent, while the Cauto group is producing about 2,000 tons per month; it has also shipped several small cargoes of dioxide. The three groups are operated by two companies—the Ponupo and Cristo groups by Aguilera & Co. and the Cauto group by the Cauto Mining Co.

The manganese operations in this section during 1915 were held back chiefly through lack of labor and inadequate transportation facilities by land and by sea. Practically all of the ore produced was shipped to Baltimore with the exception of a small consignment for the Italian Government. The demand for furnace ore is still strong. None of the ore is treated in any of the mines here, except by log washing to remove the dirt. The furnace ore is shipped in bulk and the dioxide in sacks.

The price of manganese ore remained fairly steady throughout the year and on July 15, 1916, was (f. o. b. Baltimore) \$60 to \$70 a unit.

During the year the mining companies spent considerable money in improving their properties. There still remain in this Province large undenounced and undeveloped deposits of manganese, no particular attention having been given to them on account of inadequate transportation facilities, but the outlook, if the demand and good prices continue, is quite favorable.

The Live-Stock Industry.

For many years, the raising of cattle has been one of the important industries of the island of Cuba, having been confined mainly to the Provinces of Camaguey, Oriente, and Santa Clara. The rainfall is usually good and the ranches, some of which are quite large, have good grazing.

The owners have done considerable during the last few years toward improving their stock, chiefly through the importation of registered animals for breeding purposes from the United States. The Government does not keep an accurate register of the sale and purchase of stock, so that it is impossible to accurately or even approximately estimate the number of head of cattle on the island at present.

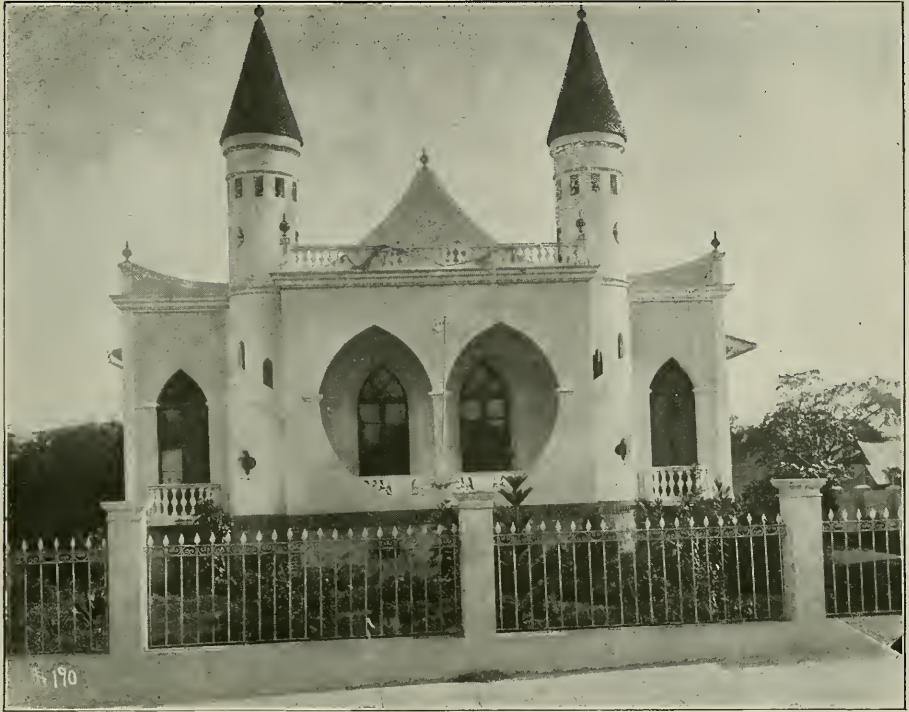
Considerable improvements have been made recently on the ranches throughout this district, the most noticeable being the building of new tanks and facilities for watering the stock, the planting of nutritious grasses, and the construction of dipping tanks, through the use of which the fever tick on some of the ranches is said to have disappeared altogether. The small ranchman and breeder, however, cannot afford to construct tanks for dipping purposes.

Cuban cattle could be exported either to the United States or Porto Rico with profit, but quarantine regulations are so stringent as to preclude it altogether.

There are no packing houses in the island. A refrigerating establishment of a limited capacity is maintained by one of the large firms in Habana for the purpose of supplying the local hotel and the steamship trade with frozen meat.

Exports of Hides—Absence of Cattle Diseases.

Only a very small proportion of the Cuban hides are tanned on the island. Practically all are exported to the United States, where there is a good demand and a steady price. During



Spanish Consulate, Santiago de Cuba.

1915 hides valued at \$488,748 were exported from this consular district to the United States.

After the Spanish-American war large importations of cattle were made from the United States, Porto Rico, Venezuela, Haiti, Santo Domingo and Colombia. At first there was some anthrax and blackleg, but through inoculation, largely under governmental supervision, these diseases have since been practically eradicated, and at present it may be stated, from general and reliable information, that there is no anthrax or other contagious disease in this section of Cuba.

The cattle industry with its recognized natural advantages on the island, where ranges can be purchased at reasonable figures, should be exceedingly profitable under expert supervision.

Increase in Imports.

The increase in imports into this district is the result of the development of its natural resources. As only raw products—sugar ores, fruits, and timber—are exported with the development of their resources, there is created a corresponding demand for articles not produced in the country—manufactured goods of all kinds, machinery, textiles, coal and provisions.

The total value of the imports into the port of Santiago during 1915 was \$9,884,818, an increase over 1914 of \$1,519,116. Of this total the United States furnished \$5,771,298 worth, or nearly 62 per cent, which was an increase of nearly 8 per cent over 1914.

The other countries whose trade through this port increased during 1915 were Denmark, the Netherlands, India, Italy and Spain. Statistics of imports into the whole district for 1915 are not yet complete, but a conservative estimate of the total is about \$20,000,000.

Imports by Countries.

The following table shows the value of the imports by countries into the port of Santiago for the calendar years 1914 and 1915:

<i>Countries:</i>	1914	1915	<i>Countries:</i>	1914	1915
Australia	\$6,470	\$3,003	Norway	\$15,799	\$11,332
Belgium	22,220	1,055	Nova Scotia	619,801	600,267
China		10,168	Porto Rico	63,972	51,751
Denmark	32,511	44,801	Spain	839,999	1,095,016
France	206,223	122,579	Switzerland	52,187	9,579
Germany	210,150	43,054	United Kingdom	716,740	623,453
Netherlands		80,175	United States	1,215,725	5,771,298
India	522,078	710,915	All other countries	141,682	38,087
Italy	18,555	34,306			
Mexico	151,590	127,982	Total	\$7,865,702	\$9,384,818

Declared Exports to the United States.

The declared exports from the Santiago consular district to the United States during the year 1915 were valued at \$43,708,164, as compared with \$33,164,781 in 1914, an increase of 34 per cent.

The following table shows the quantity and declared value of the principal articles invoiced at Santiago and the agencies in the Santiago consular district in 1914 and 1915:

<i>Articles:</i>	1914		1915		
	<i>Quantity</i>	<i>Value</i>	<i>Quantity</i>	<i>Value</i>	
Bananas	bunches		1,924,570	\$714,089	
Beeswax	pounds	108,335	\$32,900	227,179	59,748
Citrus fruits	boxes	64,513	130,028	73,851	138,529
Cocoa beans (cacao)	pounds	3,625,848	405,795	3,811,846	553,997
Coconut oil	pounds			193,538	17,418
Coconuts	pounds			1,207,100	16,771
Copper ore	tons	37,063	781,712	28,488	1,004,344
Guano	tons	1,005	10,411		
Hides	tons	2,435,233	396,065	3,128,440	488,748
Honey	pounds	16,441	1,943	438,795	16,639
Iron ore	tons	833,324	2,261,744	796,830	2,378,635
Manganese ore	tons			5,144	87,297
Metals, old	pounds			77,359	9,622
Molasses	gallons	6,077,047	174,585	8,622,443	231,858
Rum	gallons	9,536	21,293	13,930	30,246
Sponge	pounds			11,402	6,675
Sugar	pounds	1,212,929,031	27,003,563	1,074,919,862	37,480,125
Woods:					
Cedar	feet	7,022,630	425,143	4,325,414	265,051
Cedar strips	feet	566,817	34,150	987,040	56,780
Lignum vitae	pounds	2,573,662	52,286	3,562,137	71,635
Mahogany	feet	2,084,716	252,489	1,043,998	59,951
All other articles			1,177,674		17,003
Total			33,164,781		43,708,164

The increase in the value of sugar alone, the principal article exported, was \$10,476,562, although there was a decrease in the quantity of about 62,000 tons. The decreases in the quantities of iron and copper ore exported with corresponding increases in valuation were due to the unusually high prices prevailing largely on account of the European war. The output of iron, copper, and manganese ore would have been considerably greater had there been adequate transportation facilities.

There was an increase of \$57,373 in the value of molasses exported and of \$52,683 in hides.

The principal woods exported to the United States from this consular district are cedar strips, lignum vitae, and mahogany, the total valuation of which was \$448,070, a decrease in comparison with 1914 of \$37,358.

Exports to Porto Rico—Returned Goods.

Exports to Porto Rico during 1915 were valued at \$29,719, as compared with \$25,154 in 1914, practically all of which were cedar strips. There were no exports certified for Hawaii or the Philippines during 1914 or 1915.

Inasmuch as two-thirds of the coffee used in Cuba is imported from Porto Rico, the value of which amounts annually to about \$2,700,000, the balance of trade in favor of Porto Rico is considerable. This consular district imports about 12½ per cent of the entire amount or about \$335,000 in value.

American goods returned during 1915 amounted to \$85,863, as compared with \$147,473 in 1914, and consisted chiefly of machinery and parts, empty cylinder drums, and empty bags.

Harbor Rates.

Vessels can enter this harbor drawing 26 feet and can anchor at the Cendoya wharf with



An Inland Mountain Village, El Cane—Santiago Province.

20 feet and at the Naviera with 19 feet. The tonnage fees are 10 cents per ton for ten entries during the year.

The rate of moorage at the Cendoya wharf for one to four days is \$20 and \$5 for each additional day; at the Naviera wharf, the rate is \$5 per day.

If a vessel cannot moor at either of the piers, lighterage is for the account of the vessel. Arrangements must be made in advance with one of the lighter companies, "La Naviera" or "Santiago Terminal," the rate being 50 cents per ton of 2,000 pounds (Spanish).

Pilotage is compulsory and is charged for on a graduated scale of \$4 for vessels of from 1 to 50 tons (gross) to \$34 for vessels of 5,000 tons or over.

The fees for pilotage from one hour after sunset to one hour before sunrise are double the amount for day service. The fees charged for movement of vessel within the port are one-fourth pilotage for moving from one anchorage to another and one-half pilotage for moving from one wharf to another.

Shipping of the Port.

The following table shows the number of ships that entered the port of Santiago during 1915 together with their tonnage and nationality.

Countries:	—Steamers—		—Sailing Vessels—	
	Number	Tons	Number	Tons
Cuba.....	25	44,981	3	304
Denmark.....	10	23,440	3	99
England.....	67	218,018	5	4,226
France.....	4	11,000	..	..
Haiti.....	..	..	31	1,096
Honduras.....	2	3,673	..	..
Mexico.....	1	1,054	..	..
Netherlands.....	6	11,020	..	..
Norway.....	107	373,124	11	8,887
Russia.....	1	2,269	..	..
Santo Domingo.....	..	..	4	688
Spain.....	37	144,040	..	..
United States.....	113	443,886	7	4,390
Totals.....	373	1,276,485	64	19,690



San Juan Battlefield—Monument to American Soldiers.

Banking Conditions—Custom House and City Receipts.

The banks in Santiago, the Banco Espanol, the Banco Nacional de Cuba, the Royal Bank of Canada, and the National City Bank of New York (established a few months ago), are all branches of establishments in Habana. With the agricultural and commercial prosperity of the district last year the banks all did a most satisfactory business and facilitated to an appreciable extent the planters and mill owners in extending their cane acreage and installing new improvements.

Banks here sell at $\frac{1}{8}$ of 1 per cent premium and buy at $\frac{1}{8}$ of 1 per cent discount, the rate of interest varying from 8 to 10 per cent. Exchange on Paris, London, and Berlin during the year was one-sixteenth to one-eighth over New York rates. In July, 1916, there was about \$6,000,000 on deposit in the banks of this city.

The receipts of the Santiago customhouse for 1915 totaled \$1,954,457, as against \$1,731,154 for 1914, while for the 6 months ended June 30, 1916, the amount was \$1,175,963.

The population of Santiago in June, 1916, was 63,115. During the fiscal year ended June 30, 1916, the city receipts were \$329,972, an increase over the preceding year of \$69,032.

Public and Private Improvements—Vista Alegre.

The satisfactory economic condition in this Province (Oriente) during 1915 is shown by the public and private improvements undertaken and the number of new buildings constructed. During the year 281 building permits were issued, an increase of 45 over 1914.



Santiago.

Among the principal improvements may be mentioned several in the suburb Vista Alegre, which include the new theater built by the street railway company at a cost of about \$40,000. The company has also spent \$75,000 in other improvements on the park in which the theater is located and is about to construct a first-class cafe to cost in the neighborhood of \$25,000. The company, which also owns the greater part of this suburb, has awarded the contract for 50,000 square meters of paving, has spent \$35,000 in building small but attractive residences, and is contemplating building 100 more at a cost of at least \$5,000 each.

Among the important improvements in Santiago may be mentioned a large modern steel warehouse for storing sugar that cost \$100,000. Two new hotels, one a five-story building of reinforced concrete that cost \$70,000, and a smaller one costing \$35,000. Among other buildings completed during 1915 were the new courthouse (\$80,000) and two warehouses that cost \$60,000 each.

In Santiago there are located establishments for the manufacture of beer, ice, mosaics, bricks, cigars, matches, macaroni, candles and soap, besides two foundries, machine shops, and two planing mills.

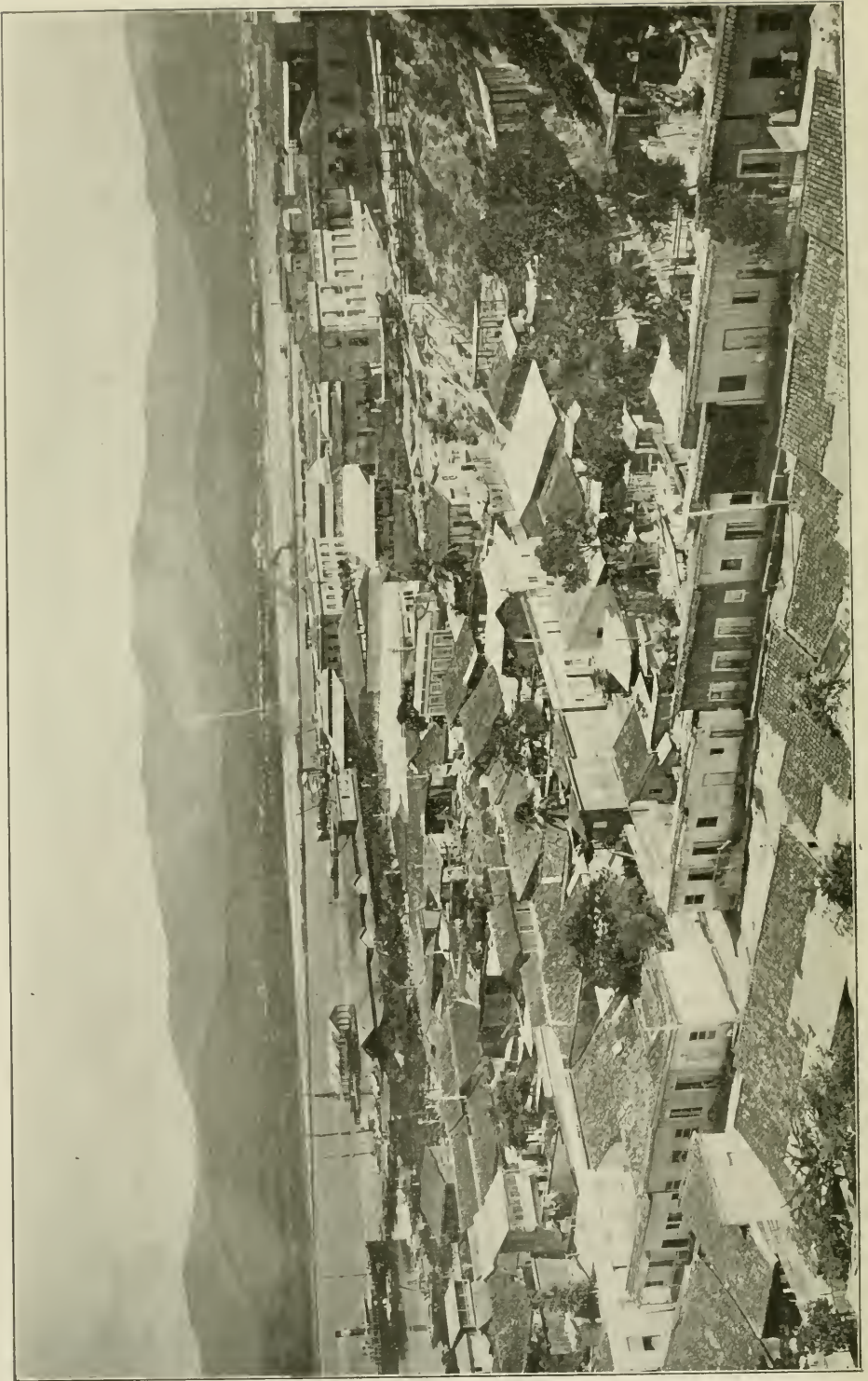
The General Government was active during 1915 in the construction of new schoolhouses and public highways, and new work in the Province is under way which, when completed, will cost in the neighborhood of \$1,000,000.

The receipts of the tramways in 1915 were \$222,479, an increase of \$6,215 over the year 1914. The receipts for the Electric Light Co. amounted to \$242,927, an increase of 10,683 over 1914. The Electric Light Co. purchased considerable construction material in the United States during the year.

Extension and Retention of Trade.

The various commercial and industrial possibilities of Cuba have caused the investment of considerable American capital in the island recently. Quite a number of the largest and best known sugar plantations and mills in this district have been purchased at large figures, and considerable virgin land has been acquired for immediate development. Many new improvements are contemplated and others are under way, and those interested seem to be working in a systematic and economical manner, thus preparing themselves to meet such conditions after the war as may result in any decrease in the price of sugar.

The general export and import trade of the United States with Cuba has been constantly increasing. Since the war many commodities formerly imported from Europe have been curtailed, and some have been stopped altogether. It is hoped that such articles as have been re-



Bird's-eye View of Santiago.

placed through necessity by those manufactured in the United States will satisfy the tastes and demand of the Cuban merchant and consumer to such an extent that new business connections established may permanently endure.

The proximity of Cuba to the United States, the good transportation and banking facilities and the generally recognized superiority of many American manufactured articles are natural trade advantages that cannot be overcome except through serious business blunders or injudicious disregard of the tastes, customs, character, or requirements of the people.

Not only the extension but the retention of Cuba's trade, some of which has perhaps been recently acquired only through careful study, diligent work, and perhaps the expenditure of considerable money, are undoubtedly subjects at present worthy of the thoughtful consideration of the American manufacturer, exporter, or prospective investor.

PLANT BREEDING IN CUBA.

Earle F. S. and Popenoe Wilson, in "The Journal of Heredity," Vol. VI, N. 12, pp. 558-568, 6 figs., Washington, December, 1915.

Plant breeding in Cuba was begun in 1901, the year in which one of the writers was called to the island to organize the Government Agricultural Experiment Station at Santiago de las Vegas.

Naturally enough, the most important cultures were the first to receive attention. The testing of seedling sugar canes has been carried on for the past ten or twelve years at the Harvard Experiment Station, at Soledad, near Cienfuegos. As the soils of the Soledad district do not give satisfactory results with chemical fertilizers, and stable manure is out of the question, the problem to be solved was the production of a sugarcane giving a good yield even in exhausted soil. A satisfactory solution has been attained. In addition to the production of seedling canes which will maintain a profitable yield on poor soils, an effort has been made to obtain by means of selection, strains which will be resistant to root rot, a disease supposed to be caused by *Marasmius sacchari*. On virgin timber lands in Cuba, canes will often continue to give profitable results for twenty or twenty-five years without replanting; after this the plants die out, and must be replanted every third or fourth year. The cane usually begins to die at certain spots in the field where the growth is weakest and the disease spreads in concentric circles. Always, however, occasional stools survive in these diseased areas. An attempt has been made to obtain from these, by selection, some immune strains of the "Cristalina" cane, which is so satisfactory in Cuba from most other points of view. Unfortunately, the

work was dropped before any results were obtained, but the question is one that promises to yield most valuable results.

Cuba offers a large field of work for the selection of tropical fruits. At present, there is no vine suited to hot climates, though some south European varieties are occasionally grown in Cuba with some degree of success and there is a native species, *Vitis caribaea* which, even in a wild state, produces juicy fine grapes about $\frac{3}{8}$ in. in diameter, dark purple in color, and might through hybridisation with some of the cultivated grapes give rise to a race which would be of the greatest value to tropical regions. Further, from its productiveness and vigor (this vine sometimes covers trees 18 or 20 ft. high) it would form an excellent stock for grafting.

In the mountains of Cuba, there is a walnut tree, *Juglans insularis*, producing nuts which compare favorably in size with the northern black walnut. The kernels are, however, difficult to remove from the shell and the partitions are thick. Through selection, this tree might be considerably improved and might be also of great value as a stock on which to graft cultivated walnuts (for there are very few nuts that succeed in the tropics). The Queensland nut, *Macadamia ternifolia*, which has been introduced at Santiago de las Vegas, has succeeded very well.

In all parts of Cuba, the mango is one of the most abundant of fruits. There are two distinct races, *mango* and *manga*. The former is a tall, erect tree sometimes 60 ft. high; its fruit is beaked at the apex and the fibre surrounding the seed is long and coarse. The *manga* is a low spreading tree, 35 or 40 ft. high, with more abundant but finer

fibre. Two principal types of the *manga* race are distinguished and these are called, from the color of the flesh of the fruit, the *manga amarialla* (yellow) and the *manga blanca* (white). There are also other races and types of mangos, the *Filipino*, with very little fibre and of excellent flavor; the *Chino* and *manga mamey* of Cienfuegos and the *Biscoshueto* of Santiago de Cuba; the three last are very limited in distribution, but very superior in quality. The most important work in mango improvement yet done in Cuba consists in the selection and propagation of some of these superior types. The mango seed reproduces the type perfectly.

In order to improve the *avocado* (*Persca gratissima*), budded stocks of selected varieties have been imported to Cuba from Florida. In Cuba, a few selections have been made, but the work is only just beginning. The most important point in the selection of varieties is lateness of ripening; and throughout the island are found occasional seedling trees which hold their fruit all the winter.

For the improvement of the *anón* (*Anona squamosa*) the writers advise crossing *Anona squamosa* with *A. squamosa* and *A. muricata*.

In Cuba, citrous fruits were formerly grown almost exclusively from seed. The Government Experiment Station at Santiago de las Vegas began the work of searching out and propagating desirable seedlings which are found growing half wild in neglected gardens and hedgerows.

Many of the most important tropical vegetables grown in Cuba (*Dioscorea Batatas*, *D. sativa*, *D. aculeata*, *Colocasia*, and *Manihot utilissima*) are propagated asexually; the opportunity for selection is not lacking, however, since bud variation is much more common in the tropics than in temperate regions. Dr. Juan T. Roig has collected over 80 varieties of sweet potatoes from different parts of the island, and is now determining the comparative value of each.

During the early years of the Agricultural Station at Santiago de las Vegas, a great number of varieties of maize from all parts of the United States and Mexico were tested, but none proved to be well adapted to Cuban conditions. The common variety cultivated in the island was originally of a yellow flint type; the ears are unusually heavily protected with husks that completely enclose at the tip, and the husks, leaves and stalks are tomentose; this seems to protect the young leaves

from the attacks of numerous small insects which are always seen working about them. The heavy husks protect the ears from the attacks of the corn weevil until the next planting season. The absence of glabrous varieties is apparently due to the work of small insects. Some of the dent maize imported into Cuba has occasionally been planted and has fertilized plants of the native variety, giving rise to acclimatized hybrids. At the Santiago Experiment Station, they have begun to select the best of these, in the hope of fixing a type with long ears enclosed in heavy husks.

PUBLICATIONS RECEIVED

Sulphitation in White Sugar Manufacture, by Francis Mathews, published by Norman Rodger, London, England, price \$2.00 post free.

The publisher states that Dr. Maxwell's manuscript was completed in 1914 and was being revised with a view to publication in September, 1914, when the war broke out. Dr. Maxwell at that time was in Germany, where he is still interned as a civilian prisoner of war.

This book first treats of sulphur, its origin, preparation and properties, and then it goes into a full description of the various processes used in obtaining sulphurous acid, which is the medium used in the manufacture of plantation white sugar. The action of sulphurous acid on juices is exhaustively treated, and the book gives a full descriptive explanation of the sulphitation process in practice, with special reference to the countries which make a specialty of plantation white sugar. These countries are Java, Mauritius and Natal.

This publication is especially interesting at this time, when the process of plantation white sugar manufacture is being seriously considered by Cuba and Hawaii, who have never hitherto attempted its manufacture.

Link-Belt Silent Chain Transmitting Power, Bulletin No. 282.

Handling Coal and Ashes in the Power House of William H. Grundy Co., Book No. 288.

Handling Coal in the Victor Power Plant, Book No. 296.

These publications are issued by the Link-Belt Company and describe fully the various processes involved, with excellent illustrations. Copies of these booklets may be obtained on application to the Link-Belt Company, Philadelphia, Chicago, Indianapolis.

ALL AROUND CUBA

NEW CUBAN POSTAGE STAMPS

It is now thought that the issue of new Cuban postage stamps will not be made until February 24th, 1917. This date is a national holiday commemorating the "Grito de Baire."



In this connection, there has just been issued a new set of telegraph stamps all of the same design, that is "Ajax Defying the Lightning." The stamps come in different colors and denominations and are used on telegrams to prepay them.

TOBACCO

The explanation for the forthcoming announcement of advance in the price of all Cuban cigars and tobacco by a recent article in "Tobacco Leaf" gives the following reasons: Increased activities in other industries has made labor in the tobacco-growing districts scarce, and the price of labor unprecedentedly high. The wooden cases in which domestic tobacco is packed, the cheesecloth under which shadegrown tobacco is grown, fertilizers necessary to the soil, implements used in cultivation, etc., etc., have all advanced, and particularly in Cuba where the great boom in the sugar industry has diverted agriculturists to that industry and created a shortage of good Havana leaf. The result is that all kinds of leaf tobacco used for cigar purposes in the United States have gone skyward.

PATENT GRANTED

A patent has been granted to Sr. Menalio Marin covering a process of manufacturing paper from various vegetable fibers, principally henequen and sugar cane.

AUTOMOBILE TEST

Near Santiago, Cuba, is the celebrated Boniato road, which winds up the side of a mountain 2,000 feet high and is considered the severest test in Cuba for an automobile. Recently a car made the ascent in six minutes, the car being driven on the second gear.

COTTON GROWING IN CUBA

In the rocky sections of Pinar del Rio Province in that incomparable land of tobacco, cotton grows beautifully as the traveler may witness by taking a trip to the southern section of the province where he can see the beautiful plantings of this product, says La Lucha of Havana.

It says that the district around Mangas, Candelaria, San Cristobal, and in that district thereabouts are most excellent lands for cotton growing as experiments made there demonstrate. Reports have been made of the formation of a company which will exploit the business on a great scale, a fact that should be well taken into consideration by land owners in these places.

CAMAGUEY AGRICULTURAL COLLEGE

The Agricultural College of the province of Camaguey, has been opened for the admission of students. The requirements for entrance are: They must be over 13 years of age and natives of Cuba. It is required that the applicant be of good physical constitution and he must pass an examination in writing, geography of Cuba, and have some knowledge of arithmetic.

A certificate must be secured from the professor of the district in which the applicant resides, as to age, state of health and department.

The course at the college is free of tuition and other charges.

LUMBER

Cuba imports annually about 600,000,000 ft. of lumber. This consists, for the most part, of pine, spruce and fir, and is imported in the form of inch boards, running from 6 to 12 inches in width, planks two and three inches thick and of various widths. The greater part of this lumber comes from the United States, principally from the Gulf ports, but Canada also supplies a large quantity.

LIMA BEANS

It is reported that a shipment of Cuban lima beans was received in New York early in November, and was sold at the rate of \$3.50 per box. It is expected that there will be regular shipments of this commodity in the future.

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE CUBA RAILROAD COMPANY

The earnings of the Cuba Railroad for the month of September and for the three months of the fiscal year compare as follows:

	1916	1915	1911	1913	1912	1911
September gross	\$522,414	\$411,923	\$314,675	\$340,251	\$324,060	\$259,823
Expenses	339,597	242,922	191,826	191,876	189,197	140,816
September net	\$182,846	\$169,001	\$122,849	\$148,375	\$134,862	\$119,006
Other income	854	.....	.....	.....	.....	.....
Net income	183,701	169,001	122,849	148,375	134,862	119,006
Fixed charges	87,091	72,012	70,195	66,791	67,347	60,125
September surplus	\$96,609	\$96,988	\$52,653	\$81,583	\$67,515	\$58,881
<i>From July 1st:</i>						
Three months' gross	\$1,652,262	\$1,248,646	\$1,040,707	\$1,025,311	\$967,761	\$780,275
Three months' net	705,499	576,481	415,879	445,628	404,786	348,794
Other income	2,546	.....	.....	.....	.....	.....
Fixed charges	261,531	216,294	210,766	200,374	200,097	180,375
Surplus	\$446,514	\$360,186	\$205,113	\$245,253	\$204,688	\$168,419

EARNINGS OF THE HAVANA ELECTRIC RAILWAY LIGHT & POWER CO.

	Month of September		Nine Months to Sept. 30th	
	1916	1915	1916	1915
Gross earnings	\$507,562	\$443,502	\$4,407,453	\$4,108,935
Operating expenses	187,561	183,372	1,692,626	1,683,839
Net earnings	\$320,001	\$260,130	\$2,714,827	\$2,425,096
Miscellaneous income	10,840	8,052	99,929	76,917
Total net income	\$330,841	\$268,182	\$2,814,756	\$2,502,013
Surp. after deduct. fixed chgs.	201,587	161,344	1,650,100	1,524,847

EARNINGS OF THE UNITED RAILWAYS OF HAVANA

<i>Weekly receipts:</i>	1916	1915	1914	1913	1912	1911
Week ending Sept. 16th..	£32,581	£23,643	£18,179	£18,889	£18,677	£15,881
Week ending Sept. 23d..	30,261	23,806	17,552	18,351	19,015	16,222
Week ending Sept. 30th..	30,463	25,089	20,094	19,377	19,194	16,861
Week ending Oct. 7th..	29,989	25,931	17,883	19,954	19,344	16,738
Week ending Oct. 11th..	29,532	24,948	19,574	19,775	19,094	16,054
Week ending Oct. 21st..	31,204	25,777	18,360	19,919	18,941	17,147

EARNINGS OF THE WESTERN RAILWAY OF HAVANA

<i>Weekly receipts:</i>	1916	1915	1914	1913
Week ending Sept. 16th.....	£5,891	£4,638	£5,126	£5,304
Week ending Sept. 23d.....	5,567	5,039	4,696	4,940
Week ending Sept. 30th.....	5,902	4,411	4,206	4,848
Week ending Oct. 7th.....	5,754	4,598	4,009	5,100
Week ending Oct. 14th.....	5,191	4,080	4,707	5,151
Week ending Oct. 21st.....	5,459	4,208	4,111	5,293

EARNINGS OF THE CUBAN CENTRAL RAILWAY

<i>Weekly receipts:</i>	1916	1915	1914	1913
Week ending Sept. 16th	£9,621	£7,881	£6,735	£6,074
Week ending Sept. 23d	10,564	8,259	6,508	6,174
Week ending Sept. 30th	8,778	8,341	6,011	7,209
Week ending Oct. 7th	8,900	7,967	5,551	6,064
Week ending Oct. 14th	8,554	7,438	6,786	6,782
Week ending Oct. 21st	9,215	8,472	6,930	6,949

CUBAN FINANCIAL MATTERS

PREVAILING PRICES FOR CUBAN SECURITIES

As quoted by Lawrence Turnure & Co., New York.

	<i>Bid.</i>	<i>Asked.</i>
Republic of Cuba Interior Loan 5% Bonds.....	93	93½
Republic of Cuba Exterior Loan 5% Bonds of 1944.....	99	99½
Republic of Cuba Exterior Loan 5% Bonds of 1949.....	96	96½
Republic of Cuba Exterior Loan 4½% Bonds of 1949.....	86	88
Havana City First Mortgage 6% Bonds.....	102	106
Havana City Second Mortgage 6% Bonds.....	100	104
Cuba Railroad Co. Preferred Stock.....	94	97
Cuba Railroad Co. First Mortgage 5% Bonds of 1952.....	94	93
Cuba Co. 6% Debenture Bonds.....	100	none
Cuba Co. 7% Cumulative Preferred Stock.....	101	107
Havana Electric Railway Co. Consolidated Mortgage 5% Bonds of 1952...	93	94
Havana Electric Railway, Light and Power Co. Preferred Stock.....	106½	109½
Havana Electric Railway, Light and Power Co. Common Stock.....	102	105
Matanzas Market Place 8% Bond Participation Certificates.....	100	none
Cuban-American Sugar Co. Collateral Trust 6% Bonds of 1918.....	102½	none
Cuban-American Sugar Co. Preferred Stock.....	108	112
Cuban-American Sugar Co. Common Stock.....	225	235
Guantanamo Sugar Company Stock.....	76	78
Santiago Electric Light and Traction Co. 1st Mtge. 6% Bonds.....	94	95

All prices of bonds quoted on an *and interest basis*.

ROBERT M. ORR

Mr. Robert M. Orr, General Manager of the United Railways of Havana, died at his residence in Vedado on October 29th. Mr. Orr was born in Scotland and came to Cuba when a young man. He first became manager of the Marianao Railroad which ran from Concha Station to Marianao. This Company at that time was owned by British capitalists, and the backers of the road were so satisfied with the work of Mr. Orr in this position that when a vacancy occurred in the United Railways he was appointed to this

position. Mr. Orr conducted the office with great ability and under his management the United Railways made great progress, increasing its mileage and extending its business.

Mr. Orr was a man of high and forceful character and did not limit his activities merely to the railroad business, but his influence, energy and helpfulness were wisely used in many ways to upbuild and develop civic and other enterprises which would benefit the Cuban people. Mr. Orr received the respect and confidence of all who knew him and in his death Cuba has lost a valued counsellor and friend.

GUANTANAMO & WESTERN RAILROAD COMPANY

ANNUAL REPORT AND GENERAL BALANCE SHEET—1916

Capital charges for the year for completed work amounted to \$285,376.58, distributed as follows: Betterments of tracks, bridges and culverts, \$32,141.04; extension of yards, spurs and switches, \$10,641.59; rolling stock, \$204,801.66; water tanks, \$1,757.78; warehouses, stations and other buildings, \$26,928.75; miscellaneous improvements, \$9,105.76. There was expended upon work in progress, \$90,697.14, of which \$80,359.33 was for extension of line and \$10,337.81 for miscellaneous improvements.

Construction of a new branch line, approximately 7.2 miles in length, was begun in March 1916, the estimated cost of which was \$143,500. This branch extends from Santa Cecilia Sugar Estate to the estates of Romelie and San Antonio, providing transportation for those mills for about 50,000 and 75,000 sacks of sugar, respectively, and securing considerable general freight not heretofore carried over our line. It is believed this branch will prove a profitable investment.

Fiscal Year Ended June 30:	1916	1915	1914
Gross operating earnings.....	\$597,731.62	\$465,097.36	\$465,221.64
Maintenance, transportation and general exp.	*477,273.28	355,416.29	316,568.69
Net operating earnings.....	\$120,458.34	\$109,681.07	\$148,652.95
Percentage of expenses to earnings.....	79.85	76.42	68.04
Gross earnings, per mile.....	\$7,566.22	\$5,887.30	\$5,888.88
Operating expenses, per mile.....	6,041.43	4,498.93	4,007.20
Net earnings, per mile.....	1,524.79	1,388.37	1,881.68

* Includes \$19,089.96 depreciation on rolling stock.

The drought which prevailed in eastern Cuba almost throughout the year curtailed the normal output of sugar cane and its manufactured product. The movement of sugar, however, was 388,642 bags, or 25,542 bags more than the previous year.

Total freight train earnings per mile of road show an increase of 22%, and total passenger train earnings per mile 40% increase over the previous year.

The railroad and equipment have been well maintained and are in good condition. The new rolling stock added during the fiscal year consisted of two locomotives, forty-five steel cane cars and forty-five steel box cars, all of which were in continuous service during the sugar season. Arrangements have been made for acquiring under equipment lease three additional locomotives, thirty-five steel box cars, twenty-five steel cane cars, and ten steel flat cars, delivery of which will probably be completed by January 1, 1917.

The area planted to sugar cane in our territory has been extended considerably during the past two years, and crop conditions thus far in the current year have been very favorable. It is therefore probable that we shall carry this year the heaviest tonnage of cane and sugar in the history of the road. A steady increase in miscellaneous freight and in passenger traffic is anticipated.

INCOME ACCOUNT.

For Year Ended June 30, 1916

Operating Income:

Railway Operating Revenues:	
Freight.....	\$382,211.97
Passenger.....	\$192,436.95
Excess baggage.....	2,331.25
Mail.....	4,618.92
Express.....	12,259.92
	<hr/>
Special train.....	818.90

Station and train privileges			1,500.00
Storage.....			311.55
Demurrage.....			223.31
Miscellaneous			1,018.85
			<hr/>
Total revenue from railway operations			\$597,731.62
Railway operating Expenses:			
Maintenance of way and structures	\$112,804.84		
Maintenance of equipment.....	127,154.05		
Conducting transportation.....	179,210.58		
General expenses	58,103.81		
			<hr/>
Total operating expenses.....			477,273.28
Percentage of total revenue, 79.85.			<hr/>
Net revenue from railway operations.....			\$120,458.34
Taxes:			
Cuban.....	\$592.86		
American.....	1,458.03		2,050.89
			<hr/>
Railway operating income.....			\$118,407.45
Revenues from Miscellaneous Operations:			
Rents of properties—Boqueron	\$6,848.97		
Profit on material sold.....	4,652.06		
Profit—Boqueron Terminal	21,974.05		33,475.08
			<hr/>
Total operating income.....			\$151,882.53
<i>Non-Operating Income:</i>			
Rent of locomotives.....	\$7,303.42		
Hire of freight cars—earned.....	2,392.89		
Rent of work equipment.....	317.00		
Income from lease of road	1,780.00		
Miscellaneous rent income	1,008.70		12,802.01
			<hr/>
Gross income.....			\$164,684.54
<i>Deductions from Gross Income:</i>			
Hire of freight cars—debit balance.....	\$3,841.13		
Rent of locomotives.....	3,600.00		
Interest on Funded Debt:			
First mortgage bonds.....	\$36,000.00		
Car trust bonds.....	9,873.02		
Two-year redeemable notes	25,770.00	71,643.02	
			<hr/>
Interest on unfunded debt			17,129.12
Amortization of Discount and Expenses of Issue of Funded Debt:			
Two-year redeemable notes	\$32,209.44		
Car-trust bonds—Series 3.....	1,350.18	33,559.62	\$129,772.89
			<hr/>
Net income			\$34,911.65

GENERAL BALANCE SHEET.

June 30, 1916.

ASSETS:

Investments: - - - - -

Road.....		\$6,432,718.00	
Equipment:			
Equipment trusts.....	\$407,119.00		
Owned.....	276,007.61	683,126.61	
Expenditure on work not complete.....		10,337.81	\$7,126,182.42
Current Assets:			
Cash.....		\$113,698.30	
Deposits to secure concessions.....		7,200.00	
Loans and bills receivable.....		224.67	
Traffic and car service balances.....		4,195.99	
Net balance receivable from agents and conductors.....		639.95	
Miscellaneous accounts receivable.....		60,265.78	
Material and supplies.....		118,126.94	
Storage accrued.....		2,631.85	\$303,983.48
Deferred Assets:			
Cuban Government.....		\$29,811.47	
Rents.....		1,859.00	
Treasury stock—details as per contra.....		1.00	\$31,671.47
Unadjusted Debits:			
Unextinguished Discount and Expenses:			
Two-year redeemable notes.....	\$12,078.66		
Car trust bonds—Series 3.....	9,485.76	\$21,564.42	
Interest prepaid.....		2,889.79	
Suspense.....		3,759.03	\$28,213.24
LIABILITIES:			\$7,493,050.61
Capital Stock:			
Common stock—issued.....		\$2,750,000.00	
In treasury.....	\$232,750.00		
Preferred stock first—issued.....		2,750,000.00	
In treasury.....	\$233,650.00		
Preferred stock second—issued.....		250,000.00	
In treasury.....	\$153,000.00		\$5,750,000.00
Long Term Debt:			
First mortgage bonds (6%), due 1929.....		\$600,000.00	
Car Trust Bonds:			
Series No. 1.....	\$95,000.00		
Series No. 2.....	10,000.00		
Series No. 3.....	140,000.00	245,000.00	
Two-Year Redeemable Notes (6%) due November, 1916:			
Authorized.....	\$500,000.00		
In treasury.....	70,500.00	429,500.00	\$1,274,500.00
Current Liabilities:			
Loans and bills payable.....		\$319,640.53	
Traffic and car service balances payable.....		397.84	
Audited vouchers and wages payable.....		32,720.38	
Miscellaneous accounts payable.....		14,237.68	
Unmatured interest accrued.....		13,416.60	\$380,413.03

Unadjusted Credits:		
Insurance reserve.....	\$2,783.84	
Accrued depreciation—equipment.....	38,043.96	
Reserve for repairs to foreign equipment.....	1,897.88	
Reserve against deferred assets.....	19,040.36	61,766.04
<hr/>		
Corporate Surplus:		
Profit and loss account, balance at credit.....		26,371.54
Contingent Liabilities:		
Bills receivable Discounted.....	\$50,000.00	
		<hr/>
		\$7,493,050.61

REPORT OF THE CONDITION OF THE BANK OF CUBA IN NEW YORK

AT THE CLOSE OF BUSINESS ON THE 20TH DAY OF SEPTEMBER, 1916

Resources:

Stock and bond investments, viz:

Public securities, market value.....		\$103,636.93
Loans and discounts secured by collateral.....		233,857.80
Loans, discounts and bills purchased not secured by collateral.....		382,578.94
Overdrafts.....		500.75
Due from approved reserve depositories, less amount of offsets.....		487,894.95
Specie.....		80,000.00
United States legal tender notes and notes of National Banks.....		23,653.76
Customers' liability on acceptances (see liabilities, per contra).....		15,966.69
Other assets, viz:		
Furniture and fixtures.....	\$1,729.25	
Accrued interest not entered on books at close of business on above date.....	3,034.52	
		<hr/>
		4,763.77
 Total.....		 <hr/>
		\$1,332,853.59

Liabilities.

Capital stock.....		\$100,000.00
Surplus on market values		
Surplus fund.....	\$50,000.00	
Undivided profits.....	8,866.83	
		<hr/>
		58,866.83
Deposits, not preferred		
Deposits subject to check.....	\$707,508.37	
Time deposits certificates and other deposits, the payment of which cannot legally be required within thirty days.....	306,527.39	
Other certificates of deposit.....	5,232.44	
Certified checks.....	136,564.64	
Total deposits.....		<hr/>
		1,155,832.84
Acceptances of drafts payable at a future date or authorized by commercial letters of credit.....		15,966.69
Accrued interest not entered on books at close of business on above date.....		2,187.23
		<hr/>
Total.....		\$1,332,853.59

SANTA CECILIA SUGAR COMPANY

ANNUAL REPORT AND GENERAL BALANCE SHEET—YEAR ENDED JUNE 30, 1916

The gross revenue for the year was \$609,401.30. Operating charges of all kinds, including repairs and depreciation, aggregated \$429,717.93, leaving net earnings of \$179,683.37. Interest on funded and other debt amounted to \$60,646.25, leaving a net balance carried to surplus of \$119,037.12.

A uniform annual charge of 5% for depreciation on manufacturing plant, to apply from beginning of business, or from acquisition of the asset, having been established by the board of directors, a charge to surplus account of \$124,024.83, in addition to depreciation heretofore charged, was made to bring the reserve for this purpose up to the full amount accrued to June 30, 1915. Other charges, amounting to \$4,096.29, reduced the balance to credit of surplus to the amount shown in balance sheet.

	1916	1915	1914	1913
Cane ground, Spanish tons of 2,500 lbs.	54,473	77,922	94,757	94,492
Sugar output, bags of 325 lbs.	51,354	60,166	81,654	77,841
Sugar output, pounds net weight	16,690,146	19,554,080	26,473,708	25,441,526
Percentage of sugar to cane	12.25	10.04	11.20	10.73
Average New York polarity, degrees	96.05	96.33	96.10	95.60
Average price realized, c. & f. New York	\$3.76	\$3.89	\$2.054	\$2.63
Molasses output, gallons	223,573	505,109	464,210	498,773
Gross revenue	*\$609,401.30	\$723,713.39	\$554,276.09	\$531,251.53
Operating expenses and other charges	\$354,944.15	\$381,784.64	\$381,213.09	\$386,973.51
Repairs, replacements and depreciation	\$74,773.78	\$147,815.65	\$69,711.41	\$62,539.03
Interest on funded and all other debt	\$60,646.25	\$69,041.10	\$73,896.54	\$67,265.02
Additions and betterments	\$56,005.97	\$35,378.96	\$16,643.24	\$38,867.81

*Not including sugar on hand.

The severe drought which prevailed throughout eastern Cuba during both the growing and harvesting seasons of 1915-16 greatly reduced the putput. Increased cost of labor and supplies and the enormous advance in ocean freight rates combined to further reduce the profits from the year's business.

The property has been well maintained in every respect, and the area of cane fields has been increased by 755 acres.

Substantial improvements of the factory and an extension of the railroad system are under way, which, it is expected, will be completed by December 1.

The rainfall on the estate since June 30, 1916, has been copious and seasonable, and the progress of the crop thus far is satisfactory.

GENERAL BALANCE SHEET

ASSETS:

Year Ended June 30, 1916

Fixed Assets:

Real estate and improvements: 10,654 acres (at purchase price and attending expenses, including \$1,500,000 common stock issued at par as part of purchase price), improved with 4,694 acres of cane and 1,216 acres of made pastures	\$2,511,274.35
Deduct: Reserve for replanting cane fields	96,980.92
	\$2,414,293.43
Field improvements. Ditches, fences, fireguards, roads and bridges	52,997.81
Field equipment. Carts, harness and implements	12,176.92

Manufacturing plant. Factory buildings, machinery and yards; pumping and electric plant; water tower and dam; machine and shop equipment; laboratory and fire apparatus, etc.	\$552,946.57	
Deduct. Reserve for depreciation	233,324.67	319,621.90
Buildings: Managers' and employees' residences; laborers' quarters, office, stores, warehouse, stables, etc.		100,056.03
Railroad and equipment: 18.247 kilometers narrow-gauge track and sidings (mostly 40-lb. rail) with rolling stock		79,339.03
Live stock: Oxen, mules, horses, etc.		32,008.70
Furniture and fixtures: Administration office and residences.		11,537.73
Automobiles		3,041.52
Expenditure on improvements and alterations to factory, incomplete at date		29,395.46
Other capital expenditure, incomplete		42,570.44
		<u>\$3,097,038.97</u>
Current Assets:		
Cash in banks and on hand		\$53,738.87
Accounts Receivable:		
Cuba current accounts	\$3,513.43	
New York current accounts	8,501.69	18,015.12
Advances to laborers		2,535.43
Sugar on hand: 10.286 bags, at cost, in storage at Boqueron ..		89,936.36
Molasses on hand		5,795.60
Merchandise		11,733.59
Material and supplies		56,472.50
		<u>238,227.53</u>
Deferred Charges.		
Cultivation for crop 1916-17	\$22,471.18	
Factory repairs after end of crop 1915-16	4,503.13	
Unexpired insurance	3,774.20	
Discount paid in advance	65.28	
Other payments in advance	54.00	30,867.79
		<u>30,867.79</u>
Treasury bonds		753,000.00
		<u>\$4,119,134.29</u>
LIABILITIES:		
Capital Stock:		
Common authorized and issued		\$1,500,000.00
Common in treasury	\$191,000.00	
Preferred 8% cumulative, authorized		\$1,000,000.00
Preferred issued	721,000.00	
Preferred in treasury	6,200.00	714,800.00
		<u>714,800.00</u>
Bonds:		
20-year first mortgage coupon 6's, interest payable February and August, authorized		1,500,000.00
Current Liabilities:		
Bills payable:		
New York	\$95,000.00	
Acceptances	32,000.00	
Cuba	40,000.00	\$167,000.00
		<u>\$167,000.00</u>

Accounts Payable:			
New York current accounts.	\$14,892.01		
Cuba current accounts	12,498.78	27,390.79	194,390.79
<hr/>			
Accrued Interest:			
On funded and other debt.			18,727.50
Surplus.			190,916.00
			<hr/>
			\$4,119,134.29

Not s.—The deed of trust governing the issue of first mortgage bonds provides that beginning July 1, 1903, there shall be paid to the trustee out of the net earnings of the company, after payment of all operating expenses and interest, the sum of \$76,875, annually, and that no dividends upon the capital stock may be paid until all arrears of sinking fund shall have been paid to the trustee. The by-laws of the company were amended to correspond. The company has made no provision for sinking fund up to the date of this balance sheet.

Dividends have accrued on the preferred stock from August, 1, 1911.

UNITED RAILWAYS

According to the *Financial News of London*, British stockholders of the Havana railways are somewhat dissatisfied over the fact that on the London Stock Exchange the quotations for United Railways stock apply to what is known as two signature stock. These shares bear two signatures, those of a director and a secretary of the Company. The shares officially quoted in Havana on the Havana Stock Exchange bear four signatures, and it seems that the Havana Stock Exchange practically recognizes trading in four signature stock only. This, according to the article, has the effect of narrowing the market for this stock and also tends to make it difficult for British holders to dispose of their two signature stock, and it is thought that the holders of two signature stock may take legal steps to compel the Havana Stock Exchange to quote on two signature stock and thus create a wide market and make it more easy for British holders to dispose of their holdings, as apparently many of them wish to do at the present time because at the present rate of exchange the transaction would be in favor of the British holder.

GUANTANAMO & WESTERN RAILROAD

E. M. Wise has been appointed general manager in charge of all departments, with office at Guantanamo, Cuba, vice H. B. Snider, resigned, effective September 1, 1916. H. C. Holmes has been appointed superintendent, with office at Guantanamo, vice H. H. McGinty, resigned, to accept service elsewhere; effective October 1, 1916.

Nipe Bay Company for fifteen months ended Sept. 30, 1916, compares with the year ended June 30, 1915.

	Sept. 30, '16	Je. 30, '15.	Increase.
Net earning, taxes deducted.	\$2,687,966	\$2,164,717	\$523,249
Miscel. income.	34,568	9,264	25,304
Total income.	2,722,535	2,173,982	548,553
Interest charges.	437,200	389,769	47,431
Net income.	2,285,335	1,784,213	501,122
Dividends.	383,034	360,508	22,526
Surplus for period.	1,902,301	1,423,705	478,596
Previous surplus.	1,178,059	134,644	43,415
Total surplus.	3,080,360	1,558,350	1,522,010
Direct charges to profit and loss.	871,298	380,290	491,008
Balance surplus.	2,209,062	1,178,059	1,031,003

CUBAN PORTLAND CEMENT COMPANY

The *Boston News Bureau* is the authority for the announcement that the International Portland Cement Company will make an exchange of its company's stock, share for share, for stock of the Cuban Portland Cement Company. This is in effect a consolidation of the two companies, and should this exchange take place, the International Company will have outstanding 50,000 shares preferred and 200,000 shares common. It is thought that the operations of the Cuban company would start July 1st next, and that the capacity of the Cuban plant would soon be at the rate of 600,000 barrels per year.

GIBARA & HOLGUIN RAILROAD

The Cuban Government has authorized this company to erect at Gibara an apparatus for discharging coal.

The Cuban Land & Steamship Co. announces the removal of its office to Room 2003, No. 60 Wall Street, New York City.

CUBAN COMMERCIAL MATTERS

Cuba continues to be one of our best customers for railway materials and equipment, machinery and hardware generally. The export of these materials and equipment from the United States has more than doubled since 1914 as shown by the following statistics:

	August		8 mos. ending August		
	1915	1916	1914	1915	1916
	Value		Value		
Agricultural Implements and Parts..	\$42,636	\$106,827	\$1,104,139	\$1,569,077	\$2,507,564
Railway Cars and Parts.....	73,882	72,739	552,968	489,183	1,834,708
Steam Engines.....	150,650	203,476	329,896	259,042	904,962
Machinery, machines & parts there- of. Also structural materials; gen- eral hardware, etc.....	342,388	1,114,408	1,180,926	2,397,086	4,845,932
Grand total.....	\$609,556	\$1,497,450	\$3,167,929	\$4,714,388	\$10,093,166

The activities of the sugar mills in new installations and improvements has created this abnormal demand for machinery, steel construction and hardware generally. A great deal of electric machinery, accessories and supplies are being exported to Cuba, and in this connection indications seem to point to a much more general use of electricity in the sugar mills—in fact some well informed parties express the opinion that the day is not far distant when electricity will be used exclusively as the motive power in the manufacture of sugar. This would of course imply the expenditure of many millions of dollars, but it would to a great extent resolve the fuel problem, and also reduce the cost of the production of sugar by introducing economies in the labor bill.

DYESTUFFS

It is reported that a number of business men of Grand Rapids, Mich., are about to form a company to manufacture dyestuffs from Cuban woods. Dyestuffs manufactured in Cuba and imported into the United States would receive 20% preferential under the treaty with Cuba.

AUTOMOBILE TIRES

The Havana *Post* states that a company has been formed in Havana which will be devoted to the manufacture of automobile tires. The rapid increase in the number of automobiles in Cuba has provided a larger market for automobile tires, and it is thought that it will be possible to cater to this trade through a Cuban company rather than depending on imported tires. The proposed company will have a capital of \$1,000,000, and the tires will be sold under the trademark "Nacional."

FERTILIZER

In western Cuba there is an increasing interest shown in the use of fertilizers, in the possibilities of irrigation, and in the use of mechanical as opposed to manual cultivation of the cane.

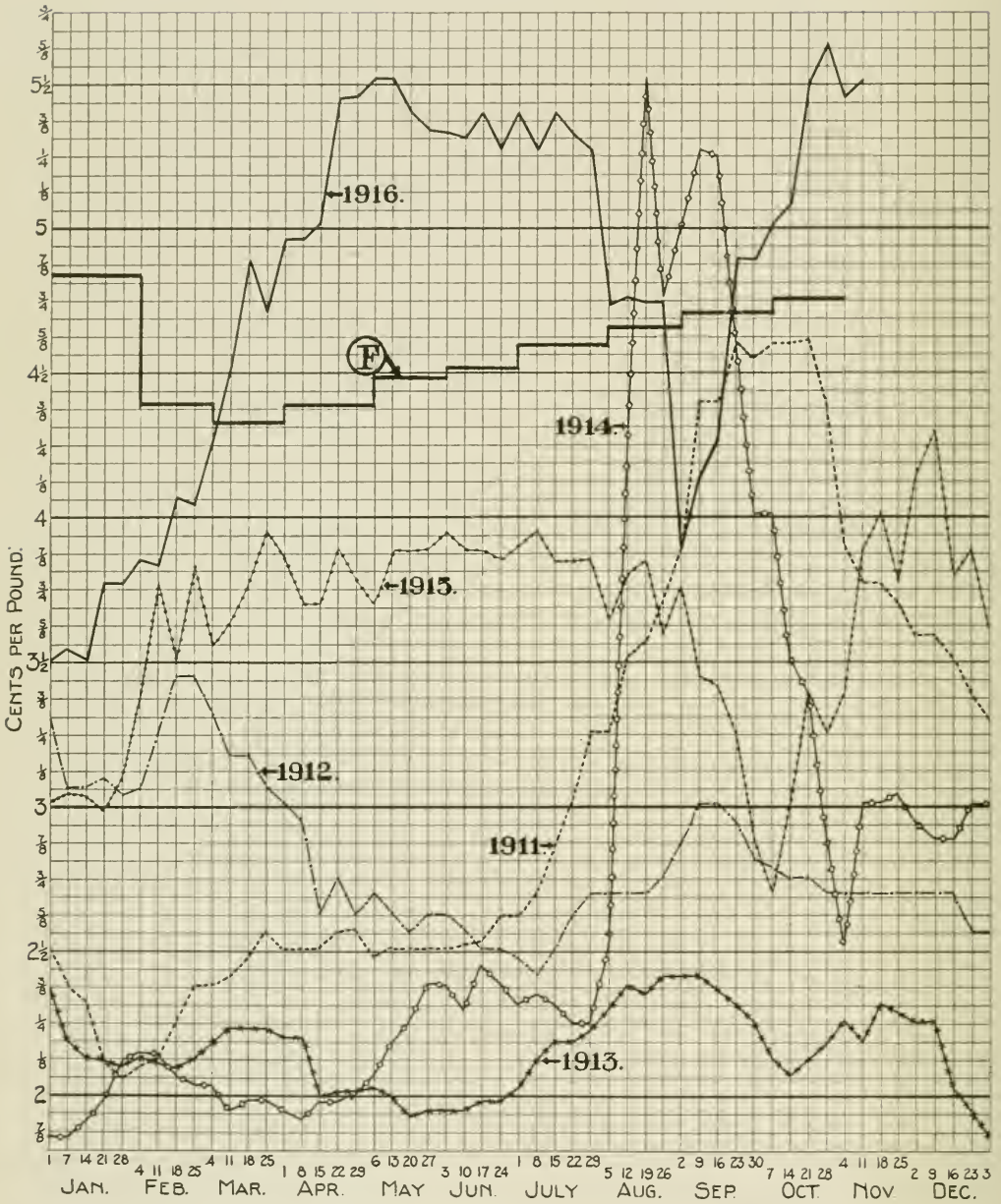
EXTENSION OF CUBAN TELEPHONE LINES

Practically all of Cuba is now covered by long distance lines, the Isle of Pines being the only considerable territory which remains isolated. It is not unlikely that the Cuban Telephone Co. may turn its attention to this field in the near future. A previous concession exists, but as little or nothing has ever been done under it to give the island a telephone service, it is not unreasonable to suppose that it must either be cancelled or transferred in due time. An inexpensive cable laid in the shoal waters between the Isle of Pines and the mainland of Cuba, in connection with an insular service on the Isle of Pines itself, would bring the colonists and natives into quick touch with the outside world.

TOBACCO SHIPMENTS TO HOLLAND

A new ruling recently made by the Government of Holland provides that all tobacco and cigars shipped to that country must be consigned to the Netherlands Oversea Trust Company. Previous to the issuance of this order, tobacco in all forms could be shipped to various private firms in Holland.

SUGAR PRICES



(F) Price of sugar futures for 1917 as quoted on the N. Y. Coffee & Sugar Exchange, Nov. 15, 1916.

DIAGRAM SHOWING

MARKET PRICE OF CUBAN RAW SUGAR AT NEW YORK

c. & f. basis—96% test

DURING THE LAST FIVE YEARS

The accompanying chart gives a graphic illustration of the wide fluctuations in the price of Cuba raw sugar c. & f. basis 96° test, during the past five years.

During these times when the world's production of sugar has been very much curtailed on account of the war, causing wide fluctuations in the price of sugar over a short period of time, it may be well to recollect the conditions prevailing during the two years prior to August 1st, 1914. During the year 1913 and up to August 1st, 1914, sugar sold as low as 1 $\frac{7}{8}$ ¢. per pound, and as high as 2 $\frac{3}{4}$ ¢. per pound, or a variation in price of only $\frac{3}{4}$ ¢. per pound. Whereas, since August 1st, 1914, and up to the present time the price of sugar has fluctuated between 2 $\frac{3}{4}$ ¢. per pound and 5 $\frac{5}{8}$ ¢. per pound, a range of 3 $\frac{3}{4}$ ¢. per pound, with wide fluctuations.

These fluctuations are clearly shown in the chart referred to, which makes it apparent that in the raw sugar market, as well as in other markets, rapid rises are followed by rapid declines.

It is interesting to note the similarity of price movements during the years 1915 and 1916, the gradual appreciation during the first three months, followed by a period of high prices throughout the spring and summer, with a severe break occurring early in the fall, and then a sharp recovery carrying the price to new high levels. Although the fluctuations for these two years are so similar in general appearance, the price levels during 1916 were considerably above those of 1915, and if we are again to have the same appreciation of prices in the early Spring of 1917, and the price movements are in any way to resemble those of 1915 and 1916, it follows that the price level must soon again move up, and new high figures be reached.

This opinion, however, does not seem to be borne out by the present quotations of sugar futures on the New York Coffee and Sugar Exchange, which are indicated on the accompanying chart for purely comparative purposes (prices shown are those of November 15th.) These indicate an expected drop in price on the arrival of new crop Cubas during January, February and March, contrary to the action of the market for the past two years. During the remainder of the year, the expected price level is considerably below that of 1916. It is also to be noted that the fairly uniform anticipated fluctuations, as reflected in the price of futures, are in marked contrast to the wide fluctuations which have occurred during the past few years in the actual price of spot sugar.

The estimates of sugar production for the coming year throughout the world indicate an increase of over 900,000 tons. This is made up largely by the expected increase in the crops of Cuba and Java, of some 400,000 tons each.

A probable shortage of 100,000 tons is predicted in the next European beet crop, but this is more than offset by increases of 125,000 tons in Louisiana cane crop, 70,000 tons in the Australian crop and smaller increases throughout most of the South American sugar producing countries, Porto Rico, Hawaii and many of the small islands.

With the above facts before us, it will be interesting to follow the sugar market during the first 6 months of 1917 with the idea of ascertaining to what extent the sale of Cuban sugars on this market will be influenced by the actual statistical situation.

The distribution of the Cuban crop of 1915-1916 up to November 1st has been approximately as follows:

	Ton of 2,240 lbs. each	Per Cent.
United States.....	2,043,000	73.8
Great Britain.....	562,000	20.2
France.....	118,300	4.3
Italy.....	25,300	.9
Spain and Portugal.....	20,200	.7
Argentina.....	4,100	.1
Others.....	300	....
	<hr/> 2,773,200	<hr/> 100%

Probably over 500,000 tons of the sugar shown in the above table as exported to the United States eventually were re-exported to Europe in the form of refined sugar.

THE SUGAR INDUSTRY

SUGAR

Apart from continued firmness in low brown cane the market shows no change with very little grocery sugar offering. The demand, therefore, remains unsatisfied, while the official figures of the home consumption show that little further progress has been made in reducing it during the past month. The total for the first nine months of the year is, however, now more than 200,000 tons short of 1915, and this at present prices represents the economizing of a considerable sum of money. Other markets have been very firm, particularly in New York, where prices have risen smartly and stocks fallen rapidly, meltings by refiners having continued on a heavy scale.—*Produce Markets Review, London.*

LARGE WAR ORDER

The Federal Sugar Refining Company has recently closed a contract for the sale of 30,000 tons of refined sugar to a foreign government. This purchase involves about \$3,500,000 and stands as a record single transaction with any one nation. Shipments are to be made over January, February and March. Various neutral countries in Europe, it is thought, will receive the sugar, the trade assuming that Scandinavia, Greece and Switzerland will be the principal participants, as they are likely to be short of supplies, now that Germany and Austria are not exporting as in former years. All the raw sugar required to fill the contract will be purchased in Cuba, as the refiners obtain a drawback on the exported product.

SUGAR SHIPMENTS

The Havana *Post* reports that twenty British steamers have been chartered by the British Admiralty to carry sugar from Cuba to Great Britain.

Professor E. W. Kerr, recently resigned as the head of the Department of Engineering of Louisiana State University, will accept a position as engineer in charge of the Experimental Department of the Cuba Cane Sugar Company. Prof. Kerr will have his headquarters in Havana and he will have extensive laboratories at his command. He is known in Louisiana and the tropics as an expert on sugar-house machinery.

CUBA SEEKING A SUGAR BAG SUPPLY

That Cuba is taking advantage of the opportunity created by her present prosperity to provide for the further strengthening of her commercial and economic position is indicated by the reports published from time to time of the encouragement which the Cuba Government is extending to the development of transportation, agriculture and other forms of business. An instance of this sort of constructive effort is found in the investigation now going on, which has resulted in the discovery that the cost of bags to contain the Cuban sugar output has increased very rapidly and amounted to \$4,500,000 in 1915, and the Cuban authorities have decided to conduct experiments in the growing of jute, with a view to determining whether Cuba can become independent of foreign nations for her bag supply.

In view of the importance which the bag question has assumed in the past two years, sugar producers in other countries will be deeply interested in the result of these experimental efforts, which from present indications promise success.

SUGAR CROPS

According to the figures of Mr. H. A. Himeley, Havana, the sugar crop of Cuba for the last seven seasons has been as follows:

	Tons
Crop of 1909-1910.....	1,804,349
Crop of 1910-1911.....	1,480,217
Crop of 1911-1912.....	1,893,687
Crop of 1912-1913.....	2,429,240
Crop of 1913-1914.....	2,596,567
Crop of 1914-1915.....	2,582,845
Crop of 1915-1916.....	3,003,624

Of the crop of 1915-1916 Mr. Himeley's estimates were as follows:

	Tons.
December 6, 1915.....	3,173,429
April 8, 1916.....	3,080,000
August 3, 1916.....	3,003,000

PERUVIAN CANE

The sugar cane of Peru is brought to its maximum growth by intensive farming in thirteen months. Peruvian cane produces about four tons to the acre, which is extremely high when compared to Cuba's two and one-half tons an acre.

THE SUGAR REVIEW

Specially written for the Cuba Review by Willett & Gray, New York.

Our last review for this magazine was dated Oct. 7, 1916.

At that date, Cuba Centrifugal sugar 96° test basis was quoted at 5.00c. per lb. cost and freight (6.02c. duty paid) and is now 5½c. c. & f. (6.46c.) showing advance of 0.44c. per lb. following an advance of 0.875c. per lb. given in our last report for the month of September.

It would seem from this large rise in the sugar market during the space of two months that some unusual reasons must exist or it. As a matter of fact, there were developments from time to time which caused a continued strong and advancing market up to the present.

From 5.00c. c. & f. on Oct. 7th, the market advanced ½c. per lb., October 10th, on business of 23,000 bags to refiners. The Louisiana Planters accepted the offer of the American Sugar Refining Co., to buy 50,000 tons of their new crop at a price to be 20 points below a ten-day average of the New York market quotation the day of arrival at New Orleans. The deliveries are spread over the months of November-January.

A further advance of ¼c. came Oct. 13th, and ¼c. more Oct. 16th, to 5¼c. c. & f. (6.27c) due to the extreme firmness of holders and urgent demand from buyers. Full duty sugar participated in the advance to extent of 50,000 bags at 5.00c. c. i. f. British preferential sugar, British owned, shipped on British ships without war risk insurance, sold at 4¾c. c. & f.

At this time arrivals at Atlantic Ports were below requirements for meltings and stocks largely reduced, indicating further rise in values, which was realized October 20th by sales at ¼c. per lb. advance to 5½c. c. & f. (6.52c.) New crop Cubas were reported sold to refiners at 4¾c. c. & f. (5.39c.) for January-February shipments. A very large business was done on this date including Philippine Islands sugar at 4.60c. basis 88° due November, and full duty Demeraras November 96° basis at 5½c. c. & f. This activity giving full supplies to refiners for the time being, checked the advance, but produced no reaction and was followed on October 26th by a few sales here and to outports at 5½c. c. & f. (6.65c.) The Louisiana crop sugar advanced to 6.30c. per lb. on large purchases by the American. At this point the rise was checked and a moderate reaction set in reducing quotations to 5½c. c. & f. (6.52c.) on Oct. 30th, and to 5½c. c. & f. (6.46c.) on November 1st, which quotation continues to this writing, buyers showing small interest in the market by reason of having a much reduced demand for their product either for home or foreign consumption.

A feature of the moment is the increased amount of sugar coming from new sources of supply. Our special cable from Manila reports exports of Philippine sugar during October of 14,000 tons to the United States Atlantic Ports and 1,000 tons to San Francisco, increasing the total this year to 129,000 tons to the U. S. against 84,000 tons in 1915.

The immediate future of the New York market now depends largely upon whether the new crop of Cuba is delayed by reason of weather conditions. The domestic beet crops have been thus delayed and somewhat reduced in estimates, adding a firm point to prices. Still the season is at hand when new and increasing supplies are usually obtainable and hence, with prices at a high level, the buying will no doubt pass to the hand to mouth basis for awhile. Naturally the consumption of sugar is somewhat restricted by the high price of refined, which, however, continues to maintain only a conservative value above the cost of raws to refiners.

The remaining stocks of old crop sugar will come on the market as fast as required by refiners, but thus far there is no effort to press them for sale in advance of needs.

WILLETT & GRAY.

New York, November 6, 1916.

REVISTA AZUCARERA

Escrita especialmente para la Cuba Review por Willett & Gray, de Nueva York.

Nuestra última reseña para esta publicación estaba fechada el 7 de octubre de 1916. En esa fecha, el azúcar centrifugo de Cuba polarización 96° se cotizaba á 5.00c. la libra

costo y flete (6.02c. derechos pagados), y ahora se cotiza á 5½c. costo y flete (6.46c.), ó sea un alza de 0.44c. la libra después de un alza de 0.875c. la libra indicada en nuestra última reseña para el mes de septiembre.

Es de creerse en vista del grande aumento en los precios del mercado de azúcar durante el espacio de dos meses, que debe haber motivos no acostumbrados para que sucediera eso. En realidad, tuvieron lugar acontecimientos de vez en cuando que causaron de continuo un mercado fuerte y en alza hasta el presente.

De 5.00c. costo y flete el 7 de octubre, el mercado subió 1-½c. la libra el 10 de octubre, con transacciones de 23,000 sacos á los refinadores. Los plantadores de la Luisiana aceptaron la oferta de la American Sugar Refining Co. de comprar 50,000 toneladas de azúcar de su nueva cosecha al precio de 20 puntos más bajo que la cotización del mercado de Nueva York en un promedio de diez días y el día de la llegada del azúcar á Nueva Orleans. Las entregas se extienden sobre los meses de noviembre y enero.

El 13 de octubre tuvo lugar aún otra alza de 1-½c., y ½c. más el 16 de octubre, ó sea 5¼c. costo y flete (6.27c.) debido á la extremada firmeza de los tenedores y á la urgente demanda de los compradores. El azúcar con todos los derechos aduaneros participó en el alza en la cantidad de 50,000 sacos á 5.00c. la libra costo y flete. El azúcar británico preferencial, propiedad británica y embareado en buques británicos sin seguro de riesgo marítimo, se vendió á 47½c. costo y flete.

En esa ocasión las llegadas de azúcar á los puertos del Atlántico no llegaban á los requerimientos para la elaboración y las existencias se redujeron en gran manera, indicando mayor alza en los precios, lo cual tuvo lugar, el 20 de octubre por ventas hechas con un aumento de ¼c. la libra á 5¼c. costo y flete (6.52c.). Según informes, se vendieron azúcares de la nueva zafra de Cuba á los refinadores á 4¾c. c y f (5.39c.) para embarques en enero y febrero. En esta fecha tuvieron lugar grandes transacciones incluyendo azúcar de las Islas Filipinas á 4.60c. polarización 88° para noviembre, y asimismo azúcares Demeraras con todos los derechos aduaneros también para noviembre y polarización 96° á 5½c. c y f. Esta actividad, proporcionando existencias por completo á los refinadores por ahora, contuvo el alza pero no produjo reacción, y fué seguido el 23 de octubre por unas cuantas ventas aquí y á puertos del exterior á 55½c. c. y f. (6.65c.). El azúcar de la cosecha de la Luisiana subió á 6.30c. la libra en grandes ventas hechas á la American Refining Co. A este precio se contuvo el alza y tuvo lugar una reacción moderada, reduciendo las cotizaciones á 5¼c. costo y flete (6.52c.) el 30 de octubre, y á 5½c. costo y flete (6.46c.) el 1 de noviembre, cuya cotización continúa al escribir esta reseña, mostrando los compradores poco interés en el mercado con motivo de haber disminuído mucho la demanda para su producto tanto para el consumo del país como para el extranjero.

El acontecimiento importante por el momento es el aumento en la cantidad de azúcar que llega de nuevos puntos de abasto, pues nuestro cable especial de Manila notifica haberse hecho exportaciones de 14,000 toneladas de azúcar de las Filipinas durante octubre á puertos del Atlántico en los Estados Unidos y 1,000 toneladas á San Francisco, aumentando el total de exportaciones este año á 120,000 toneladas á los Estados Unidos, contra 84,000 toneladas en 1915.

El futuro inmediato del mercado de Nueva York depende ahora en gran manera de si la nueva zafra de Cuba va á demorarse á causa del estado del tiempo. Las cosechas de azúcar de remolacha del país se han demorado por esa causa y se han reducido algo los cálculos, contribuyendo á que los precios adquieran firmeza. Sin embargo, ha llegado la estación en que generalmente se obtienen nuevas y mayores existencias, y de aquí el que, con los precios á un alto nivel, las compras indudablemente serán limitadas por cierto tiempo. Naturalmente el consumo de azúcar está algo restringido á causa del alto precio del refinado, lo cual, sin embargo, continúa sosteniendo solamente un precio moderado sobre el costo del azúcar crudo para los refinadores.

Las existencias que han quedado del azúcar de la pasada cosecha llegará al mercado tan pronto como sea requerido por los refinadores, pero hasta ahora no se hacen esfuerzos por forzar su venta en anticipación á las necesidades.

WILLETT & GRAY.

Nueva York, noviembre, 6 de 1916.

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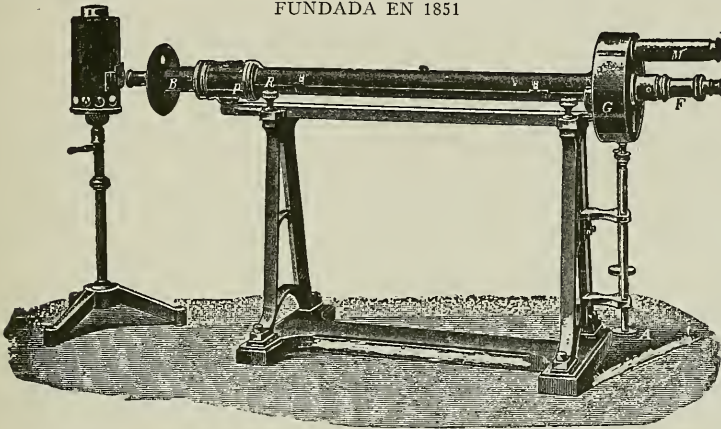
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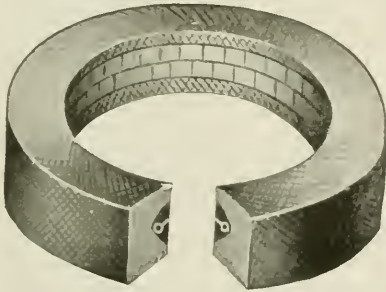
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	—Month of September—		9 mos. ended with September	
	1916	1915	1916	1915
Imports from Cuba	\$7,932,430	\$12,615,539	\$201,585,080	\$168,791,364
Exports to Cuba	14,927,735	8,702,870	112,894,201	63,148,365

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10.30	10.00	5.35	3.10	10.01	7.40		Lv. Central Station.. Ar.	7.36	9.13	2.06	6.39	9.05	6.20
	A. M.												
	12.06	8.13	5.27	11.58	10.10	58	Ar. Matanzas... Lv.	5.31	6.45	12.00	4.44	6.28	
	4.40	10.16	7.30	2.18	12.33	109	Ar. Cardenas... Lv.	12.45	5.00	9.12	1.05	4.25	
		P. M.						P. M.	A. M.				
	9.00			4.40		179	Ar. Sagua... Lv.	8.00			12.00		
*	10.55			8.40		230	Ar. Caibarien... Lv.	5.30			8.20		*
								A. M.					
	5.28		10.40		3.38	180	Ar. Santa Clara... Lv.	12.10		6.20		1.00	
7.17				6.45	6.45	195	Ar. Cienfuegos... Lv.	8.00			8.00		10.00
A. M.				P. M.				P. M.			A. M.		P. M.
	8.50				6.40	241	Ar. Sancti Spiritus... Lv.	8.25				9.15	
	10.20		3.10		8.00	276	Ar. Ciego de Avila... Lv.	7.35		1.55		8.48	
	P. M.									P. M.			
	1.00		5.45		10.30	340	Ar. Camaguey... Lv.	4.55		11.20		6.15	
			P. M.		P. M.			A. M.				A. M.	
	10.00		3.00			520	Ar. Antilla... Lv.	7.40		2.30			
	11.00		3.30			538	Ar. Santiago de Cuba... Lv.	6.35		2.00			
	P. M.		P. M.					A. M.		P. M.			

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Cardenas	5.43	Remedios	10.43
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Cienfuegos	8.69	San Antonio	.45
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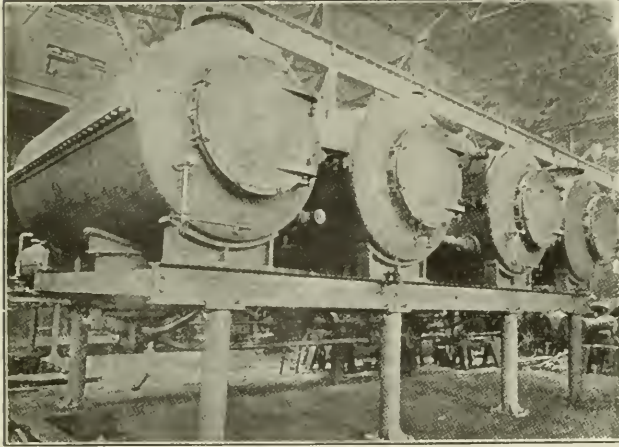
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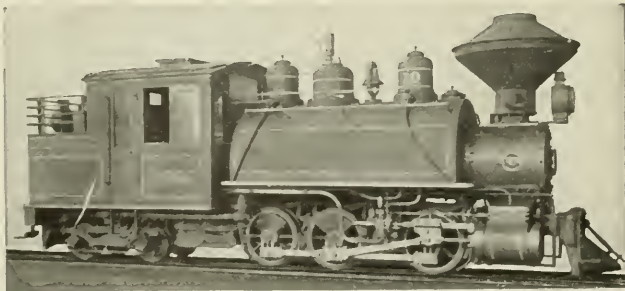
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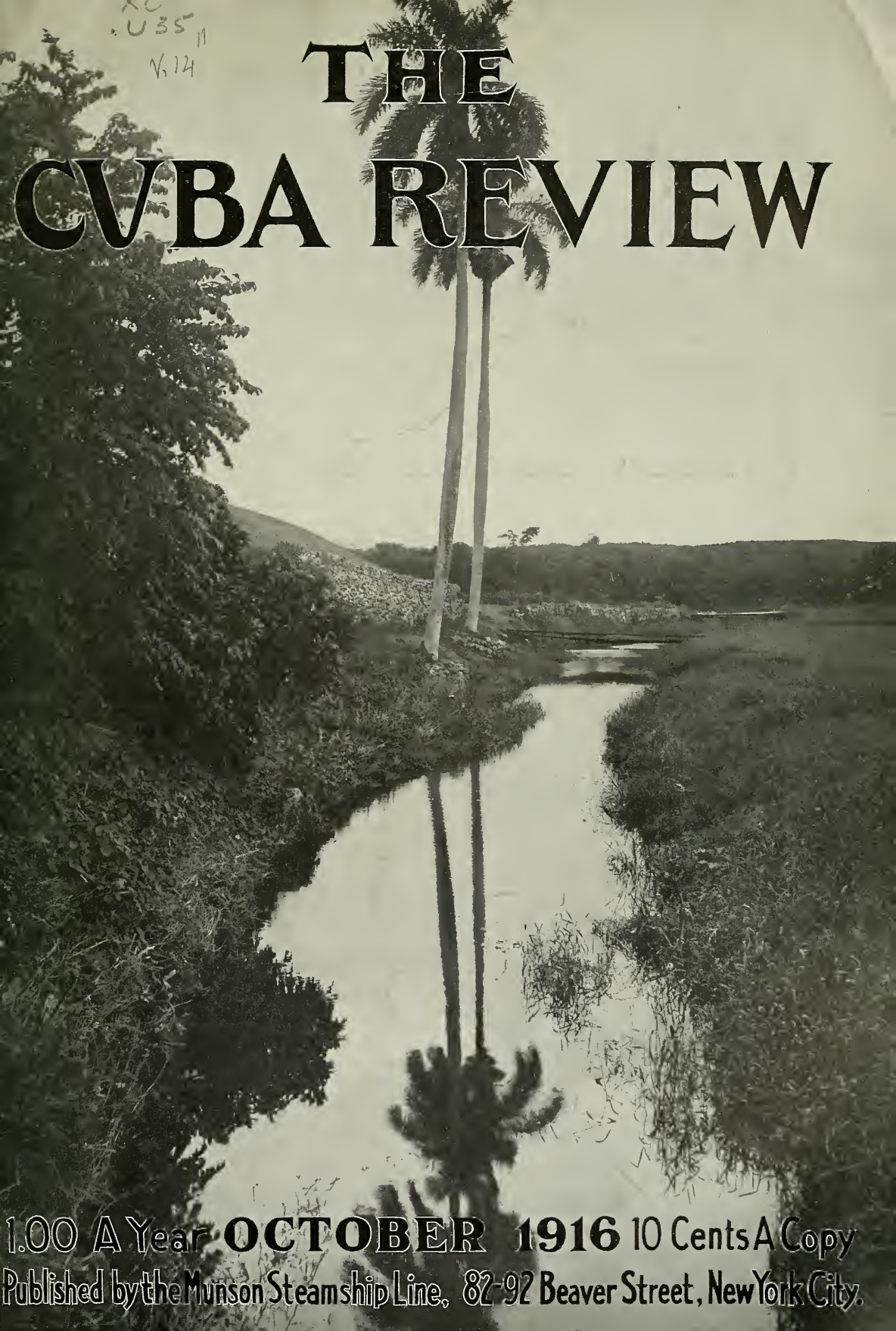
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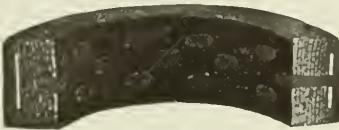
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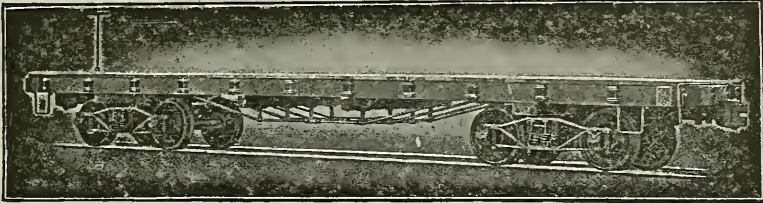
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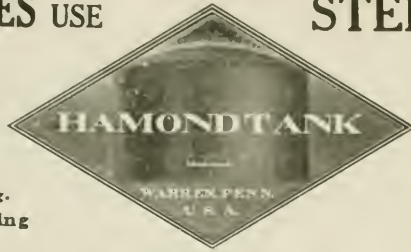
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CUBA'S TRADE FOR AUGUST

The following shows the total values of merchandise imported from and exported to Cuba during August and the eight months ended with August, 1916, compared with corresponding periods of the preceding year, as made public by the Bureau of Foreign and Domestic Commerce of the Department of Commerce.

	Month of August		8 months ended with Aug.	
	1916	1915	1916	1915
Imports from Cuba	\$17,738,141	\$17,411,854	\$193,652,650	\$156,175,825
Exports to Cuba	15,625,687	8,111,511	97,966,466	54,445,495

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P	M	P	M	A	M	A	M	Fare	Lv.	Cen. Sta., Havana	Ar.	Fare	A	M	A	M	A	M	P	M	P	M	P	M	P	M	P	M	P	M	P	M	P	M	
5	15	2	5	2	15	10	15	6	55	6	15	1st cl.	Ar.	3d cl.	7	49	11	09	11	47	3	49	6	47	7	09									
7	15	4	3	3	4	15	12	15	8	33	8	15	\$2.04	Ar.	Artemisa	Lv.	\$1.10	5	45	9	35	9	45	1	45	4	45	5	35						
6	03					10	03					3.99	Ar.	Paso Real	Lv.	2.12																			
6	18					10	18					4.32	Ar.	Herradura	Lv.	2.29																			
7	04					11	04					7.30	Ar.	Pinar del Rio	Lv.	2.71																			
8	32					12	32					6.79	Ar.	Guane	Lv.	3.52																			
P	M	P	M	P	M	P	M	P	M	P	M																								

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Vol. XIV

OCTOBER, 1916

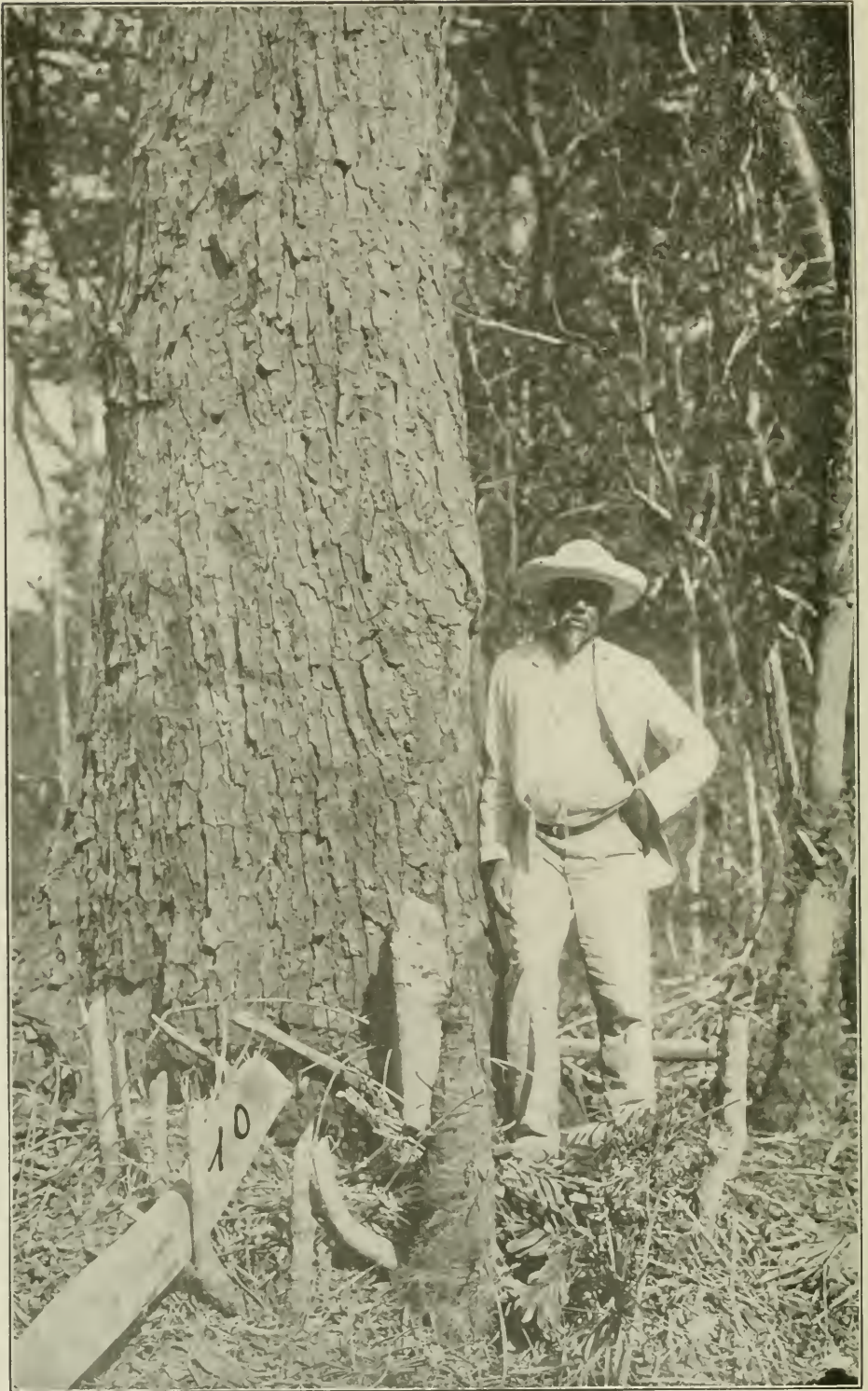
No. 11

Contents of This Number

Cover Page—Hazard 11th Green, Golf Course, Havana Country Club.

Frontispiece—A Mahogany Tree.

	Page
Breaking the Official Tare on Merchandise, by Dean R. Wood.....	18, 19, 20
Central "Conchita"—Illustration.....	34
Cuban Commercial Matters:	
Cuba Crops.....	33
Cuban Potash.....	27
Dairying in Cuba.....	33
Egg and Butter Market.....	32, 33
Envelope Factory.....	28
Harness Business.....	32
Lumber.....	29
Paper.....	28
Port Regulations.....	27, 28
Cuban Financial Matters:	
Cuban Prospecting Syndicate.....	23
Manati Sugar Co.....	23
Prevailing Prices for Cuban Securities.....	23
Cuban Government Matters:	
Dr. Enrique Nunez.....	7
Employers' Liability Law, English.....	8, 9, 10, 11, 12
Employers' Liability Law, Spanish.....	13, 14, 15, 16, 17
United States Legation.....	7
Cuba's Progress as Shown by Recent Statistics.....	24, 25, 26
Cubitas Valley Fair.....	21
La Gloria Chamber of Commerce.....	21
Recent Publications:	
Caribbean Interests of the United States.....	30, 31
Exporting to Latin-America.....	30
Guia Commercial Pan-Americana.....	31
Sulphitation of White Sugar Manufacture.....	31
Sugar Review, English.....	35
Sugar Review, Spanish.....	35, 36
Traffic Receipts of Cuban Railroads.....	22



A Mahogany Tree.

THE CUBA REVIEW

"ALL ABOUT CUBA"

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VOLUME XIV

OCTOBER, 1916

NUMBER 11

CUBAN GOVERNMENT MATTERS



DR. ENRIQUE NUNEZ

Secretary of Sanitation, Dr. Nunez, died in New York, on September 15th. Dr. Nunez was born in 1872 at Madruga, Havana Province. He received a medical education and early in his life showed evidences of great proficiency. During the war of Liberation with Spain he entered the army where he held the rank of Colonel and his services as a soldier were distinguished. After the close of the war, Dr. Nunez became professor of pathology in the University of Havana and was surgeon of the Mercedes and San Francisco de Paula

hospitals. In connection with Dr. Bustamente he founded a clinic in the Vedado. On the election of General Menocal as President of Cuba, Dr. Nunez, was appointed to the cabinet as Secretary of Sanitation. His conduct of the office was marked by great energy and progressiveness. Some of the reforms inaugurated by Dr. Nunez were: foundation of the consulting stations of infantile hygiene; creation of the Menocal Asylum; creation of the Milk Inspection Department; establishment of a tuberculosis sanitarium at Cojimar; establishment of a maternity hospital at Santiago de Cuba; establishment of summer colonies of children at Tricornia; prohibition of the sale of habit-forming drugs; and also many other plans for the benefit of the general public welfare.

Previous to his entrance to the cabinet, Dr. Nunez was very active in his profession, was a frequent contributor to medical journals and was a member of many medical societies. He was frequently a delegate to important medical congresses in various important places.

The funeral took place in Havana on Sept. 21st and was one of the most impressive ceremonies that had ever taken place in the city of Havana.

UNITED STATES LEGATION

The Farres Building at the corner of Domingo and Santa Catalina streets, occupying the entire block, has been purchased by the United States. It is understood that the price paid was \$100,000. It was formerly the property of Edelberto Farres, formerly Minister to Columbia.

AN ABSTRACT OF THE MORE IMPORTANT PROVISIONS OF THE EMPLOYERS' LIABILITY LAW AND COMPENSATION ACT

RECENTLY ENACTED IN CUBA

For the observance of the provisions of the present Law for accident is understood all personal injury sustained by the employee arising out of and in the course of his employment by others; by others is understood the employer, that is, any person, company, concern or contractor of the work, place of business or industry where the work takes place; by employee or workman is understood any individual who temporarily or permanently, with a fixed remuneration in money, is engaged to do some work away from home.

Besides, the following persons shall be considered within the meaning of the word employee for the observance of this Law:

(a) Any person who under the conditions stated above, though not taking a direct part in the work, oversees the work performed by others, provided his daily salary does not exceed the sum of three pesos gold and his term of employment or contract be for a period of time of not less than thirty days.

(b) Apprentices who without any remuneration take part in the execution of the work.

The present Law applies to the following concerns and operations:

1. To concerns or industries engaged in the construction and repair of buildings, comprising brick-laying and other mason work, carpentry, locksmithing, stone cutting, painting and similar work.
2. To mining, quarries and salt mining, to the loading and unloading of the raw material extracted, and to the carrying and transportation of said material by water, by sea or by land.
3. To the occupation of fishing, and to the construction of harbors, canals, docks, and the installation of light-houses, aqueducts, sewers, culverts for the deviation of waters, utilization of water-falls, and any other similar work.
4. To the generating of gas or electric power, operation of telephone or telegraph lines, installation, repair or removal of electric transmission cables or lightning rods.
5. To the manufacture or application to industrial uses of explosives, or any inflammable, unhealthy or poisonous material, and to the work of street cleaning, of sewers and similar work.
6. To the manufacture and exploitation of any handiwork or privilege duly obtained employing machinery run by steam, electricity or any motive power.
7. To the construction, repair, maintenance and operation of railroad or car lines, roads and highways belonging to the Federal Government, to the Province, the Municipality or to private individuals.
8. To the exploitation of agricultural or forestry products, and to coal, wood and lumber yards, or to warehouses where inflammable or dangerous materials are stored in large quantities.
9. To theatres and places of amusement in what refers to the salaried employees.
10. To apprentices who without remuneration take part in the execution of the work.
11. And in general, to the exploitation of any industry or in similar work not contained in the foregoing paragraphs.

The heads or representatives of the concerns or industries enumerated above shall pay the employee a compensation for injuries designated in this Law, the guarantee and form of payment being regulated in the present Law and its By-laws, provided the concern or employer had in his employ more than five employees at the time of the accident.

For the observance of this Law, those persons following an occupation on their own account shall not be considered as employees, and therefore shall not be entitled to the benefits pro-

vided by this Law in case of injury, though they may happen to be helped in the work by one or more fellow-workers, provided they work alone ordinarily.

The employer shall be liable for the accidents that may occur to his employees on account of and in the performance of the profession or work while in his employment. The liability of the employer shall be supposed to be in regard to all injuries occasioned in the cases foreseen in this Law, without any other exceptions than those specified therein.

Therefore, for the observance of this Law, every person, concern, partnership, company or corporation employing generally more than five persons shall be considered as an employer, as including the legal representative of the respective employer.

By annual salary or wages of a workman or employee is understood the actual remuneration to which such an employee is entitled for his work up to the maximum limit of one thousand and ninety-five pesos, during the period of twelve months under employment, said sum always counted before the accident. In the case of employees who have been engaged by the employer less than twelve months, it shall be understood the actual remuneration said employee may have received from the time he entered the employment of that concern, with the addition of one-half the remuneration said employee or other employees of the same capacity should receive during the necessary period of time to complete the twelve months.

If the work be not steady, the annual salary shall be calculated in proportion to the salary received during the time actually employed during the rest of the year.

The salary that shall be fixed for the compensation allowed to employees of less than eighteen years of age or apprentices who might get injured shall not be less than the salary generally paid to other employees engaged by the employer.

The employer shall not be held liable for any injury to his employees due to powerful forces foreign to the work. No compensation shall be paid, in accordance with the provisions of this Law, for injuries not resulting in the disability of the workman or employee to earn his salary during a period of not less than two weeks, but if the disability shall go beyond a period of two weeks, the compensation shall commence from the day of the injury.

The employee shall lose all rights to compensation if it be proven that the injury was due to the wilful intention of said employee.

The provisions of this Law are applied to the navy-yards, armories, powder magazines and to other industrial establishments of the Government. Likewise it shall be applied to the Provincial Governments and Municipalities of Cuba in their respective cases, as well as in the public works undertaken through any of the Departments of the Government.

The compensation to which employees are entitled according to the provisions of this Law shall be as follows:

1. For total or permanent disability, to a compensation equal to two-thirds of his annual salary.
2. For partial or permanent disability, to a compensation equal to one-half of the loss of annual wages.
3. For temporary disability, to a daily compensation, including Sundays and holidays, during the inability to return to work, equal to one-half of the salary received by the employee at the time of the injury, unless the salary be variable, in which case the compensation shall be equal to one-third of the average of the salary resulting, calculating the salary received during the two months preceding the day of the injury.
4. In case of death of the employee, the following persons shall be entitled to compensation under the following conditions:

(a) If there be a surviving wife (or husband) living at the time under the same roof of the deceased, or legally separated on account of causes ascribed to the deceased, provided the marriage contract had taken place previous to the accident, to such wife (or husband) a life compensation of twenty per centum of the annual salary of the deceased.

(b) The legitimate, natural or adopted surviving children, recognized as such before the accident, whose mother be living, provided said children be under age of eighteen years or unable to work due to mental incapacity or physical defect, though they be of age, and provided they were dependent of the deceased, to a compensation calculated on the basis of the

annual salary of the deceased, at the rate of thirty per centum if only one child survives; to forty-five per centum if three children survive, and to sixty per centum if four or more children survive.

(c) The legitimate, natural or adopted surviving children recognized as such before the accident, whose mother shall have died previous to the injury that caused the death of the parent, to a compensation which, in total and as a maximum, shall not exceed fifty per centum. The distribution of this compensation shall be regulated and fixed in accordance with the provisions of the foregoing paragraph.

(d) The legitimate, natural or adopted parents or grand-parents, if the deceased shall not have left any children as specified in paragraphs (b) and (c), and provided they were dependent, to a compensation equivalent to ten per centum of the annual salary of the deceased, apportioned between them in equal parts, and not exceeding the total of thirty per centum annually on the basis of the two annual salaries already stated.

(e) The legitimate or natural brothers or sisters of the deceased from a first or second marriage, provided they be dependent and there be no surviving children or other dependents, and they be under the age of eighteen years, or otherwise unable to work due to mental incapacity or physical defect, to a compensation which shall be proportioned and distributed in accordance with the provision in paragraph (d).

(f) If there be surviving wife (or husband), children and other dependents as stated in the foregoing paragraphs, they shall be entitled to three-fifths or to one-half of the compensation fixed in paragraphs (b), (c) and (d). In case the surviving wife (or husband) remarries, she or he shall forfeit all rights to compensation.

The benefits or compensations referred to in this Law shall cease in regard to the children or grand-children, on reaching their majority, and provided they be not disabled; in regard to other dependents, at their death; and in regard to the brothers and sisters, on reaching the age of eighteen years or if they marry.

Claims for compensation shall be made the following year counted from the day of the injury. If after the lapse of one year the disability of the employee shall continue, the compensation shall be governed by the provisions relating to permanent disability.

The compensation on account of the death of the employee does not exclude the compensation due him during the period of his life from the time of the injury to his death.

The compensation determined by this Law shall be increased by one-half more of its amount if the injury shall occur in an establishment or place or in the performance of some work in which the machinery or appliances used shall lack the necessary safeguards for the prevention of accidents.

The compensation and benefits referred to in this Law, shall not be assigned, and are exempt from attachment, and to that effect the Courts will not entertain any reclamation in that sense. Likewise all renunciation of an employee to the compensation of the present Law shall be declared null and void, and in general all agreement contrary to its provisions.

To foreign workmen or employees meeting injury and who desire to leave the country, the compensation shall be commuted by a lump sum, as follows:

(a) For total and permanent disability, a sum equal to the total annual salary or wages of three years' work.

(b) For temporary and permanent disability, a sum equal to the total sum of the daily loss of wages or salary of the injured in three years' work.

(c) In case of death, the employees' heirs shall be paid the same compensation provided in paragraph (a), distributed in the form provided by this Law.

(d) In case of variable salaries, the daily average shall be ascertained by computing the salary received during the two months preceding the injury.

(e) If the employee, on deciding to get the compensation on a lump sum, shall have already received certain sums as compensation, said sums received shall be deducted from the amount to be paid to him.

In order to prevent any accidents in the work, a Technical Board shall be formed consisting of two engineers and an architect, for the purpose of studying the latest mechanisms invented up to the present.

If it shall be proven that the injury to the employee has been due to inexcusable fault of the employer or his representative, the compensation may be increased, provided the total compensation to be substituted thereby shall not exceed the sum of the annual salary of the injured.

If payment of compensation by the employer for injuries to the employee be not made in due time, the injured employee, besides the guarantee provided by the Insurance Companies for the protection of said compensation, shall have the right of legal attachment to the property of the concern or industry of the employer causing the injury, in the form prescribed by the Civil Laws in similar cases.

Notice of any injury causing disability to work shall be given within twenty-four hours after disability by the employer or his representative to the City Judge of the respective district, giving the name of the injured, and of the witnesses to the accident, and said notice shall be accompanied by a physicians' certificate stating the condition of the injured, the probable consequence of the injury and the time when, according to his judgement, it shall be possible to know the definitive results of the injury. In case of failure of the employer to comply with this requirement, he shall incur a fine of one hundred pesos.

The injured employee shall be entitled to have a physician and druggist of his own selection. But in this case the employer to which reference may be made shall not be obliged to pay the expenses thereof until the Municipal Judge of the district shall determine the physician's fee and approve the druggist's bill.

The employer shall be exempt from the obligation of paying the cost of sickness and compensation to which the injured may be entitled by testifying to the following:

(a) To have insured his employees in some Insurance Company legally constituted.

(b) That said Company guarantees to the insured medical and pharmaceutical assistance besides a daily compensation. The compensation to which the Insurance Company is liable shall amount to the corresponding sum within the provisions of this Law.

In every case of injury to an employee, the employer shall have to provide for the first treatment of the injured, including medical and pharmaceutical assistance, and also the funeral and burial expenses, the last two requisites not exceeding the sum of thirty pesos.

All the employees engaged by the concerns or parties referred to in this Law must be insured by the employer, as directly responsible for the accidents that may happen to his employees in the performance of their work. The obligation to insure the employees comprised in the compensation designated by this Law is ineludible in every case. In those cases in which the work shall not be steady, said obligation of insurance shall be limited to the extent of the work. In no case, under no circumstances nor in any form, shall the employer retain, directly or indirectly, any portion of the employees' salary for the maintenance of the insurance taken in the fulfillment of the prescribed by the present Law, and the premiums of said insurance shall be paid by the employer, and said insurance shall comprise all the accidents, including the unnatural death of the employee caused by the work.

If the work be done for the Federal Government, for the Province or for the Municipality, by virtue of public contract or adjudication, the insurance shall be paid by the bidder obtaining the work.

These provisions shall also be applied even if the number of employees be less than five, provided the work involved be five metres above the level of the ground, and in which work movable or stationary scaffolds be used.

Any person who shall try to evade the liabilities originated by this Law reducing the salaries of his employees, or in any manner, directly or indirectly, shall try to frustrate its provisions, shall be amenable to prosecution in accordance with the rulings of the Law of Criminal Procedure.

The Accident Insurance Companies, in order to transact business thereof, shall submit beforehand their By-Laws to the approval of the Government, and they shall be subject to the inspection and surveillance of the proper authorities. Besides, they shall furnish sufficient security for the fulfillment of their obligations.

For the observance of this Law, all persons comprising the crew or in the muster-roll of a vessel shall be considered as employees, provided said vessel carries the Cuban flag and said persons receive a salary or any pay, with the exception of the captain.

The ship-owner or any other person or concern having direct control of the vessel for pecuniary gain shall be considered as employers. In case of injury or death, the compensation and other rights belonging to the seamen shall be designated by the provisions of this Law.

If the vessel be lost or six months elapse without having received any news thereof, nor of any of the crew, the compensation referred to by this Law shall be applied as in the case of death of an employee.

The captain or master of the vessel shall furnish the proper information in case of accident due to the work on board his vessel, stating the circumstances of the case, in accordance with the prescribed in the respective articles of this Law; and if a physician be on board, his intervention shall be requested about the circumstances, as well as the issuing of the proper certificate to that effect. In case of injury during the navigation, the time required for the notice of the injury shall be within twenty-four hours, counted from the time the vessel casts anchor in any port of its nationality or in a foreign port having a consular or diplomatic representative of Cuba, whose representative shall assume the duties prescribed in those cases for the Municipal Judges.

The managers or owners of places of business, factories, etc., shall be compelled to post in and about their premises a copy of this Law, under penalty of a fine of from one to three hundred pesos in case of failure to do so.

The provision of this Law shall not apply to men doing military duty, either at sea or on land.

Claims for damage for acts not comprised in the provisions of the present Law shall be subject to the prescriptions of the Common Law.

If the injury shall be caused by fraud, negligence or carelessness, which shall constitute guilt or fault in accordance with the penalty laws in force, the respective judges or Courts shall try the case, and in their judgments they shall fix the corresponding compensation.

In regard to employees rendering their services directly to the Federal Government, the Province or the Municipality, these bodies shall be exempt from the obligation of insuring their employees for injuries occurring in the work, and each individual shall be considered as his own insurer.

The heads or employers of industries and concerns of a permanent character, having in their employment persons subject to compulsory insurance, may be exempt from insuring their employees, by assuming upon themselves upon previous authorization from the President of Cuba, all the obligations comprised in this Law relating to compensation.

In order to obtain the authorization referred to in the preceding paragraph, it shall be necessary to furnish proof of the solvency of the employer by means of a certificate issued by the Secretary of Agriculture, Labor and Commerce, upon previous evidence on the part of the employer, concern or industry, of possessing real estate, free of encumbrance and representing a value of not less than one thousand pesos for each employee under his charge, provided they do not exceed twenty in number; of five hundred pesos if over twenty and less than fifty, and of two hundred pesos if the number be fifty or over. Said real estate shall at no time be attachable while subject to the purpose intended, and shall be insured against fire if liable to catch fire.

Concerns or industries the property of foreigners shall besides be required to have in this country a legal representative, with sufficient authorization to transact any matter relating to the compensation that has to be paid to the employees, being responsible, if necessary, to the Government and to the Courts of this country for their actions, and can be sued before the Courts of this country.

The foregoing provisions apply to all Insurance Companies established or that may be established in the Republic of Cuba. Those now in existence shall comply with this law within sixty days.

The rights derived from this Law in favor of the employees cannot be renounced.

This Law shall become effective six months after its enactment.

Issued in Cuba, on July twelve of the year nineteen hundred and sixteen.

(Signed) MARIO G. MENOCA
President of Cuba.

EMILIO NUÑEZ,
Secretary of Agriculture, Labor and Commerce.

EXTRACTO DE LAS CLÁUSULAS MÁS IMPORTANTES DE LA LEY DE INDEMNIZACIONES POR ACCIDENTES DURANTE EL TRABAJO

RECIENTEMENTE PROMULGADA EN CUBA

Para los efectos de la presente Ley, entiéndese por accidente toda lesión corporal que el operario sufra con ocasión ó por consecuencia del trabajo que ejecute por cuenta ajena; por patrono, el particular, compañía propietaria ó contratista de la obra, explotación ó industria donde el trabajo se preste; por obrero, cualquier individuo que de un modo permanente ó temporal, con remuneración fija, desempeñe alguna labor fuera de su domicilio.

Además, se considerarán comprendidos dentro del concepto de obreros, á los efectos de la presente Ley:

A cualquiera que en las mismas condiciones señaladas más arriba, aun cuando no participe materialmente del trabajo, inspeccione el de otro, siempre que su salario fijo no exceda de tres pesos oro y su contrata sea por tiempo no menor de treinta días.

Los aprendices que sin retribución alguna laboren en la ejecución de la obra.

La presente Ley se aplica á las siguientes empresas y operaciones:

1. A las empresas ó industrias dedicadas á la construcción, reparación y conservación de edificios, comprendiendo los trabajos de albañilería, capintería, cerrajería, corte de piedra, pinturas y otros similares.

2. A la explotación de minas, canteras y salinas, á la carga y descarga de la materia prima extraída, al acarreo y transporte por vías fluviales, marítimas ó terrestres.

3. A la pesca, á la construcción de puertos, canales, diques, faros, acueductos, alcantarillas, desviaderos de cauces, utilización de torrentes y cualesquiera otros trabajos similares.

4. A la producción de gas ó energía eléctrica, explotación de redes telefónicas y telegráficas, colocación y reparación de cables conductores eléctricos ó de pararrayos.

5. A la producción ó aplicación á usos industriales de materias explosivas, inflamables, insalubres ó tóxicas, y á los trabajos de limpieza de calles, pozos negros y alcantarillas.

6. A la fabricación y explotación de cualquier artefacto ó privilegio obtenido con arreglo á las leyes de la materia, para el cual se empleen máquinas movidas por agentes inanimados ó cualquier otra fuerza.

7. A la construcción, reparación, conservación y explotación de vías férreas y tranvías, caminos y carreteras del Estado, la Provincia, el Municipio ó los particulares.

8. A la explotación de productos agrícolas ó forestales, almacenes de depósito al por mayor de carbón, leña, materias inflamables y madera de construcción.

9. A la explotación de teatros y espectáculos públicos en cuanto respecta al personal asalariado.

10. A los aprendices que sin retribución alguna laboren en la ejecución de la obra.

11. Y en general á la explotación de cualquier industria ó trabajo similar, no comprendido en los párrafos precedentes.

Los jefes y representantes de las empresas ó industrias que se enumeran precedentemente pagarán al obrero perjudicado por accidentes de los definidos en esta Ley una indemnización cuya garantía y forma de entrega se regulan en la presente Ley y su Reglamento, siempre que la empresa ó industria utilizase en el momento de la desgracia más de cinco operarios.

No se reputarán obreros á los efectos de esta Ley, y por tanto no podrán gozar de sus beneficios, los que trabajan por su propia cuenta, aunque accidentalmente le ayuden uno ó más compañeros, siempre que de ordinario trabajen solos.

El patrono es responsable de los accidentes ocurridos á sus obreros con motivo y en ejercicio de la profesión ó trabajo que realicen. La responsabilidad del patrono se presume respecto de todo accidente producido en los casos previstos en esta Ley, sin más excepciones que las especificadas en la misma.

Por tanto, á los efectos de esta Ley, se considerarán como patronos á toda persona, sociedad, compañía ó corporación que ocupe, habitualmente, más de cinco obreros, así como el representante legal del patrono.

Por salario anual de un obrero se entiende la remuneración efectiva á que tiene derecho, ya sea en dinero ó en especie, hasta el límite máximo de mil noventa y cinco pesos, durante un período de doce meses, servido á la empresa ó industria, siempre contando antes del accidente. Para los obreros que hayan sido empleados menos de doce meses se entenderá la remuneración efectiva que hubiesen recibido desde su entrada á la empresa ó industria, aumentada con la mitad de las que debiera recibir el mismo obrero ó los obreros de la misma categoría durante el período necesario para completar los doce meses.

Si el trabajo no fuese continuo, el salario anual se calculará sobre la remuneración recibida durante el período de actividad en el resto del año.

El salario que se fije para las indemnizaciones concedidas á los obreros menores de diez y ocho años ó aprendices víctimas de un accidente, no podrá ser inferior al salario de la generalidad de los obreros ocupados por la empresa.

El patrono no será responsable del accidente debido á fuerza mayor extraña al trabajo en que se produzca. Ninguna compensación será pagada, de acuerdo con las prescripciones de esta Ley, por daños que no resulten en la incapacidad del obrero ó empleado para ganar su jornal completo durante un período no menor de dos semanas, pero si la incapacidad se extendiese á un período mayor de dos semanas, la compensación empezará desde el día del accidente.

El obrero no tendrá derecho á la indemnización si se comprueba que el accidente fué provocado intencionalmente.

Los preceptos de esta Ley obligan al Estado en sus arsenales, fábricas de armas, de pólvora y en los establecimientos industriales que sostenga. Igual obligación tendrán los Consejos Provinciales y los Municipios de Cuba en los respectivos casos, así como en las obras públicas que se ejecuten por administración.

Las indemnizaciones á que tienen derecho las víctimas del trabajo según los preceptos de esta Ley, serán las siguientes:

1. Cuando la incapacidad para el trabajo sea absoluta ó permanente, á una renta igual á los dos tercios de su salario anual.

2. Cuando la incapacidad sea parcial ó permanente, á una renta igual á la mitad de la disminución que el accidente haya hecho sufrir al salario anual.

3. Cuando la incapacidad sea temporal, á una indemnización diaria incluyendo los domingos y demás días no laborables, mientras dure la imposibilidad de volver al trabajo, igual á la mitad del salario que devengaba el obrero en el momento del accidente, á menos que el salario sea variable, en cuyo caso la renta será igual á la tercera parte del promedio del salario que resulte, computando el que haya devengado durante los dos meses precedentes al día del accidente.

4. Cuando el accidente produzca la muerte del obrero, las personas que á continuación se expresan tendrán derecho á una pensión en las siguientes condiciones:

(a). Una renta vitalicia del veinte por ciento del salario anual de la víctima para el cónyuge superviviente que viva bajo el mismo techo del obrero fallecido ó separado judicialmente del tálamo por causas imputables al fallecido, siempre que el matrimonio haya sido efectuado con anterioridad al accidente.

(b). Los hijos legítimos ó legitimados, adoptivos ó naturales reconocidos antes del accidente cuya madre sobreviva, siempre que sean menores de diez y ocho años ó inútiles para el trabajo por incapacidad mental ó por inutilidad física, aun cuando sean mayores, siempre que vivan al abrigo y protección de la víctima, á una renta calculada sobre la base de la remuneración anual del obrero fallecido, á razón del treinta por ciento cuando no haya dejado más que un hijo; de cuarenta y cinco por ciento cuando sean tres, y de un sesenta por ciento si son cuatro ó más de ese número.

(c). Los hijos legítimos ó legitimados, adoptivos ó naturales, reconocidos antes del accidente, cuya madre haya perecido también con anterioridad al hecho que produjo la muerte de la

víctima, á una renta que, como máximum y en conjunto, no podrá exceder de un cincuenta por ciento. Esta renta se regulará y ajustará en su distribución á los preceptos contenidos en el párrafo anterior.

(d). Los ascendientes legítimos, naturales ó adoptivos, cuando el difunto no haya dejado descendientes de los señalados en las letras (b) y (c) y siempre que vivan á su abrigo y protección, á una renta equivalente al diez por ciento de los salarios anuales de la víctima, prorrateándose entre ellos, de modo que á cada uno le corresponda una cuota igual, no pudiendo exceder el total del treinta por ciento anual sobre la base de los dos salarios anuales ya expresados.

(e). Los hermanos ó hermanas legítimas ó naturales, de doble vínculo ó sencillo, siempre que hayan vivido al abrigo de él, no hayan quedado ascendientes ó descendientes y sean menores de diez y ocho años, á menos que sean inhábiles para el trabajo por incapacidad mental ó por defecto físico, á una renta que será graduada y repartida conforme á lo dispuesto en la letra d.

(f). Cuando el cónyuge superviviente concorra con los descendientes ó colaterales de que tratan los párrafos anteriores, tendrán derecho á las tres quintas partes ó la mitad de las rentas fijadas en los párrafos (b), (c) y (d). En el caso de que el cónyuge viudo contraiga nuevas nupcias, perderá todo el derecho á la renta fijada.

Las pensiones ó indemnizaciones á que se refiere esta Ley se entenderán caducadas con respecto á los hijos ó nietos cuando lleguen á la mayoría de edad, siempre que no se hallen incapacitados; respecto de los ascendientes cuando fallezcan; y de los hermanos y hermanas cuando lleguen á los diez y ocho años de edad ó contraigan matrimonio.

La acción para pedir la indemnización prescribe al año del día del accidente. Si transcurrido un año del accidente no hubiese cesado la incapacidad del obrero, la indemnización se regirá por las disposiciones relativas á la incapacidad permanente.

Las indemnizaciones por causa de fallecimiento no excluyen las que correspondieren á la víctima durante el período que vivió desde el accidente hasta su muerte.

Las indemnizaciones determinadas por esta Ley se aumentarán en una mitad más de su cuantía cuando el accidente se produzca en un establecimiento ú obra cuyas máquinas ó artefactos carezcan de los aparatos de precaución á que se refiere esta Ley.

Las rentas é indemnizaciones á que se refiere esta Ley no podrán cederse ni gravarse, ni son susceptibles de embargo. A ese efecto los Tribunales de Justicia denegarán de plano toda reclamación en ese sentido. Del mismo modo serán nulos y sin valor toda renuncia á los beneficios de la presente Ley y en general todo pacto contrario á sus disposiciones.

Los obreros extranjeros, víctimas de accidentes, que deseen ausentarse del territorio nacional, se les conmutará la indemnización de renta por el de una cantidad, percibida de una sola vez, consistente:

(a). En caso de incapacidad absoluta y permanente, en una suma igual al salario total de tres años de trabajo.

(b). En caso de incapacidad parcial y permanente, en una cantidad igual á la suma total de la recaudación diaria que en tres años haya sufrido el salario de la víctima.

(c). En caso de muerte, los herederos de la víctima percibirán la misma indemnización que se fija en el apartado (a), distribuída en la forma que determina esta Ley.

(d.). En casos de salarios variables, el promedio diario se obtendrá computando el obtenido durante los dos meses precedentes al accidente.

(e). Si al optar el obrero por la indemnización de una sola vez, hubiere percibido cantidades por concepto de rentas, las sumas percibidas se descontarán de la que deba entregársele.

Se constituirá una Junta Técnica encargada del estudio de los mecanismos inventados hasta el día, para prevenir los accidentes del trabajo. Esta Junta se compondrá de dos ingenieros y un arquitecto.

Cuando se pruebe que el accidente es debido á falta inexcusable del patrono ó de su representante en la dirección del trabajo, podrá aumentarse la indemnización sin que la totalidad

de la renta que la sustituya, aumentada por esta razón, pueda rebasar de la suma del salario anual.

Siempre que los empresarios deudores no paguen á su tiempo las indemnizaciones que deben por accidentes, los interesados tendrán á su disposicion, además de las garantías establecidas por las Compañías de Seguros que resguarde la indemnización, el derecho de embargar judicialmente los bienes de la empresa ó industria del patrono que dió lugar al accidente, en la forma establecida en la Ley Procesal y el Código de Comercio.

Cualquier accidente que ocasione incapacidad de trabajo debe avisarse dentro de las veinticuatro horas siguientes por el empresario ó sus representantes al Juez Municipal del distrito respectivo. Este aviso contendrá los nombres de la víctima y de los testigos del accidente, é irá acompañado de un certificado médico indicando el estado de la víctima, la consecuencia probable del accidente y en la época en la cual, á su juicio, será posible saber el resultado definitivo. Por la falta de cumplimiento de este requisito incurrirá el patrono en una multa de cien pesos.

La víctima tendrá derecho á elegir por sí misma el médico y el farmacéutico que tenga por conveniente. Pero en este caso el jefe de la industria ó empresa de que se trate no tendrá obligación de pagar esos gastos sino después que el Juez Municipal del distrito regule los honorarios del médico y ponga el visto bueno á la cuenta de la farmacia.

Los jefes de empresas ó industrias pueden librarse de la obligación de pagar á las víctimas de accidentes los gastos de enfermedad y las rentas á que tengan derecho, si justifican:

(a). Que han asegurado á sus obreros en alguna Compañía de Seguros legalmente constituida.

(b). Que dicha Compañía garantiza á los asegurados la asistencia médica y farmacéutica y una renta diaria además. La renta de que responde la Compañía deberá ascender á la que proceda dentro de lo prescrito en esta Ley.

En todo accidente el patrono queda obligado á satisfacer la primera cura del lesionado, la asistencia médica y farmacéutica y también los gastos de funeraria y entierro, no excediendo estos dos últimos de treinta pesos.

Todos los obreros que presten sus servicios en las empresas ó industrias á que se refiere esta Ley tendrán que ser asegurados por cuenta de sus patronos, como responsables directos de los accidentes que pudieran sobrevenirles con ocasión del trabajo que realizan. La obligación de asegurar á los obreros comprendidos en los beneficios que señala esta Ley es ineludible en todos los casos. En las empresas, industrias ó construcciones en que el trabajo no es continuo, la obligación del seguro se limita á la obligación del trabajo. En ningún caso, por ningún concepto ni en forma alguna podrán los patronos retener, directa ó indirectamente, parte del salario de los obreros para el sostenimiento de los seguros hechos en el cumplimiento de lo que dispone la presente Ley. El seguro será por cuenta del jefe ó representante de la empresa, industria ó construcción y abarcará todos los accidentes, incluso la muerte violenta con ocasión del trabajo.

Si el trabajo se ejecuta por cuenta del Estado, la provincia ó el Municipio, en virtud de subasta ó adjudicación, el seguro será de cuenta del licitador que obtuviese la obra.

En la construcción de edificios tienen también aplicación estos preceptos, aun cuando el número de los operarios sea inferior al de cuatro, siempre que se trate de trabajos ejecutados más de cinco metros sobre el nivel del terreno, y en los cuales deban usarse andamios y puentes móviles ó fijos.

Cualquier persona que intentare, mediante la reduccion de los salarios de sus obreros ó de otra manera, directa ó indirecta, resarcirse de las responsabilidades originadas por esta Ley ó burlar sus efectos, incurrirá en la comisión de un delito cuyo conocimiento corresponderá á las jurisdicciones ordinarias, conforme á los preceptos de la Ley de Enjuiciamiento Criminal.

Las Compañías de Seguros contra Accidentes, para poder dedicarse á este género de transacciones, deberán someter previamente sus estatutos á la aprobacion del Gobierno y estarán sujetas á la inspeccion y vigilancia del Estado. Prestarán, además, una fianza suficiente para responder de sus gestiones.

Sarán considerados como obreros, á los efectos de esta Ley, todas las personas que compongan la dotacion de una nave ó estén inscriptas en su rol, siempre que la nave esté abande-

rada bajo el pabellón cubano y dichas personas sean retribuidas por salario ó estipendio, á excepción del capitán.

Se considerarán como patronos ó empresarios, el armador de la nave ó cualquiera otra persona ó entidad que directamente se lucre con su explotación. En caso de accidente ó muerte, la indemnización y demás derechos que correspondan á la gente de mar se regularán por las disposiciones de esta Ley.

Si la nave se hubiese perdido ó hubiesen transcurrido seis meses sin que se hayan recibido noticias de ella, ni del personal de la tripulación, las indemnizaciones á que se refiere esta Ley serán exigibles como en un caso de muerte.

El capitán ó patrón deberá extender las diligencias oportunas de información cuando sobrevenga un accidente con motivo del trabajo de á bordo de su nave, haciendo constar las circunstancias del caso, de acuerdo con lo dispuesto en el artículo respectivo de esta Ley. Si viajare á bordo un médico, se solicitará su intervención en las diligencias y expedición del oportuno certificado. En caso de accidente durante la navegación, el término de veinticuatro horas, fijadas por esta Ley para la denuncia del accidente, se contará desde que el barco ancle en algún puerto del Estado ó en uno extranjero donde haya representantes consulares ó diplomáticos de la República, quien se constituirá en las obligaciones fijadas para estos casos á los Jueces Municipales.

Los empresarios ó propietarios de industrias están obligados, bajo la pena de una multa de uno á trescientos pesos, á fijar en cada taller un ejemplar de esta Ley.

Esta Ley no será aplicable á los individuos empleados en el servicio militar, marítimo ó terrestre de la Republica.

Las reclamaciones de daños y perjuicios por hechos no comprendidos en las disposiciones de la presente Ley quedarán sujetas á las prescripciones del derecho común.

Si los accidentes fueran causados por dolo, imprudencia ó negligencia que constituyan delito ó falta con arreglo á las leyes penales, conocerán de ellas los jueces ó tribunales competentes, los cuales en sus sentencias fijarán las indemnizaciones que correspondan.

Respecto á los obreros que presten servicios directamente al Estado, la Provincia y el Municipio, no se entenderá establecido el derecho de aseguramiento por accidentes del trabajo, sino que cada una de estas entidades se considerará como su propio asegurador.

Los jefes ó patronos de industrias y empresas de carácter permanente, en cuyos establecimientos ó lugares de trabajo se empleen obreros sujetos al seguro obligatorio, podrán eximirse de asegurar sus obreros, contrayendo de por sí, previa autorización del Presidente de la República, todas las obligaciones comprendidas en esta Ley referentes á las indemnizaciones.

Para obtener la autorización á que se refiere el párrafo anterior será necesario acreditar su solvencia, por medio de un certificado que expedirá el Secretario de Agricultura, Comercio y Trabajo, previa justificación por parte del patrono, empresa ó industria, de que posee bienes inmuebles, no gravados y que representen un valor no menor de mil pesos por cada obrero que tenga empleado, si estos no pasan de veinte; de quinientos pesos si pasan de veinte y no llegan á cincuenta; y de doscientos pesos, de cincuenta en adelante. Dichos inmuebles no podrán ser gravados en ningún tiempo, mientras estén sujetos á la responsabilidad que los afecta, y estarán asegurados si fueren susceptibles de incendio.

Las empresas ó industrias propiedad de extranjeros tendrán además la obligación de tener dentro del país una representación legal con poder bastante para transar cualquier asunto relacionado con las indemnizaciones que tienen el deber de pagar á los obreros, y responder de estas obligaciones, en caso necesario, ante el Gobierno y los Tribunales de Justicia, y podrán ser demandadas ante los Tribunales de la Republica.

Estas disposiciones son aplicables á todas las Compañías de Seguros establecidas ó que se establezcan en la República de Cuba. Las existentes lo harán en un plazo de sesenta días.

Los derechos emanados de esta Ley en favor del obrero son irrenunciables.

Esta Ley comenzará á regir á los seis meses de su promulgación.

Dada en Cuba, el doce de junio de mil novecientos diez y seis.

EMILIO NUÑEZ,

Secretario de Agricultura, Comercio y Trabajo.

(Firmado) MARIO G. MENCAL,

Presidente de Cuba.

BREAKING THE OFFICIAL TARE ON MERCHANDISE SHIPPED TO CUBA

By Dean R. Wood, Nuevitas, Cuba

In most Custom Houses what is known as an official tare is placed on goods; that is to say, the tare is subtracted from the gross weight of the box or package and the remainder pays duty as merchandise. As a matter of fact there are many cases where the official tare is less than the actual tare and in such cases the merchandise pays duty for a greater weight than actually exists, or in other words, merchandise which does not exist is paying duty. For example, if a crate of merchandise weighs one hundred kilos and the tare is 5%, then 95 kilos of merchandise must pay duty, but in case the actual weight of the merchandise is only 60 kilos, then 35 kilos excess merchandise must pay duty. With the above explanatory remarks it is hoped that the readers of this article will understand the official tare and its applications.

In most Custom Houses it is considered that the official tare can only be placed on a box or package when only one class or kind of merchandise is placed therein and if any other merchandise, no matter how small its value or little its weight is placed in the package, then each class of merchandise will pay duty on its actual net weight.

There are two Custom House principles which are supposed to generally determine under what paragraph goods shall pay duty, as follows:

First.—Goods must pay duty according to the material which determines the value of the goods.

Second.—The use or application to which the goods are to be put also enters into the question of under what paragraph the goods shall pay duty. For example, an article which is a part of machinery, and can have no other application, must pay duty as machinery.

Of course it is hardly necessary to say that these questions originate never-ending controversies and often it is not easy to say just what material actually does determine the value of the goods and certain goods or articles may have various uses.

The principal object of this article is to explain just how the official tare may be broken and give some idea of the classes of goods on which it would be advisable to break the tare. On some kinds of goods the saving is so small that it does not pay to make any effort to break the tare. The following are all cases which have actually taken place in certain Custom Houses:

Shipment of brass beds which pay duty at the rate of \$0.20 per 100 kilos, tare on goods is 5%.

Nos. 1375-80. Six crates weighing 760 kilos gross, contents as follows:

Brass beds, 273 kilos, net value	\$187.50
Tooth picks, 1,360, net value.....	\$0.36
Box packing, 485.640 net.....	

Duties as follows:

273 kilos brass beds at \$20 per 100 kilos.....	\$54.60
Tooth picks, 25% ad valorem on \$0.36.....	.09
Box packing, 485.640 kilos at \$0.16 per 100 kilos.....	.77
Port improvements at the rate of \$0.70 per 1,000 kilos.....	.54

Total.....	\$56.00
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In this case the tare was actually broken by using the tooth picks, one package in each crate. If the tare had not been broken the duties would have been as follows:

Nos. 1375-80. 6 crates, 760 kilos gross, brass beds, actual net weight 273.000 kilos, gross weight 760 kilos less 5% tare, gives 723 kilos on which duty must be paid.

723 kilos brass beds at \$20 per 100 kilos.....	\$144.40
Box packing, 36 kilos at \$0.16 per 100 kilos.....	.06
Port improvements at \$0.70 per 1,000 kilos.....	.54
Total.....	\$145.00

Difference \$89. Therefore in this shipment tooth picks, value \$0.36, were the means of saving to the buyer of the goods the sum of *eighty-nine dollars on merchandise worth \$187.50.*

In the following case the official tare was not broken. The result will show what would have been saved if the tare had been broken.

Shipment of saddles:

Box No. 4 saddles, value \$123. 120 kilos gross 74 net official tare 15%, goods must pay duty at the rate of \$20 per 100 kilos. Duties as follows:

102 kilos saddles at \$20 per 100 kilos.....	\$20.40
18 kilos, box packing, at the rate of \$0.16 per 100 ks.....	.03
Port improvements at the rate of \$0.70 per 1,000 ks.....	.07
Total.....	\$20.50

If the tare had been broken by one package tooth picks the duties would have been as follows:

74 kilos saddles at \$20 per 100 kilos.....	\$14.80
One package tooth picks, 25% ad valorem on \$0.05.....	.01
Box packing, 43 kilos at \$0.16 per 100 kilos.....	.07
Port improvements, 102 kilos at \$0.70 per 1,000 kilos.....	.07
Total.....	\$14.95

Saving to purchaser if tare had been broken, \$5.55 or 41.2% on value of the goods.

Considerable saving may be effected by breaking the tare of iron beds. Some of the American exporters are now shipping these goods with the tare broken, but it not generally understood as yet in the United States. In the following case the tare was actually broken and the result shows actual saving.

Nos. 4-11 shipment of iron beds, 11 crates, 2154 kilos gross.

1591 net, value, \$213.90. One package tooth picks in each crate, duties as follows:

1591 kilos iron beds at \$3.90 per 100 kilos.....	\$62.05
Tooth picks, value \$0.55, 25% ad valorem.....	.14
Box packing, 581 kilos at \$0.16 per 100 kilos.....	.90
Port improvements, 2,154 kilos at \$0.70 per 1,000 kilos.....	1.51
Total.....	\$64.60

If tare had not been broken duties would have been as follows:

2154 kilos iron beds in crates, less 5% official tare, 2046 kilos iron beds at \$3.90 per 100 kilos.....	\$79.79
Box packing 109 kilos at \$0.16 per 100 kilos.....	.17
Port improvements at \$0.70 per 1,000 kilos.....	1.51
Total.....	\$81.47

Therefore in this shipment there was a saving of \$16.87 on merchandise worth \$213.90, about $7\frac{1}{2}\%$ on the value of the goods.

On rain coats and mackintoshes considerable saving can be obtained by breaking the tare. In the following case the tare was not broken. Result shows what would have been saved had the official tare been broken.

Box No. 40, gross weight 57 kilos, net weight 36 kilos, value \$27.55 rain coats, duties as follows:

Box No. 40, rain coats, 57 kilos gross less 10% official tare, 51 kilos rain coats paying duty at the rate of \$22.75 per 100 kilos, with a surtax of 30%	\$15.08
Box packing, 6 kilos at \$0.16 per 100 kilos.....	.01
Port improvements at \$0.70 per 1,000 kilos.....	.04
Total	\$15.13

If the tare had been broken with one package tooth picks weighing 0.500 kilos, value \$0.05, the duties would have been as follows:

36 kilos rain coats paying duty at the rate of \$22.75 per 100 kilos with a surtax of 30%	\$10.70
Tooth picks, value \$0.05 at 5% ad valorem .....	.01
Box packing, 20 kilos at the rate of \$0.16 per 100 ks.....	.04
Port improvements at the rate of \$0.70 per 1000 ks .....	.04
Total	\$10.79

Therefore in this shipment if the official tare had been broken a saving would have been made of \$4.34 on merchandise worth \$27.55, about 16% on the value of the goods.

Often a considerable saving can be made by breaking the tare on paints and varnishes as the following cases will show. It is not on record that any shipment of paints or varnishes has ever been made from the United States with the tare broken.

Nos. 1-43. 43 boxes prepared paint, 1774 kilos gross, 1209 net, value \$219.88; duties as follows:

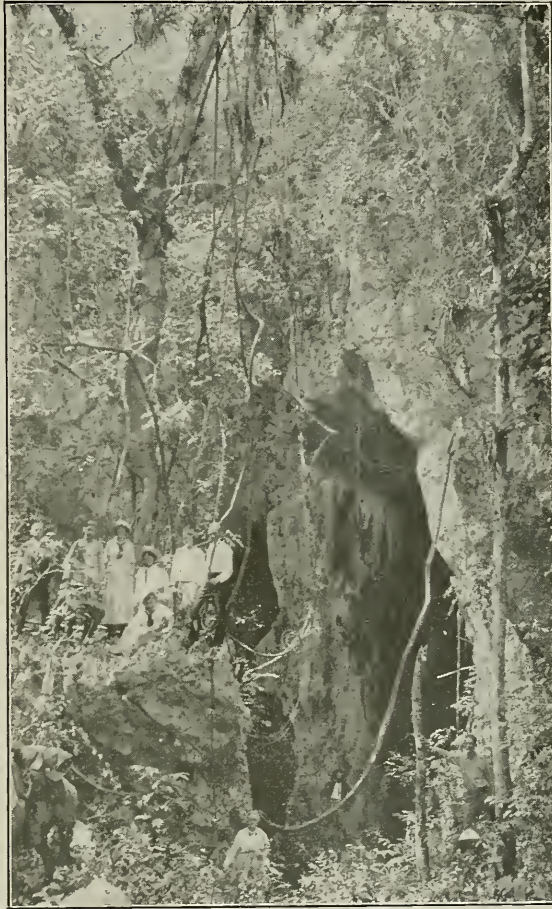
Nos. 1-43. 43 boxes paint, 1774 kilos gross, less 17% official tare	
1472 kilos at the rate of \$3.50 per 100 ks	\$51.52
Box packing, 302 kilos at \$0.16 per 100 ks .....	.48
Port improvements, 1774 ks. at \$0.70 per 1,000 ks	1.25
Total	\$53.25

If the tare had been broken, only 1209 kilos of paint would have paid duty, and a saving of about \$9.79 would have been made, about 4% on the value of the merchandise.

Nos. 1-34, 31-48 and No. 73. 45 boxes prepared paint, 2067 kilos gross, actual net weight 1,330 kilos, value \$233.09. If the tare had been broken on this shipment a saving of about \$13.89 would have been made, about 6% of the value of the goods. Nos. 1-6, 11-57, 53 boxes prepared paint, gross weight 2,412, actual net weight 1,663 kilos; value \$280.95, total duties paid on this shipment \$79.12. If the tare had been broken a saving would have been made of about \$11.66, 4% on the value of the goods.

Nos. 75-85, 11 boxes varnish, gross weight 510 kilos, actual net weight 375 kilos, value \$58.20. The duties on this shipment were \$33.03. If the tare had been broken a saving of about \$4.06 would have resulted, about 7% on the value of the goods.

Many of these shipments of paints and varnishes are accompanied by advertising material, pamphlets, small sample cards, etc., and a few of these placed in each box would have broken the tare. Breaking the tare on such goods would cause a little extra work in the preparation of the invoices. The exporters in the United States should study the matter and decide the kinds of goods that should have the tare broken. It should be taken into consideration that only intimate knowledge of Custom House laws can decide where it is advisable to break the tare and where not. It is not possible to state what would be the saving in the entire foreign trade of the United States if these matters were better understood by the American exporter, but as far as Cuba is concerned it is a very conservative estimate to say that the saving would be 1/4 of 1% of the exports of the United States to Cuba, and as Cuba buys in the United States merchandise in the course of a year to about the value of \$71,000,000, actual purchases for 1912-1913, \$71,754,000, the amount so saved would be the respectable sum of \$179,385.



The Cave's Mouth of One of the Caves in the Cubitas Mountains.

CUBITAS VALLEY FAIR

It is announced that the Cubitas Valley Horticultural and Fair Association will hold its eighth annual fair on Tuesday, Wednesday and Thursday, February 6, 7 and 8, 1917. Friday and Saturday, February 9 and 10, will be devoted to visiting the colonies and groves. In conjunction with the Fair Association, a convention of the the Cuban National Horticultural Society and the Cuba Fruit Exchange will be held on the above dates, and it is expected that with this congress of citrus fruit experts and the many new features which

have been planned, the fair will be an unusually successful one.

LA GLORIA CHAMBER OF COMMERCE

On September 15th, through the efforts of Frederick T. Pratt, a Chamber of Commerce was organized at La Gloria by the representative citizens of that locality. The officers elected were: Frederick T. Pratt, President; Rafael Aguero, 1st Vice-President; Harry B. Cady, 2d Vice-President; Max G. L. Neuber, Secretary, and Walter E. Chase, Treasurer. It is hoped that this organization will prove to be of value to the Cubitas Valley.

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE CUBA RAILROAD COMPANY

The earnings of the Cuba Railroad for the month of August and the first two months of the fiscal year compare as follows:

	1916	1915	1914	1913	1912	1911
August gross	\$558,326	\$416,634	\$343,487	\$360,872	\$309,308	\$257,786
Expenses	293,978	219,235	212,039	199,132	187,996	147,351
August net	\$264,348	\$197,398	\$131,447	\$161,740	\$121,313	\$110,435
Other income	874					
Net income	265,223	197,398				
Charges	87,091	72,012	70,195	66,791	66,375	60,125
August surplus	\$178,131	\$125,386	\$61,251	\$94,948	\$54,938	\$50,310
<i>From July 1st.</i>						
Two months' gross	\$1,129,818	\$836,723	\$726,031	\$685,059	\$643,701	\$520,452
Two months' net	522,653	407,480	293,030	297,253	269,923	229,787
Other income	1,691					
Fixed charges	177,440	144,281	140,470	133,583	132,750	120,250
Surplus	\$346,904	\$263,198	\$152,459	\$163,669	\$137,173	\$103,537

EARNINGS OF THE UNITED RAILWAYS OF HAVANA

<i>Weekly receipts:</i>	1916	1915	1914	1913	1912	1911
Week ending Aug. 19th..	£30,576	£23,298	£18,378	£19,750	£19,214	£15,870
Week ending Aug. 26th..	29,279	24,015	16,735	18,921	19,122	15,548
Week ending Sept. 2d...	32,024	22,990	18,096	19,996	20,147	17,695
Week ending Sept. 9th..	31,280	24,197	19,624	19,680	19,630	16,114

EARNINGS OF THE WESTERN RAILWAY OF HAVANA

<i>Weekly receipts:</i>	1916	1915	1914	1913
Week ending Aug. 19th.....		£6,068	£4,652	£5,487
Week ending Aug. 26th.....		6,104	5,107	5,331
Week ending Sept. 2d.....		6,321	4,886	5,172
Week ending Sept. 9th.....		6,317	4,712	4,722

EARNINGS OF THE CUBAN CENTRAL RAILWAY

<i>Weekly receipts:</i>	1916	1915	1914	1913
Week ending Aug. 19th.....	£8,626	£8,528	£6,734	£7,821
Week ending Aug. 26th.....		8,784	8,028	6,532
Week ending Sept. 2d.....		9,761	7,204	6,966
Week ending Sept. 9th.....		9,317	7,346	7,038

EARNINGS OF THE HAVANA ELECTRIC RAILWAY LIGHT & POWER CO.

	Month of August		8 Months to August 31st.	
	1916	1915	1916	1915
Gross earnings	\$513,376	\$465,554	3,899,892	\$3,665,433
Operating expenses	192,546	190,877	1,505,065	1,500,467
Net earnings	320,830	274,677	2,394,827	2,164,966
Miscellaneous income	8,482	7,622	89,089	68,866
Total net income	\$329,312	\$282,299	\$2,483,916	\$2,233,832
Surp. after deduct fixed chgs.	\$196,695	\$175,278	\$1,458,514	\$1,363,502

CUBAN FINANCIAL MATTERS

PREVAILING PRICES FOR CUBAN SECURITIES

As quoted by Lawrence Turnure & Co., New York.

	<i>Bid.</i>	<i>Asked.</i>
Republic of Cuba Interior Loan 5% Bonds.....	93½	94½
Republic of Cuba Exterior Loan 5% Bonds of 1944.....	99½	100½
Republic of Cuba Exterior Loan 5% Bonds of 1949.....	96	96½
Republic of Cuba Exterior Loan 4½% Bonds of 1949.....	86	87
Havana City First Mortgage 6% Bonds.....	102	106
Havana City Second Mortgage 6% Bonds.....	101	104
Cuba Railroad Co. Preferred Stock.....	97	98
Cuba Railroad Co. First Mortgage 5% Bonds of 1952.....	95	97
Cuba Co. 6% Debenture Bonds.....	100	none
Cuba Co. 7% Cumulative Preferred Stock.....	101	106
Havana Electric Railway Co. Consolidated Mortgage 5% Bonds of 1952...	93	94
Havana Electric Railway, Light and Power Co. Preferred Stock.....	106½	109½
Havana Electric Railway, Light and Power Co. Common Stock.....	102	105
Matanzas Market Place 8% Bond Participation Certificates.....	100	101
Cuban-American Sugar Co. Collateral Trust 6% Bonds of 1918.....	102½	102¾
Cuban-American Sugar Co. Preferred Stock.....	109	110
Cuban-American Sugar Co. Common Stock.....	232	233
Guantanamo Sugar Company Stock.....	72	75
Santiago Electric Light and Traction Co. 1st Mtge. 6% Bonds.....	90	95

All prices of bonds quoted on an *and interest basis*.

FINANCIAL NOTES

The Guaranty Trust Company is issuing a pamphlet on Cuba containing detailed information as to the industries and commerce of the island.

CUBAN PROSPECTING SYNDICATE, LTD.

This company has just been registered with a capital of £2,000 in 180 ordinary shares of £10 each and 4,000 deferred shares of 1s. each to take over any lands, farms, iron-ore, oil, gas, or petroleum bearing properties in Cuba or elsewhere, and to carry on the business of a financial prospecting, and exploring association. The subscribers are: J. Brailsford, Grayfield, Chislehurst, Kent; P. F. Drake-Brockman, 11 Cintra Park, Upper Norwood, S. E. Private company. The number of directors is not to be less than two or more than five; the first are J. Brailsford and P. F. Drake-Brockman. Qualifications 10 ordinary or deferred shares. Secretary G. T. Lupson. Registered office, 3 London Wall-buildings, E. C.—*Liverpool Journal of Commerce*.

MANATI SUGAR CO.

This company has declared a dividend of 20% on its common stock, payable in common stock at par on November 8th, to holders of record October 31st. The directors also declared a cash dividend of 2½% on the common stock (including that to be issued for the stock dividend) payable December 1st, to holders of record November 28th. Also three other instalments on the common, of 2½% each, payable March 1, June 1 and September 1, 1917. The March dividend is payable to holders of record February 26th, the June disbursements will be made to holders of record May 29th and the September dividend will be paid to holders of record August 29th.

It is reported in the press that the Cienfuegos-Palmira-Cruces Line in Santa Clara Province has been sold to Cuban interests represented by Messrs. Upmann & Co., of Havana. It was announced that the building of the projected road would cost \$20,000,000, and there would be some 300 miles of railroad.

CUBA'S PROGRESS AS SHOWN BY RECENT STATISTICS

We are enabled to submit the following carefully compiled statistics which show, in a very illuminating way, the great development that has been made in recent years, and comprise the activities of the post service in Cuba, banking, railways, telephone service, automobiles, etc.

POST OFFICE

Report of Money Orders paid and issued during the year 1915 by the Money Order Division of the Havana Post Office.

	No. of Orders Paid	Amount	Grand Total
International.....	12,782	\$194,573.75	
International refunded.....	171	2,576.71	
Domestic.....	75,817	966,237.81	
Domestic refunded.....	129	2,015.20	\$1,165,403.47
	No. Orders Issued	Amount	
International.....	26,298	\$327,750.71	
Dues on same.....		2,007.56	
Domestic.....	10,173	183,889.78	
Dues on same.....		950.04	\$514,598.09
Revenue from hire of Post Office boxes and drawers during 1915.....			12,553.80
Revenue from sale of postage stamps during 1915.....			372,347.92
<i>Domestic and Foreign Certificates received during 1915:</i>			
From the Island.....			748,289
By Registered Packages.....			391,591
Foreign.....			395,649
Total.....			1,535,529
<i>Certificates Despatched to the Island and Foreign during 1915:</i>			
For the Island.....			892,284
For Foreign.....			251,654
Total.....			1,143,938
<i>List of French Postal Packages received during 1915:</i>			
For Havana.....			20,013
For the Island.....			1,789
Total.....			21,802
<i>List of Postal Packages sent to France during 1915:</i>			
From Havana.....			299
From the Island.....			41
Declared Value.....			10
Total.....			350
<i>List of Mexican Postal Packages Received during 1915:</i>			
For Havana.....			134
For the Island.....			60
Total.....			194
<i>List of Mexican Postal Packages Despatched during 1915:</i>			
From Havana.....			702
Total.....			702

BANKERS

NATIONAL BANK OF CUBA:

Loans and discounts:

In 1915.....	\$22,724,471.53
In 1912.....	17,379,360.00 Increase

Deposits:

In 1915.....	\$36,145,406.57
In 1912.....	26,746,550.00 Increase

TRUST COMPANY OF CUBA:

Loans and discounts:

In 1915.....	\$1,865,594.00
In 1912.....	1,685,194.00

Deposits:

In 1915.....	\$2,025,841.54
In 1912.....	3,638,536.00

HAVANA ELECTRIC RAILWAY LIGHT AND POWER COMPANY.

Light and Power Division.

No. Consumers, 1915.....	26,846
Gross Income in 1915.....	\$2,368,887.50

HAVANA UNITED RAILWAYS AND HAVANA CENTRAL.

Number of Passenger carried:

U. Rys. of Havana, 1915.....	6,727,030
Havana Central Rys, 1915.....	4,912,192

United Rys. of Havana, 1912.....	4,799,550
Havana Central Rys., 1912.....	1,044,274

Tons of Merchandise Transported:

U. Rys. of Havana, 1915.....	7,376,577
Havana Central Rys., 1915.....	733,025

U. Rys. of Havana, 1912.....	3,038,117
Havana Central Rys 1912.....	320,239

CUBAN TELEPHONE COMPANY

Number of apparatuses in operation:

During 1915.....	20,948
During 1912.....	13,000

Total Income:

1915.....	\$1,375,902
1912.....	730,572

Extent of cables laid out in Havana:

	1915		1912
Transmission cables.....	125,313	metres	80,448 metres
Underground cables.....	125,313	"	80,448 "
Overhead cables.....	191,412	"	89,197 "
Metal Circuits.....	87,619,840	"	23,941,438 "

The extension of long distance lines today comprises the six Provinces of Cuba with 2,558 kilometers of posts and affords communication between 220 cities and towns. The posts in use amount to 93,715, and almost all of them are of hard wood raised in the country.

The progress of a country can be well appreciated by the state of development of its telephone communications, by the general use of the telephone, and by the kind of equipment utilized in the service. It is but six years since the telephone was used to any extent in Cuba, and in proportion to its area and population, Cuba equals the most progressive country in that

respect, being ahead of all Latin America. The City of Havana has to-day five telephones per every hundred inhabitants, and in comparison has more telephones than London, Paris, Petrograd or Vienna, and has half the number of telephones that New York has, which city is recognized as the telephone capital of the world. The city of Havana has three times as many telephones as the city of Madrid. Taking the population by an average of one hundred there are in Havana more telephones than in the City of Mexico, Caracas, Guayaquil, Montevideo, Guatemala, Santiago de Chile, Rio Janerio, or in any other Latin-American city, and almost twice as many telephones as in Buenos Aires. There are in Cuba one-tenth part of all the telephones installed in the Antilles and in Central and South America.

AUTOMOBILES

	1915	1913
Private Automobiles in Havana	1,131	492
Hire Automobiles (4 to 5 seats)	1,607	76
Hire Automobiles (6 to 7 seats)	300	181
Automobiles exempt from license	124	23
Auto Trucks	219	11
Auto busses	7	
Sight-seeing Automobiles	9	
Motor Cycles	73	
Total in Havana	3,470	783

In addition to the above there are 5,688 wagons of various classes; 1,976 carriages of different kinds and 2,330 other vehicles, consisting of push carts, omnibuses, etc., making a grand total of 13,464 vehicles.

THE CUBAN TREASURY

The report of the Cuban treasury shows the balance on October 1st of \$7,680,151.25 in the treasury. Of this amount \$7,036,977.24 is in the hands of the paymasters for current and special expenses.

The receipts for the month of September totalled \$4,711,184.56. The increase in customs receipts, which in September amounted to \$2,915,389.94, played a large part in forming the large total. Other receipts were consular fees, \$76,254.02; communications department, \$106,970.56; department of the interior, \$205,909.93; taxes, \$50,905.13; lottery, \$274,185.14; money orders, \$100,351.12, and many other smaller sums from various sources.

The total expenses for the month were \$4,184,511.40, almost \$600,000 less than the governmental income. Of this amount \$7,542.31 was paid out for private works, \$10,000 for the Cienfuegos aqueduct, \$50,489.02 held out under the law of economic defense, and \$1,489.48 for pensions. In addition to these payments, one of \$94,705.78 was made on the \$3,000,000 loan and \$162,329.68 on other loans.

Of the money on hand, \$706,540 is in the national treasury in Cuban money; \$4,055,103.89 in the general treasury; \$2,670,117.09

in the National Bank of Cuba, and \$43.45 in the Royal Bank of Canada. An amount of \$248,346.82 unpaid bills is in the hands of collectors.

MATANZAS-AMERICAN SUGAR COMPANY

The Matanzas-American Sugar Company desires to purchase for sinking fund purposes \$15,000 principal amount of its First and Refunding Mortgage 6% 20-yr. gold bonds, due 1935.

Sealed tenders will be received at the office of the company, 37 Wall Street, New York City, up to noon of Monday, November 20, 1916. The company reserves the right to reject any or all offers. Bonds accepted for purchase must be delivered to the Company at the above address on or before December 10th. Payment therefor will be made on delivery.

Tenders should be inclosed in plain envelopes indorsed for identification and mailed in separate envelopes addressed to the Company.

CUBA CROP 1915-16—FINAL OUTTURN

Special cable received from Messrs. Joaquin Guma-Leandro Mejer, Havana, October 10, 1916: "Cuba crop harvesting ended; production 3,007,915 tons.

CUBAN COMMERCIAL MATTERS

CUBAN POTASH

A large amount of space has been devoted recently in the American press to certain alleged discoveries of potash deposits somewhere in the vicinity of Matanzas, Cuba. The importance of potash in the manufacture of fertilizer is very great, and it is much to be regretted that after rigid investigation, it seems quite evident that the report of the discovery of this bed of potash is without sufficient foundation. In any event, the potash deposit is not so large as was originally claimed, and furthermore, it has been claimed in the Cuban press that certain unscrupulous persons placed false samples in the vicinity and the result of the analysis of these samples gave rise to the unduly optimistic reports.

INTERNATIONAL RESIDENT BUYERS.

This concern, whose head office is at 33 Union Square, New York City, has branch offices in the West Indies, South America, Europe, Australia and the Far East, and is desirous of securing the exclusive agency for any saleable line of merchandise. At the present time, this company has buyers in town from Cuba, Panama and Venezuela, who control large bodies of trade and also act as manufacturers' agents. These buyers are in a position to sell goods, staple lines, provided they can obtain the exclusive agency on a commission basis.

PORT REGULATIONS AND CHARGES IN CUBA

Foreign vessels entering Cuban ports pay tonnage dues at the rate of 10 cents per net ton, the total dues collected in any one year not to exceed \$1 per net registered ton. The following vessels are exempt from the payment of tonnage dues:

Ships belonging to a foreign neutral Government and not dedicated to commerce.

Yachts belonging to an organized yacht club of a foreign neutral nation.

Ships entering Cuban ports on account of stress of weather or for other causes beyond their control.

Vessels entering any port of entry of Cuba are subject to the payment of the following port improvement dues: Each steamer on entry, \$8.50; each sailing vessel on entry, \$4.25; for each ton of cargo discharged from a

steamer, \$0.25; for each ton of cargo discharged from a sailing vessel, \$0.125; for each ton of coal discharged from a steamer, \$0.125; for each ton of coal discharged from a sailing vessel, \$0.10.

Requirements for Pilotage and for Landing Cargo.

The maximum for pilotage from sunrise to sunset is \$34. Pilotage is doubled at night. It is compulsory to take a pilot. The rate is the same inward and outward. For moving ships in the harbor the charge is one-half of the regular pilotage inward or outward.

The docks at which cargo may be landed are: The Port of Habana Docks; Muelles y Almacenes de Atarés (Atarés Wharf & Warehouse Co.); Almacenes de Deposito de la Habana, commonly known as "San Jose" Docks; Habana Central Docks.

Should a vessel not go to the dock, but discharge cargo into lighters, the lighterage is for the account of the steamer at a cost of from 80 cents to \$1, American currency, per 1,000 kilos (kilo = 2.2 pounds), and upon discharge of the cargo at a public wharf the cost of assorting and separation, including tally clerks, is approximately 20 cents per 1,000 kilos. Lighters are plentiful in the harbor of Habana, and arrangements may be made for them to reach the steamer's side immediately upon dropping anchor.

Tugs are not necessary for docking steamers except when the wind is exceptionally strong. The charge for the services of a tug in connection with docking a vessel is from \$40 to \$50, and tugboats are always available. As there are no strong currents or tides in the port of Habana, vessels may usually go to and from the dock at any time without difficulty.

Stevedores, Fresh Water, Coal and Manifests.

The charge for stevedores is usually about 28 cents per 1,000 kilos, but if the steamer goes to the dock stevedores are furnished there, and the cost is somewhat in excess of this rate. Wages of stevedores are about \$2.50 a day on board steamer or \$2 on the dock. Work for overtime, or between 5 p. m. and 6 a. m., is subject to double charge.

The cost of fresh water f. o. b. steamer is \$1.25 per ton. A good quality of coal is always available at Habana. There are three

CUBAN COMMERCIAL MATTERS

coal companies in the city. Vessels must bring an original and extra copy of the ship's manifest, certified by the Cuban consul at port of departure. Passenger lists must be in quadruplicate, in accordance with the prescribed form.

CUBA TO HAVE ENVELOPE FACTORY

The National Envelope Co. (Fabrica Nacional de Sobres, S. A.) has been organized in Habana for the purpose of manufacturing envelopes, and it is expected that the factory will be in operation in three months. The incorporation papers were signed on September 21, 1916. The initial order for machinery has been placed with a New York firm whose Habana representative is the organizer of the new company. It will be the first envelope factory to be established in Cuba.

Three envelope machines will be used in the beginning, and baronial, commercial, and legal size envelopes will be manufactured. Later it is expected to add other machines, and it is probable that the company will also undertake the manufacture of blank books. There is a large demand in Cuba for baronial envelopes, especially of the larger sizes and in colors. This class of envelopes was formerly imported from Germany, but since the European war there have been none on the market and business houses have been compelled to use the American style envelope. The general impression seems to prevail among printers and stationers that the public will go back to the baronial sizes when these are again obtainable.

The new company will have a tariff advantage on its wares of more than 4 cents per pound over foreign competition. Under the present law envelopes from the United States pay a duty of \$9.10 per 100 kilos, or \$4.13 per 100 pounds, and the rate on envelopes imported from all other countries is considerably higher.—*Special Agent Robert S. Barrett.*

PUBLICATIONS RECEIVED

Guia para Estudiantes del Extranjero, published by the Comité De Relaciones Amistosas Entre Estudiantes Extranjeros, 124 East 28th St., New York, with the cooperation of the Asociación De Conciliación Internacional, 407 West 117th St., New York, 1916-1917.

This guide has been published with the aim of giving practical help and advice to young students who come from Latin-American countries to follow their courses of study in the colleges and universities of North America. This volume gives a great deal of useful information to the student. A brief sketch is given of the system of education in North America and its requirements. There are also a number of useful hints for the foreign student, and the student is referred to various books and publications which will assist him in adapting himself to the requirements of life in New York City and in other parts of the United States.

PAPER

American Standard Stock Sizes and Weights Used.

Book papers commonly used in Cuba are the American standard stock sizes and weights. Those in most general use are: Size 25x36, weight 40 pounds; size 28x42, weight 50 pounds; size 25x38, weight 60 pounds; size 32x44, weight 70 pounds. The units of measure are the same as in the United States.

Paper pulp and books and similar printed matter are dutiable on the gross weight, including coverings and receptacles. Other paper of all kinds is dutiable on the gross weight, less an allowance of 10 per cent. for tare when packed in cases, and 3 per cent. when packed in other receptacles or in bales. Packing should, therefore, be as light as possible with safety in carriage. All special instructions given by the customer should be closely followed, even though there may not be an apparent reason therefor.

The paper trade in Cuba is well established. Stationers and printers buy, in some instances, direct from foreign mills, but more generally from branches of large foreign houses and manufacturers' agencies in Habana.

Some Schoolbooks from Europe and United States.

Many of the school books used in the lower grade schools of Cuba are printed locally. Books for use in the higher grades and the University of Habana are imported from the United States and Europe. About 70 daily and weekly publications are issued in the city

CUBAN COMMERCIAL MATTERS

of Habana, 17 of which are dailies, including one in the Chinese language.

Electrotypes used here are generally imported from the United States, but there are a few local photo-engraving plants. In general, the attitude of Cuba inclines towards the American graphic arts.

The quantities and values of various kinds of paper imported into Cuba in 1914 were: Paper in sheets, 5,488,283 pounds, \$304,348; wrapping paper, paper sacks, etc., 3,411,720 pounds, \$105,102; wall paper, 12,194 pounds, \$1,121; other paper, 17,813,973 pounds, \$872,654; blank books, 306,030 pounds, \$43,974; headed paper, 381,171 pounds, \$105,413; books and other printed matter, \$120,813; lithographs, stamps, maps, etc., \$116,278. The quantities and values from the United States were: Paper in sheets, 4,570,806 pounds, \$241,414; wrapping paper, paper sacks, etc., 2,855,798 pounds, \$91,309; wall paper, 4,129 pounds, \$462; other paper, 7,798,853 pounds, \$408,779; blank books, 202,646 pounds, \$27,840; headed paper, 267,650 pounds, \$77,656; books and other printed matter, \$36,691; lithographs, stamps, maps, etc., \$12,162.—*Consul H. M. Wolcott, Habana.*

MARKET FOR LUMBER IN CUBA

Cuba imports annually about 600,000,000 feet of lumber. This consists, for the most part, of pine, spruce and fir, and is imported in the form of inch boards, running from 6 to 12 inches in width; planks 2 and 3 inches thick and of various widths, and deals sawn to various dimensions to conform to orders received.

The greater part of this lumber comes from the United States, principally from the Gulf of Mexico ports, but Canada supplies a large quantity. A large part of this lumber is brought on schooners, but since the ferry service between Cuba and Key West has been in operation, considerable lumber from Florida and Georgia is shipped by rail. This lumber, on arrival in Cuba, is taken direct from the docks to the mills, where it is planed and made ready for building purposes. It is then shipped to all parts of the island.

The increasing prosperity of the island has largely increased the demand for lumber of all kinds, but lack of vessels has prevented the necessary supply from being obtained, and consequently has curtailed building operations.

The laborers in the cane fields, now that they are getting more pay for their work, are not content to live in houses of palm leaves, but are constructing more comfortable wooden houses. The clerks in the business houses, many of whom have been living in small, poorly ventilated rooms in the crowded parts of Habana, are now getting building lots outside the city and constructing houses, mostly of wood, where their families can enjoy the fresh air and sunshine. The business men also are building residences in the suburbs, mostly of brick or concrete, but even these require large quantities of lumber for doors, windows, staging, molds for concrete, etc. Spruce, pine, fir, hemlock and cedar would be suitable for all building purposes in Cuba.

Besides this class of lumber, Cuba imports quantities of shingles, thousands of crates for fruit, shooks for packing cases, stave heads and hoops for making barrels, and large quantities of broom handles. Pine, spruce and fir would be suitable for making fruit crates and packing cases. These are imported cut in exact lengths ready to be nailed together and are tied in bundles. Birch, maple and ash would be suitable for barrel heads, staves and hoops. These arrive tied in bundles, and when put together are used for packing beer. Yellow birch and maple make the best broom handles.—*J. C. Manzer, special representative of the New Brunswick Government.*

CUBA SECOND IN IMPORTS. SIXTH IN EXPORTS TO U.S.A.

The Cuban consul in New York City has reported to the State Department that data recently published shows that Cuba holds second place in imports and sixth in exports to the United States. During the past year there entered proceeding from Cuba merchant vessels of various flags totalling 3,034,493 tons.

RECENT PUBLICATIONS



Ernest B. Filsinger

"EXPORTING TO LATIN AMERICA"

By Ernest B. Filsinger

This book, which has been recently published by D. Appleton & Company, shows evidences of great care in its preparation and contains a mine of information for those American merchants who desire to enter the export field of Latin America. The volume treats exhaustively the question of how to enter the export field. Various problems that beset the American manufacturer who desires to extend his trade to countries outside of the United States are taken up one by one, and if Mr. Filsinger's advice be followed there is no reason why the manufacturer should not be successful in selling his product.

The first part of the book gives an analysis of commerce with Latin America and the various chapters treat with the following important subjects.

- European and American methods contrasted;
- Export Commission Houses and Export Agents—Their functions;

- Traveling Salesmen;
- Planning a Sales Trip;
- Merchants of Latin America—Their Business, Customs and Methods.

Other chapters treat with correspondence, handling of orders, invoices and all sorts of shipping documents, ocean freight rates, marine insurance, etc. An important chapter has to do with credits in Latin America, and the banking situation is carefully reviewed. There is also a chapter on tariffs, custom house regulations and taxes.

That part of the book which treats with the necessity of carefully studying the export market is extremely well expressed and the reader is told in no uncertain terms the necessity of carefully studying the conditions before attempting to put his product in the market. There is also a valuable appendix which gives all sorts of information useful to exporters, and reference is also made to periodicals, books, etc., which would be of service to the exporter.

Mr. Filsinger has treated a serious problem in a serious way, and his book deserves earnest perusal by all interested in the problem which is at present exciting more interest than ever, that of extending the export trade of the United States.

The Caribbean Interests of the United States. By Chester Lloyd Jones, Professor of Political Science, University of Wisconsin. Published by D. Appleton & Co., N. Y. Cloth, \$2.50 net.

The influence of the United States among its southern neighbors is steadily increasing. We have now become the most important nation in the Caribbean in political, naval and economic affairs. The Panama Canal has drawn out attention southward, and it has, as naval experts declare, doubled the strength of our fleet, and at the same time greatly increased our responsibilities in the seas south of us. With the expansion of our political and naval interest has gone a similar increase in our economic interests. American capital in the Caribbean is now the main support of many of its most important industries. In this volume the author has set forth in clear outline the varied phases of Caribbean development, social, political and economic, especially as they bear upon the interests of the United States. It is the first volume in this

RECENT PUBLICATIONS

field, and because of its authority, its freedom from technicalities, and its concise and readable style, it is sure to be most welcome to the general reader.

We are particularly concerned with the chapter devoted to "Cuba and its relations to the United States." This is fully but concisely discussed from a political and also from a commercial point of view. The political portion is a fair statement of the case and is free from the dogmatic assertions in which writers frequently indulge when writing on Cuban politics.

The commercial portion gives a careful résumé of Cuba's resources and industries. The importance of the United States trade with Cuba is duly emphasized.

Spanish, Commercial and Professional, by T. S. Romero, published by David McKay, Philadelphia, 12 mo., cloth, 75 cents. This volume teaches in a manner easily grasped, the Spanish technical and business terms employed in commerce, banking, medicine, agriculture, stockraising, engineering, irrigation, mining, law and commercial correspondence. The portion treating with commercial correspondence has received special attention, and formulas and model letters in this book teach every detail of conducting correspondence.

A Century of Sugar Refining in the United States, 1816-1916. This is a very interesting pamphlet, issued by the American Sugar Refining Company. It is handsomely illustrated and gives in a very concise but interesting way the history of sugar refining in the United States in the last 100 years. One hundred years ago sugar was more of a luxury than it is now and at that time granulated sugar was unknown. In colonial days sugar was sold in the loaf or lump and the purchaser had to break it up for use in the household: now granulated sugar is used as a matter of course.

PUBLICATIONS RECEIVED

Booklet No. 286 of the Link-Belt Company.—This booklet has to do with the lubrication and casings for silent chain drives. This gives full instructions in regard to the lubrication of these drives, and is illustrated with explanatory half-tones and diagrams.

NEW PUBLICATIONS

In the Fall announcement of the new Macmillan books, 1916, of the Macmillan Company, New York, we notice several publications in regard to Cuba and Spanish America, and we make mention of the following books:

The Literary History of Spanish America, by Alfred Coester.—It is claimed that this book is unique in that it sets forth the historical and social history of the several countries, with special reference to the poems, essays, dramas and novels written by Spanish-Americans. In the chapter devoted to Cuba it is shown how the long fight for political freedom waged by the Cuban, as well as the climate in which he lives, has differentiated the Cuban from the Chilean or from the Peruvian.

The Macmillan Spanish Series.—This comprises a practical Spanish grammar, an elementary Spanish-American reader, a South American historical reader and a Spanish-American commercial reader.

The Early History of Cuba, 1492-1586, by I. A. Wright.—This book is announced to be published in November. Miss Wright has been for many years a resident of Cuba and Spain, and has had unusual facilities for discovering and employing in her narrative hitherto unused and almost unknown documents and manuscripts. This book is one of the first from a historical point of view to deal with this period.

Sulphitation in White Sugar Manufacture, by Francis Maxwell, published by Norman Rodger, London. This publication will receive a more extended notice in our November number.

Guia Comercial Pan-Americana, compiled by Fernando Vizcarrondo Rojas. This is written in Spanish and English and contains a great amount of information in regard to all Latin-American countries.

Bulletin No. 28, Las Fierras de Cuba, by J. T. Crawley, Director Experiment Station, Santiago de Las Vegas.

Bulletin No. 29, Fertilization of Soils, by R. S. Cunliff, published by the Experiment Station, Santiago de Las Vegas, Cuba.

CUBAN COMMERCIAL MATTERS

DECLINE IN DOMESTIC HARNESS BUSINESS OF CUBA

There are numerous small saddlery shops and harness-making establishments in Habana, Santiago, and several other cities of Cuba. In fact, there is scarcely a town on the island that does not have at least one shop for the manufacture and repair of harness. The use of automobiles is increasing rapidly, now that the roads throughout the country have been so generally improved, but horses and mules are still extensively used for every day travel.

Cause of Decline.

While no statistics are available showing the extent of the saddlery and harness manufacturing industry in Cuba, an investigation, just completed, covering all parts of the island, shows a considerable decline in the use of harness of domestic manufacture. This falling off first became apparent two years ago, and at least two reasons can be given for the increasing use of imported goods. In the first place, a gradual change has taken place in the type of vehicles commonly used in Cuba. For the old-fashioned two-wheel cart drawn by oxen, horses or mules, there has been substituted very generally the four-wheel farm wagon and the dray. This change has necessitated a new kind of harness, which the domestic manufacturers were not in a position easily to make. The second, and most important factor in the decrease of domestic harness sales, has been a growing willingness on the part of American manufacturers to change their product to meet the peculiar requirements of the Cuban market. Several harness manufacturers in the United States have sent trained men to Cuba to secure samples of the type of harness and saddles in general use, and, with these as a model to work by, have increased their Cuban sales considerably.

The Cuban Federal cavalry, the rural guard, and the mounted police all use saddles very similar to those used by the United States army. Most of the leather from which harness and saddles are made in Cuba is tanned in Cuba, principally at Matanzas or Cardenas, on the northern coast.

In the fiscal year 1913-14, Cuba imported from all countries harness and saddles to the value of \$34,016. In 1914-15, this amount

was increased to \$52,350. Of this increase 90 per cent. was due to greater imports from the United States. The official Cuban statistics of imports of harness and saddlery for the two years follow:

<i>Countries:</i>	1913-14	1914-15
United States.....	\$31,282	\$48,907
Mexico.....		200
Germany.....	630	88
Japan.....	7	600
France.....	1,771	574
Netherlands.....		338
United Kingdom.....	326	1,643
Total.....	\$34,016	\$52,350

—*Special Agent H. G. Brock, Santiago.*

CUBAN EGG AND BUTTER PURCHASES IN UNITED STATES

Cuba imports annually from 5,000,000 to 6,000,000 dozens of eggs, nearly all of which come from the United States. Butter importations in the fiscal year 1915 were valued at \$408,185, compared with \$357,675 in the preceding year. Fresh butter is all imported from the United States, but there is a large consumption of tinned butter which comes principally from Denmark, Spain and Holland. Of this product, in 1915, Denmark furnished \$73,613 pounds, valued at \$241,841; Spain, 272,252 pounds, valued at \$57,131; and Holland, 149,082 pounds, valued at \$40,337. The imports of butter of all kinds from the United States in the same period were valued at \$60,264, the quantity being 206,450 pounds.

Preferential Reductions for Products of United States.

Eggs are classed in the Cuban import tariff under No. 252, and with the 20 per cent. preferential reduction allowed to the product of the United States, are dutiable at the rate of \$5.20 per 100 kilos (220 pounds). There is an allowance of 25 per cent. for tare in computing the weight. Butter is classed under No. 244 of the tariff, and deducting the preferential allowance of 30 per cent. to the product of the United States, is dutiable at the rate of \$6.37 per 100 kilos. Oleomargarine, when the product of the United States, is dutiable at the rate of \$7.28 per 100 kilos. The tare allowance on butter and oleomargarine, in ordinary boxes, tierces, cans, etc., is 12%; in brine or otherwise packed, with wooden, glass, or tin receptacles com-

CUBAN COMMERCIAL MATTERS

bined, provided this does not exceed the actual tare, is 35 per cent.

The question of credit terms with well-established houses is easily arranged at present, as money is plentiful in Cuba, and most firms are ready to take advantage of cash discounts. Shipping and banking facilities are excellent.—*Consul Henry M. Wolcott, Habana, Cuba.*

DAIRYING UNDEVELOPED AS CUBAN INDUSTRY

During the fiscal year ended June 30, 1915, Cuba imported butter to the value of \$408,185, and cheese valued at \$417,011. Although climatic conditions are not favorable to their production here, it is believed that under a proper system of management of dairy stock, the business would be profitable. Prevailing prices of butter and cheese range from 25 to 40 per cent higher than in the United States.

The Estación Experimental Agronómica (Agricultural Experiment Station) at Santiago de las Vegas, Habana Province, has for some time been making an effort to improve the breed of cattle in Cuba, and the station has also made extensive experiments in the growing of grasses and stock feeds. The Cuban Department of Agriculture is showing special interest in encouraging farmers to produce more of their food supplies, and also to produce a surplus for the city markets. It is probable that before long interest will be awakened in the butter and cheese industry.

Under the usual management of dairies here, the milk produced contains a very low percentage of butter fat, and butter has been made only by a few American farmers. There is no fresh cream on the market except that occasionally imported by some of the local cold-storage concerns.—*Consul H. M. Wolcott, Habana.*

CENTRAL TAYABA

Announcement has been made of the formation of the Central "Tayaba" Sugar Company. It is stated that a sugar central will be built a short distance from Trinidad, Santa Clara, with an estimated capacity of from 50,000 to 100,000 sacks of sugar.

CUBA CROPS

The last Central working, the *Santa Lucia*, has finished grinding and the harvesting of the 1915-16 Cuba crop is now over. The dates of finishing of the Cuba crops for the last few campaigns are:

1915-16	October	9, 1916
1914-15	November	8, 1915
1913-14	September	18, 1914
1912-13	October	22, 1913
1911-12	October	23, 1912

According to a special cable received by us from Messrs. Guma-Mejer, the final outturn of the 1915-16 Cuba crop was 3,007,915 tons, against 2,592,667 tons for preceding crop. On October 21, 1915, we estimated this crop at 3,000,000 tons, and which estimate we maintained throughout unchanged. The final result, so close to our estimate, proves the excellence of our sources of information. This is the second Cuba crop that we have estimated almost exactly. On October 22, 1914, we stated that indications pointed to a Cuba crop for 1914-15 of 2,600,000 tons, and which estimate we also maintained throughout the season unchanged, and the final result of the 1914-15 crop was 2,562,667 tons, or only 7,333 tons less than our estimate.

Receipts for the week are 833 tons, against 1,755 tons last year, when one Central still continued work. Total exports for the week are 38,187 tons, which is moderate considering the amount of sales consummated during the last two weeks. Distribution of exports are: 27,209 tons to U. S. Atlantic Ports, 5,535 tons to New Orleans and 5,443 tons to Europe. Stock in the Island is 259,788 tons. Production to September 30th is 2,978,855 tons, against 2,532,978 tons last year. Visible production to October 7th is 2,979,688 tons. Copious rains are reported throughout the week.—*Willett and Gray.*

NEW FERRY STEAMER

On Sept. 25th, at the yards of the William Cramp & Sons Ship and Engine Building Co., Philadelphia, the SS. *Joseph R. Parrott*, was launched for the Havana-Key West service of the Florida East Coast Railway Co. The sponsor was Sra. Laura Bertini de Cespedes, who is the wife of the Cuban Minister to the United States. It is expected that the steamer will be put into service in January, 1917.



CENTRAL CONCHITA

THE SUGAR REVIEW

Specially written for the Cuba Review by Willett & Gray, New York.

Our last review for this magazine was dated September 7, 1916.

At that date, Cuba Centrifugal sugar $\text{\textcircled{6}}$ test basis was quoted at $4\frac{1}{8}\text{c.}$ per lb. c. & f. (5.14c. duty paid) and is now 5.00c. c. & f. (6.02c. per lb. duty paid), showing an advance during the period under review of $\frac{7}{8}\text{c.}$ per lb.

The increased demand for refined sugar by the country has been beyond the means of the refiners to meet promptly, and hence, a continued advance in the price of refined was made and necessitated a corresponding advance in raw sugar.

When raw sugar was at 5.14c. per lb. duty paid on Sept. 7th, the refined granulated was at 6.125c. per lb. net cash, giving a difference between raws and refined of 0.985c. per lb. to cover cost of refining. On Sept. 12th the raw sugar changed to 5.39c., reducing difference to 0.735c. per lb.; Sept. 13th, raws further advanced to 5.52c. and refined to 6.272c. per lb., a commercial difference of 0.752c. per lb. Sept. 14th, raws reacted to 5.27c. per lb. without change in refined. Sept. 18th, raws returned to 5.52c. with refined unchanged. Sept. 19th, the raws advanced to 5.64c. and reduced the difference between raws and refined to 0.632c. per lb. Raws continued advancing to 6.02c. and refined to 6.615c., reducing difference to 0.595c. per lb. The market reacted to 5.89c. for raws until October 2d, it returned to 6.02c. and granulated advanced to 6.762c. net cash, giving difference between raws and refined of 0.742c. per lb., which has continued the net market quotations until now.

Items of special interest during the period under review have been the acceptance of orders by Michigan and Ohio beet sugar producers for October deliveries at 6.05c. per lb., New York basis, but advancing prices to correspond with the rise in cane sugar value till the present time, when domestic beet refined is quoted at Kansas City, Missouri, at 6.80c. basis against 7.00c. less 2% for cane refined. Michigan beet refined is at the same basis 6.80c. at Detroit.

The U. S. domestic beet sugar crop has been delayed so that but little of this sugar has as yet been delivered for actual consumption.

About Sept. 22d, the American Sugar Refining Co. contracted with Louisiana planters for 50,000 tons of that crop raw sugar November January delivery at New Orleans at price 20c. per 100 lbs. below New York price of $\text{\textcircled{6}}$ Centrifugals on days of deliveries. The Henderson refinery, New Orleans, also bought 40,000 bags of the Louisiana crop sugars on the same basis. Neither the domestic beet sugar nor the Louisiana cane sugars of the new crops are yet interfering with or influencing the value of the Cuba cane old crop sugars. The new Cuba crop which matures from December onward, is without influences on prices for the present.

The Louisiana planters were given till October 7th the privilege of increasing amounts of contracts to the American.

The 1915-16 Cuba crop has now outturned to Sept. 30th, 2,978,855 tons sugar, continued estimate of 3,000,000 tons total for this crop appears approaching correctly. As appears from all we have written, there is still some time left for continuance of present values of Cuba raws before the U. S. domestic cane and beet crop sugars become largely available.

Export business in refined sugar has continued to various European countries and still extends into 1917 by recent reported contracts for 30,000 tons January, February, March deliveries.

With continued war well into 1917, sugar prices are likely to be higher at times than in 1916, while with an unanticipated sudden end of war in Europe, the sugar values of 1916 can hardly be expected to be maintained.

WILLETT & GRAY.

New York, October 7, 1916.

REVISTA AZUCARERA

Escrita especialmente para la Cuba Review por Willett & Gray, de Nueva York.

Nuestra última reseña para esta publicación estaba fechada el 7 de septiembre de 1916. En esa fecha, el azúcar Centrifugo de Cuba polarización $\text{\textcircled{6}}$ se cotizaba á $4\frac{1}{8}\text{c.}$ la libra

costo y flete (5.14c. derechos pagados), y ahora se cotiza á 5.00c. costo y flete (6.02c. la libra derechos pagados), lo cual muestra una alza de $\frac{7}{8}$ c. la libra durante el período bajo reseña.

El aumento en la demanda del país por el azúcar refinado ha sido cosa extraordinaria á que no han podido atender con prontitud los refinadores, y de aquí el que tuviera lugar una alza continuada en el precio del azúcar refinado, requiriendo una alza correspondiente en el precio del azúcar crudo.

Quando el 7 de septiembre el azúcar crudo se cotizaba á 5.14c. la libra derechos pagados, el azúcar refinado granulado se cotizaba á 6.125c. la libra precio neto al contado, dando una diferencia de 0.985c. la libra para cubrir los gastos de refinación. El 12 de septiembre el azúcar crudo cambió á 5.32c., reduciendo esa diferencia á 0.735c. la libra; el 13 de septiembre el azúcar crudo subió á 5.52c. y el refinado á 6.272c. la libra, ó sea una diferencia comercial de 0.752c. la libra. El 14 de septiembre los azúcares crudos volvieron á bajar á 5.27c. la libra sin que tuviera lugar cambio en el precio del azúcar refinado. El 18 de septiembre los azúcares crudos volvieron al precio anterior de 5.52c., permaneciendo sin cambio el refinado. El 19 de septiembre los azúcares crudos subieron á 5.64c. y redujeron la diferencia entre el azúcar crudo y el refinado á 0.632c. la libra. El azúcar crudo continuó subiendo hasta llegar á 6.02c. y el refinado á 6.615c., reduciendo la diferencia á 0.595c. la libra. El mercado volvió á bajar á 5.89c. por el azúcar crudo hasta el 2 de octubre, luego subió otra vez á 6.02c. y el azúcar granulado subió á 6.762c. precio neto al contado, dando una diferencia de 0.742c. la libra entre el azúcar crudo y el refinado, habiendo continuado así las cotizaciones netas del mercado hasta ahora.

El acontecimiento de interés especial durante el período bajo reseña ha sido la aceptación de pedidos por los productores de azúcar de remolacha de Michigan y Ohio para hacer entregas en octubre á 6.05c. la libra bajo la base de Nueva York, pero aumentando los precios en relación al alza en los precios del azúcar de caña hasta el presente, en que el azúcar refinado de remolacha del país se cotiza en la ciudad de Kansas, en Missouri, bajo la base de 6.80c. contra 7.00c. menos $2\frac{1}{2}$ % por el azúcar de caña refinado. El azúcar refinado de remolacha de Michigan se cotiza bajo la misma base de 6.80c. en Detroit.

La cosecha de azúcar de remolacha del país en los Estados Unidos se ha demorado, así es que poco de este azúcar ha sido entregado todavía para el consumo actual.

Hacia el 22 de septiembre, la American Sugar Refining Co. efectuó un contrato con los plantadores de caña de la Luisiana para tomar 50,000 toneladas de su cosecha de azúcar crudo para entregar de noviembre á enero en Nueva Orleans al precio de 20c. las 100 libras por bajo el precio de los azúcares centrífugos polarización 96° en Nueva York en los días de entrega. La refinería de Henderson, en Nueva Orleans, compró también 40,000 sacos de azúcar de la cosecha de la Luisiana bajo la misma base. Ni el azúcar de remolacha de país ni los azúcares de caña de la Luisiana de las nuevas cosechas ponen impedimento ni influyen hasta ahora en el precio de los azúcares de caña de Cuba de la antigua zafra. La nueva zafra de Cuba, que estará en sazón de diciembre en adelante, no ejerce influencia en los precios al presente.

La American Sugar Refining Co. concedió á los plantadores de caña de la Luisiana hasta el 7 de octubre el privilegio de aumentar las cantidades de azúcar de sus contratos.

La zafra de Cuba de 1915-16, hasta el 30 de septiembre, ha dado 2,978,855 toneladas de azúcar, así es que el cálculo continuado de un total de 3,000,000 toneladas para esta zafra parece irse aproximando correctamente. Según parece por todo lo que llevamos dicho, aún queda bastante tiempo para que continúen los precios actuales de los azúcares crudos de Cuba antes de que las cosechas de azúcar de remolacha y de caña del país en los Estados Unidos puedan estar disponibles en gran manera.

El negocio de exportación en azúcar refinado ha continuado llevándose á cabo á varios países europeos, extendiéndose aún en 1917 á causa de informes que se tienen de recientes contratos para 30,000 toneladas de azúcar para entregar en enero, febrero y marzo.

Con la guerra continuando aún en 1917, los precios del azúcar probablemente serán á veces más altos que en 1916, mientras que al terminarse la guerra en Europa de pronto y de un modo no anticipado, casi no es de esperarse que puedan sostenerse los precios del azúcar del año 1916.

WILLETT & GRAY.

Nueva York, octubre 7 de 1916.

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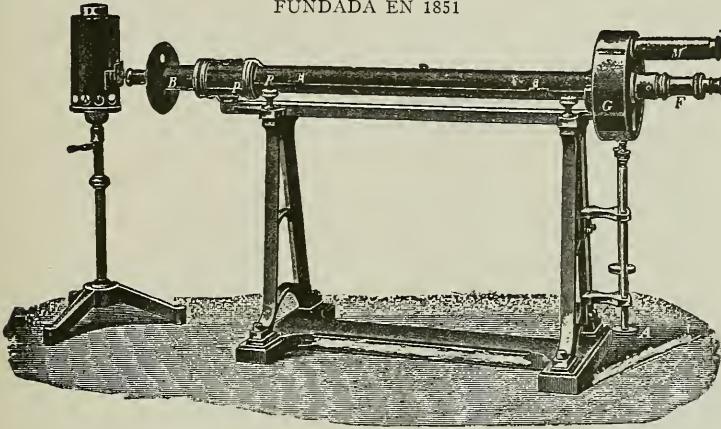
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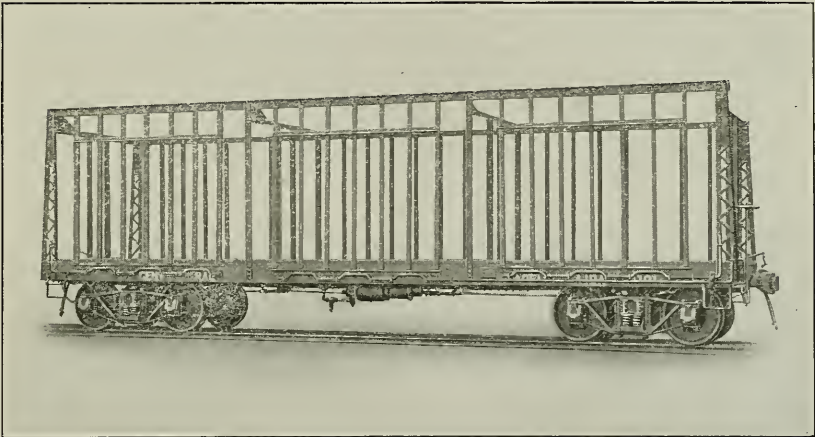
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No. 9	No. 1	No. 17	No. 3	No. 7	No. 5	Miles	Havana	No. 2	No. 18	No. 4	No. 8	No. 6	No. 10
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			A. M.	A. M.	P. M.	P. M.	P. M.	A. M.
10.30	10.00	5.35	3.10	10.01	7.40		Lv. Central Station . . . Ar.	7.36	9.13	2.06	6.39	9.05	6.20
	A. M.						Ar. Matanzas Lv.	5.31	6.45	12.00	4.44	6.28	
	12.06	8.13	5.27	11.58	10.10	58	Ar. Cardenas Lv.	12.45	5.00	9.12	1.05	4.25	
	4.40	10.16	7.30	2.18	12.33	109	Ar. Sagua Lv.	P. M.	A. M.				
	9.00			4.40		179	Ar. Caibarien Lv.	8.00			12.00		
*	10.53			8.40		230	Ar. Santa Clara Lv.	5.30			8.20		
							Ar. Cienfuegos Lv.	A. M.					
	5.28		10.40			3.38	Ar. Sancti Spiritus Lv.	12.10		6.20		1.00	
7.17				6.45	6.45	195	Ar. Ciego de Avila Lv.				8.00		10.00
A. M.				P. M.			Ar. Camaguey Lv.	P. M.			A. M.		P. M.
	8.50				6.40	241	Ar. Antilla Lv.	8.25				9.15	
							Ar. Santiago de Cuba Lv.						
	10.20		A. M.		8.00	276					1.55		8.48
	P. M.		3.10								P. M.		
	1.00				5.45	340					11.20		6.15
					P. M.								A. M.
	10.00		3.00			520							
	11.00		3.30			538					2.30		
											2.00		
	P. M.		P. M.							A. M.	P. M.		

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Antilla	5.00	14.00	18.00
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	U. S. Cy.		U. S. Cy.
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Batabano	1.53	Madrug	3.01
Bayamo	20.66	Manzanillo	22.02
Caibarien	10.68	Matanzas	3.20
Camaguey	15.49	Placetas	9.64
Cardenas	5.43	Remedios	10.43
Ciego de Avila	12.72	Sagua	8.45
Cienfuegos	8.69	San Antonio . . . . .	.45
Colon	5.56	Sancti Spiritus	11.19
Guantanamo	25.58	Santa Clara	8.53
Holguin	21.20	Santiago de Cuba	24.11

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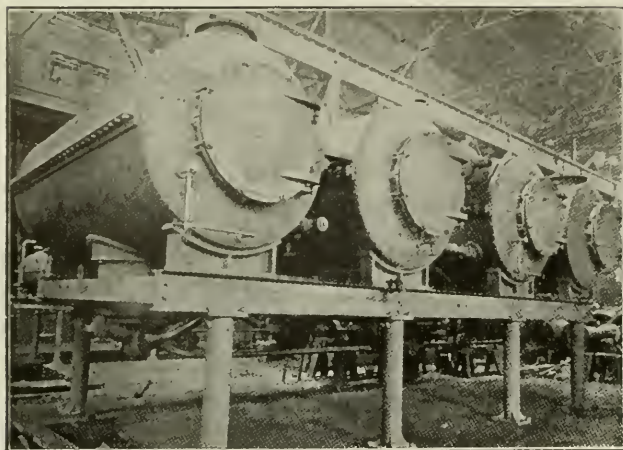
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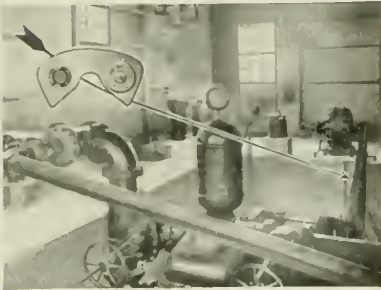
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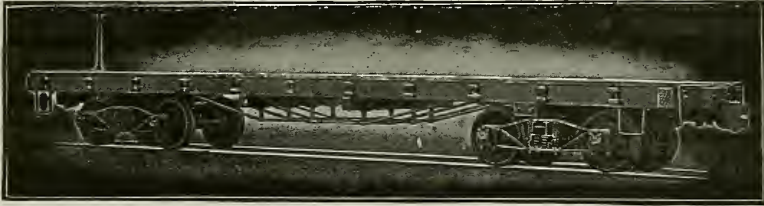
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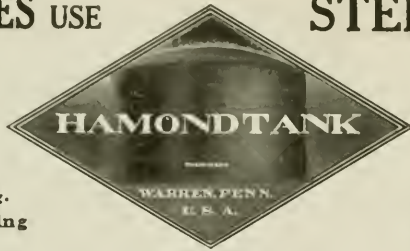
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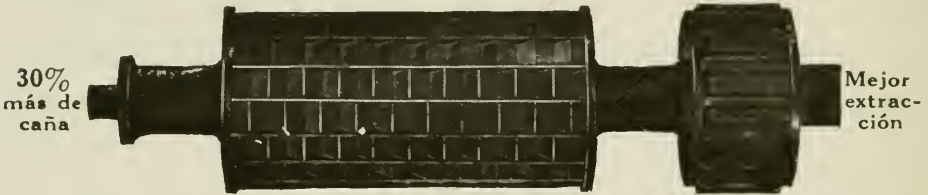
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P	M	P	M	A	M	A	M	Fare		Fare	A	M	A	M	A	M	P	M	P	M							
5	152	552	15	10	15	6	55	6	15	1st cl.	Lv...	Cen. Sta., Havana	Ar.	3d cl.	7	49	11	09	11	47	3	49	6	47	7	09	
7	154	334	15	12	15	8	33	8	15	\$2.04	Ar...	Artemisa	Lv.	\$1.10	5	45	9	35	9	45	1	45	4	45	5	35	
...	6	03	...	...	...	10	03	...	3.99	Ar...	Paso Real	Lv.	2.12	...	8.04	...	...	...	...	...	...	...	...	...	4	04
...	6	18	...	...	...	10	18	...	4.32	Ar...	Herradura	Lv.	2.29	...	7.47	...	...	...	...	...	...	...	...	...	3	47
...	7	04	11	04	7	30	5.16	Ar...	Pinar del Rio	Lv.	2.71	...	7.00	6	38	00	
...	8	32	12	32	11	22	6.79	Ar...	Guane	Lv.	3.52	...	5.30	3	00	30	
P	M	P	M	P	M	P	M	A	M					A	M	A	M	A	M	P	M	P	M	P	M	P	M

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ARE on sale from Havana to all points on the Western Railway of Havana west of Rincon, and vice versa. These tickets are valid going on Saturdays and returning on any ordinary train the following Sunday or Monday, and are sold at the very low rate of one way fare plus 25%.

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"ALL ABOUT CUBA"

An Illustrated Monthly Magazine, 82 92 Beaver Street, New York

MUNSON STEAMSHIP LINE, Publishers

SUBSCRIPTION

\$1.00 Per Year - - - - - 10 Cents Single Copy

Advertising Rates on Application

Vol. XIV

SEPTEMBER, 1916

No. 10

Contents of This Number

Cover Page—Yateras River in Oriente Province.

Frontispiece—Logwood Trees Planted for Shade and Ornament.

Page

All Around Cuba:

Book on Cuba.....	21
Mining, Pinar del Rio.....	21
Pinar Del Rio.....	21
Santiago Water Supply.....	21

Cienfuegos, illustrated..... 16, 17, 18, 19, 20, 21

Cuba Fruit Exchange..... 9

Cuban Commercial Matters:

Contract for Southern Steel.....	10
Cottonseed Oil.....	27
Cram Engineering Company.....	10
Drug Stores.....	10
Growing Use of Farm Tractors in Cuba.....	27
Market for Rubber Heels.....	15
Motor-Ship Service to Mexico and Cuba.....	10
New Steamship Service.....	27
Pineapple Exports from Havana.....	15
Preparation of Shipping Documents.....	10
Spruce Lumber for Cuba.....	10

Cuban Financial Matters:

Prevailing Prices for Cuban Securities.....	23
Report of the Cuba Railroad Company.....	23, 24, 25, 26

Cuban Government Matters:

Cuban Treasury.....	7
Immigration.....	7
New Postage Stamps.....	7
Plant Diseases.....	7
Wireless.....	7

Logwood of Commerce, illustrated, by C. H. Pearson..... 11, 12, 13, 14, 15

Señor Nicolas Rivero..... 11

Submarine Invention..... 29

Sugar Industry:

Central "Chaparra".....	30
Foreign Sugar Shipments.....	30
New Centrals.....	30
Report of the Guantanamo Sugar Company.....	30, 31, 32, 33, 34

Sugar Review, English..... 34, 35

Sugar Review, Spanish..... 35, 36

Telephone in Cuba, illustrated..... 8, 9

Tractor Power vs. Animal Power, illustrated..... 27, 28, 29

Traffic Receipts of Cuban Railroads..... 22



Logwood Trees Planted for Shade and Ornament.

THE CUBA REVIEW

"ALL ABOUT CUBA"

Copyright, 1916, by the Munson Steamship Line

VOLUME XIV

SEPTEMBER, 1916

NUMBER 10

CUBAN GOVERNMENT MATTERS

NEW CUBAN POSTAGE STAMPS

We understand that the Cuban Government has authorized postage stamps of a new design, which will be issued about January 1, 1917. The subjects of the various denominations will be portraits of various Generals of the Cuban War of Independence, and it is expected that these stamps will be very artistic and will represent a new departure in the way of postage stamps. It is thought that this issue of stamps will attract considerable attention, from stamp collectors especially.

WIRELESS

A commission has been appointed by President Menocal to go to the United States for the purpose of endeavoring to secure a new wireless apparatus for Morro Castle of a more powerful type than is now in use.

PLANT DISEASES

The Secretary of Agriculture has appointed a commission to study the diseases among plants of Cuba. A fund of \$10,000 has been appropriated for the expenses of this commission. The commission is to study the diseases wherever reported and must make a report every two weeks, and it is hoped that the result of the work of this commission will prevent the present spread of plant diseases, which have already done considerable damage to orange trees, coconut plants and banana groves.

IMMIGRATION TO CUBA

Statistics for the year ended June 30, 1916, show that 32,795 immigrants were admitted to Cuba. The nationality of the larger number was Spanish, there being 24,501 Spanish immigrants. The immigrants had on their arrival in Cuba an average sum of \$19.00 per person.

Statistics of the Bureau of Immigration of Cuba show the fact that the immigration to Cuba for the first six months of the present year was 54,008, over 11,000 more than arrived in any previous year since 1911. Of this number 37,879 were men.

The immigration to Cuba during 1911 was 38,053; 1912, 38,206; 1913, 43,057; 1914, 25,911; and 1915, 32,795, making a total of 178,562 immigrants arrived from January 1, 1911, to January 1, 1916. Of this number, 143,554 were Spanish.

HAVANA

The department of quarantine has completed the preparation of statistics for the month of February of this year, which show that 419 boats entered the port of Havana in February against 227 in the same month last year. There were inspected as proceeding from quarantine ports, 25,649 passengers as against 13,066 in February, 1915.

CUBAN TREASURY

The report of the Cuban Treasury Department under date of August 15th shows cash on hand to the amount of \$5,894,119.05.



Automatic Telephone, showing dial and base.

THE TELEPHONE IN CUBA

There is so much mention lately of the possibility of linking up Cuba with the United States by direct communication through the telephone that it will surprise a great many people to know that the existing telephone system throughout the Island Republic is operated entirely automatically, and this is one of the largest fields for the automatic system. In the United States the automatic telephone systems are used largely as a means of communication in large business offices between the various departments, but in Cuba this system has been found successful for local, public and long distance service. The automatic telephone has been used in the city of Havana for several years with much satisfaction, and only recently the city of Santiago abolished the old switchboard manual system to install the automatic. Visiting Americans to Cuba who do not speak the Spanish language can readily appreciate the advantage of an automatic telephone system in that foreign land.

The Cuban Automatic Public Telephone system does not require any operators. It needs but two wires from each instrument to the central switching mechanism. This is operated, and any desired connection

is made, by means of a dial attached to an instrument which is otherwise indistinguishable from an ordinary telephone. The girl-less telephone can be used to any extent, and its apparent advantages over the old system, where the congestion is not too great, are many, and the following are claimed to be a few:

1. Any automatic call can be completed and disconnected when conversation is finished, in four seconds, or slightly more than one-third of the average time required to do the same thing manually on the most highly perfected public boards.

2. The service is secret, no one can "listen in."

3. Each telephone user becomes his own operator when making a call, the option, however, being given to have an attendant make it for him if he so desires.

4. No "cut-offs" can occur during conversation, such as frequently occur on manual switchboards because of the carelessness of the operator.



Model Automatic Telephone Dial.

5. A series of consecutive calls can be made without loss of time between connections. The busy signal is positive and is automatically and instantly given the calling party upon getting a busy line. The automatic ringing of the bell of the called telephone is heard in the receiver of the calling party. This is a positive indication that the called bell is being rung, leaving nothing to chance or excuse. The service is equally efficient at all hours of the day and night. It avoids the retarding of your service caused by congestion of traffic during periods of overload, at which time it is often necessary for the male operator or inspector-examiner at the exchange to interfere and assist in the operation.

The automatic service in Cuba has proven to be economical, secret, swift and convenient—in every way making for the highest possible efficiency in service.

PROSPEROUS YEAR FOR CUBA FRUIT EXCHANGE

The Cuba Fruit Exchange is a cooperative association of growers and shippers of fruits and vegetables, the majority of the members being American colonists resident in Western Cuba. It has just closed a very successful year, the reports of the secretary and treasurer presented at the annual meeting held July 17 showing the exchange to be in excellent financial condition and to have done an unexpectedly heavy business during the twelvemonth. Beginning the year with a deficit of nearly \$1,000, it ended with a surplus on hand of almost \$2,000, thus indicating a profit of some \$3,000. As the exchange is a cooperative institution, seeking not profits but merely the good of its members and greater economy in the handling of their wares, the surplus will be applied toward the formation of a \$5,000 working fund and will, after this is amassed, be distributed among the shippers.

The statement of business handled during the year shows shipments totaling \$1,120 boxes, these coming from as far east as Omaja, in Oriente Province, and from as far west as San Juan y Martinez, in Pinar del Rio. This quantity contrasts more than favorably with the 21,000 and 27,000 crates of produce handled for members in the two preceding years. Throughout the year there was apparent a growing desire on the part of the Cuban vegetable shipper to become associated with an organization of this character.

Amalgamation Effected—Scope of Work.

The exchange was founded in 1911 as a stock company (its organization being duly reported in Daily Consular and Trade Reports for Oct. 10 of that year), with the object of uniting the growers, principally of citrus fruits, and of introducing more economical methods of marketing the produce of its members. In August of last year an amalgamation was effected with the Cuba Growers' and Shippers' Association, a cooperative body organized for the same purpose as was the old exchange. Upon amalgamation, the Cuba Fruit Exchange surrendered its charter

as a stock corporation, taking on a cooperative character. Concerning the past year's work the secretary's report says:

"The exchange has utilized during the season just ended four main points of entry into the United States through which to distribute its products. These have been Boston, New York, Key West and New Orleans. By far the largest quantity of products has been sent to New York, where the exchange has had a representative whose work has been truly effective. Very prompt and complete cable reports have been received, showing the condition upon arrival and the selling price of the products of the various exchange members, and returns have been received, with only a few exceptions, in 12 to 14 days after the shipment from Habana. It has frequently happened that information concerning goods arriving one afternoon and selling the following morning, would be in our hands by noon of the day of sale, this information giving details of prices received, condition of goods and state of the market. This information was then passed along to our members by mail, telephone, telegraph or market letter, as seemed most desirable."

The exchange is doing splendid work in uniting the agriculturists in this Republic, and in pointing the way to greater prosperity and general betterment.—*Consul H. M. Wolcott, Habana.*

SPANISH-AMERICAN IRON COMPANY

It is announced in the press that the Bethlehem Steel Company, which some time ago acquired the control of the Spanish-American Company, has decided to enlarge the nodulizing plant at Felton, Nipe Bay. It is proposed to expend the sum of \$1,000,000 for this new construction.

ELECTRIC CABS

It is announced that the Havana Electric Light & Power Company has applied for a building license for a garage in Havana to be used for the operation of electric cabs.

HAVANA ELECTRIC RAILWAY, LIGHT AND POWER COMPANY

Reports are current in Havana that the Havana Electric Railway, Light & Power Company will absorb the Cuban Telephone Company.

CUBAN COMMERCIAL MATTERS

PREPARATION OF SHIPPING DOCUMENTS

In view of the experience of several large importing firms in Habana recently, it is considered advisable again to call the attention of exporters in the United States to the importance of careful and painstaking preparation of invoices and shipping documents accompanying export shipments.

In two instances lately an American firm in Habana has been required by the customs authorities to pay full duty at the general rate (instead of the reduced rate applicable to imports from the United States) because of failure to attach the certificate of origin of the merchandise to the consular invoice. It is also within the knowledge of this office that two other firms in Cuba are now experiencing difficulties with the customs authorities on account of blunders in the preparation of shipping documents.

These mistakes are invariably costly, and it seems poor economy on the part of the exporters to employ any but the most capable clerks for performing this work. It is suggested that it would be well to establish a check system on all documents covering foreign shipments, which will eliminate to the greatest degree possible the probability of error. This is important not only because it means a saving in customs duties and avoidance of fines and penalties, but because it also means satisfied customers and a continuance of trade in the future.—*Consul Henry M. Wolcott, Habana.*

SPRUCE LUMBER FOR CUBA

The steam schooner *Kate* is reported to be loading at Tacoma, Washington, a cargo of 650,000 feet of spruce box lumber for Havana. It is stated that this is the second cargo of spruce shipped from the North Pacific to Cuba, and is the first cargo of box material of spruce.

SOUTHERN STEEL FOR CUBAN MILLS

Among recent contracts received by the Virginia Bridge & Iron Co., Roanoke, Va., is an order for 400 tons of steel. This material is to be shipped to the Central Palma Sugar factory, Central Palma, Cuba, for building an addition to that sugar manufacturing plant.

OPENS CUBAN OFFICE

The Cram Engineering Co., Inc., of Baltimore, Md., announce the establishment of a West Indies branch at 116 Aguiar Street, Havana, with A. Columbus Smith as manager. In addition to carrying on the regular business of the company in this territory, the Cuban office will serve as an agency for American machinery manufacturers.

DRUG STORES

According to the *Boston Transcript*, a large drug company of Massachusetts will establish a chain of twelve retail drug stores in Cuba. It is proposed that wholesale distributing stations be established at Havana and Santiago, while retail stores will be opened at Havana, Camaguey, Cardenas, Cienfuegos, Guanabacoa, Matanzas, Santiago, Santa Clara, Marianao and other places in Cuba.

MOTOR-SHIP SERVICE TO MEXICO AND CUBA

The scarcity of steam tonnage is bringing about a good many innovations in transportation from Gulf ports to Mexico, Central America, and the West Indies. The latest development is the formation in this city of a company that proposes to establish a service of large schooners equipped with gasoline engines. The new company has already secured two four-masted schooners that are now in Cuban ports bound for New Orleans, and is said to have options on two others. These vessels will be equipped here with 100 horsepower gasoline engines on their arrival and will be ready early in July to load outbound general cargo either for Cuba or Mexico, according to the best inducements.

The promoters of the new enterprise expect to secure return cargoes of various tropical products and become an important factor in the relief of the present freight congestion in Frontera, Mexico.

The new company is incorporated under the name, "Mexican Fruit & Steamship Co.," with offices in the Whitney Building here, having selected Mr. John Beninato as vice-president and general manager. All of the company's vessels will be operated under the American flag.—*Commercial Agent Jas. F. Ferguson, New Orleans.*

SEÑOR NICHOLAS RIVERO

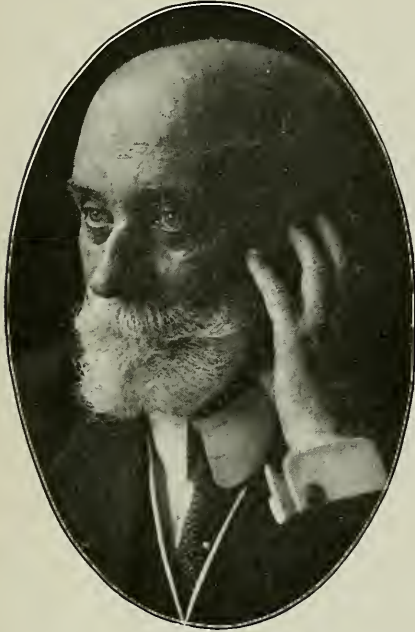
Editor and owner of the *Diario de la Marina*.

Señor Nicolas Rivero is a native of Asturias, and his long residence in Cuba has not diminished his love for his native land. His sketches of Asturias are word pictures written in masterly style.

The *Diario de la Marina* is the father of journals in Cuba, and was founded in 1844 by the Spanish writer, Señor Isidor Araujo de Lira. Essentially Spanish in its tone, its trend is to keep alive in the minds of Spaniards in Cuba love for their mother country. It is well edited and the editorial staff use classic Spanish.

Although it could not be said that Señor Rivero was friendly to the United States, it is understood that he is an admirer of American progress and certain American institutions. During American intervention one page was written in English. The "Lucha" still has an English page.

To encourage return of Spanish immigrants to their native land, the *Diario de la Marina* initiated a project which was carried out by the Transatlantic steamships with special cheap rates to Spain.



Señor Nicolas Rivero, editor *Diario de la Marina*.

LOGWOOD OF COMMERCE

ITS VALUE, USES AND SUBSTITUTES

The greatly increased demand and use of logwood and its consequent rise in price during the past few years has resulted in a number of inquiries regarding this material. A popular discussion of the more noteworthy facts relative to this important wood may be of interest to a number of readers. The purpose of this article is, therefore, to describe the general characters of the logwood tree, its distribution, the importation of the wood, its uses and also the substitutes used for it.

Logwood is the English trade name for the heartwood of a tree which botanists distinguish by the name *Haematoxylon campechianum* L. It is a member of the pea family, a group of plants noted for its many important products useful to man. The wood has a good many other trade names. The most common one is campeachy or campechy wood, so called because the wood was first obtained from the Mexican Province by that name. The Spanish-speaking people of tropical America refer to it as *palo de Campeche*. The French call it *bois bleu* and *bois de sang*, meaning blood wood. It was known in the English markets at one time as poachwood, a corruption of peachwood which was sometimes substituted for the genuine logwood. The name blackwood was given to this wood at the time the use of it was prohibited in England. It was employed clandestinely under this feigned name for nearly one hundred years. In the German trade logwood is called *campecheholz*. The official names in the various pharmacopoeias are *lignum campechense*, *l. campechinanum*, *l. oeruleum*, and *l. haematoxyli*.

The logwood tree is small, rarely exceeding a height of fifty feet and a diameter near the base of two feet. The majority of the trees are much smaller, however, and specimens six inches and less are usually felled for use. The trunks are never long, but have branches al-



A Logwood Tree Growing in the Wild State.

most to the ground. In old and fully-developed trees the lower branches are utilized same as the trunks. The trees are easily recognized on account of their peculiar fluted trunks and their gray-barked branches which are generally spiny near the extremities. The leaves are small, consisting of three or four pairs of leaflets, rarely over an inch in length and less than half as wide. The flowers are small, yellow and arranged in small clusters. The fruit is a pod remotely resembling that of our black locust.

The logwood tree is indigenous chiefly to the mainland of tropical America, abounding especially in the southern part of Mexico, British Honduras, Honduras, Guatemala, Nicaragua and Panama. It is common also in Columbia, Venezuela and the Guianas. Its range of growth has been considerably extended artificially. As early as 1715 the logwood tree was introduced into Jamaica and has since then been widely diffused either under cultivation or naturalized in all the West Indian Islands and in the northern part of South America, as well as in some parts of tropical Asia. The tree is now thoroughly naturalized in the West Indies and grows wild among other trees in the forests. It is planted regularly for commercial purposes in Jamaica, where the annual output of logwood represents about one-fifth of the world's supply.

The portion of the tree used is the heartwood, which alone is exported. The sapwood which is thin and light yellow, is removed by means of an axe as soon as the tree is felled.

The logs, which are reduced to about three-foot lengths, are never brought out of the forest with the sap on, which has no value. The heartwood is a dark red, very hard, heavy, strong, tough, cross and fine grained, and takes a very beautiful polish which it retains indefinitely. It works and splits with difficulty and is almost indestructible in contact with the soil and air. After a fresh surface has been exposed to the air and light for several days, it turns very dark or often nearly black, and if it lies in water it dyes it like ink. Its value is in proportion to the size of the logs, the largest being the choicest kind.

The imports of logwood into the United States during 1915 amounted to 55,059 tons, valued at \$742,234. The largest quantity, more than one half, or 29,247 tons, came from Jamaica, 18,495 tons from Haiti, 4,534 tons from Mexico, 2,006 tons from Dominican Republic, and 763 tons from Cuba. Small shipments are derived also from other British West Indian Islands and from the northern part of South America. The amounts and values of the imports of crude logwood for the three years previous to 1915 were as follows:

<i>Year.</i>	<i>Tons.</i>	<i>Value.</i>
1912.....	39,571	\$476,983
1913.....	37,027	476,916
1914.....	30,062	378,064

Logwood is imported either in the form of logs or in a chipped condition. Small quantities of logwood extract are shipped here, but the amounts and values are not kept separate from those of other dyewood extracts. Ordinarily the wood is brought into this country in the form of logs about three feet in length, which are reduced to fragments before they are fitted for the purpose of the dyer. This reduction is effected in one of three ways. One method is by using a machine consisting of knives fixed to a large wheel, the knives chip the wood across the grain into small fragments which are afterwards reduced to a fine powder by grinding them between a pair of rolling stones. The second method is by a machine provided with steel bars with a great number of notches or teeth at the edges; these rasp and cut the ends of the sticks into powder. The other method is by means of a circular saw which at every cut produces as much logwood sawdust as is equal to its own thickness, and is at the same time so contrived as to shatter into fragments the thin laminae produced by the saw.

The raspings or shavings of logwood obtained by any of the above methods will easily yield their coloring principle by boiling. This color is employed either to dye of a reddish tinge



A Pile of Logwood Sticks on the Dock in New York.

or to brighten the tints given by some other ingredient, or to effect the former as a preparative to the latter. It is esteemed very highly, because it affords the most durable deep red and black dyes. The peculiar coloring principle called haematoxylin ($C_{16}H_{14}O_6$) forms an orange red solution with boiling water, becoming yellow as it cools, but recovering its former hue when heated. Alkali converts it first to purple, then to violet, and lastly to brown, in which case it seems to be decomposed. Metallic oxide unites with it, forming blue compounds. Gelatine throws down reddish flocculi. Stannous chloride renders it lilac.

Logwood shavings yield their color to water and alcohol; the latter extracts it more readily than water. The color of its dyes is red, inclining to violet or purple. Its aqueous decoction, left to itself, becomes yellowish, and at length black. Acids turn it yellow; alkalis deepen its color and give it a purple hue. The proper shades and colors are obtained by the use of aluminous mordants. A blue color may be obtained from it by the addition of verdigris, but the great consumption of logwood is for blacks, which are obtained by alum and iron bases, and of any requisite degree of intensity. Alcohol extracts most of the active principles of this wood and forms a deep colored tincture.



Logwood Sticks on the Dock Ready for Export.

Logwood was first shipped to England and used for dyeing purposes soon after the accession of Queen Elizabeth, but the unskilled dyers of her time found that it yielded a fugitive color, and so in 1581 a law was passed prohibiting the importation and use of logwood in England. Its use continued, however, on the continent and the German chemists soon discovered a method for making a fast dye from logwood extract. Logwood then came into the English markets under some feigned names until the law prohibiting its importation was repealed nearly a hundred years after it went into effect. The preamble of the Act which was passed during the reign of Charles II, declares that the ingenious industry of modern times has brought the dyers of England the art of fixing the colors made of logwood, alias blackwood, so that, by

experience, they are found as lasting as the colors made with any other sort of dyeing wood whatsoever, and on this ground it repeals so much of the statute of England as relates to logwood and gives permission to import it and use it for dyeing.

C. H. PEARSON.

CUBAN COMMERCIAL MATTERS

PINEAPPLE EXPORTS FROM HABANA

The total exports of pineapples from this port to the United States during the shipping season, which is at its height in the months of April, May and June, were 822,505 crates, the declared value being at the rate of \$1 a crate.

The exports for 1915 were 1,674,249 crates, the decrease in the present year being attributed to the extreme drought of the winter months and the increased cane plantings on lands formerly devoted to pineapples.

While the declared value of the pineapple for export to the United States is placed at the uniform figure of \$1 a crate for the entire season, the actual value in this market is estimated at about \$1.60 a crate, which would make the total received by the exporters for the crop of 1916 approximately \$1,500,000. As there is a large local consumption of this fruit, it is probable that the total value of the crop produced in western Cuba was in excess of \$2,000,000.

Now that the pineapple growers in Cuba are coming to realize the importance of cooperation in the marketing of their product, and of more modern methods of culture, including proper fertilization, the financial returns are much better than heretofore. It has been proven that proper fertilization has the greatest influence on the flavor of the fruit and its shipping qualities, and under favorable conditions it has been demonstrated that as fine a quality of fruit may be grown in Cuba as is produced anywhere in the world.—*Consult Henry M. Wolcott, Habana.*

CUBAN MARKET FOR RUBBER HEELS

The use of rubber heels on shoes is very general in Cuba, especially in the larger cities. Only heels of American manufacture are to be found, at least five well-known brands from the United States being on sale in different parts of the island. Distribution is effected in some cases through regular shoe-jobbing houses in Habana or the various other port cities; in other cases the heels are purchased

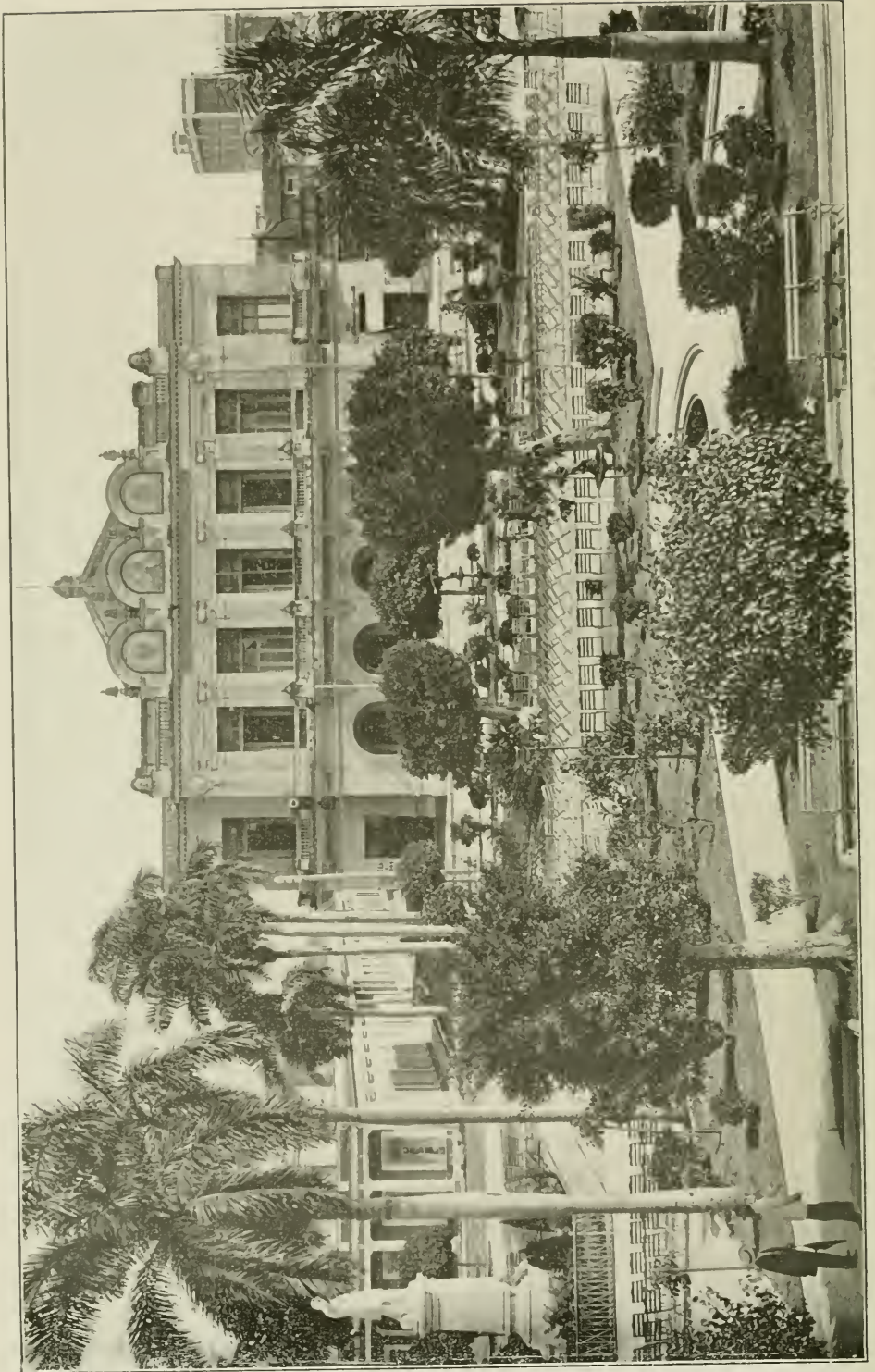
through a large shoe-findings wholesaler in Habana, who has a selling organization in each of the six provinces.

Very little advertising of rubber heels is seen outside of the capital city, and it is believed that an aggressive advertising campaign throughout the island on the part of American manufacturers of this product would result in largely increased sales. In some Cuban cities and towns, although a shoe dealer would have a good line of American made rubber heels in stock, no attempt would be made to advertise this fact to the public. Undoubtedly window display cards of metal or cardboard, or wall posters were forwarded by the manufacturer with the shipment of heels, but in many cases these have never been used, or if used, were soon discarded. It should be emphasized in this connection that advertising matter in English is useless in most parts of Cuba. It is true that English is understood by many Cubans in Habana, but Spanish is the language of the island, and to get real results from an advertisement of any form, it should be printed in idiomatic Spanish.

There is a good sale for rubber heels attached to new shoes, many retailers carrying several lines of men's and women's shoes imported in this way. The usual price charged by a Cuban retailer for attaching rubber heels to a pair of shoes is 70 cents, instead of the standard price of 50 cents, common in the United States. This amount seems to be a fair price to the native consumer, and retailers are of the opinion that very few sales are lost because of the price charged. The problem in Cuba, as in the United States, is not one of price, but of convincing the individual that he wants rubber heels on his shoes.—*Special Agent H. G. Brock, Habana.*

DELAWARE CHARTERS.

Guantanamo Electric Co., carry on business of electrical company, \$800,000; E. J. Chibas, Santiago de Cuba, Cuba; E. L. Dufore and Miguel Ferrer, both of New York



Terry Theatre and Plaza, Cienfuegos—Courtesy United Railways of Havana.

CIENFUEGOS

By Consul Richard M. Bartleman.

That conditions in Europe affected in no little measure the economic welfare of Cuba is demonstrated by the results upon its most important staple of export; in fact, it is not an exaggeration to say that the war is the salvation of the Cuban sugar industry. For several years the sugar market had been demoralized, and the low prices and accumulating debts had brought about a general feeling of discouragement throughout the island. But with the usual demand coincident to the war, prices advanced with sales closing at unusually high figures, and old debts, including mortgages, were canceled or greatly reduced. The amount of capital added to that previously employed is difficult to state, as, with but few exceptions, the sugar estates in Cienfuegos district are owned or controlled by private individuals or companies other than corporations; yet, that never in the history of the district have there been such extensive improvements well merits belief.

Molasses continues a commodity of profit instead of waste as formerly, several hundred per cent advance in price placing it in the list as a most profitable by-product. Alcohol, also a by-product of cane, is likewise handled to greater profit than previously, but the supply is only sufficient for the local demand.

Tobacco of a superior quality was formerly grown to quite an extent in the Manicaragua section of this district, but the cutting off of markets for the inferior grades by the war, and the losses experienced through unseasonable heavy rains, occasioning absolute ruin to seedlings and young plants, brought about the determination of many to plant their lands to cane, which, through extension of lines of the Cuban Central Railway, can now find a market at the mill. It can, therefore, be readily appreciated that sugar and its by-products are the articles of greater consideration, the quantities and values of lumber, honey, hides, wax, etc., being limited and of minor importance.

Present and Future Supplies of Stocks—Mail Orders.

The quantity of imported goods on hand remains about the same, though, if a difference is found, it will be slightly less rather than greater, as only small orders have been placed in the United States for the articles formerly purchased in Europe.

Whether justified or not there is a growing feeling of apprehension in respect to the future markets from which to replace the necessities of business, and even now complaints are heard of failures of shipment of orders long overdue, all of which are occasioning no little concern.

Figures received from the custom house authorities show a continued increase in the volume of business conducted through the mails, and there is no doubt that it would be even greater by the introduction and attending conveniences of a parcel-post agreement between the United States and Cuba.

Municipal Improvements—Sanitation—Opening for Hotel.

Practically nothing has been attempted in connection with improving the streets, nor in the extension of the sewer or drainage systems, which are wholly inadequate to carry off the water falling during the torrential rains so frequent throughout the wet season. These rains are so wearing on the surface of the streets that the ordinary macadam pavement as placed here is but short lived; nothing but brick, stone, or asphalt will withstand the flow of water, especially in the hilly sections.

The streets of the City of Cienfuegos are maintained in a clean condition considering their present state, and statistics indicate an activity in guarding the public health.

There can be no question of the necessity of a modern hotel furnishing up-to-date service as the city is deficient in this respect. Should a modern one be built and conducted with the care and attention exercised in the better hosteleries in the United States, with the same comforts and conveniences, there can be no question of it proving a success.

Imports and Exports—Distribution of Trade.

During 1915 merchandise valued at \$7,945,058 was imported through this port, being an increase of \$1,563,307 over 1914; that from the United States was valued at \$4,728,067, which was an increase of \$973,106 for the same period.



Water Front, Cienfuegos.

Inasmuch as this section, like others of the island, is practically given over to the production of sugar, it may be readily comprehended that, aside from the usual food stuffs and articles of wearing apparel, imports are largely confined to the requisites of the cane field and mill and attending by-products, namely, molasses and alcohol.

The export trade of Cienfuegos in 1915 recorded an increase over that of 1914 of \$12,423,903, the total reaching \$29,851,432, of which merchandise amounting to \$23,320,672 was sent to ports in the United States, \$6,437,530 left destined to England and \$93,230 to Canada. Statistics show sugar and molasses to be by far the leaders, and sugar far in advance of molasses.



Birds-eye View of Plaza, Cienfuegos.

The value of Cienfuegos' imports and exports by countries for 1914 and 1915 is shown in the following table:

Imports from	1914	1915	Exports to	1914	1915
Argentina.....	\$201,577	\$156,832	Belgium.....	\$176,680	
Austria.....	13,166	1,903	Canada.....		\$93,230
Belgium.....	19,977	1,190	Germany.....	23,929	
Canada.....	100,965	51,507	Netherlands.....	48,050	
Denmark.....	11,651	20,936	United Kingdom.....	1,314,092	6,437,530
France.....	74,115	36,941	United States.....	15,864,778	23,320,672
Germany.....	270,852	35,992			
India.....	604,798	1,256,815			
Netherlands.....	60,423	87,141			
Norway.....	32,073	26,642			
Porto Rico.....	85,979	116,730			
Spain.....	336,722	507,974			
United Kingdom.....	657,579	801,774			
United States.....	3,755,961	a4,728,067			
Uruguay.....	149,221	82,804			
All other countries.....	6,692	31,810			
Total.....	6,381,751	7,945,059	Total.....	17,427,529	29,851,432

a Includes \$22,752 goods in transit through United States.



Plaza, Cienfuegos.

Declared Exports to the United States—Shipping.

Exports to the United States, as invoiced at the consulate at Cienfuegos and at the consular agencies at Caibarien and Sagua la Grande, advanced in value from \$30,240,716 in 1914 to \$47,348,390 in 1915, sugar molasses and lumber forming the bulk of the shipments. In the following table are shown the quantity and value of the principal articles invoiced at Cienfuegos, Caibarien, and Sagua la Grande for shipments to the United States in 1914 and 1915:

Articles	1914		1915	
	Quantity	Value	Quantity	Value
<i>Cienfuegos.</i>				
Bones, hides, etc.....	pounds 908,239	\$19,279	516,612	\$5,807
Honey.....	gallons 8,118	4,411	15,293	4,967
Metal scrap.....	pounds 68,453	5,950	179,028	18,546
Molasses.....	gallons 4,610,000	120,500	24,359,500	606,900
Sugar.....	Spanish pounds a 669,803,550	15,457,240	673,663,360	23,287,550
Tobacco leaf.....	do.	2,834	.....	1,419
Wax (bees').....	pounds 4,606	2,204	10,691	3,780
Wood, mahogany.....	feet 86,668	10,954	.....	.....
All other articles.....	.....	9,229	.....	1,530
Total.....	.....	15,629,767	.....	23,930,499

<i>Sagua La Grande.</i>					
Hides.....	bundles			500	3,723
Manure.....	sacks	11	3,954		
Molasses.....	gallons			1,650,000	41,250
Scrap iron.....	boxes	2	1,800		
Scrap copper.....	do			92	5,732
Sugar.....	bags <i>b</i>	1,028,232	7,211,186	1,067,139	12,591,599
All other articles.....			813		
Total.....			7,217,753		12,642,304
<i>Caibarien.</i>					
Asphalt.....	bags	2,800	10,623	3,000	8,880
Lumber.....	feet	955,344	56,473	750,076	41,673
Molasses.....	gallons	518,875	10,377	300,000	7,500
Plantains.....			1,230		3,313
Sugar.....	bags <i>b</i>	1,026,512	7,268,943	1,022,452	10,666,159
Tobacco.....	bales	547	36,024	1,162	33,087
Wax.....	bags	157	9,351	223	13,338
All other articles.....			175		1,447
Total.....			7,393,196		10,775,587
Grand total.....			30,240,716		47,318,390

a Spanish pound=1.0143 American pounds. b A bag of sugar weighs 325 pounds (American).

American goods returned from the Cienfuegos consular district, which includes Caibarien and Sagua la Grande, in 1915 totaled \$17,359 in value, as compared with \$49,732 in 1914.

No articles were invoiced for shipment to the insular possessions of the United States.

The number of vessels that cleared the port of Cienfuegos for the United States in 1915 was 254, of which 97 flew the American flag, 52 the Norwegian, 36 the British, 18 the Cuban, 27 the Spanish and 16 the Danish. American vessels arriving at the port that year numbered 105.

Growth of American Trade.

The war was mainly responsible for a marked increase in imports from the United States, although it may be added that during the last few years there has been a decided trend toward the gradual introduction of American products of a nature formerly supplied by countries other than the United States, especially those of Europe. Now that the latter source, if not entirely closed, is at least greatly restricted, tradesmen as a matter of necessity are purchasing more from the United States, even of those articles heretofore furnished almost exclusively by European countries. While a greater inclination is being shown on the part of the American jobbers and manufacturers to meet the desires as well as the requirements of a trade quite dis-



Entrance to Cienfuegos Bay.

tinct in many respects from that catered to in the home markets, there still remains the feeling among the merchants, in Cienfuegos at least, that Europe before the commencement of the war offered greater inducements in individuality of product and terms of credit as well as safer transit of fragile merchandise by reason of more careful and expert packing all of which figure undeniably to a degree worthy of consideration as factors in the purchase and sale of goods.

Advice to Exporters.

One result is certain in connection with the extension and maintenance of trade now secured—success to any marked degree will never be attained through correspondence solely excepting in the mail-order business in the relatively smaller articles. In the extension of trade the direct contact of representatives and prospective purchasers will accomplish greater and more satisfactory results than by long distance negotiations and catalogues. And by “representatives” is meant men who not only know the business they represent but the language of the country as well. Jobbers and manufacturers of other nations are so represented; why not the United States? Looking still farther ahead, Cuba need be but a stopping-off place, but one point of an extended route, covering Central and South America.

To hold trade once secured the eradication of one evil at least is absolutely necessary, that of substitution. In Europe should a house not have the exact article desired, it is secured from other sources and, if need be, regardless of cost, that the customer may be accommodated and his trade retained. Extension and retention of trade will be governed entirely by merit and business accommodation. Merit will not terminate in the article itself, but includes as well the way in which it is presented for sale and packed for shipment, details in which European countries excel.

ALL AROUND CUBA

MINING—PINAR DEL RIO

It is stated that the following mines are now operating in Pinar del Rio Province:

Matahambre of Sr. Porta and Diaz, 400 tons copper in July; La Canstancia, Raul Sedano, 1,300 tons copper in same month; three mines of Asiento Viejo Co., 4,000 tons copper; Candida, of Gen. José Miguel Gomez, 2,400 tons during July; Las Merceditas, of Ignacio Montalvo, 830 tons of copper during July; Buena Vista of Dr. Comas, 1,600 tons of copper during July; and Pollak, 300 tons.

The following mines have been opened, but no report of output has been made:

Santa Nicolas, copper; Baquiro, copper; Santa Maria, petroleum; Otilia, San Ramon, Cosmopolita, Nieves, Josefita, Catorce, Maria Higarita, Teresita Jesus, Sacramentado, Menocal, La Union, Auro Cuprica, and Quo Vadis, all of copper; La Bruja, of lead, and El Premio of petroleum.

It is furthermore stated that the following mines will be ready to begin work within a short time:

La Prosperidad, asphalt and Celia Gregoria, copper, both of the Cuban Asphalt Co.; La Mercedita, copper, of La Esperanza Co.; La Constancia, copper, of Paetzold; Isabel Rosa, copper, of José Maria Herrera; As-

uncion, copper, of Tirso Mesa; and Maria Cristina, manganese, of the Pinar del Rio Mining Co.

SANTIAGO WATER SUPPLY

Owing to the recent prevalence of malaria and other diseases, the Department of Sanitation has decided that the Santiago water supply has been the cause, and it is thought that it will be necessary to close the aqueduct until the necessary repairs have been made.

PINAR DEL RIO

Heavy rains, early in August, did considerable damage to the crops in the Province of Pinar del Rio, and for a time a portion of the Western Railway Line was flooded so that trains were unable to proceed.

BOOK ON CUBA

The Havana *Post* makes mention of a new book called “Cuban Culture,” written by Adolfo Delero. The text is in parallel columns of English and Spanish. The book contains some 500 pages. The *Post* states that the book is well worth reading, covering, as it does, Cuban literature, arts, sciences, agriculture, etc.

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE CUBA RAILROAD COMPANY

The report of the Cuba Railroad for the month of July and for one month ended July 31, 1916, compares as follows:

	1916	1915	1914	1913	1912	1911
July gross	\$571,191	\$420,089	\$382,543	\$324,186	\$334,393	\$262,665
Expenses	313,186	210,008	220,961	188,673	185,782	143,313
July net	258,304	210,081	161,582	135,513	148,610	119,351
Other Income	817					
Net Income	259,121	210,081				
Charges	87,348	72,269	70,375	66,791	66,375	60,125
July surplus	171,773	137,812	91,207	68,721	82,235	59,226
One month's gross	571,191	420,089	382,543	324,186	334,393	262,665
Net profits	258,304	210,081	161,582	135,513	148,610	119,351
Other income	817					
Fixed charges	87,348	72,269	70,375	66,791	66,375	60,125
Surplus	171,773	137,812	91,207	68,721	82,235	59,226

EARNINGS OF THE UNITED RAILWAYS OF HAVANA

<i>Weekly receipts:</i>	1916	1915	1914	1913	1912	1911
Week ending July 22d.	£29,800	£24,372	£18,929	£20,528	£19,431	£14,597
Week ending July 29th.	29,025	24,216	18,897	20,438	19,197	15,555
Week ending Aug. 5th.	28,831	24,954	20,261	21,003	20,984	15,761
Week ending Aug. 12th.	28,565	22,992	19,131	20,738	19,455	15,599

EARNINGS OF THE WESTERN RAILWAY OF HAVANA

<i>Weekly receipts:</i>	1916	1915	1914	1913
Week ending July 29th.	£6,238	£5,436	£6,469	£6,002
Week ending Aug. 5th.	5,758	5,274	6,202	6,303
Week ending Aug. 12th.	6,298	4,936	5,424	5,929

EARNINGS OF THE CUBAN CENTRAL RAILWAY

<i>Weekly receipts:</i>	1916	1915	1914	1913
Week ending July 22d.	£10,090	£8,634	£6,940	£6,913
Week ending July 29th.	9,182	6,679	6,770	6,145
Week ending August 5th.	9,440	6,632	6,745	6,848
Week ending August 12th.	8,835	7,006	6,353	6,642

EARNINGS OF THE HAVANA ELECTRIC RAILWAY LIGHT & POWER CO.

	Month of July		7 months to July 31st	
	1916	1915	1916	1915
Gross earnings	\$492,520	\$448,505	\$3,386,516	\$3,199,879
Operating expenses	192,999	184,328	1,312,519	1,309,590
Net earnings	299,521	264,177	2,073,997	1,890,290
Miscell. income	13,945	11,737	80,607	61,244
Total net income	313,466	275,914	2,154,604	1,951,534
Surplus after deducting fixed charges. . .	182,045	168,581	1,261,819	1,188,225

CUBAN FINANCIAL MATTERS

PREVAILING PRICES FOR CUBAN SECURITIES

As quoted by Lawrence Turnure & Co., New York.

	<i>Bid.</i>	<i>Asked.</i>
Republic of Cuba Interior Loan 5% Bonds.....	94	95
Republic of Cuba Exterior Loan 5% Bonds of 1944.....	98½	99¼
Republic of Cuba Exterior Loan 5% Bonds of 1949.....	96	96½
Republic of Cuba Exterior Loan 4½% Bonds of 1949.....	85½	86¼
Havana City First Mortgage 6% Bonds.....	103	105
Havana City Second Mortgage 6% Bonds.....	102	104
Cuba Railroad Co. Preferred Stock.....	94½	93
Cuba Railroad Co. First Mortgage 5% Bonds of 1952.....	94	96
Cuba Co. 6% Debenture Bonds.....	99	100
Cuba Co. 7% Cumulative Preferred Stock.....	100	104
Havana Electric Railway Co. Consolidated Mortgage 5% Bonds of 1952...	92½	93
Havana Electric Railway, Light and Power Co. Preferred Stock.....	} no market	
Havana Electric Railway, Light and Power Co. Common Stock.....	}	
Matanzas Market Place 8% Bond Participation Certificates.....	100	105
Cuban-American Sugar Co. Collateral Trust 6% Bonds of 1918.....	102½	102¾
Cuban-American Sugar Co. Preferred Stock.....	100	109
Cuban-American Sugar Co. Common Stock.....	240	247
Guantanamo Sugar Company Stock.....	59	62
Santiago Electric Light and Traction Co. 1st Mtge. 6% Bonds.....	94	95

All prices of bonds quoted on an *and interest basis*.

REPORT OF THE CUBA RAILROAD COMPANY

To the Shareholders:

August 11th, 1916.

Your Directors beg leave to submit the following report of operations for the year ended 30th June, 1916, and a General Balance Sheet at that date.

The gross earnings of the Railroad for the year were \$6,815,696.81, while the net earnings were \$3,517,026.50. The proportion of working expenses to gross earnings was 48.40 per cent.

During the past year the general development in the Island of Cuba has been very marked, especially in the territory served by your Railroad. The number of sugar mills on your lines is constantly increasing, there being six under construction for the coming crop, while the capacity of many of the existing mills is being largely increased. This will necessitate large additions to your rolling stock and general facilities, for which provision has been made. The railway and its equipment and appurtenances have been well maintained and are in excellent condition.

At a meeting of the shareholders held on December 9, 1915, you authorized the purchase of the ownership of the Camaguey & Nuevitas Railroad, carrying with it a concession for the construction, under subsidy, of a railroad from Camaguey to Santa Cruz del Sur, a distance of 98½ kilometers. In order to finance this purchase you also authorized the issuance and sale by The Cuba Railroad Company of \$3,000,000 of 3-year 5 per cent Gold Notes. The purchase was duly completed and the ownership of the railroad was taken over as at November 15th, 1915. Preparations were immediately made to commence building the Santa Cruz line, while the Camaguey & Nuevitas Railroad Company has prepared plans and commenced construction on the extension of its railroad to a new deepwater terminus on the Bay of Nuevitas.

The net earnings of the Camaguey & Nuevitas Railroad Company for the period from November 15th, 1915, to June 30th, 1916, were \$163,362.44. All of the stock of this Company is owned by The Cuba Railroad Company and is pledged as security for the Three Year Notes of The Cuba Railroad Company.

Good progress has been made on the construction of the railroad from Placetas del Sur to Casilda, and it is confidently expected that this line will be completed early in 1917, which is well within contract requirements.

Two half yearly cash dividends of 3 per cent have been declared on the common stock of your Company, one of which was paid on May 1st last and the other is payable on 1st of November next. In addition, your Directors have declared two dividends payable in common stock out of accrued surplus. These were paid on January 3 and June 30, 1916, respectively.

Your Directors take this opportunity of expressing their thanks to the operating officers of the Company, to whose industry and efficiency are largely due the satisfactory results obtained.

For the Directors,

G. H. WHIGHAM,

President.

INCOME STATEMENT FOR YEAR ENDED JUNE 30, 1916.

Gross earnings.....		\$6,815,696.81	
Operating expenses.....		3,298,670.31	
Net earnings.....		\$3,517,026.50	
Other Revenue:			
Income from securities owned.....		6,632.84	
Gross income.....		\$3,523,659.34	
Less:			
Interest on First Mortgage Bonds.....	\$601,500.00		
Interest on Improvement and Equipment Bonds.....	200,000.00		
Interest on Three year 5% Secured Gold Notes.....	93,750.00		
Interest on Car Trust Certificates.....	82,994.44	978,244.44	
Net Income.....		\$2,545,414.90	
Dividends:			
Preferred Stock No. 14 paid February 1, 1916.....	\$300,000.00		
Preferred Stock No. 15 payable August 1, 1916.....	300,000.00		
Common Stock No. 6 paid May 1, 1916.....	360,000.00		
Common Stock No. 7 payable November 1, 1916.....	350,000.00	1,320,000.00	
Net surplus for year carried to Profit and Loss Account.....		\$1,225,414.90	

GENERAL BALANCE SHEET, JUNE 30, 1916.

<i>Assets:</i>			
Cost of Road and Equipment.....		\$43,516,453.21	
Materials and Supplies.....		1,058,615.79	
Investments:			
Camaguey and Nuevitas RR. Co., Capital Stock (pledged)	\$2,692,700.00		
*Marine and Industrial Company of Cuba, Capital Stock	215,805.33		
Republic of Cuba 6% Treasury Bonds.....	44,800.00		
		2,953,305.33	
Current Assets:			
Cash in Banks and on Hand.....	\$1,691,572.49		
Agents and Conductors.....	155,949.78		
Individuals and Companies.....	82,663.02		
Traffic Balances.....	186,390.03		
The Government of Cuba.....	205,045.75		
		2,321,621.07	
Advance Payments:			
Insurance and Taxes.....	\$15,558.54		
Deferred Debit Items.....	85,372.07		
		100,930.61	
		\$49,950,926.01	

*Cuban Company formed to take over the floating equipment of The Cuba Railroad Co. in order to perfect titles of same.

<i>Liabilities:</i>		
Capital Stock:		
Preferred Shares.....	\$10,000,000.00	
Common Shares.....	15,000,000.00	
		\$25,000,000.00
Bonded Debt:		
First Mortgage Bonds, due July 1, 1952.....	12,030,000.00	
Improvement and Equipment Bonds, due May 1, 1960..	4,000,000.00	
Three year 5% Secured Gold Notes.....	3,000,000.00	
		19,030,000.00
Equipment Certificates:		
Equipment Trust of 1914.....	688,000.00	
Equipment Trust of 1915.....	495,000.00	
Equipment Trust of Dec. 1915.....	760,000.00	
		1,943,000.00
Current Liabilities:		
Accounts and Wages Payable.....	691,052.64	
Traffic Balances.....	179,220.92	
The Cuba Company.....	324,924.52	
Interest on Funded Debt—matured.....	345,825.00	
Interest on Funded Debt—accrued.....	79,000.00	
		1,620,023.08
Dividends on Stocks:		
On Preferred shares payable August 1, 1916.....	300,000.00	
On Common shares payable November 1, 1916.....	360,000.00	
		660,000.00
Profit and Loss Surplus.....		1,697,902.93
		\$49,950,926.01

PROFIT AND LOSS ACCOUNT YEAR ENDED JUNE 30, 1916.

Balance from June 30, 1915.....	\$3,776,271.83
Net Surplus for year ended June 30, 1916.....	1,225,414.90
Subsidy Adjustments.....	1,696,216.20
	\$6,697,902.93
Less Dividends distributed by the issue of common stock:	
January 3, 1916.....	\$2,000,000.00
June 30, 1916.....	3,000,000.00
	5,000,000.00
Surplus June 30, 1916, carried to Balance Sheet.....	\$1,697,902.93

STATEMENT OF EARNINGS AND WORKING EXPENSES BY MONTHS FOR FISCAL YEARS ENDED
30th JUNE, 1915 AND 1916.

	1915—1916			1914—1915		
	Gross Earnings	Expenses	Net Earnings	Gross Earnings	Expenses	Net Earnings
July.....	\$420,089.63	\$210,008.15	\$210,081.48	\$382,543.89	\$220,961.42	\$161,582.47
August.....	416,634.09	219,235.27	197,398.82	343,487.54	212,039.81	131,447.73
September.....	411,923.14	242,922.04	169,001.10	314,675.95	191,826.27	122,849.68
October.....	391,108.45	249,153.77	141,954.68	277,147.94	161,285.48	115,862.46
November.....	387,173.82	241,406.23	145,767.59	285,225.67	166,577.65	118,648.02
December.....	513,369.79	265,990.84	247,378.95	403,377.72	186,850.06	216,527.66
January.....	691,479.95	292,281.14	399,198.81	544,891.07	227,479.39	317,411.68
February.....	721,363.29	298,287.80	423,075.49	522,586.54	234,742.98	287,843.56
March.....	799,779.52	342,975.01	456,804.51	588,628.67	242,188.15	346,440.52
April.....	777,659.71	317,388.59	460,271.12	545,701.25	227,481.27	318,219.98
May.....	681,003.12	332,317.77	348,685.35	540,877.05	207,919.32	332,957.73
June.....	604,112.30	286,703.70	317,408.60	457,570.86	199,822.50	257,748.36
	\$6,815,696.81	\$3,298,670.31	\$3,517,026.50	\$5,206,714.15	\$2,479,174.30	\$2,727,539.85

THE CUBA RAILROAD COMPANY

STATEMENT OF OPERATION—BY PERIODS FOR TWELVE YEARS ENDED JUNE 30, 1916

YEAR ENDED JUNE 30.

	1916	1915	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905
Gross Earnings:												
Passenger.....	\$2,131,857.95	\$1,673,633.71	\$1,722,452.38	\$1,660,223.48	\$1,391,323.71	\$1,205,230.61	\$1,001,290.84	\$928,242.01	\$808,086.31	\$873,700.15	\$808,588.91	\$518,300.57
Mail.....	129,589.72	123,330.75	106,768.97	109,507.43	119,480.58	107,413.87	98,412.31	73,979.47	65,702.40	64,279.58	53,000.00	53,000.00
Express.....	227,465.30	171,551.25	166,466.60	160,828.66	143,015.77	107,307.01	79,605.51	74,081.33	72,444.34	67,707.30	53,104.07	28,554.37
Baggage.....	25,003.01	9,098.92	10,425.94	8,438.15	8,275.62	7,618.10	6,502.71	7,436.12	6,444.72	6,471.08	5,825.40	3,886.37
Freight.....	3,442,489.71	2,583,321.21	2,610,781.86	2,156,842.71	1,738,242.81	1,319,303.56	1,136,141.21	896,758.61	826,545.17	802,545.17	588,078.23	382,717.85
Car kilometrage—passenger.....	18,844.64	18,465.80	18,856.82	17,073.34	14,393.68	13,101.92	13,001.28	11,060.79	13,257.84	13,049.22	12,848.21	12,062.83
Car kilometrage—freight.....	70,429.46	51,185.23	48,456.38	51,418.31	37,988.88	32,102.47	25,376.73	16,900.11	22,088.63	11,009.16	16,127.48	1,224.48
Hire of equipment.....	431,009.36	295,631.38	204,291.80	202,795.01	157,804.11	127,880.96	77,407.22	46,495.03	44,072.91	50,429.00	14,738.95	2,983.47
Tugs and lighters.....	131,475.60	93,084.78	66,231.87	111,005.82	112,843.70	2,364.45	7,445.94	13,318.32	11,935.67	18,196.65	61,418.02	21,808.41
Miscellaneous.....	203,731.80	188,921.04	210,029.42	153,845.44	92,914.13	65,230.81	59,103.53	44,282.26	25,167.18	23,963.55	5,352.18	4,565.38
Antilla terminals.....								41,080.76	50,791.47	18,217.57		
Total.....	\$6,815,696.81	\$5,206,714.15	\$5,161,670.84	\$4,632,039.83	\$3,819,233.20	\$3,059,449.88	\$2,559,335.70	\$2,157,465.12	\$2,039,467.36	\$1,953,309.43	\$1,619,081.75	\$1,029,258.53
Operating Expenses:												
Maintenance of way and structures.....	\$656,471.00	\$548,217.65	\$741,369.85	\$644,915.10	\$478,225.42	\$387,512.00	\$352,606.90	\$301,903.85	\$282,320.90	\$409,473.42	\$325,816.60	\$181,873.42
Maintenance of equipment.....	606,992.72	335,170.26	351,943.29	324,353.66	283,388.41	249,722.01	209,692.67	183,362.61	206,206.06	206,870.11	169,287.60	135,140.14
Conducting transportation.....	1,569,883.38	1,218,458.98	1,234,009.21	1,139,607.82	972,275.25	821,233.30	693,163.27	574,773.94	569,899.50	560,239.25	479,478.44	350,447.90
General expenses.....	253,106.45	210,961.00	220,922.90	186,861.11	146,801.11	154,861.78	140,586.23	106,877.34	111,665.95	105,476.86	81,473.27	66,173.70
Antilla terminals.....	252,517.10	145,867.37	145,900.62	120,800.62	103,602.72	69,219.92	44,987.21	36,158.57	48,085.92	12,395.69		
Total.....	\$3,298,670.31	\$2,479,174.30	\$2,693,749.06	\$2,416,537.71	\$2,000,393.49	\$1,685,578.80	\$1,452,036.33	\$1,207,476.31	\$1,138,180.36	\$1,294,455.53	\$1,056,555.91	\$733,025.16
Ratio of operating expenses to gross earnings.....	48.40%	47.61%	52.16%	52.17%	52.37%	55.06%	56.73%	55.95%	64.63%	66.30%	65.29%	71.28%
Net earnings.....	\$3,517,026.50	\$2,727,539.85	\$2,470,921.78	\$2,215,502.00	\$1,818,839.71	\$1,373,871.08	\$1,107,299.37	\$950,088.81	\$721,287.59	\$658,854.10	\$562,525.84	\$295,623.37
Other income.....	6,632.84											
Gross income.....	\$3,523,659.34	\$2,727,539.85	\$2,470,921.78	\$2,215,502.00	\$1,818,839.71	\$1,373,871.08	\$1,107,299.37	\$950,088.81	\$721,287.59	\$658,854.10	\$562,525.84	\$295,623.37
Deduction from income—Interest on funded debt and notes.....	978,244.41	853,855.57	495,416.61	801,222.22	758,988.00	576,754.79	433,210.29	399,230.29	365,865.34	325,430.01	274,665.29	258,175.00
Net income.....	\$2,545,414.93	\$1,873,684.28	\$1,975,505.17	\$1,414,279.78	\$1,059,851.71	\$797,116.29	\$674,089.08	\$550,758.55	\$355,422.25	\$332,424.09	\$287,860.56	\$37,448.37

* Including \$135,000 extraordinary replacements charged off and deducted from income in addition to the charges for extraordinary replacements made directly to current operation.

CUBAN COMMERCIAL MATTERS

COTTONSEED OIL

The following information has been secured from local importers regarding the market for cottonseed oil in the Cienfuegos district:

Olive oil is preferred to cottonseed oil even at a slight increase of cost. It can hardly be claimed there is a prejudice against the latter, rather a preference for the former, and while it may be fostered by its long and accustomed use, there seems to be a settled belief in its superiority. However, it is an understood fact among the trade that when the price of cottonseed oil is well below that of olive oil the two are mixed and sold as olive. At present prices are about equal, notwithstanding the preferential duty in favor of the United States, and the writer is informed there is little importation of the cottonseed oil for that reason.

Imports for the calendar year 1915 were: Cottonseed oil, 2,150 cases; olive oil, 8,133 cases.—*Consul R. M. Bartleman, Cienfuegos.*

NEW STEAMSHIP SERVICE

Announcement has been made that the Alaska Steamship Company is to inaugurate a steamship service between Seattle and Philadelphia, the itinerary of which will include calls at Santiago and Havana, Cuba. The first sailing will be the SS. *Aloska* from Seattle November 15th, and subsequent sailings monthly.

GROWING USE OF FARM TRACTORS IN CUBA

There is a growing demand in Cuba for light and heavy farm tractors, and it is believed that many will be sold here this year. Some of the large sugar estates already have tractors in operation. These are heavy machines as a rule, of the higher horsepower, and are used for plowing and preparing the land for the planting of cane and other crops. Only the highest grade machines are suitable for work in Cuba. Gasoline has been used principally as a fuel, although prior to the ad-

vance in the price of alcohol this was used also to some extent.

It is believed that the greatest opportunity for the sale of tractors in Cuba will be with the large sugar estates, although a few of the low-powered machines are in use on the general farms, and it is likely that there will be a demand for more as the advantages of tractors are more generally demonstrated. Prices of mules and oxen are at present very high in this country, and the prospects seem to indicate a continued advance in the cost of these animals. There is also a growing appreciation among the agriculturists of the necessity for deeper and better plowing of the lands for all crops.

Practical Demonstrations Likely to Have Results.

It would be well to arrange for practical demonstrations of American tractors in Cuba. Manufacturers might consult the director of the agricultural experiment station at Santiago de las Vegas in regard to such plans. Mr. H. A. Van Hermann, an American employed by the Department of Agriculture of Cuba as an expert demonstrator, would be in a position to give advice. He may be addressed care of the department, in Habana.

Tractors for use in agricultural operations are classified under No. 216 of the Cuban import tariff, and with the 20 per cent. reduction allowed to the product of the United States under the reciprocity agreement, are dutiable at the rate of 8 per cent. ad valorem. A certificate must be presented, signed by the alcalde of the municipality where the tractor is used, showing that the machine is employed exclusively in the preparation of the ground or gathering crops, or cleaning and improving them without essentially changing their nature.—*Consul H. M. Wolcott, Habana.*

The Avery Co., Peoria, Ill., have issued an attractive illustrated booklet entitled "Tractor Farming" which should be a valuable addition to every plantation owner's library.

TRACTOR POWER vs. ANIMAL POWER

The following views show the best solution of the farm and plantation power question in Cuba and elsewhere. This Avery tractor is used extensively in the United States and only recently several were shipped to Cuba for plantation work, and it is claimed to give the owner

the extra power required to do heavy plantation work in the right way at just the right time, and to enable them to sell their surplus animal power and relieve the brood mares of the heavy work.

One of the Avery Gas Tractors is now used at La Gloria, Cuba, by a large sugar machinery concern for hauling its machinery, and it is the intention to use this tractor for road and field work as required, and the owners of this outfit have been agreeably surprised at the amount of power displaced by one of these tractors—only recently a comparatively small tractor handled five wagons loaded with fifteen tons of machinery without any difficulty. The possibilities for such a tractor as the Avery Company manufacture are unlimited in Cuba, and the day is not far distant when the large sugar plantations will be educated to the needs of gas and oil tractors and also realize that they are now perfected to the same degree as the automobile.

These tractors are adaptable to large, medium and small farms, and the solution of the farm power questions today is to keep only enough animal power to do cultivating and light work, sell the rest of them and invest in a tractor to do the plowing and other heavy work. This combination of tractor and animal power is the solution of the farm power problem. It's the way to raise the biggest crops and do it with the least expense and hard work. In Cuba, where the labor shortage at times of the year is serious on the larger plantations, it occurs to the writer that this tractor will help solve a difficult economic problem in this connection and make for increased efficiency in management.



The upper view shows the old and new way of handling the soil.

In the lower left hand corner is shown a combination of plowing and harrowing—a good combination to thoroughly till the surface of the ground.

The picture in the right hand corner shows overland hauling with a tractor. All kinds of merchandise and produce can be readily hauled and with little expense.



Avery Tractor—Breaking up the prairie—With the breaker bottoms the sod is turned over in long ribbons, as shown.

It is claimed that the enormous expense of using animal power exclusively on the farm today requires 25%, or a fourth, of the total value of all agricultural products to feed the horses and mules which are now used. Few farmers have realized the fact that one-fourth of their acres were required to raise feed enough to cultivate the rest of their farm. Many farmers are, however, now awakening to this fact and are replacing their surplus horses with tractor power, and, in this way, increasing their profits on both sides of the ledger—raising larger crops and doing their work with less expense.

We formerly used horse power to do all our work. For belt work, both light and heavy, we have now found that engine power is far the best and have discarded horse-power entirely. Automobiles are competing strongly with horses for doing the light hauling. It also now appears that tractors are just as much better than horses or mules for doing heavy hauling and field work as engine power is better than horse-power for doing belt work.

SUBMARINE INVENTION

According to an article in the *Havana Post*, Sr. J. N. Artola, formerly an officer in the Cuban Navy, has invented an apparatus whereby, it is claimed, it will be possible for a submarine to remain below the surface of the water for an indefinite period. Plans of the invention have been presented to the Chief of the Cuban Navy, and an apparatus for experiments was built which consists of a hermetically sealed box, the air in the interior not being renewable from the outside, the inventor planning to have the air renewed by a machine which is to restore the air so that it will support human life. The inventor was quite ready to make

a demonstration of the practicability of his apparatus, and July 9th was fixed for the experiment. It was the inventor's intention to be absolutely submerged in Havana Harbor for the period of four hours, but the Captain of the Port of Havana declined to permit the experiment to be made as originally planned, and the inventor entered the hermetically sealed apparatus at 6:32 A.M., and remained for three hours and eighteen minutes, at which time he came out and stated that the motor which operates the machine for supplying the artificial air was broken. Sr. Artola was greatly encouraged by his experiment, and announced his intention of making a further trial at a later date.

THE SUGAR INDUSTRY

NEW CENTRALS

The following new Central Factories expect to grind in the coming crop: The Punta Alegre Sugar Co. in the Caibarien district of Santa Clara Province, the mill will have a capacity of 300,000 bags, but will probably only make 70,000 to 75,000 bags the first crop. There are 2,000 men at work on the place now. Mr. E. F. Atkins of Boston, well known in sugar circles, is the president of the company. Central Adelaida is being erected in Camaguey Province by Mr. Laureano Falla Gutiérrez, the well known planter, owner of Centrals "Andreita," "Manuelita" and "Cieneguita" of Cienfuegos. "Adelaida" will have a capacity of 200,000 to 250,000 bags, but is not expected to make over 50,000 to 60,000 bags in the coming crop. Alto Cedro Sugar Co.—This mill is being erected by the West India Financial Corporation at Marcané, Province of Camaguey, and will have a capacity of 180,000 to 200,000 bags. The Tacajó Sugar Corporation is putting up a mill in Oriente with a capacity of 170,000 to 200,000 bags. Central Oriente, near Palma Soriano, Oriente, with a capacity of 100,000 to 120,000 bags, expects to commence grinding in the coming crop.

The Algodones Sugar Co. is setting up a Central factory with a capacity of about 100,000 bags southwest of Ciego de Avila, in Camaguey Province.

The Miranda Sugar Co., organized by the Warner Sugar Refining Co. of New York, has taken over all the assets of Palmarito estate and will construct a new mill of 150,000 bags capacity near Bayate, Oriente. The next crop will commence to be taken

off at Palmarito and will be continued at Miranda as soon as the house is ready for work.

Central Baraguá in Camaguey is being constructed by Messrs. Jules Godechaux & Co., of New Orleans, with a capacity of 100,000 to 150,000 bags, and will probably make 60,000 to 70,000 bags in the coming crop.

Central Santo Tomás near Moron, Santa Clara, will have a capacity of about 50,000 bags. Central Redención is an old sugar estate which has not ground since many years and which is being reconstructed, its capacity will be about 50,000 bags. Two other places. Central Occidente near Quivican, Havana Province, and Central Nombre de Dios, near Guines, in the same province, are old factories which are being reconstructed and hope to make 30,000 to 40,000 bags each in the next crop.—H. A. Himely's *Weekly Review*.

CENTRAL CHAPARRA

Central "Chaparra" of the Cuban-American Sugar Company closed down for the season, having made 613,454 bags of sugar, the largest crop ever produced by any Central factory in Cuba, or probably in any other country—a crop worth \$10,000,000.

FOREIGN SUGAR SHIPMENTS

The Havana daily, *La Discusion*, reports that data taken from an official source shows during the first six months of the present year 105 steamers sailed from Cuban ports for England and France, with a total of 2,625,000 sacks of sugar, and that all arrived safely at destination.

REPORT OF THE GUANTANAMO SUGAR COMPANY

ELEVENTH ANNUAL REPORT FOR THE FISCAL YEAR ENDING JUNE 30, 1916

To the Stockholders of the Guantanamo Sugar Company:

The directors have the pleasure to submit the accounts of your Company for the year ending June 30, 1916, and a copy of the balance sheet together with the report of the General manager on the operations of the Company. The accounts have as usual been audited by Messrs. Price, Waterhouse & Company, and a copy of their certificate is appended.

Decreased cane production, due to severe drought during the growing season, has been set by approximately 10 per cent. increase in yield of sugar per ton of cane, and by the remunerative prices realized for the crop.

The net profit of the company for the fiscal year was \$886,574.52, after charging off \$174,194.75 for depreciation on buildings, machinery and equipment and for replanting of cane. Part of the sugar on hand on June 30th was already sold. The balance is accounted for in the profits at prices current on closing.

On July 1, 1916, a cash dividend of \$6 per share was paid, absorbing \$329,970. At same time a dividend in stock at par of \$4.50 per share was paid. The total authorized issue of capital stock, viz., \$3,000,000, is now outstanding.

To insure an increased supply of cane at reasonable cost, the directors have authorized expenditure of substantial sums for the development of new areas, and for railroad extensions to serve them.

Further considerable outlays have also been authorized in continuation of the improvements and betterments to the factories begun last year, including new quadruple effect at "Los Caños," additional evaporating apparatus and centrifugals at "Soledad," and new defecators at all three places.

These installations of new and approved equipment, needed in order to increase the yield of sugar and to reduce the cost of production, have materially strengthened your three factories and largely increased their capacity and efficiency.

By order of the Board of Directors,

WM. MOORE CARSON,

President.

To the Board of Directors of the Guantánamo Sugar Co., New York:

Gentlemen:

It was thought last year that provision had been made for an ample cane supply for the factories of the Company to be ground during the crop just finished, counting on a normal year, which was considered probable, and might reasonably have been expected, after two years of comparatively dry weather. Owing to the extreme drought experienced, however, there occurred a shortage from normal tonnage per acre of about 30 to 35 per cent.

Fortunately, good prices for sugar ruled throughout the season, enabling the Company to show a handsome profit on the year's business.

The rainfall for the past five years is shown below in inches:

	1915	1914	1913	1912	1911
Soledad.....	36.84	37.44	36.04	56.11	38.42
Ysabel.....	35.12	45.70	38.25	52.20	37.05
Los Caños.....	30.85	32.34	31.28	42.28	23.80
San Carlos.....	27.85	36.69	37.12	47.18	42.58

The yield in metric tons per hectare was as follows:

	1915-16	1914-15	1913-14	1912-13
Company cane.....	41.02	50.27	63.22	56.34
Colonos-Company land.....	36.59	47.66	52.00	50.51
Colonos-own land.....	35.73	47.85	49.08	50.85
Average per hectare.....	38.66	49.16	56.99	53.41
Average per acre.....	15.50	19.90	23.07	21.62

This is the lowest yield recorded in a great many years and was entirely due to the lack of rain.

The yield of cane purchased along the line of the Guantánamo & Western Railroad is not included in the above, as there is no reliable record of the areas reaped.

Owing to increased demand, wages are considerably higher than they were last year; and it has been found very difficult to keep a sufficient number of hands on the Company's property to carry on the work.

Grinding began and ended as follows:

Soledad began December 28, 1915, and ended May 31, 1916.
 Ysabel began January 6, 1916, and ended April 27, 1916.
 Los Caños began January 8, 1916, and ended July 28, 1916.

Of the areas cultivated by the Company there were:

	<i>Hectáres.</i>	<i>Acres.</i>
Harvested.....	3,733.47	9,221.67
Burnt, not harvested.....	21.20	52.36
Used for seed.....	46.34	114.46
Left standing.....	179.00	442.13
In plant cane for 1916-17.....	367.04	906.58
Total.....	4,347.05	10,737.20

Most of the cane left standing is to be used for seed. A small portion was unfit for cutting. The cane harvested by the Company and purchased from Colonos was as follows

	<i>Tonnes.</i>	<i>Per Hect.</i>	<i>Per Acre.</i>
Company.....	158,221	41.0	16.6
Colonos—company land.....	52,760	36.5	14.7
Colonos—own land.....	94,580	35.7	14.5
Total.....	305,561	38.3	15.5

The percentage of cane harvested by the Company to total cane was as follows.

1915-16	1914-15	1913-14	1912-13	1911-12
51.7	49.5	50.12	41.46	37.62

The percentage of total sugar (96° test) obtained on the cane was as follows:

	1915-16	1914-15	1913-14	1912-13	1911-12
Soledad.....	11.46	10.26	11.24	10.74	9.99
Ysabel.....	12.32	10.64	11.47	10.85	10.90
Los Caños.....	10.82	10.51	10.78	10.72	10.67
Average.....	11.47	10.40	11.17	10.76	10.36

The amount of sugar made in bags of 325 Spanish pounds was:

	1915-16	1914-15	1913-14	1912-13	1911-12
Soledad.....	102,860	113,902	129,148	137,632	136,465
Ysabel.....	54,728	65,591	77,381	59,766	59,192
Los Caños.....	70,652	61,883	83,915	41,206	32,341
Total.....	228,240	241,376	290,444	238,604	227,998

The expenditures on improvements and betterments during the year have been as follows.

Cane planted, new lands.....	\$21,476.78
Buildings and fences.....	19,043.01
Narrow gauge railway and equipment.....	19,017.19
Standard gauge railroad.....	105,610.68
Factories.....	147,197.40
Miscellaneous.....	3,606.36
Total.....	\$315,951.42

Other changes in capital assets during the year were as follows:

<i>Additions:</i>	
Live stock.....	\$16,095.00
<i>Deductions:</i>	
Timber lands (stumpage).....	\$6,279.36
Other properties (sales).....	670.00
	\$6,949.36

Notwithstanding the short crop, the Guantanamo Railroad has made a satisfactory showing.

The following is the result from the operation of the railroad:

	1915-16	1914-15	1913-14
Gross income.....	\$308,548.82	\$261,494.42	\$282,532.29
Operating expenses and taxes.....	166,998.51	192,886.50	198,104.37
	\$141,550.31	\$68,607.92	\$84,427.92

Depreciation.....	54,238.39	34,024.36	24,024.36
Net earnings from operations.....	\$87,311.92	\$34,583.56	\$60,403.56
Interest charges.....	65,973.44	63,872.44	63,174.36
Profit.....	\$21,338.48	*\$29,288.88	*\$2,770.80

*Deficit

The Company's properties have been maintained in good condition and all necessary repairs effected.

The spring rains have been plentiful and prospects for the coming crop are good.

O. G. SAGE,
General Manager.

GUANTANAMO SUGAR COMPANY—BALANCE SHEET, JUNE 30, 1916.

ASSETS		LIABILITIES	
<i>Cost of Properties:</i>		<i>Capital Stock:</i>	
Real estate, cane lands, buildings, equipment and other permanent investments.....	\$4,363,181.26	Authorized and issued, 60,000 shares of \$50 each.....	\$3,009,000.00
<i>Deduct</i> —Betterments charged to surplus, July 1, 1911, to June 30, 1915.....	425,643.07	Issued, 60,000 shares.....	\$3,000,000.00
	\$3,937,538.19	<i>Less</i> 5,005 shares in treasury, authorized to be issued July 1, 1916, for dividend and other purposes.....	250,250.00
Advances to Guantanamo Railroad Company....	788,198.23	Outstanding 54,995 shares of \$50 each.....	\$2,749,750.00
7,649 shares held in the Guantanamo Railroad Company.....	1.00	Stock dividend, payable in treasury stock.....	247,477.50
<i>Current and Working Assets:</i>		<i>Current Liabilities:</i>	
Growing crops carried over to 1916-1917 season.....	\$52,532.83	Drafts in transit.....	\$65,000.00
Inventories:		Accounts payable and reserve for expenses of completing crop.....	124,389.61
Raw sugar on hand		Dividend.....	329,970.00
29,621 bags.....	\$449,024.49		519,359.61
Molasses.....	26,688.05	<i>Unexpended Funds:</i>	
Stores and supplies		For 1916 dead season current repairs and maintenance.....	\$60,000.00
at cost.....	149,852.15	For extraordinary repairs.....	2,435.51
Spare parts at cost.....	40,634.00	For depreciation.....	670,909.02
Insurance unexpired.....	666,198.69	For depreciation of live stock.....	19,926.80
Sundry accounts receivable and advances to Colonos.....	305,193.75	For replanting.....	194,490.21
Cash on hand and in banks (New York and Cuba).....	895,351.77		947,761.54
	\$1,942,221.50	<i>Surplus:</i>	
		Balance at June 30, 1915.....	\$1,894,733.25
		<i>Add:</i>	
		Profit on operations of the year to June 30, 1916, as per account annexed.....	886,574.52
			\$2,781,307.77
		<i>Deduct:</i>	
		Purchases of Guantanamo Railroad Company shares written off as per resolution of the Board of Directors.....	\$250.00
		Dividends declared:	
		Stock... \$247,477.50	
		Cash..... 329,970.00	577,447.50
			2,203,610.27
	\$6,667,958.92		\$6,667,958.92

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING JUNE 30, 1916.

Gross sugar sales, less sea freight, brokerage, etc.....	\$2,720,994.97
Molasses sold.....	77,849.25
	\$2,798,844.25
<i>Deduct:</i>	
Producing and manufacturing costs and shipping expenses, including New York and Guantanamo office expenses.....	\$1,834,116.25
Profit on operations, before providing for depreciation of mills and equipment or for replanting of cane.....	\$964,728.00
<i>Add:</i>	
Interest (net).....	\$91,382.93
Rents (net).....	24,447.84
	\$115,830.77
	\$1,080,558.77

<i>Deduct:</i>		
Loss on sugar and molasses carried over from June 30, 1915		\$14,592.48
Loss on miscellaneous operations		5,197.02
		\$19,789.50
		\$1,000,769.27
 <i>Deduct:</i>		
Provisions for depreciation of mills and equipment and for replanting of cane		\$174,194.75
Profit for year		\$886,574.52

The above statement includes the estimated proceeds of sugar made in July, 1916, and the producing, manufacturing and shipping expenses in respect thereof.

GUANTANAMO RAILROAD COMPANY—BALANCE SHEET, JUNE 30, 1916.

ASSETS		LIABILITIES	
<i>Capital Assets:</i>		<i>Capital Stock:</i>	
Cost of road, real estate, buildings, rolling stock, equipment, etc.	\$1,977,964.63	Authorized, 10,000 shares, \$100 each	\$1,000,000.00
		Less..... 11 shares unissued.	1,100.00
			\$998,900.00
<i>Working Assets:</i>		9,989 shares outstanding	
Fuel	\$2,722.41	Loan Guantanamo Sugar Company	788,198.23
Materials and supplies	26,453.09		
Insurance unexpired	4,574.20	<i>Current Liabilities:</i>	
	33,749.70	Audited vouchers unpaid	\$4,746.37
		Miscellaneous accounts payable	1,621.96
<i>Current Assets:</i>		Freight and storage received in advance	3,637.25
Cash, accounts receivable, etc.	27,218.68	Reserve for shipping expenses	214.63
			10,220.21
		<i>Reserve Funds:</i>	
		For maintenance of ways and structures	\$25,492.64
		For maintenance of equipment	43,048.03
		For depreciation	13,714.03
			\$82,254.70
		<i>Surplus:</i>	
		Balance at June 30, 1915	\$138,021.39
		Add Profit for the year ending June 30, 1916	21,338.48
			159,359.87
	\$2,038,933.01		\$2,038,933.01

THE SUGAR REVIEW

Specially written for the Cuba Review by Willett & Gray, New York.

Our last review for this magazine was dated August 8, 1916.

At that date Cuba Centrifugal sugar 96° basis was quoted at 4 15-16c. per lb. cost & freight. The chief matter of importance occurring during this period, has been the severe decline in raw sugars. As is natural in a bull market, practically everybody are buyers, and when the time comes for these buyers to resell sugars, they find everybody in the same position, that is to say, also with sugars to sell, which, of course, means a scarcity of buyers. Starting on the Sugar Exchange, when holders of September options decided to close out their options before the time when they would be compelled to take actual sugars, buyers were difficult to find and sugars were offered at concession after concession. The declines were rapid on the Exchange, sometimes as much as ½c. a pound a day. As a number of these Exchange operators also held and carried in warehouses at New York actual sugars against their options, the decline in option sugars also had a disastrous effect upon actual sugars. On August 8th, Cuba Centrifugais, as noted above, were quoted at 4 15-16c., declined a few days later to 4¾c. and then to 4½c. The market continued nominal for several days, with holders continually offering at concessions and on August 28th, the market finally broke to 4¼c. Even at this concession in price, buyers continued to hold off and further declines were established until 3½c. e. & f. was reached on August 30th. At this figure, the decline was checked, as several refiners showed interest at this price, but no more sugar being obtainable, refiners increased their bids by one-eighths until 3⅞c. was touched, when one cargo was taken by the Federal Sugar Refining Co. A further advance was established to 4.00c. yesterday and 4½c. e. & f. today, at which latter price the market closed.

Refiners have not been buyers of raw sugars for the reason that the refined demand has been at a standstill during practically the whole period covered by this review, not only locally, but for foreign use as well. Not having a demand for their refined product, refiners of course, were not interested in raws, and hence, gave no support to the raw market. The demand for refined has been so poor, that refiners have accumulated a stock of refined sugar and have now shut down several refineries and are only working light with those in operation.

The purchases by the U. K. of Java and Mauritius sugars recently made, are now arriving quite freely in the U. K. and which supplies that country and France with some reasonably cheap sugars and they are apparently in position now to wait until our markets come nearer to the level of the far Eastern markets. While, of course, we expected some reaction from the low point of $3\frac{5}{8}\%$ c. & f., it seems to us as if all hope is lost of touching the previous high prices established during the first six months of the year.

The statistical position is good for a reasonable improvement, but there is enough sugar to go around and it would seem reasonable to believe that if any fair advance is established from the low point that the holders of sugar will dipose of the balance of their holdings as wanted by buyers. They will also, no doubt, be influenced by the excellent reports of the crops now growing; for instance, the domestic beet crop soon to start harvesting generally, the Louisiana crop and the Cuba crop. If we have excellent weather during September and October, Cuba will show an increase over last year's crop, to what extent, it is too early to say. Louisiana will outturn one of the best crops in its history and Porto Rico is also planning to increase its crop, so that generally the indications point to ample supplies for the next campaign.

Refined sugars have been remarkably quiet, prices have been somewhat irregular and held considerably above the usual parity, but on September 6th, our refiners generally reduced their quotations to 6.25c. less 2%, which is a normal quotation with raws at 4.00c. c. & f. This reduction in refined sugar, putting raw and refined on a normal basis, has tended to improve the general situation, and there has been a better demand experienced at the decline than has been the case for a long period. It seems to us that if holders of sugars would meet the demand as it occurs from day to day from the refiners at the 4.00c. to $4\frac{1}{8}\%$ c. & f. basis, and continue to maintain this policy, we look for a good, steady market from now until the middle of October, when beet sugars are freely offered throughout the country. If the sellers withdraw from the market and compel refiners to pay an advance in raws, it will necessitate refiners to make a corresponding advance in refined, and any such advance in refined sugars in the face of the commencement of the new beet campaign, we think will destroy the faith of the country in refined sugars and cause the market to again drop back into its dull and declining position.

WILLETT & GRAY.

New York, September 7, 1916.

REVISTA AZUCARERA

Escrita especialmente para la Cuba Review por Willett & Gray, de Nueva York.

Nuestra última reseña para esta publicación estaba fechada el 8 de agosto de 1916.

En esa fecha el azúcar centrifugo de Cuba polarización 96° se cotizaba á 4 15-16c. la libra costo y flete. La cosa de mayor importancia que ha ocurrido durante este periodo ha sido la baja tan grande en azúcares crudos. Como es natural en un mercado de alcistas, prácticamente todos son compradores, y cuando les llega la ocasión á estos compradores de revender azúcares, hallan que todos los manipuladores se hallan en la misma posición, es decir, tambien con azúcares que vender, lo cual, por supuesto, significa escasez de compradores. Empezando en la Bolsa de Azúcar, en que los tenedores de opciones para septiembre decidieron terminar sus opciones antes de verse obligados á aceptar azúcares de actualidad, fué dificultoso hallar compradores y se ofrecieron los azúcares concesión tras concesión. La baja en el azúcar fué rápida en la Bolsa, á veces hasta $\frac{1}{2}\%$ c. la libra al día. Como algunos de estos bolsistas habían también retenido azúcares de actualidad en almacenes de Nueva York contra sus

opciones, la baja en azúcares de opción produjo también un efecto desastroso en los azúcares de actualidad. El 8 de agosto, como se ha expresado anteriormente, los azúcares centrifugos de Cuba, que se cotizaron á 4 15-16c., bajaron pocos días más tarde á 4³/₄c. y luego á 4⁵/₈c. El mercado continuó nominal por algunos días, con los tenedores continuamente ofreciendo azúcar bajo concesiones, y el 28 de agosto el mercado bajó finalmente á 4¹/₄c. Aun á esta concesión en el precio, los compradores continuaron absteniéndose de comprar, teniendo lugar mayores bajas, hasta que se llegó á 3⁵/₈c. c. y f. el 30 de agosto. A este precio se contuvo la baja, pues varios refinadores mostraron interés á este precio, pero al no haber más azúcar obtenible, los refinadores aumentaron sus ofertas en fracciones de 1/8, hasta llegar á 3⁷/₈c., en que la Federal Sugar Refining Co. tomó un cargamento. Ayer tuvo lugar aun otra alza á 4.00c. y á 4¹/₂c. c. y f. hoy, á cuyo último precio cerró el mercado.

Los refinadores no han sido compradores de azúcares crudos á causa de que la demanda por azúcares refinados ha estado paralizada prácticamente durante todo el periodo abarcado por esta reseña, no sólo localmente, sino asimismo para el extranjero. No habiendo demandado para su producto refinado, los refinadores como es natural no estaban interesados en los azúcares crudos, y de aquí el que no apoyaran el mercado de azúcares crudos. La demanda por azúcar refinado ha sido tan escasa, que los refinadores han acumulado existencias de azúcar refinado y han cerrado ahora varias refineras, y sólo están trabajando levemente en las que tienen en operación.

Las compras hechas recientemente por la Gran Bretaña de azúcares de Java y de la isla de Mauricio están llegando ahora con bastante frecuencia á la Gran Bretaña, lo cual surte á ese país y á Francia de algún azúcar bastante barata, y ahora dichos países estan al parecer en posición de aguardar hasta que nuestros mercados se acerquen más al nivel de los mercados lejanos del Oriente. Aunque por supuesto esperábamos alguna reaccion del bajo precio de 3⁵/₈c. costo y flete, parece que se ha superado toda esperanza de llegar á los altos precios obtenidos durante los primeros seis meses del año.

La situación según la estadística es buena para que haya una mejoría razonable, pero hay bastante azúcar para una cosa y otra, y parece razonable el creer que si se establece una alza moderada del bajo precio, los tenedores de azúcar dispondrán del resto de sus existencias retenidas según lo necesiten los compradores. Indudablemente, también serán influenciados por los excelentes informes que se tienen de las cosechas ahora en los campos, como por ejemplo el que generalmente la cosecha de remolacha del país empezará pronto á ser recolectada, así como las cosechas de la Luisiana y de Cuba. Si el tiempo es muy bueno durante septiembre y octubre, Cuba conseguirá un aumento sobre la zafra del año pasado, siendo aún demasiado pronto para poder decir hasta que cantidad. La Luisiana producirá una de las mejores cosechas que registra su historia, y Puerto Rico también está haciendo por aumentar su cosecha de azúcar, así es que generalmente todo indica abundancia de existencias para la próxima campaña azucarera.

Los azúcares refinadores han estado notablemente encañados, los precios habiendo sido algo irregulares y sostenidos considerablemente sobre la paridad usual, pero el 6 de septiembre nuestros refinadores en general rebajaron sus cotizaciones á 6.25c. menos el 2%, lo cual es una cotización normal con los azúcares crudos á 4.00c. costo y flete. Esta rebaja en el azúcar refinado, colocando el azúcar crudo y refinado bajo una base normal, ha hecho que mejore la situación en general, y ha habido mejor demanda con motivo de esa baja de lo que se había conseguido por largo tiempo. Según nuestro parecer, si los tenedores de azúcares hacen frente á la demanda según se presenta de día en día por parte de los refinadores bajo la base de 4.00c. á 4¹/₂c. costo y flete, y continúan sosteniendo ese curso, deberemos esperar un mercado firme y bueno desde ahora hasta mediados de octubre, en que el azúcar de remolacha se ofrece libremente por todo el país. Si los vendedores se retiran del mercado y obligan á los refinadores á pagar una alza en el precio del azúcar crudo, los refinadores entonces tendrán por necesidad que aumentar correlativamente el precio del azúcar refinado, y creemos que tal alza en los azúcares refinados, en vista de darse comienzo á la campaña del nuevo azúcar de remolacha, hará perder la fe del país en azúcares refinados y hará que el mercado vuelva á reasumir su estado flojo y hacia la baja.

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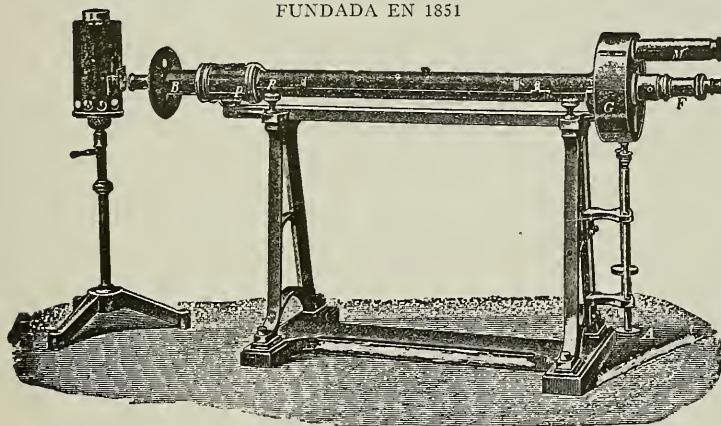
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	Month of June.		12 Months ended with June.	
	1916	1915	1916	1915
Imports from Cuba.....	\$33,378,079	\$22,136,394	\$228,977,567	\$185,706,901
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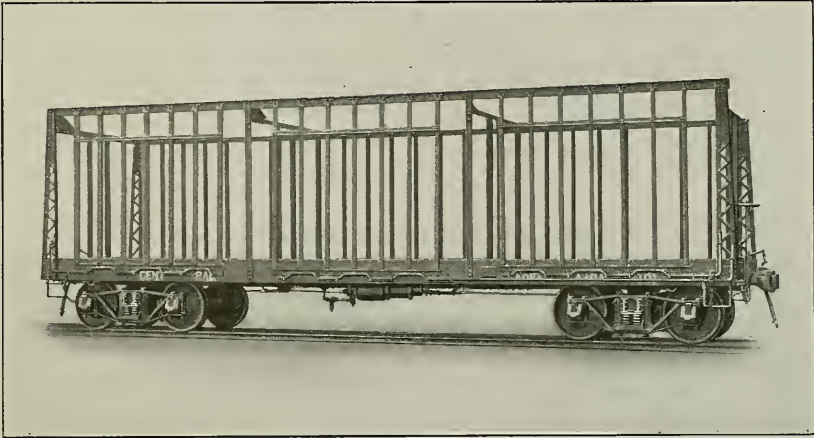
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*9	7	3	5	*1				*2	6	8	4	*10	
P. M.	A. M.	A. M.	P. M.	P. M.	Miles	Lv.	Havana, Central Station	Ar.	A. M.	A. M.	P. M.	P. M.	A. M.
10.30	7.05	8.17	4.20	10.00				6.24	9.13	5.54	8.20	6.20
.....	9.38	10.13	6.55	12.06	58	Ar.	Matanzas	Lv.	4.20	6.42	3.28	6.26	.....
.....	12.33	12.33	8.49	3.45	109	Ar.	Cardenas	Lv.	12.45	5.00	1.00	.....	.....
.....	.....	4.00	.....	8.05	179	Ar.	Sagua	Lv.	8.00	.....	.....	1.00	.....
.....	.....	7.25	.....	9.05	230	Ar.	Caibarien	Lv.	6.00	.....	.....	10.00	.....
.....	7.17	4.30	.....	8.50	195	Ar.	Cienfuegos	Lv.	3.45	.....	.....	12.10	10.00
.....	.....	3.38	.....	5.28	180	Ar.	Santa Clara	Lv.	11.00	.....	.....	1.05	.....
.....	.....	6.40	.....	8.40	241	Ar.	Sancti Spiritus	Lv.	7.25	.....	.....	9.15	.....
.....	.....	8.00	.....	9.55	276	Ar.	Ciego de Avila	Lv.	6.33	.....	.....	8.48	.....
.....	.....	10.30	.....	12.30	340	Ar.	Camaguey	Lv.	4.15	.....	.....	6.15	.....
.....	.....	.....	.....	6.15	471	Ar.	Holguin	Lv.	10.00	.....	.....	.....	.....
.....	8.25	520	Ar.	Antilla	Lv.	8.10
.....	9.45	538	Ar.	Santiago de Cuba	Lv.	7.15
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				A. M.	A. M.	P. M.	P. M.	P. M.

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Camaguey	15.49	Placetas	9.64
Cardenas	5.43	Remedios	10.43
Ciego de Avila	12.72	Sagua	8.45
Cienfuegos	8.69	San Antonio	.45
Colon	5.56	Sancti Spiritus	11.19
Guantanamo	25.58	Santa Clara	8.53
Holguin	21.20	Santiago de Cuba	24.11

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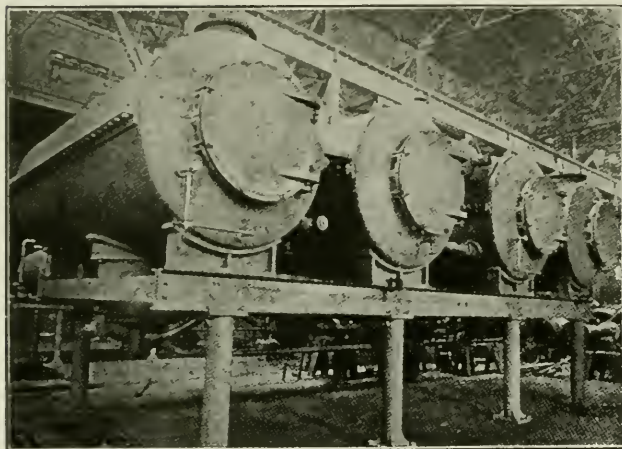
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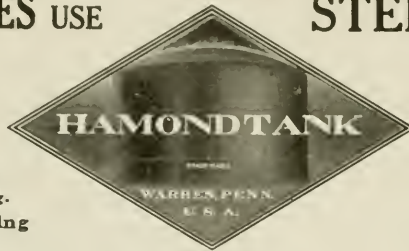
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Advertising Rates on Application

Vol. XIV

JUNE, 1916

No. 7

Contents of This Number

Page

Cover Page—In the Fertile Valleys of Pinar del Rio.	
Frontispiece—Maceo Monument Havana.	
The Algarroba Tree, illustrated, by C. H. Pearson.....	14, 15, 16, 17
Canal, Sabinal Bay, illustration.....	17
Cocanut Disease.....	22
Cuban Commercial Matters:	
Advertising Club.....	28
Consular Invoices.....	28
Cuban Crop Conditions.....	27
Cuban Portland Cement Company.....	28
Gasoline Engines.....	29
Importations of Wine.....	27
Mining Equipment.....	29
Structural Steel.....	29
Trade Marks.....	29
Cuban Financial Matters:	
Central Aguirre Sugar Company.....	24
Cuba Cane Sugar Corporation.....	24
Guantanamo Sugar Company.....	24
Manati Sugar Company.....	24
Prevailing Prices for Cuban Securities.....	24
Stewart Sugar Company.....	24
Cuban Government Matters:	
Gomez Monument.....	7
Income Tax.....	7
Independence Day.....	7
Liability Act.....	7
New Penitentiary.....	7
General Plan of Highways, illustrated.....	8, 9, 10, 11, 12, 13
La Gloria, illustrated.....	18, 19, 20, 21, 22
Report Chief of the Port of Havana.....	25, 26
The Sugar Industry:	
Centrals Finished Grinding.....	30, 31, 32, 33
Proposed Sugar Mills.....	35
Sugar Prices.....	35
Sugar Review, English.....	34
Sugar Review, Spanish.....	36
Traffic Receipts of Cuban Railroads.....	23



Maceo Monument, Havana—*Courtesy American Photo Co.*

THE CUBA REVIEW

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VOLUME XIV

JUNE, 1916

NUMBER 7

CUBAN GOVERNMENT MATTERS

INDEPENDENCE DAY

On May 20th the celebration of the fourteenth anniversary of Cuban independence was observed throughout the entire island and in Havana it was observed with unusual ceremonies.

In the morning the new monument of General Maceo was unveiled by President Menocal at Maceo Park and the ceremony was witnessed by an immense crowd of people. The Maceo monument was designed by the Italian sculptor, Sr. Domenico Poni. The monument is a large bronze equestrian statue of General Maceo and is considered a most artistic piece of work.

Following the unveiling of the monument, there was a military parade, and in the afternoon automobile races were held at the Marianao track and there were also regattas in the harbor. In the evening there was a brilliant illumination in the Prado and the Malecon, with band concerts in the parks and later a parade in the harbor of illuminated boats. The celebration ended with a brilliant display of fireworks at Punta Castle.

INCOME TAX

A special commission of the Cuban Congress, in discussing various means to raise additional revenue, has prepared a bill taxing all persons, corporations and others having incomes in excess of \$1,800 per year. This bill is designed to be of assistance to the tobacco industry and it is intended that the tobacco interests be exempted under the law.

MAXIMO GOMEZ MONUMENT

The government of Cuba has provided \$200,000 for the erection of a monument to the memory of the Cuban patriot, Maximo Gomez. Prizes of \$10,000, \$5,000 and \$1,000 will be given, respectively, for the three best plans submitted. The location of the monument has not yet been decided upon and the site will be determined by the commission who will be named to select the plan. It is specified that the monument must be of bronze with a granite and marble base.

NEW PENITENTIARY

Colonel Andres Hernandez Aguirre, warden of the Havana City Prison, is now in the United States to study the best methods of prison construction and maintenance. The Cuban government has voted \$10,000,000 for the construction of a new penitentiary, and Colonel Aguirre has been sent here to study and investigate the prison systems of the United States, and he will visit various penal institutions.

LIABILITY ACT

On June 12th President Menocal signed the Employers' Liability bill, requiring all employers of labor to provide for insurance against injuries of their workmen incident to their employment.

CAVALRY HORSES

Two officers of the Cuban army are now in the United States in order to purchase 300 cavalry horses for the Cuban army.



Road from Mariel after construction—Pinar del Rio Province

GENERAL PLAN OF HIGHWAYS

In view of the proposed improvements and additions to the present highways by the present administration a review or survey of the existing highways and routes of travel between the provinces would be of interest.

The net of roadways existing at present in the territory of the Republic comprises 1766 kilometers in the six provinces into which it is divided.

The Province of Pinar del Rio is connected with that of Havana by three roads: one known as the Central highway, which connects through el Caimito, another which connects in Capellanias with the road going to Ceiba del Agua, and another which connects near Cañas with the road going to Alquizar.

The Province of Havana is connected with that of Matanzas by the highway known as "Central"—kilometer 74—before arriving at the town of Mocha.

These three provinces are the only ones that are connected, the other three not having any highway between to facilitate communication and consequent commercial traffic permitting the development of fertile territory which is now inactive.

In examining the plan of the Province of Pinar del Rio we see that there is a central road, which, like a principal nerve, communicates with the various towns, from the boundary with Havana (province) to the town of Guane in the western region of the province. From this, small branches go out, connecting the towns situated on the Western railway line, and one transversal way which connects the port of Esperanza on the North coast with La Coloma on the South coast. Another branch of this road goes to the North and runs as far as Bahia Honda, placing in communication all the region situated from that port to Guanajay, to the North of the slopes.

In the Province of Havana we see that there is a central point which is the Capital, from which roads go out which extend with more or less length to different points of the province. Some of these roads connect among themselves, at greater or less distance, forming, we might say, loops, the center of which is Havana.

We see in the Province of Matanzas that from the capital of the province arteries also go out which connect, or should connect, various points of the province; thus to the South-East, is



Road from Artemisa to the Cemetery under construction—Pinar del Rio Province.

the road that communicates with Havana, and to the East, from Encrucijada, that which goes to Contreras and from there to Cardenas, a city of much importance on the North coast. From this latter there is a forked road going to Camarioea and Varadero respectively. These highways are continuous and place the towns through which they pass in communication. The rest of the highways are disseminated throughout the province, going out from various towns of more or less importance, incomplete as regards the end they seek, and therefore useless as regards the benefits which could or should be obtained.

The same can be said of Santa Clara, whose capital connected with the port of Caibarien by highway, is isolated from the rest of the Republic by this means of communication, because although the road which will connect it with the important town of Sagua la Grande has been projected and partly executed, there are still to be finished about 19 kilometers, already planned and approved. With the South there is no communication, as Cienfuegos, one of the most important commercial towns of the Republic, although connected with Rodas and Manicaragua, this latter terminating completely at Cumanayagua, has not one highway connecting it with the Capital, notwithstanding the tobacco region of such importance which would be developed by one road, due to the low rate of transportation compared with the railroads on which they now depend. The rest of the province is in the same condition as Matanzas; small isolated roads which do not render the service they should.

The Province of Camaguey, second in area in the Republic, is unprovided with means of highway communication, as those constructed, whose total amounts to 71 kilometers, are like those in the two previous provinces, distributed in remote districts, and filling the requirements of the places through which they cross, but without obtaining the benefit they should if the Province had a network of highways, communicating with important points, necessary for the development of same.

The same thing is the case with Oriente, the eastern province of the Republic, the greatest in area, of wonderful fertility and vegetation. The capital, Santiago, is connected a little further



Bridge over San Cristobal River along the Central Road after repairs—
Pinar del Rio Province.

on than Cristo in direction, with Songó and with San Luis and El Caney. Manzanillo, the Western port of commercial importance, connected with Bayamo by highway, is not entirely constructed, lacking about 6 kilometers, and this connected with Bairé in the same way. In the rest of the province there are whole sections without a road, as those there are so small compared with the size, that it can be said that in the districts mentioned the agricultural and commercial development of Oriente is limited for the present.

From the study and consideration of this superficial description will be seen the necessity for adopting a system or general plan of highways to supply the present and future needs of the country, which will in some way unite the sections most devoid of means of communication and which will extend the agricultural development of the Nation and carry progress and advancement to those sections which have as much right to prosperity as the others. By this plan the wealth of the country would be increased, and which, on account of its geographical position, is positively bound to have a fabulous increase with the opening of the Panama Canal.

For this reason the Secretary has devised a general plan of highways, approving those at present constructed which meet the needs of the country, and trying as far as possible to harmonize all interests that might be affected by the adoption of such plan.

The plan adopted has been that of three systems of highways: one North, connecting the towns, villages and regions situated in the Northern part of the Republic; one Central, connecting those points situated in the center, and another South, which will connect those situated in the Southern part of the Republic. In the Province of Pinar del Rio, and due to the narrowness of same and to the lack of villages to unite in the Southern part, this latter system has not been adopted, the Northern and Central systems being the only ones feasible.

The three systems adopted are connected between themselves by roads whose lines run from North to South, connecting at those points which have been considered most convenient and at the same time connecting others which at present have not any.



Road from Puerto de Golpe to Pilotos under construction—Pinar del Rio Province.

The length of the general plan adopted is as follows, distributed in the six provinces: Pinar del Rio, 371,500 kilometers; Habana, 316,500; Matanzas, 435,500; Santa Clara, 852,225; Camaguey, 624,500; and Oriente, 1,099,925. Total, 3,700,150 kilometers.

The Northern system commences in the province of Pinar del Rio, in Viñales, highway from Pinar del Rio to Esperanza, and crosses through Consolación, Bahía Honda, Cabañas, Guanajay, Habana, Guanabacoa, Minas, Tumba-Cuatro, San Antonio del Rio Blanco del Norte, Gibacoa, Canasí, Matanzas, Limonar, Contreras, Máximo Gómez, (Recreo), Itabo Corralillo, Quemado de Güines, Sagua, Sitio Grande, Calabazar, Enercejada, Charco Hondo, Remedios, Yaguajay, Mayajigua, Jatibonico and Moron, Manati to Yarey, La Horqueta, Delicias, Chaparra, Velazco, Cantimplora, Santa Lucía, Los Perros and Banes.

The Central system commences in La Fe, province of Pinar del Rio, crossing through Guane, Luis Lazo, Pinar del Rio, Consolación del Sur, San Cristobal, Artemisa, Ceiba del Agua, Vereda Nueva, San Antonio de los Jovellanos, Perico, Colon, Alvarez, Santo Domingo, Santa Clara, Guaracabuya, Sancti Spiritus, Iguaná, Ciego de Avila, Magarabomba, Camaguey, Sibanicú, Cascorro, San Agustin, Veguitas, Manantiales, Guaramanao, Holguín, Camasan, Baguano, Morales, Mayari, Abajo, Ensenada, Carolina, Baracoa and Sabanilla.

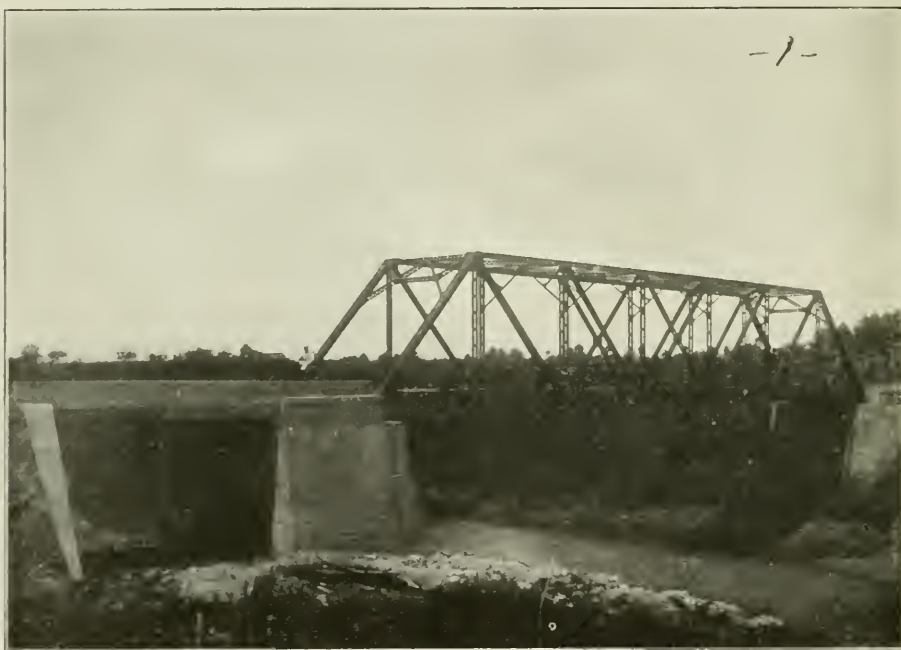
The Southern system commences in Artemisa, province of Pinar del Rio, and crosses through Alquizar, Güira de Melena, Quivicán, Guara, Melena, Güines, San Nicolas, Las Vegas, Nueva Paz, Alacranes, Bolondron, Navajas, Cuevitas, Guareiras, Cumanayagua, Venero, Rodas, Cienfuegos, Manicaragua, Güinfa de Miranda, San Francisco, Manacas, Jarao and Sancti Spiritus. In Oriente it commences in Cabo Cruz and crosses through Niquero, Calicito, Manzanillo, Yara, Bayamo, Jiguani, Baire, Cambute, Dos Palmas, Cobre, Santiago de Cuba, Boniato, Songo, La Maya, Perseverancia, Corcovado and Guantánamo.

This system, with the transversal ones, and others connecting the different villages constitute the general plan of highways which should be carried into effect on account of the immense benefit it is bound to furnish the Republic, and because it would put an end to the system followed up to now of constructing highways without order or arrangement, filling the most urgent needs in each case, but being without general profit on account of their position, and

because it will give to the country a complete system extended all over it, carrying with it wealth and prosperity to all the inhabitants of the Republic.

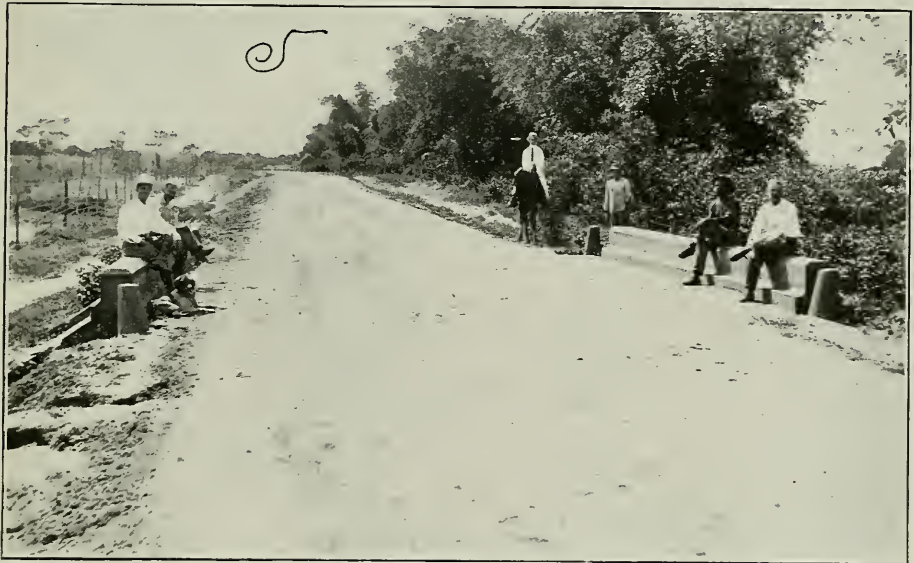
One of the principal measures taken by the present administration was to order the re-measuring of the highways as well as their classification, as it was noticed that during the second "Intervencion," and also during the past administration, some distances of repaired road and several approaches to isolated bridges were made to appear as highways; also there were some highways of greater length and others less, for example: in the district of Matanzas there was the highway from Matanzas to Madruga, which appeared as having 23 kilometers and which in reality is of 25 kilometers, and in Santa Clara there was the road from Trinidad to Casilda as having 12,800 kilometers, which in reality measures only 10,163 kilometers.

The re-measurement of roads by the Department having been verified, and corresponding classifications made, it was found that the length of same as stated in the last Report, to which reference is made, had varied notably, as some works that figured as highways were found to be repaired roads and others appear now as approaches to isolated bridges.



Bridge over Mantua River on the road from Guane to Mantua after being repaired, and new concrete culverts added—Pinar del Rio Province.

<i>Provinces</i>	<i>Highways</i>	<i>Roads Repaired</i>	<i>Approaches to isolated Bridges</i>	<i>Total</i>
Pinar del Rio	501,833	25,300	4,820	531,953
Habana	471,296	56,567	2,000	529,953
Matanzas	214,147	9,530	3,817	227,494
Santa Clara	265,489	78,551	6,440	350,480
Camaguey	55,032	14,416	5,672	75,120
Oriente	204,467	6,450	40	210,957
	1,712,264	110,814	22,789	1,925,867



Road from Puerto de Golpe to Pilotos under construction—Pinar del Rio Province.

During the period comprised by this report, May 20th, 1913, to June 30th, 1914, there have been constructed in the Island 54,178 kilometers of highways, 9,658 of repaired roads and 1,053 of approaches to isolated bridges, distributed by provinces as follows:

<i>Provinces.</i>	<i>Highways.</i>	<i>Roads Repaired.</i>	<i>Approaches to Isolated Bridges</i>	<i>Total.</i>
Pinar del Rio	12,838	.....	.....	12,838
Habana	10,549	.....	.....	10,549
Matanzas	8,834	.....	.....	8,334
Santa Clara	10,243	4,536	604	15,383
Camaguey	8,471	1,020	449	9,940
Oriente	3,243	4,102	.....	7,345
	54,178	9,658	1,053	64,889

Highways constructed up to July, 1915, as compared with May, 1913:

<i>Provinces</i>	<i>July, 1915 Meters</i>	<i>May, 1913 Meters</i>
Pinar del Rio	529,921.05	501,833
Havana	502,038.00	471,296
Matanzas	235,581.00	214,147
Santa Clara	275,732.00	265,489
Camaguey	67,142.00	55,032
Oriente	208,591.23	204,467

ROAD BUILDING

The Cuban government proposes to build two roads, one of which will connect Ganuza with Matanzas and the other, Alquizar with Guanimar.

NUEVITAS AQUEDUCT

On May 12th the Cuban Senate approved a bill appropriating \$100,000 to be devoted to the construction of an aqueduct at Nuevitas.



The West Indian Locust or Alzarroba Tree.

THE WEST INDIAN LOCUST OR ALGARROBA TREE

The West Indian locust is one of the important timber trees of tropical America. It is closely related to the black locust (*Robinia pseudacacia*) of the United States, and is botanically known as *Hymenaea courbaril*. Both of these trees belong to the pea family of plants, but they are easily distinguished from one another by the fact that the black locust has pinnate leaves consisting of from five to ten pairs of leaflets and an odd terminal one, and the West Indian locust has leaves composed of a pair of leaflets at the end of the leaf stalk. The arrangement of the leaflets in the latter species suggested the generic name *Hymenaea*, which has reference to Hymen, the god of marriage; the specific name *courbaril* is one of the original native names.

The tree has a good many local designations and its popular nomenclature is greatly confused. In Cuba and in other Spanish-speaking countries it is called algarroba; in Jamaica, courbaril and locust tree; in Central America, guapinoe; in Curacao, tamarijn di Hollanda; in Surinam, bastaardlocus, jengi kanda, locus, lokisi kaka and simiri; in British Guiana, bastard locust and courbaril plum; in French Guiana, bois de courbaril, locustrier, caeachieu, caroubier de la Guyane, copalier de Amerique and diphyllé pois confiture; and in Brazil, jatai, jatoba, jatahy, simiri and algarobo. It is known in English also as South American or leather-leaved locust, Brazilian gum-copal tree, gum animi tree and courbaril; in German, anime baum, gemeiner lokust, heuschreck kenbaum, hulslenbaum and locustenbaum; in French, bois de simire; and in Dutch, cannariboorn, gom anime boom, locusboom and sprinkhaanboom. In Surinam the wood of this tree is called Surinaamsch Teakhout, Westindisch teakhout, julchihout and courbarilhout. In the trade it is generally known as West Indian locust or simiri.

Adapted to a wide range of soil and climatic conditions, the West Indian locust is one of the most widely distributed of the tropical American timber trees. It is native to the southern States of Mexico and extends southward through Central America into South America, where it is very common along the Amazon River and its tributaries, but it forms nowhere pure forests. It is said to be most abundant in some parts of the river forests of British Guiana. It is claimed by some that the West Indian locust tree did not originally grow naturally on the islands of the Caribbean Sea, but that it was introduced there from the Spanish Main by the early settlers, who prized the tree more or less highly on account of the fruit which possesses some of the properties of the St. John's bread of southern Europe. It has now become thoroughly naturalized to all part of Cuba and other West Indian islands. It is a common tree in Porto Rico where Grosourdy has described two varieties, which he called "algarrobo amarillo" and "algarrobo colorado." These two forms are not, however, botanically different.

The tree is noted for its colossal size and remarkable longevity. It thrives best in sandy soil where it usually develops into a stately tree with a lofty spreading crown, often attaining a height of 100 feet or more and from 60 to 80 feet to the first branch. Like a good many of its associates the West Indian locust develops exceedingly large buttresses; some have been measured that were 84 feet in circumference. According to some authorities numerous trees have been found with a diameter of from 15 to 18 feet where the trunk assumes its usual cylindrical form. The majority of the trunks of mature trees are not over 6 feet in diameter, which have been estimated to be more than a thousand years old. The age of some of the larger trees has been placed at from two to three thousand years. There are some trees at present in the forests of Brazil which, according to some calculations, are supposed to have been of considerable size at the commencement of the Christian era.

The wood is rather hard, strong, tough and elastic. The figures on weight determined for this wood are exceedingly variable. Capt. Fowke* states in his report on the various colonial woods exhibited at the Paris Exhibition in 1855, that the wood from Jamaica weighs about 42 pounds per cubic foot and that from British Guiana about 44 pounds, but the bulk of the air-dried wood normally weighs between 50 and 60 pounds per cubic foot depending upon the age of the tree and upon the character of the soil in which the trees grow. One author who

*Reports from Commissioner, Paris Universal Exposition, Vol. XXXVI (19), Part 1, 1856.



The leaves and Fruit of the West Indian Locust Tree.

published an article on this important tree in the *Pharmaceutical Journal*, Vol. VI, 1847, page 520, doubtfully states that the wood is said to weigh 100 pounds per cubic foot. The wood is of a fine reddish brown with lighter and darker streaks or veins, often grading into a dark mahogany color, and when properly filled and finished makes a beautiful appearance, closely resembling true mahogany. The grain is very compact and even, and is noted for its beauty and its susceptibility of a high polish. It works well, does not split or warp in seasoning and is very durable above the ground.

Baterden, in his book on timber, states that West Indian locust is harder than mahogany and stronger than oak in every way. The results of Capt. Fowke's experiments show that the breaking weight of a piece of wood two inches square, one foot between supports and submitted to a transverse strain, was 6171.2 pounds. The crushing strain in the direction of the fiber of a cubic inch of the wood was 8818.4 pounds.

The uses to which this wood is put are very numerous. It was formerly classed as important boat-building timber and was shipped to England in large quantities for use as treenails in planking, quays, and vessels and as beams and planks for fitting up steam engines. The fact that the wood does not readily split or warp renders it very suitable for mill timbers and engine beds. In the early days it was the principal wood employed for the crushing wheels and similar things on coffee estates. Another important use was for the cogged wheels in sugar mills. It is valuable for a great variety of construction works and is considered one of the foremost woods for carpentry, cabinet work and fine furniture. One authority states that doors made from this timber bear comparison in point of beauty with the finest specimen of Haitian mahogany. The wood is not adapted for exposure to the weather, and hence its use in the tropics is confined largely to works that are protected against the elements.

The timber is not the only valuable product of this tree, but all parts of it are available for use. The fruit consists of a large woody pod which is of a deep brown or cinnamon color. It is thick and flat and from three to four inches in length and about two inches in width. These pods contain from four to eight rather large bean-like seeds imbedded in a yellowish pulp which becomes sweet, dry and mealy as the pods ripen. They are eaten by children, and during times of scarcity constitute an important article of food to the Indians and negroes

by whom the starchy pulp is eaten with avidity, but the odor and the taste which is mawkish are repulsive to the people from the North. These pods frequently appear in the markets.

Another more or less important product of this tree is the bark which is quite thick but light in weight. It can very readily be detached from the log entire and shaped into serviceable canoes used extensively by the Indians of South America. Luman attributes a variety of medicinal virtues to the different parts of this tree and the inner bark is said to be used locally as an anthelmintic.

The West Indian locust produces one of the grades of gum or resin known as gum animi of commerce. It is also called animi reson and Brazilian, West Indian or Mexican copal. It is an inodorous, transparent, yellow or reddish resin which exudes from wounds in the bark, and is found also beneath the surface between the principal roots, which constitute perhaps its most valuable product. The resin is collected by men going from tree to tree in the forest and digging down between the roots in search for the gum which occurs in rather large lumps. As much as a barrel of this resin is often found underneath a single large decayed locust tree. The inhabitants of South America employ this resin medicinally for a great variety of ailments. It is rarely used in medicine in the northern countries, but considerable quantities of this gum are imported into the United States for making the finer varieties of varnishes that are superior to shellac. The value of this gum imported annually amounts to about \$5,000.

C. H. PEARSON



View of Canal which is being opened in Sabinal Bay—Camaguey Province.

The dredging of the Sabinal ditch in Nuevitas has continued in progress in spite of having been suspended twice on account of unavoidable accidents, such as the breaking of the cable holding the dredge and the stakes holding it in position. The work done during the year has been the dredging of 12,275 cubic meters of mud and gravel and 1,100 cubic meters of rock; in addition, the dredge has been repaired, also a lighter and two tugs. The money expended during this time amounts to \$18,058.29.

LA GLORIA

There is a beautiful ancient word which is so overused and so carelessly used that its true meaning has been obscured. This word is "paradise," and it means park, garden, a lovely spot. King Cyrus built a paradise, and always when the ancients used the word they referred to any natural or artificial scene of great beauty. Three things were essential to the paradise—water, flowers and abundant scenery. Cuba has all these and more and La Gloria is an American colony in Eastern Cuba.

It is reached by water trip from the port of Nuevitas on the north coast of Cuba to Port Viaro, thence by stage to La Gloria. The launch trip from Nuevitas to Port Viaro is filled with incidents of delight to the northerner in the continuous and ever-changing tropical scenery. Soon after leaving the dock at Nuevitas we round the point extending into Nuevitas Bay where the engineers can now be seen at work surveying and sounding for the proposed rail extension and wharf facilities for this port, and make it possible for incoming passengers from the north to disembark from the steamer direct to the train for interior points.

Midway on the trip the "Sabinal" (in good American "cut") is passed, which gives one who has never seen similar work, an idea of the difficulties encountered in building our Panama Canal. This is a short cut through the marshy land and shallow water, and judging from the time it has taken the Cuban Government to do the work (seven years), it could be considered a stupendous piece of engineering work. However, it is a good job that it is near completion, and its only drawback at present is its depth in places—about three feet in the shallow parts. As we pass on, after negotiating the shallowest parts, everybody's attention is attracted at the sight of a group of those wonderful and rarely to be approached members of the bird kingdom "Flamingoes," and they are a beautiful sight in their flaming red plumage as seen in the distant marshes. The Blue Heron is a common visitor in these parts and can be approached to a close distance frequently. Other rare tropical birds and small alligators are frequently seen. Far in the distant haze can be seen the "Cubitas" mountains and we are now crossing the channel leading to the Maximo River, where it is said one "Christopher Columbus" moved his caravel along this route a long time ago to the mouth of the Maximo to replenish his supply of fresh water. All along this route the thought must occur to the genuine sportsman of what opportunities nature offers for the hunting of deer, game, birds, etc., and to fulfill the desire of every good hunter to shoot 'gators and find splendid fishing grounds, for there is a great variety of fish to be had here for a little effort. The boat is now nearing the voyage end as we approach the first stopping place, Columbia, a small settlement of Americans, and near this point a citric-acid plant is under construction to remove the acid from limes and other citrus fruit to be made into a crude citric acid; also a plant for extracting castor oil from the castor bean which is grown here. It is the intention to grow limes in this vicinity on a large scale and a good highway is to be constructed between Columbia and Port Viaro with the groves on each side of the highway. As we round the point after leaving Columbia, the voyage destination, Port Viaro is to be seen, and everybody is happy after the six-hour trip along the safe inside water route, for everyone aboard is anxious to see that so-called garden spot La Gloria.

Port Viaro is reached and we disembark to look after our luggage and board the stage for La Gloria. This is a four-mile trip and will be much improved when the Cuban Government sees its way clear to make necessary appropriations for maintaining this road properly and show its appreciation for the interest displayed by American colonists in making sacrifices to develop and improve their land values. (Only recently an appropriation of \$9,000 has been made for road betterments at this place, which will improve things very much).

La Gloria is reached after an eventful day's travel, and the first impression is that it's worth the visit. Yet after conditions have been improved and necessary changes have been made to reduce the time of this 50-mile trip to about three to four hours the pleasures of such a journey will never be forgotten and the movement to this section will no doubt be enormously large.

Grapefruit is the King of all La Gloria and on all sides can be heard talk of this wonderful fruit, and sufficient evidence is given right in the townsite that this is a real business with these people and they are there to make it a go. The only stumbling block in the venture is a suitable and readily accessible market, for, strange as it may seem, there is no market in Cuba for



Church, La Gloria.

grapefruit to speak of and the Cuban cannot be taught the good qualities contained in the best of citrus fruits, and the grower is obliged to find his only and best market in the north, which, under present conditions, is not easy for the grower. The Cuban grapefruit is superior to the Florida-grown variety in many ways, among them being the color and size of the fruit and the rich sweetness of the juice. If only all American lovers of grapefruit could test the Cuban-grown fruit we are sure they would be satisfied with nothing else.

The large cultivated groves are situated some three miles out from the town and the oldest tract and one of the first in the vicinity called "Mercedes" is devoted largely to the growing of oranges. The groves in this section seem to have been somewhat neglected, due, no doubt, largely to the movement to a newer tract and located in another direction from the town, called "Canasi." The oranges grown in the "Mercedes" tract are fine specimens of beautiful color and sweet, but inclined to be small, and are marketed principally in Cuba. The nearer shipping port for this section is Port Piloto to which the larger part of the fruit is hauled for shipment. There is a large sawmill on this road which has been abandoned for sometime, but we understand that, due to activity shown by the growers and increased shipments north of their fruit, the company at Palm City has decided to return to the old mill site and re-open the saw mill to better fill the increasing orders for boxes for grapefruit shipments. The La Gloria Pure Cane Sugar mill at La Gloria is to be remodeled and fitted with necessary machinery for grinding sugar cane. The machinery is now at hand and engineers from the Geo. L. Squire Mfg. Co. of Buffalo will soon arrive to make installation. This will mean a greater acreage of cane grown in La Gloria and vicinity for grinding in the new mill.

The newly developed "Canasi" tract consists of some five thousand acres, of which eight hundred acres are planted in grapefruit and orange trees, some now bearing good marketable fruit, and as the time passes the whole of these eight hundred acres will be bearing grapefruit to the extent of 50,000 boxes of fruit each season—all for the northern markets. One instantly wonders how the growers away down here can compete with our own growers in the States after the facilities of getting the fruit to market are considered and compared, but it is the old story of the Americans wanting the best at any cost, and the best grapefruit are grown in Cuba. And when the facilities for transporting this fruit to northern markets are improved so as to lay their fruit down in New York in good shape within from five to six



American Home, La Gloria



Young Groves, La Gloria.



Fruit Exhibit, La Gloria.

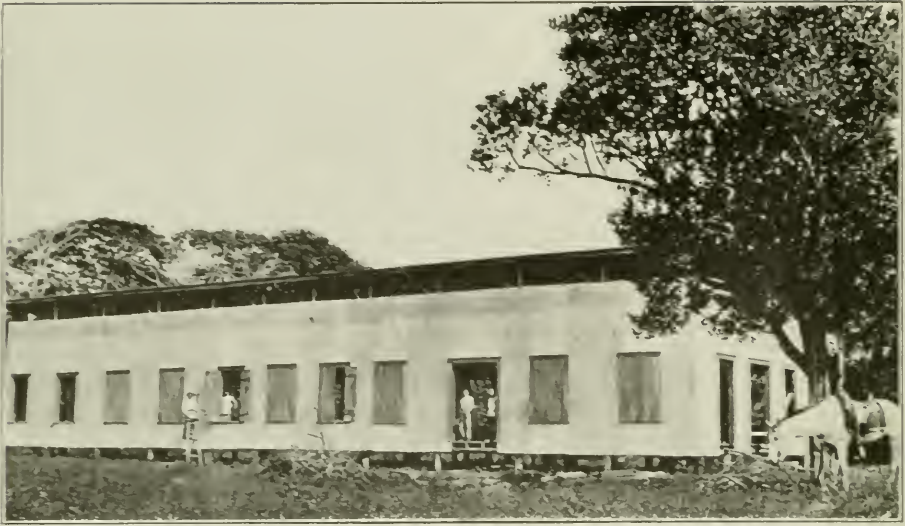
days from the time it is picked, there will not be much competition felt from the northern growers. This "Canasi" tract from all reports seems more promising on the yield per tree basis, and the fruit is larger and the juice of an excellent and sweet flavor. The growers in this section have formed an organization and stock company and have constructed a large up-to-date and complete packing house, with facilities to clean, wash, assort, wrap and pack three hundred boxes of fancy fruit per day. The fruit is at present transported from the packing-house in large wagons seven miles to Port Viaro. The soil in this section and the adjoining Garden City tract is excellent for citrus fruits, it is of a dark, rich, red color which indicates an iron deposit necessary for the growth of good grapefruit, and reaches to an unknown depth in most points.

The clearing of land is going on daily and the number of planted groves is increasing each year. To the visitor making his first visit to this section the first impressions are not encouraging when he looks at his newly acquired holdings of ten or twenty acres covered with a dense undergrowth and tall saplings, but when he sees his neighbors and many other newly planted groves adjoining which will be bearing fruit in a comparatively short time, his hopes are brightened, and it is only a short time when he can have the work of cleaning the land started and in another season the young grove will be under way. It has been pointed out that it is very important that the young groves receive careful attention and cultivation for the first few years and it was brought to our notice that it is better to leave this work in the hands of an experienced contractor at the start, and from the looks of the groves under his care, a Mr. Stevens, who is handling groves in this section is the man to get quick results. The best results have been obtained from these principal varieties of citrus fruits grown in this section:

Marsh Seedless Grapefruit, Valencia Oranges, Tangerines, King Tangerines.

The grapefruit originates from the wild orange, and all the fruit in this section are excellent, but the Marsh Seedless is a wonder in that it contains but one or two small seeds; it has an excellent flavor and contains less acetic acid and quinine than other fruits, and it is the result of research work on grafting and budding and due to intensive study along these lines by a Mr. Marsh of Florida.

The La Gloria colony was opened up for development in 1900 and is the largest and one of the few remaining American colonies that has stood the test on the island: The future



Packing House, La Gloria.

looks bright for this colony, and when she is better linked up with the outside world, nothing can hold up her progress. Only recently telegraph communication has been established to outside points and with the increased movement of the well-to-do American to locate in Cuba to enjoy the best climate in the world and watch his golden fruit groves give good returns from a comparatively small investment, La Gloria is bound to capture her share.

COCONUT DISEASE

We are in receipt of the following letter from Mr. John R. Johnson, pathologist of the experiment station at Santiago de las Vegas, which we consider of great interest.

"It is six years now since I concluded my work on the coconut disease in Cuba for the U. S. Department of Agriculture. During the month of April of this year I revisited Baracoa and inspected most of the district for the presence of the disease. You will be interested to know, I am sure, that those planters who had followed out the recommendations for control are now the only coconut growers in the district who are conducting their business with a profit. Those who have taken care of their groves suffer little loss from the disease, and as a matter of fact have extended their plantings and the production is larger than ever. Unfortunately, but few planters followed the recommendations for control. Those who did not are all, without exception, losing their groves. Six years ago there were a few healthy groves that were not given any particular care. Now not one of these uncared-for groves is free from dis-

ease. The actual exportation of nuts from the district last year was 4,000,000, the lowest in the last 20 years. The fact, however, should be widespread that a few of the large plantations have been successful in keeping down the loss due to this disease by methods available to everyone. It has now been demonstrated that, although if all the planters were to take care of their groves the loss would be less, yet even under present conditions coconuts are grown in Baracoa and the groves are extended at a profit to the owners."

LOGWOOD

Possible Output from the Cuban Field

A local citizen has delivered to the American consulate general in Habana a sample of wood which he states to be the genuine palo de campeche or logwood. He says that this wood is grown in low lands in the vicinity of Guines, Cuba, and that it would be possible to supply at least 300 tons a week for a considerable period.—*Consul Henry M. Wolcott, Habana.*

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE CUBA RAILROAD COMPANY

The report of the Cuba Railroad for the month of April and for ten months ended April 30th, compares as follows:

	1916	1915	1914	1913	1912	1911	1910
April gross.....	\$777,659	\$545,701	\$544,871	\$450,650	\$396,723	\$301,182	\$278,654
Expenses.....	317,388	227,481	260,174	231,602	181,575	151,267	148,311
April net.....	460,271	318,219	284,697	219,047	215,148	149,915	130,282
Charges.....	87,554	72,308	71,566	66,791	67,624	60,125	36,666
April surplus.....	372,716	245,911	213,130	152,256	147,523	89,790	93,615
Ten months' gross..	5,530,518	4,208,266	4,270,486	3,785,812	3,119,580	2,529,189	2,100,736
Net profits.....	2,850,932	2,136,833	2,072,757	1,757,484	1,493,429	1,133,538	881,647
Other income.....	6,108	.....	.....	.....	.....	.....	.....
Fixed charges.....	803,219	709,238	677,474	667,638	623,749	459,050	361,876
Ten months' surplus.	2,053,821	1,427,594	1,395,282	1,089,845	869,680	674,488	519,770

EARNINGS OF THE UNITED RAILWAYS OF HAVANA

<i>Weekly receipts:</i>	1916	1915	1914	1913	1912	1911	1910
Week ending April 29th.....	£55,387	£56,388	£42,614	£48,055	£42,849	£25,743	£27,410
Week ending May 6th.....	54,156	55,837	40,006	45,993	39,662	22,237	22,254
Week ending May 13th.....	51,362	53,689	34,605	41,623	36,875	19,535	18,316
Week ending May 20th.....	43,237	45,353	27,367	34,480	30,821	18,468	18,205

EARNINGS OF THE CUBAN CENTRAL RAILWAYS

<i>Weekly receipts:</i>	1916	1915	1914	1913
Week ending April 29th.....	£23,633	£23,817	£17,368	£19,075
Week ending May 6th.....	.....	.....	25,694	22,221
Week ending May 13th.....	.....	.....	21,612	22,381
Week ending May 20th.....	.....	.....	17,475	19,289
			10,815	15,393

EARNINGS OF THE WESTERN RAILWAY OF HAVANA

<i>Weekly receipts:</i>	1916	1915	1914	1913
Week ending April 29th.....	£7,419	£7,012	£6,333	£6,830
Week ending May 6th.....	.....	8,544	7,512	6,203
Week ending May 13th.....	.....	7,272	7,515	6,456
Week ending May 20th.....	.....	7,133	7,173	5,743
				7,551

EARNINGS OF THE HAVANA ELECTRIC RAILWAY LIGHT & POWER CO.

	<i>Month of April.</i>		<i>Four Months to April 30th.</i>	
	1916	1915	1916	1915
Gross earnings.....	\$466,554	\$434,159	\$1,918,787	\$1,824,473
Operating expenses.....	187,623	188,160	748,380	749,459
Net earnings.....	\$278,931	\$245,999	\$1,170,407	\$1,075,014
Miscellaneous income.....	13,178	11,304	46,675	34,673
Total net income.....	\$292,109	\$257,303	\$1,217,082	\$1,109,687
Surplus after deducting fixed charges..	161,644	149,247	721,640	675,848

CUBAN FINANCIAL MATTERS

PREVAILING PRICES FOR CUBAN SECURITIES

As quoted by Laurence Turnure & Co., New York.

	Bid.	Asked.
Republic of Cuba Interior Loan 5% Bonds.....	94	95
Republic of Cuba Exterior Loan 5% Bonds of 1944.....	99 ¹ / ₄	100
Republic of Cuba Exterior Loan 5% Bonds of 1949.....	95 ¹ / ₂	96 ¹ / ₂
Republic of Cuba Exterior Loan 4 ¹ / ₂ % Bonds of 1949.....	85	88
Havana City First Mortgage 6% Bonds.....	103	107
Havana City Second Mortgage 6% Bonds.....	102	105
Cuba Railroad Co. Preferred Stock.....	95	100
Cuba Railroad Co. First Mortgage 5% Bonds of 1952.....	94 ³ / ₁	96 ¹ / ₂
Cuba Co. 6% Debenture Bonds.....	100	102
Cuba Co. 7% Cumulative Preferred Stock.....	100	.....
Havana Electric Railway Co. Consolidated Mortgage 5% Bonds of 1952...	93	94
Havana Electric Railway, Light and Power Co. Preferred Stock.....	106	109
Havana Electric Railway, Light and Power Co. Common Stock.....	102	103 ¹ / ₂
Matanzas Market Place 8% Bond Participation Certificates.....	102	108
Cuban-American Sugar Co. Collateral Trust 6% Bonds of 1918.....	102 ³ / ₈	102 ⁵ / ₈
Cuban-American Sugar Co. Preferred Stock.....	107	111
Cuban-American Sugar Co. Common Stock.....	220	240
Guantánamo Sugar Company Stock.....	83	85
Santiago Electric Light and Traction Co. 1st Mtge. 6% Bonds.....	89	92

All prices of bonds quoted on an *and interest basis*.

CUBA CANE SUGAR CORP.

The Cuba Cane Sugar Corporation is expected to act favorably at a meeting of the board on June 15, on plans for the acquisition of additional sugar plantations and other facilities which will result in a material increase in the company's production next season.

It is understood that the company has about \$20,000,000 of cash as the result of high prices received for the 1916 crop, but Directors said that no dividend would be inaugurated on the common stock at this time. The proposed purchases of new properties will be paid for out of cash on hand, obviating the need of any new financing.

Application has been made to list the company's shares on the New York Stock Exchange.—*N. Y. Times*.

STEWART SUGAR COMPANY

The Board of Directors of the Stewart Sugar Company has declared a semi-annual dividend of 5% and an extra dividend of 5%, payable June 15, 1916, to stockholders of record on June 14, 1916.

CENTRAL AGUIRRE SUGAR COMPANIES

A dividend of \$25.00 per share has been declared upon the common stock of the Central Aguirre Sugar Companies, payable July 1, 1916, to stockholders of record at the close of business June 26, 1916.

MANATI SUGAR COMPANY

The Board of Directors of the Manati Sugar Company have declared a quarterly dividend of 1³/₄% upon the preferred stock of the Company, payable July 1, 1916, to holders of preferred stock of record upon the books of the Company at the close of business June 24, 1916.

GUANTANAMO SUGAR COMPANY

A cash dividend of \$6 per share and a dividend of \$4.50 per share in the stock of the Company at par has been declared payable July 1, to stockholders of record at close of business June 20. The transfer books will be closed from June 20 to July 5.

F. H. CLARK, Secretary and Treasurer.
New York, June 14, 1916.

OFFICE OF CHIEF OF THE PORT

REPORT OF WORK DONE BY THE CAPITANIA DEL PUERTO OF HAVANA
FROM JULY 1, 1914, TO JUNE 30, 1915

Registry made during the year:

First list (seagoing).....	5	Fourth list (port).....	29
Second list (coastwise).....	12	Fifth list (excursion).....	11
Third list (fishing).....	89		
		Total.....	146

Vessels registered since June 30, 1915:

First list.....	307	Fourth list.....	2,391
Second list.....	1,175	Fifth list.....	62
Third list.....	2,866		
		Total.....	6,801

Coastwise vessels, entered and sailed:

Total.....6,406

Seagoing vessels, entered and sailed through the port and which have paid pilotage, according to their nationality and class:

Nationality.	Stms.		Sailing		Warships.	Lgters.	Yachts.	Total.		
	Ar.	Sd.	Ar.	Sd.				Ar.	Sd.	Ar.	Sd.
German.....	16	12	..	..	1	1	..	..	17	13
Austria-Hungarian....	3	2	..	..	..	..	..	..	3	2
Danish.....	32	32	1	1	..	..	..	..	33	33
United States.....	960	960	54	54	1	1	17	17	1,048	1,048
Spanish.....	127	127	11	11	..	..	..	..	138	138
Dutch.....	28	28	..	..	2	2	..	..	30	30
Italian.....	3	3	3	3	1	1	..	..	7	7
English.....	199	199	38	38	..	..	1	1	238	238
Mexican.....	12	11	2	..	..	..	..	..	14	11
Norwegian.....	229	229	..	..	..	..	..	..	229	229
Russian.....	1	1	..	..	..	..	..	..	1	1
Swedish.....	3	3	..	..	..	..	..	..	3	3
French.....	28	28	..	..	..	..	..	..	28	28
Cuban.....	41	38	5	..	..	..	1	..	47	38
	1,682	1,673	114	107	5	5	17	17	1,836	1,819

The total of 3,655 vessels represents 5,679,195 tons.

PILOTAGE.

There was paid into the treasury of the Custom House \$32,804.37, equal to 25% of the total collected, and which belongs to the State, the amount for the previous year being \$35,037.14.

The difference of \$2,232.77 noted in the receipts is due to there having been also a difference in tonnage arriving and sailing, which was 1,118,657, while the increase of 1,546 vessels which there was did not exceed in tonnage that of steamers of great burden which did not arrive and sail, for the reason that the pilotage tariff is based on ton of displacement for the purpose of payment of dues.

Passengers arriving and sailing through the port from July 1, 1914, to June 30, 1915:

<i>Passengers.</i>	1913 to 1914	1914 to 1915	<i>Difference between one year and the other, respectively.</i>
	<i>from May 20 to June 30</i>	<i>from July 1 to June 30</i>	
Arrived.....	79,184	62,660	16,524
Sailed.....	74,349	59,671	14,678
Difference in favor of city	4,835	2,989	.....

Inspections made of hulls and boilers and receipts for same.

Paid into the treasury of the Custom House, \$5,231.00, for 645 inspections.

Examinations of pilots and masters:

Masters of coastwise vessels.....	19
Masters of fishing vessels.....	7
Masters of port vessels.....	0
Pilots of port.....	2
Total.....	28

The two departments of pilots of the port were covered by means of competing examinations.

Fines for infraction of regulations of port and state, compared with previous year:

From 1913 to 1914.....	\$624
From 1914 to 1915.....	\$463
Difference.....	\$161

PORT POLICE.

From 1913 to 1914.....	1,535
From 1914 to 1915.....	1,548
Difference.....	13

The condition of the port is being improved in capacity and beacons; in the first case by the eradication of the shoal of Santa Catalina or Regla, over which navigation is possible, in view of the dredging work that has been done; and in the second case by the installation of luminous buoys at the entrance to the channel.

GAIN IN CUBA'S TRADE WITH U. S.

The imports from Cuba into the United States for the first ten months of the current fiscal year show an increase of more than 19% over the corresponding period of 1914-1915, as noted in the following figures:

1915.....	\$138,534,461
1916.....	\$165,121,402

GAIN IN U. S. TRADE WITH CUBA

The exports from the United States to Cuba for the first ten months of the current fiscal year show a gain of more than 66% over the corresponding period of 1914-1915, as shown in the following figures:

1915.....	\$61,480,743
1916.....	\$102,381,773

CUBAN COMMERCIAL MATTERS

CUBAN CROP CONDITIONS

The following information with regard to the condition of the Cuban crops was obtained from Mr. J. C. Manzer, commercial representative in Cuba of the Government of New Brunswick:

"The sugar crop of 1916 will be much short of the estimates made at the beginning of the harvest. This shortage, variously estimated at 15 to 20%, is due to the drought that lasted for five months, retarding the growth of the cane to a great extent and also facilitating the spread of cane fires. Cuba has never before suffered such losses from cane fire in any one season. Although the crop is much smaller than expected, the total value of the 1916 crop will be fully up to the estimate, as the price has advanced since the grinding commenced by more than 1 cent a pound (from 3.75 to 4.80 cents).

The extremely dry weather for the last few months will also curtail the next season's crop, as the new cane has made very little growth, and up to April 28 there was no planting of new cane fields. During the week ended April 28 some copious showers fell and much planting will be done in the next few days; but cane planted now will not be large enough to cut during the coming season, except under the most favorable circumstances. Many of the cane fields planted this season will not be cut until the season of 1918.

Tobacco—Fruits and Vegetables.

The growth of tobacco plants has also been greatly retarded on account of the extremely dry weather, but the quality of the cured leaves is of very high class, as the weather has been most favorable for curing. On account of the great falling off in the demand from foreign countries, the acreage in tobacco has been considerably reduced.

The growers of fruit and vegetables have suffered greatly from the long-continued dry spell. Potatoes, tomatoes, onions, eggplant, and lima beans are small, and the supply of pineapples, oranges, grapefruit, bananas, mangos, and aguacate is much less than ordinary. A few of the fruit growers irrigate their land, and their crops, in consequence, are as good as usual. Abundance of water can be

obtained in nearly all parts of Cuba by digging from 20 to 50 feet, but irrigation is very little practiced. With a good system of irrigation two or three crops of vegetables can be grown on the same land in one year, while without irrigation these can be grown only in the rainy season, which lasts from May to September. Heavy shipments of pineapples are now going forward. Last week's boat to New Orleans took 12,000 crates, and Saturday's boat to New York took 8,000 crates.—*Weekly Bulletin, Canadian Department of Trade and Commerce, Ottawa.*

CUBA'S IMPORTATIONS OF WINE

Importations of wine to Cuba are made principally through the port of Habana, about 10% of the total coming direct to Santiago de Cuba and a small volume to other ports on the island.

American exporters who desire to enter this market should send a well-qualified salesman acquainted with the language and trade conditions of Latin America to arrange for the appointment of agents and attend to the placing of advertising. There is no local production of wine in this district. Spain is an important source of supply, with considerable amounts from France and Italy.

Values of white wines imported in the year ended June 30, 1915, with the corresponding figures for 1914, were: In barrels, \$253,022 (\$239,783); in bottles, \$150,588 (\$164,740); in other receptacles, \$11,787 (\$11,676).

Values of red wines for the same periods were: In barrels, \$1,088,749 (\$1,149,024); in bottles, \$52,009 (\$64,260); in other receptacles, \$3,661 (\$1,000).

The share of the United States in this trade was: White wines in barrels, \$1,989 (\$1,820); in bottles, \$362 (\$1,341); in other receptacles, \$103 (\$1,696); red wines in barrels, \$3,522 (\$15,461); in bottles, \$4,190 (\$153); in other receptacles, none for 1915 and \$16 worth for 1914.—*Consul H. M. Wolcott, Habana.*

Senor F. Gonzales Garza, of the Mexican bar, is now associated with Mr. Phanor J. Eder, at 60 Wall Street, New York City, and is prepared to act as attorney and counsellor at law for those having legal business with Latin-American countries.

CUBAN COMMERCIAL MATTERS

CUBAN PORTLAND CEMENT COMPANY

This company has been organized in Boston under the laws of Massachusetts to manufacture and sell Portland cement in Cuba. The authorized capital consists of 200,000 shares at a par value of \$10 each. It is proposed that 100,000 of these shares be sold by the company at \$15 per share. The \$1,500,000 realized by this sale will finance the purchase of limestone and clay properties on Mariel Bay, Cuba, and will also furnish funds for the erection of a plant to manufacture Portland cement, with a capacity of 600,000 barrels per year. This plan will contemplate needing a working capital of \$200,000. The property at Mariel consists of 1,114 acres, and according to the estimates of the engineers, this tract contains sufficient raw material to produce at least 100,000,000 barrels of cement. It is thought that the cost of delivering the cement at Havana will be \$1.15 per barrel. The Cuban market consumes about 1,000,000 barrels of Portland cement each year. The selling price in Havana now is about \$3.00 per barrel. It will be seen that on this estimate a large profit will accrue to the company. According to present calculations, this property could be in operation within one year. Mr. Sheldon H. Bassett, at present president of the Knickerbocker Portland Cement Co., will probably be the president of the Cuban Portland Cement Company.

We are informed that the company proposes to operate barges from Hudson, New York, to Mariel, these barges to be loaded with cement and taken from the United States to Mariel by means of sea-going barges. This experiment will be watched by steamship men with great interest.

Among the improvements proposed at Mariel is a 20 foot channel in the bay and a railroad spur connecting the property with the system of the United Railways of Havana. It is thought that the railroad improvement alone will require an outlay of some \$100,000. The company also proposes to operate an auxiliary schooner to carry their product from Mariel to the coastwise Cuban ports.

SUGAR MILL MACHINERY TO CUBA

The Fulton Iron Works, St. Louis, Mo., have sold 1,300 tons of sugar mill machinery

for November shipment to the Compania Azucarera de Guira de Melena, Guira de Melena, Havana Province.

ADVERTISING CLUB OF CUBA ORGANIZED

A group of prominent business men of Habana held a meeting May 1 to organize the Advertising Club of Cuba. Its affiliation with the Association of Advertising Clubs of the World is expected.

The organization is composed of established business men of Habana, and its functions will be to facilitate foreign and domestic commerce, and to furnish information in regard to Cuba to prospective tourists and settlers from abroad.

The officers of the organization are: President, Thomas F. Kennedy, Obrapia 36, Habana; vice president, Miguel Morales, 514 National Bank Building, Habana; assistant vice president, Russel Spalding, 437 Lonja Building, Habana; treasurer, M. J. Freeman, 72 Bernaza Street, Habana; first assistant treasurer, Alfred B. Masquez, Amistad 142, Habana; second assistant treasurer, Calixto Fajardo; secretary, Francisco Johanet; assistant secretary, Chester E. Abbott, Muralla 59, Habana; second assistant secretary, D. R. Thomas. The office of the association is at No. 514, Baneo Nacional de Cuba Building.

CONSULAR INVOICES FOR MAIL SHIPMENTS TO CUBA

According to information received from the Cuban Consul General at New York, a certified consular invoice is necessary in the case of all articles of United States origin imported into Cuba, whether shipment is made by mail or otherwise, in order that the lower duties applicable to United States products may be imposed. Where shipment is made from a place in which there is no Cuban consular officer, the invoice containing the prescribed declaration of origin should be sent to the nearest Cuban consul or to the Consul General at New York for certification. As stated in Tariff Series No. 24, no charge is made for consular certification where the value of the shipment is less than \$5.—*Commerce Reports.*

CUBAN COMMERCIAL MATTERS

MINING EQUIPMENT FOR CUBA

Compania Minera Buena Vista (Buena Vista Mining Co.), Bernaza 3, Habana, Cuba:

"We are in the market for both new and used mining machinery, for both development work and operation, including engines, boilers, hoisting engines, ore cars, track, piping, steel cable, etc., and would be pleased to receive catalogues and price-lists from the leading supply companies in the States. Can you put in touch with dealers?"—Baltimore (Md.) *Manuf. Record*.

STRUCTURAL STEEL WANTED IN CUBA

A. F. Delbert, engineer, Hotel Pasaje, Habana, Cuba:

"Kindly announce that I have closed a contract to build a large central sugar mill on this island, and that I shall be in the market for the structural steel for building and other adjuncts. Address me at New Orleans, La. It will be a week yet before we are ready to announce the officers of this new company."—Baltimore (Md.) *Manuf. Record*.

TRADE-MARK RIGHTS

Manufacturers who contemplate entering the Cuban market may well consider in advance the position of their trade-marks under the law of that country. The law provides that only those who are residents and taxpayers in Cuba may register trade-marks. Foreign marks which have been registered in the country of origin, however, may be "deposited" and protected in the same manner as national trade-marks. The procedure of registration is somewhat complicated, and those who attempt to save money by dispensing with the services of an attorney are likely to put some trade-mark "pirate" on notice, and may find that the trade-mark has meanwhile been locally registered.

The danger is especially great in the case of articles bearing unregistered marks which have been widely advertised in the United States and which are well known. As an example, a Cuban druggist registered the mark of a preparation well known in the United States, and when shipments of these goods arrived applied to the Cuban Govern-

ment to exclude them as an infringement of his trade-mark. It is said to have cost the owners \$900 to buy up his rights, in addition to \$300 in attorneys' fees. Foreign marks are not recognized until registered, after which complete protection is given.—*Special Agent Garrard Harris*.

GASOLINE ENGINES POPULAR IN CUBA

There is a good demand throughout Cuba for gasoline engines for use in pumping water for irrigation purposes. The season, however, for selling them is in the late summer or autumn when preparations are being made for the dry winter season.

Agricultural machinery and apparatus, "employed by farmers for preparing the ground and gathering the crops, also for improving and cleaning the crops without essentially changing their nature," is dutiable under No. 216 of the import tariff, "with copper or copper alloys as the material of chief value," 10% ad valorem to the world at large, with a 25% reduction to the product of the United States, or 7.5% ad valorem; "other," the same general rate with a 20% reduction to American products, or 8%.

Hydraulic, petroleum, gas, and hot or compressed air motors, when not to be used in agricultural work as stated above or imported by shipowners, are dutiable under No. 218 of the tariff, which provides for a net duty of 20% ad valorem to the products of the United States, when copper or copper alloys is not the material of chief value; otherwise, 18.75 per cent ad valorem.

Terms of Sale Similar to those in the U. S.

It is usual to grant more liberal terms of credit to firms in good standing on these products, but as the business is almost entirely in the hands of American exporters, the general terms of sale are not greatly different from those prevailing in the United States. If an American firm has a traveling representative covering the extreme southern territory of the United States, it might well for him to make a trip to Habana from Tampa, or Key West when an opportunity presents, studying trade conditions and making an endeavor to secure a good representative for his firm's products.—*Consul H. M. Wolcott, Habana*.

CENTRALES FINISHED GRINDING TO DATE

JUNE 13th, 1916

<i>Central</i>	<i>Est.</i>	<i>Actual</i>	<i>Bags</i>		<i>Per Cent</i>	
			<i>Short</i>	<i>Over</i>	<i>Short</i>	<i>Over</i>
PINAR DEL RIO						
Asuncion	50,000	38,881	11,119		22	
Bramales	34,000	23,500	10,500		31	
El Pilar	85,000	64,000	21,000		25	
Gerardo	6,000	4,000	2,000		33	
Mercedita	105,000	77,000	28,000		27	
Oroceo	55,000	Finished, but output not yet reported.				
San Ramon	85,000	59,000	26,000		31	
HAVANA						
Amistad	200,000	260,000		60,000		30
Fajardo	50,000	64,500		14,500		29
Fortuna	60,000	54,500	5,500		9	
Gomez Mena	350,000	355,000		5,000		2
Guira de Melena	35,000	34,679	321		1	
Havana	50,000	60,125		10,125		20
Jobo	100,000	104,000		4,000		4
Josefita	100,000	100,000				..
La Julia	200,000	216,900		16,900		8
Loteria	20,000	24,000		4,000		20
Mercedita	240,000	205,000	35,000		15	
Ntra. Sra. del Carmen	55,000	46,500	8,500		15	
Nueva Paz	100,000	116,639		16,639		17
Portugalete	60,000	73,000		13,000		22
Providencia	180,000	188,000		8,000		4
Rosario	220,000	Finished, but output not yet reported.				
San Agustin	85,000	98,500		13,500		16
San Antonio	160,000	152,000	8,000		5	
Toledo	190,000	208,000		18,000		10
MATANZAS						
Aguedita	62,000	63,017		1,017		2
Alava	250,000	266,000		16,000		7
Aranjo	65,000	64,000	1,000		2	
Armonia	85,000	81,093	3,907		5	
Australia	70,000	28,500	41,500		59	
Carolina	75,000	81,000		6,000		
Conchita	350,000	324,000	26,000		7	8
Cuba	200,000	200,000				..
Dolores	60,000	71,000		11,000		18
Dos Rosas & Precioso	60,000	70,500		10,500		17
Dulce Nombre	61,000	61,118		118		0
Elena	20,000	14,155	5,845		29	
España	150,000	162,000		12,000		8
Esperanza	90,000	67,600	22,400		25	
Feliz	140,000	Finished, but output not yet reported.				
Flora	100,000	101,534		1,534		2
Guipuzcoa	80,000					

Jesus Maria	85,000				
Limones	140,000	120,000	20,000		14
Luisa (Condesa)	40,000	31,500	8,500		21
Mercedes	350,000	307,000	43,000		12
Porfuerza	70,000	Finished, but output not yet reported.			
Porvenir	25,000	19,000	6,000		24
Progreso	150,000	143,200	6,800		4
Puerto	25,000	22,500	2,500		10
Reglita	100,000	100,500		500	1½
San Cayetano	50,000	44,500	5,500		11
San Ignacio	120,000	116,071	3,929		3
San Juan Bautista	28,000	28,000			..
San Vicente	100,000	90,500	9,500		10
Santa Amalia	50,000	Finished but output not yet reported.			
Santa Gertrudis	200,000	200,000			..
Santa Rita	90,000	71,200	18,800		21
Santo Domingo	80,000	79,232	768		1
Saratoga	50,000	44,000	6,000		12
Socorro	380,000	338,000	42,000		11
Soledad	150,000	156,000		6,000	4
Tinguaro	220,000	243,000		23,000	9
Triunfo	25,000	18,600	6,400		26
Triunvirato	35,000	32,550	2,450		7
Union	200,000	179,500	20,500		10
SANTA CLARA					
Adela	90,000	99,000		9,000	10
Altamira	80,000	78,000	2,000		2
Andreita	180,000	196,000		16,000	9
Caracas	240,000	158,000	82,000		34
Caridad	25,000	35,000		10,000	40
Carmita	12,000	13,000		1,000	8
Cieneguita	105,000	98,500	6,500		6
Constancia	230,000	175,000	55,000		24
Constancia	125,000	135,000		10,000	8
Corazon de Jesus	55,000	65,500		10,500	19
Covadonga	180,000	150,500	29,500		16
Dos Hermanos (Acea)	34,000	38,000		4,000	12
Dos Hermanos (Fowler)	100,000	97,000	3,000		3
El Salvador	25,000	33,000		8,000	32
Fé	130,000	135,000		5,000	4
Fidencia	100,000	122,000		22,000	22
Hormiguero	270,000	192,000	78,000		29
Juragua	75,000	62,500	12,500		17
Julia	12,000	9,000	3,000		25
La Vega	90,000	92,168		2,168	3
Lequeitio	180,000	174,000	6,000		3
Luisa y Antonio	8,000	6,500	1,500		19
Lutgardita	70,000	66,000	4,000		6
Macagua	50,000	53,700		3,700	8
Manuelita	120,000	125,000		5,000	4
Mapos	100,000	53,204	46,796		47
Maria Antonia	40,000	26,000	14,000		35
Maria Victoria	100,000	96,000	4,000		4
Narcisa	130,000				
Natividad	27,000	32,200		5,200	19

Parque Alto	90,000	80,000	10,000		11
Pastora	85,000	72,000	13,000		15
Patricio	120,000	133,065	13,065		11
Perseverancia	210,000	130,000	80,000		38
Portugalete	110,000	107,000	3,000		3
Purio	80,000				
Ramona	60,000	70,000		10,000	14
Reforma	150,000	124,000	26,000		17
Regla	10,000	5,000	5,000		50
Resolucion	60,000	55,000	5,000		8
Resulta	85,000	102,500		17,500	21
Rosalia	47,000	48,500		1,500	3
Rosa Maria	35,000				
San Agustin	100,000	102,000		2,000	2
San Augustin	150,000	141,000	9,000		6
San Antonio	75,000	68,000	7,000		9
San Cristobal	25,000	18,000	7,000		28
San Francisco (Asis)	40,000	36,000	4,000		10
San Francisco	90,000	87,000	3,000		3
San Isidro	55,000	45,000	10,000		18
San José	90,000	124,551		34,551	38
San Lino	100,000	87,500	12,500		13
San Pablo	45,000	48,536		3,536	8
San Pedro	55,000	51,000	4,000		7
Santa Catalina	100,000	104,000		4,000	4
Santa Lutgarda Camba	37,000	26,500	10,500		28
Santa Lutgarda (Lopez)	100,000	112,000		12,000	12
Santa Maria	120,000	101,000	19,000		16
Santa Rosa	140,000	133,000	7,000		5
Santa Teresa	135,000	183,000		48,000	36
Santisima Trinidad	80,000	61,059	18,941		24
Soledad	130,000	142,533		13,533	10
Trinidad	100,000				
Tuinucu	200,000	172,683	27,317		14
Ulacia	120,000	115,000	5,000		4
Unidad	100,000	115,000		15,000	15
Violeta	75,000	74,000	1,000		1
Vitoria	150,000	163,985		13,985	9
Washington	190,000	179,750	10,250		6
Zaza	120,000	122,000		2,000	2

CAMAGUEY

Agramonte	100,000	65,000	35,000		35
Camaguey	125,000	105,017	19,983		16
Cespedes	60,000				
Ciego de Avila	130,000	140,883		10,883	8
Elia	90,000	24,295	65,705		73
El Lugarcño	150,000	153,791		3,791	2
El Senado	300,000	230,000	70,000		23
Florida	50,000	75,000		25,000	50
Francisco	375,000	306,500	68,500		18
Jagueyal	275,000	233,480	41,520		15
Jatibonico	320,000	285,909	34,091		11
Moron	200,000	170,300	29,700		15
Patria	45,000	32,485	12,515		28
Stewart	490,000	489,054	946		..

ORIENTE

Almeida	80,000				
America	75,000	70,000	5,000		7
Borjita	75,000	67,000	8,000		11
Boston	452,000				
Chaparra	600,000				
Cape Cruz	100,000				
Confluente	55,000	46,820	8,180		15
Cupey	85,000				
Delicias	400,000				
Dos Amigos	70,000	62,176	7,824		11
Ermita	60,000	57,000	3,000		5
Esperanza	85,000				
Isabel	70,000	55,600	14,400		20
Isabel	175,000	150,000	25,000		14
Jobabo	300,000				
Los Canos	80,000				
Manati	400,000				
Monano	6,000				
Niquero	170,000				
Palma	100,000				
Palmarito	50,000				
Preston	443,000				
Rio Cauto	90,000	70,000	20,000		22
Romelie	50,000				
Salvador	56,000	54,093	10,907		17
San Antonio	70,000				
San Miguel	25,000	29,000		4,000	16
San Ramon	100,000	97,138	2,862		3
Santa Ana	45,000				
Santa Cecilia	75,000	51,200	23,800		32
Santa Lucia	350,000				
Santa Maria	40,000	34,056	5,944		15
Sofia	40,000	35,170	4,830		12
Soledad	130,000	104,467	25,533		20
Teresa	90,000	92,500		2,500	3
Tranquilidad	12,000	15,000		3,000	25
Union	70,000				
Totals	17,255,000	16,228,962	1,647,783	621,745	
			621,745		

1,026,038 bags short.

Returns from 77% of estimated crop indicate the yield to be 5.9% under *Cuba Review* estimate. With this ratio total crop should be about 21,000,000 bags or 3,040,000 tons.

Total Centrales grinding (1916), as listed in <i>Cuba Review</i>	189
Already finished (June 13th)	162
Still grinding (June 13th)	27

THE SUGAR REVIEW

Specially written for The Cuba Review by Willett & Gray, New York

Our last review for this magazine was dated May 8, 1916.

At that date Cuba Centrifugal sugar 96° test was quoted at 6.52c. per pound duty paid (5½c. c & f) and is now 6.21c. per pound duty paid (5¾c. c & f), showing a decline for the period under review of 5.16c. per pound.

This reaction in values can be traced directly to certain congested conditions resulting from labor strikes and difficulties of obtaining storage facilities readily. Strikes at the barrel factories also caused refiners to change deliveries to a considerable extent from barrels to bags which has not proved entirely satisfactory to buyers of refined.

Resulting from these outside conditions affecting both the raw and refined sugar market, two Philadelphia refiners this week reduced their Granulated quotations from 7.65c. per pound to 7.30c. per pound (less 2% each). The Pennsylvania Refinery issued a statement intimating that the cutting of price was due to local competition. Inasmuch as the American in Philadelphia and other refiners in the United States still maintain their price at 7.65c. per pound, the lower price of 7.30c. is not likely to be continued longer than the capacities of the two refineries involved in the competition for business remain sufficient to satisfy the demand going to them at their reduced quotations.

A very considerable amount of contracts at lower than present values remain on the books of refiners still awaiting delivery, even as low as at 6.50c. for Granulated. If such deliveries were offered for resale under pressure of refiners to complete such contracts by deliveries, then the present higher rates for refined might become reduced somewhat. Thus, to conclude, a downward trend to raws and with some refineries at lower level than others for refined, it is not altogether certain that the higher level for refined can be continued indefinitely. However, it is equally possible that the decline in raw sugar may be checked and an advancing tone and tendency take its place, based upon the whole statistical position, which is certainly more favorable for advances than declines for the coming months.

As affecting the Cuban sugar corporations incorporated in the United States and under American control and management, a somewhat serious and drastic legislation seems to be developing in the Island of Cuba. As reported in the press dispatches from Havana, June 3d, a bill has been drafted by the Committee on Codes of the House of Legislation, the 1st Article of which declares null and void all sales of rural properties to persons or entities not of Cuban nationality, including sugar mills or other headquarters of landed properties located within the limits of municipalities. Deeds of gift to non-nationals are alike null and void.

Other drastic provisions are named in the Bill, all detrimental to foreign ownership of sugar plantations in Cuba, but we call attention to the matter in the hope that Cuban legislators may be induced to hesitate before perfecting legislation directed against all interests trading between Cuba and the United States. It is to be hoped in the mutual interests of Cuba and the United States that this matter is more imaginative on the part of newspaper correspondents than real. We have ourselves received no direct confirmation of the report thus far.

This matter would seem to be a good subject for investigation and report by the *Cuba Review*, and would be most welcome to the numerous Americans now interested in Cuban sugar stocks.

Looking forward, there appears no good reason for considering the present decline as any more than a reaction brought about by reasons given above, and that the statistical situation fully warrants an entire recovery to recent prices if not to a further advance in values.

WILLETT & GRAY.

New York, June 8, 1916.

THE SUGAR INDUSTRY

PROPOSED SUGAR MILLS

Central "Canarias"—This mill will be erected near "San German," Oriente Province. The originators of the new enterprise are Mr. Dominguez and Mr. J. Perez Hernandez, who will be General Manager.

Central "Van Horne"—This new Central which will be built by the Cuba Railroad Company will also be located near "San German," Oriente Province.

Alto Cedro Sugar Company—This mill will be built near "Marcane," a station of the Cuba Railroad Company, in the Oriente Province. It is proposed to have the Central in readiness for grinding the coming year. It is understood that the West India Sugar Finance Company are interested in this enterprise.

Baragua Sugar Company—Mr. Jules Godchaux of New Orleans will build a sugar mill at "Colorado," near Ciego de Avila. The machinery from a Louisiana mill will be used for such purpose.

Compañía Azucarera Central "Occidente"—The owners of Central "Patria" will soon build a new mill near Quivicán, Havana Province. Mr. M. Galdo is in charge of the construction works and will probably be the Administrator.

JOVELLANOS

It is said that Mr. Pedro Arenal, who owned Central "Soorro," contemplates building a new mill near Jovellanos, Province of Matanzas. Nothing definite is known regarding this new project.

SUGAR PRICES

Cuban sugar men fully expect raw sugar to be selling in Cuba next December, when the crops come in, at from 6 to 7 cents a pound, according to Juan Escarra, partner of Manuel Rionda, in the great electrical sugar mill that has just been put up in the Province of Camaguey. This mill, according to Mr. Escarra, who has arrived at Walcott with his family to spend the Summer in the United States, can make profit with sugar at 2 cents a pound.

"There has been much misapprehension about Camaguey Province being unadaptable to big sugar production," said Mr. Escarra

yesterday. "Owing to the fact that water was scarce, no attention was paid to it by the transportation interests. Lately, however, six big sugar mills, of the latest type, have been put up, the railways have built 120 miles of tracks, a new road is about to be built from Camaguey City to Santa Cruz, on the southern coast, and this is going to give a tremendous impetus to development which has been under way in the last few years. Sugar planters have been flocking into the province, and they have been successful. Now everybody in the province has money, and the stories of some of the planters would read like incredible romances. I have no doubt that in a very few years Camaguey will have jumped ahead of Santa Clara. There are four electrical mills on the island, and at our Elia mill we handle sugar entirely by electricity from the time it comes in on the truck until it leaves in the bag.

"You may get some idea how people have been making money out of sugar by a little division. We got \$300,000,000 for our last crop. We owed \$85,000,000. Subtract and divide by our 3,000,000 population. Why men who cannot read and write are making money hand over fist. I happen to recall one who could not write his own name. He had never been to a town. He asked me not long ago to take him to a city and show him how to put his money in a bank. I had to sign his name for him; he is making his mark. He deposited \$35,000."—*N. Y. Times*, June 12.

PUBLICATIONS RECEIVED

The Westinghouse Electric Export Company, of East Pittsburgh, Pa., has published a pamphlet dealing with the electrification of cane sugar mills. This pamphlet is published in English and also in Spanish, and copies may be obtained by addressing—Mr. H. F. Griffith, Assistant Manager, Westinghouse Electric Export Company, East Pittsburgh, Pa.

TEMPORARY FREE ADMISSION OF SUGAR IN ARGENTINA

An executive decree exempts from duty until October 1, 1916, sugar (raw or refined), not exceeding 30,000 tons.—*American Embassy, Buenos Aires*.

REVISTA AZUCARERA

Escrita especialmente para la Cuba Review por Willett & Gray, de Nueva York.

Nuestra última reseña para esta publicación estaba fechada el 8 de mayo de 1916.

En esa fecha el azúcar centrifugo de Cuba polarización 96 grados se cotizaba á 6.52c. la libra derechos pagados (5¹/₂c. costo y flete), y ahora se cotiza á 6.21c. la libra derechos pagados (5³/₈c. costo y flete), lo cual muestra una baja en el precio por el período bajo reseña de 5-16c. la libra.

Esta reacción en los precios puede atribuirse directamente á ciertas condiciones de acumulación resultantes de las huelgas de trabajadores y á dificultades en obtener prontamente facilidades para el almacenaje. Las huelgas en las fábricas de barriles fueron también causa de que los refinadores hicieran un cambio en las entregas de azúcar de barriles á sacos de un modo considerable, lo cual no ha resultado ser enteramente satisfactorio para los compradores de azúcar refinado.

Como resultado de estas condiciones extraordinarias que han afectado tanto el mercado de azúcar crudo como el de azúcar refinado, dos refinadores de Filadelfia han rehuído esta semana sus cotizaciones del producto granulado de 7.65c. la libra á 7.30c. la libra (menos el 2% en cada caso). La refinería de Pensilvania emitió un informe indicando que la rebaja en el precio era debida á la competencia local. Una vez que la refinería American de Filadelfia y otros refinadores en los Estados Unidos sostienen aún sus precios á 7.65c. la libra, el precio más bajo de 7.30c. no es probable continúe por mucho más tiempo de lo que las capacidades de las dos refinerías comprendidas en la competencia para los negocios sean suficientes para satisfacer la demanda que obtengan á sus precios de baja.

Los refinadores tienen aún en sus libros una cantidad muy considerable de contratos de azúcar á precios más bajos que las cotizaciones actuales y aun sin entregar, á precio tan bajo como 6.50c. por el azúcar granulado. Si esas entregas fueran ofrecidas para la reventa bajo presión de los refinadores para completar sus contratos por entregas, entonces los precios más altos actuales por el azúcar refinado podrían bajar algo. Así es que finalmente, con una tendencia de los azúcares crudos hacia la baja y con algunas refinerías á un nivel más bajo que otras en los precios del azúcar refinado, no es del todo cierto que el nivel más alto en los precios del azúcar refinado pueda continuar indefinidamente. Sin embargo, es también posible que la baja en el azúcar crudo se interrumpa y sea seguida por una tendencia hacia el alza, basada en conjunto en los informes estadísticos, que son seguramente más favorables para el alza que para la baja en los meses venideros.

Respecto á las compañías de azúcar de Cuba incorporadas en los Estados Unidos y bajo el dominio y administración Americana, parece estarse desarrollando en la Isla de Cuba una legislación algo grave y drástica. Según informes de despachos de la prensa de la Habana con fecha 3 de junio, se ha preparado un proyecto de Ley por el Comité Judicial de la Cámara Legislativa, cuyo primer Artículo declara nulas y sin valor todas las ventas de propiedades rurales á personas ó seres que no sean de nacionalidad Cubana, incluyendo fábricas de azúcar ú otras dependencias principales de propiedades de terrenos localizados dentro de los límites de las municipalidades. Los contratos de donación á los que no estén naturalizados son asimismo nulos y sin valor.

En el proyecto de Ley se citan otras disposiciones, todas en detrimento de los ingenios de azúcar en Cuba de pertenencia extranjera, pero llamamos la atención á este asunto en la esperanza de que los legisladores Cubanos sean inducidos á que vacilen antes de llevar á efecto una legislación dirigida contra todas las partes interesadas en el comercio entre Cuba y los Estados Unidos. Es de esperarse, en bien de los intereses mutuos de Cuba y los Estados Unidos, que este asunto es más bien cosa de imaginación de parte de los corresponsales de los periódicos que cosa real. Hasta ahora nosotros no hemos recibido confirmación directa de ese informe.

Este asunto sería un buen punto para investigación é informe por parte de la *Cuba Review*, y sería muy grato á los numerosos americanos ahora interesados en las acciones de azúcar de Cuba.

Mirando al futuro, no parece haber motivos para considerar la baja del azúcar al presente sino como una reacción motivada por las causas explicadas anteriormente, y que la situación estadística asegura se volverá por completo á los precios recientes, si es que los precios no sufren mayor alza.

WILLETT & GRAY.

Cable Address: "Turnure"

New York—64-66 Wall Street

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CORRESPONDENTS:

HAVANA—N. Gelats y Ca.

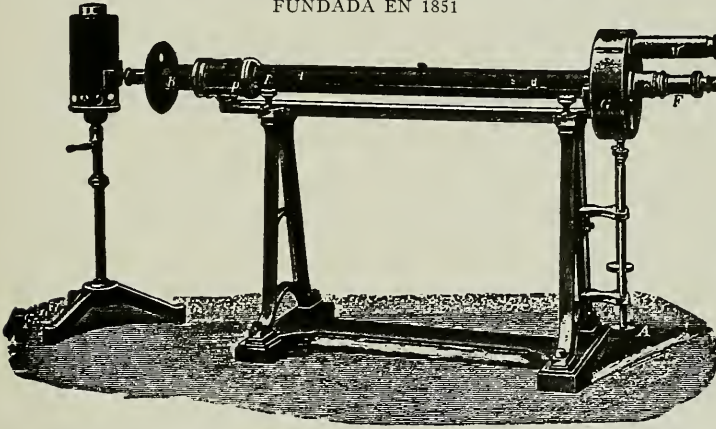
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INVESTED IN CUBA

According to the *Economist*, London, England, the amount of capital publicly subscribed for in London in Cuban enterprises is as follows:

1913.....	\$4,339,500
1914.....	\$194,700
1915.....	\$121,700

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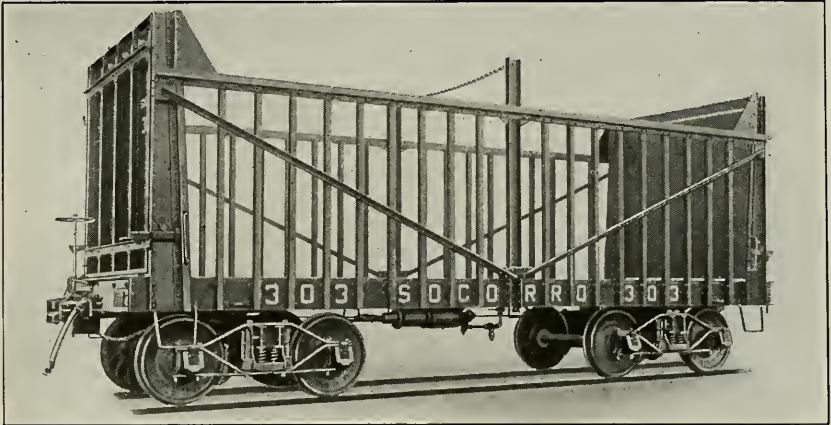
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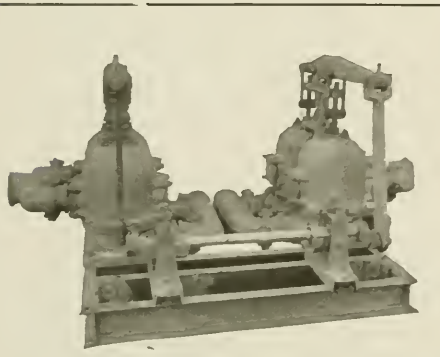
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Activo Total.....	225,000,000

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CONDENSED TIME TABLE OF DAILY THROUGH TRAINS

*9	7	3	15	*1				*2	6	8	4	*10
P. M.	A. M.	A. M.	P. M.	P. M.	Miles	Lv.	Ar.	A. M.	A. M.	P. M.	P. M.	A. M.
10.30	7.05	8.17	4.20	10.00		Lv.	Ar.	6.24	9.13	5.54	8.20	6.20
	9.38	10.13	6.55	12.06	58	Ar.	Lv.	4.20	6.42	3.28	6.26	
	12.33	12.33	8.49	3.45	109	Ar.	Lv.	12.45	5.00	1.00		
		4.00		8.05	179	Ar.	Lv.	8.00			1.00	
		7.25		9.05	230	Ar.	Lv.	6.00			10.00	
	7.17	4.30		8.50	195	Ar.	Lv.	3.45			12.10	10.00
	†	3.38		5.28	180	Ar.	Lv.	11.00			1.05	†
		6.40		8.40	241	Ar.	Lv.	7.25			9.15	
		8.00		9.55	276	Ar.	Lv.	6.33			8.48	
		10.30		12.30	340	Ar.	Lv.	4.15			6.15	
				6.15	471	Ar.	Lv.	10.00				
				8.25	520	Ar.	Lv.	8.10				
				9.45	538	Ar.	Lv.	7.15				
A. M.	P. M.	P. M.	P. M.	P. M.				A. M.	A. M.	P. M.	P. M.	P. M.

* Sleeping cars carried on Trains 1, 2, 9 and 10.
 † Via Enlace Capitan.

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Cienfuegos	\$3.00		\$10.00
Santa Clara	3.00	\$8.00	10.00
Camaguey	3.50	10.00	12.00
Antilla	5.00	14.00	18.00
Santiago de Cuba	5.00	14.00	18.00

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	U. S. Cy.		U. S. Cy.
Antilla	\$23.33	Isle of Pines	\$6.00
Batabano	1.53	Madrugá	3.01
Bayamo	20.66	Manzanillo	22.02
Caibarien	10.68	Matanzas	3.20
Camaguey	15.49	Placetas	9.64
Cardenas	5.43	Remedios	10.43
Ciego de Avila	12.72	Sagua	8.45
Cienfuegos	8.69	San Antonio	4.45
Colon	3.56	Sancti Spiritus	11.19
Guantanamo	23.58	Santa Clara	8.53
Holguin	21.20	Santiago de Cuba	24.11

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	<i>To Nuevitas</i>		<i>From Nuevitas</i>
SS. OLINDA.....	July 19	SS. OLINDA.....	July 10
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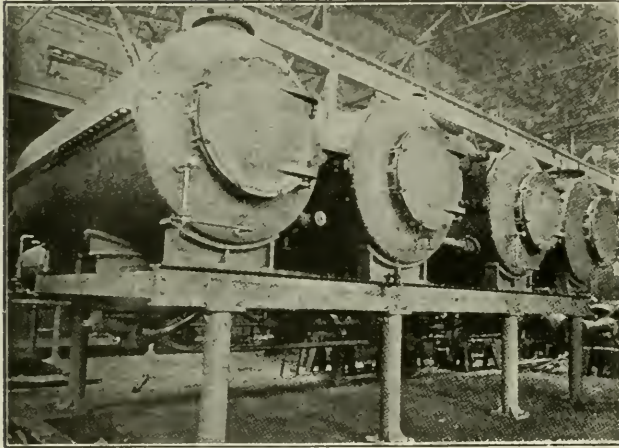
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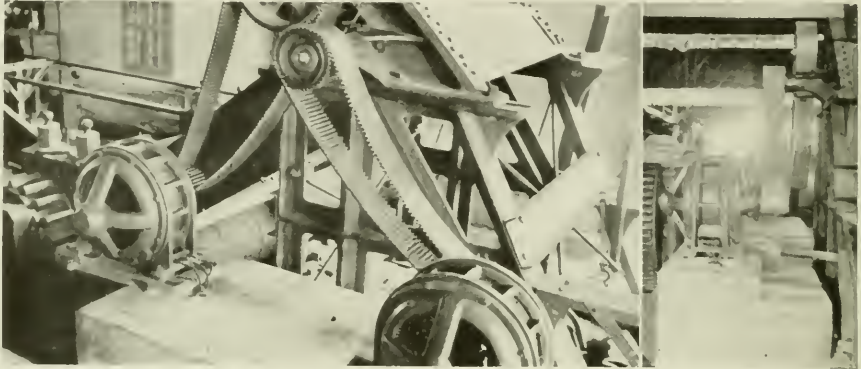
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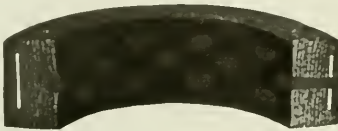
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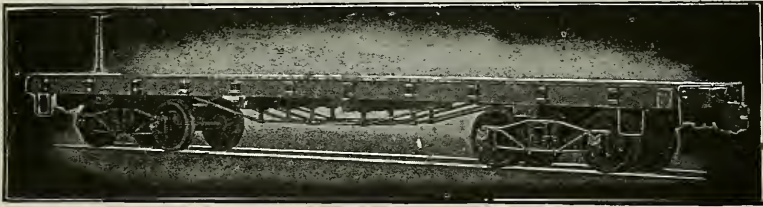
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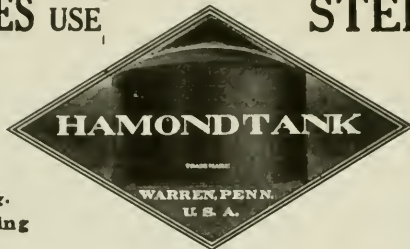
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TRAIN SERVICE DAILY

P	M	P	M	P	M	A	M	A	M	Fare	Lv.	Ar.	Fare	A	M	A	M	P	M	P	M		
5	152	552	15	10	15	6	55	6	15	1st cl.	Lv.	Ar.	3d cl.	7	49	11	09	11	47	3	496	477	09
7	154	334	15	12	15	8	33	8	15	\$2.04	Ar.	Ar.	\$1.10	45	9	35	9	45	1	454	455	35	
...	6	03	...	...	...	10	03	...	...	3.09	Ar.	Ar.	2.12	...	8.04	...	...	...	...	...	4	04
...	6	18	...	...	...	10	18	...	...	4.32	Ar.	Ar.	2.29	...	7.47	...	...	...	...	...	3	47
...	7	04	11	04	7	30	5.16	Ar.	Ar.	2.71	...	7.00	6	38	3	00	
...	8	32	12	32	11	22	6.79	Ar.	Ar.	3.52	...	5.30	3	00	1	30	
P	M	P	M	P	M	P	M	A	M					A	M	A	M	A	M	P	M	P	M

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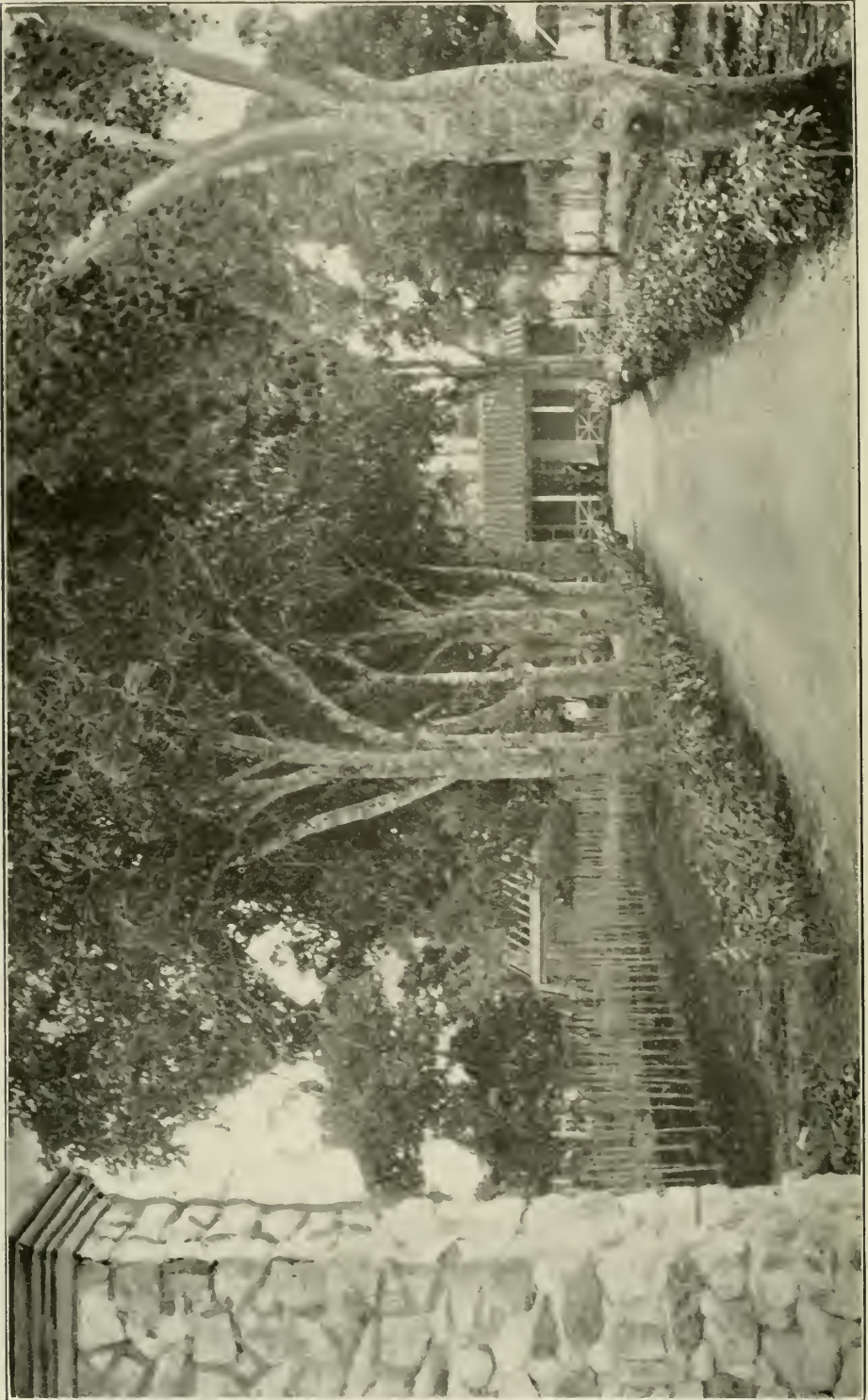
Vol. XIV

APRIL, 1916

No. 5

Contents of This Number

	Page
Cover Page—Daiquiri Port	
Frontispiece—Entrance to "El Chico".	
All Around Cuba:	
Automobile Service in Santiago.....	9
Guantanamo.....	9
La Gloria.....	9
Water Meters for Havana.....	9
Automobiles in Havana.....	21, 22
Cuban Commercial Matters:	
American Silks.....	26
Camaguey.....	25
Canned Goods.....	25
Cuban Tobacco Crop.....	18
Cuba's Beer Industry.....	26
Four Years' Trade with Cuba.....	23
Greeting Cards.....	26
Importance of Quoting Delivered Prices.....	25
Motor Truck Market.....	26
New Steamer.....	24
Tin Plate.....	24
Cuban Financial Matters:	
Bethlehem Steel Company.....	29
New Central.....	29
Prevailing Prices for Cuban Securities.....	29
Trust Company of Cuba Report.....	29
Cuban Government Matters:	
Congress.....	7
Lottery.....	7
Navy.....	7
Pension Law.....	7
Treaties.....	7
Fancy Poultry, etc.....	14, 15
Granja E. Chico, illustrated.....	10, 11, 12
Jucaro, illustrated, by C. H. Pearson.....	16, 17
Kapok, illustrated.....	13, 14
Report of Money Orders.....	27
Rules Applicable to Automobiles.....	19
Sugar Industry:	
Cane Fields, illustration.....	8
Cane Mill Arrangements in Cuba.....	32
Handling Sugar Cane, illustration.....	8
Report of American Sugar Refining Company.....	30, 31
Sugar Review, English.....	33, 34
Sugar Review, Spanish.....	35, 36
Traffic Receipts of Cuban Railroads.....	28
Traffic Regulations of Havana.....	20



Entrance to "El Chico."—See Article page 10.

THE CUBA REVIEW

"ALL ABOUT CUBA"

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VOLUME XIV

APRIL, 1916

NUMBER 5

CUBAN GOVERNMENT MATTERS

CONGRESS

The Cuban Congress convened on April 3, and a message from President Menocal was received. The message made mention of the prosperity of Cuba and commented on the extraordinary rise of value of Cuban products, with the exception of tobacco. In regard to tobacco, the hope was expressed that Great Britain would modify her recent ruling in regard to the importation of tobacco from Cuba. The message briefly recapitulated measures recommended on previous occasions on which no action has as yet been taken by Congress.

CUBAN NAVY

It is proposed to increase the Cuban Navy by the addition of 20 gunboats of 600 tons tonnage. It is claimed that the present Navy of Cuba, on account of its lack of sufficient gunboats, cannot properly protect the coast of Cuba. Those who are advocating a larger navy also suggest the purchase of two cruisers of 4,000 tons each.

LOTTERY

Early in March, in order to economize the administration of the Cuban lottery, the employees, whose salaries did not exceed \$30 per month, were suspended, which resulted in putting about 1,000 employees off the pay roll. This action caused so much dissatisfaction that by an executive decree these employees were reinstated, and the department is now trying to economize in other directions.

TREATIES

The proposed *modus vivendi* with Spain is again being considered, and it is hoped that the opposition of the Spanish tobacco interests to the free entrance of Cuban tobacco into Spain will be withdrawn and an agreement reached.

The parcel post treaty with England is still pending and the Department of State is preparing to take action in this matter. The parcel post treaty with the United States is also still in abeyance and it is hoped that the State Department will succeed in arranging this matter to the satisfaction of the tobacco exporters. Other treaties which are to receive consideration are the Commercial Treaty with Portugal and treaties with Chili and Argentina. The purpose of all these treaties is to provide a better market for Cuban products used by the respective countries.

PENSION LAW

The commission investigating the pensions paid has reported that there is a monthly deficit of \$3,244.12, which would make the annual deficit \$38,929.44. It is probable that this deficit will increase in a greater ratio within the next three years. The total amount paid in pensions annually is \$205,544.73. The commission includes in its report the recommendation that Congress enact such legislation as will prevent the continuance of this deficit.



Cane Fields, Matanzas Province.



ALL AROUND CUBA

LA GLORIA

It is reported that a Roman Catholic Church will be erected in a short time at La Gloria. The land for the site of the church has already been acquired as a gift from the Byrne Estate, and it now remains to raise sufficient funds for the erection of the building.

NEW STATION

The new railroad station under construction by the Cuba Railroad Company at Ciego de Avila in Camaguey province for passengers and freight is rapidly nearing completion.

GUANTANAMO

The Guantanamo & Western Railroad have established a train service that gives excellent connections with trains of the Cuba Railroad between Havana and Santiago, changing at San Luis for points on the Guantanamo & Western to Guantanamo. The train leaving Santiago at 7:15 A. M. will bring the passenger to Guantanamo at 11:20 A. M., and a train leaving Guantanamo at 4:00 P. M. connects at San Luis with the Cuba Railroad train for Santiago which reaches the latter city at 9:30 P. M.

AUTOMOBILE SERVICE IN SANTIAGO

Excellent automobile service is maintained now from Santiago to distant and nearby points which are interesting to travelers who desire to see noted historical places, and those rich in scenic beauty famed in the mountainous section around Santiago.

The prevailing prices for six passenger cars are as follows:

Per hour within city limits . . .	\$5.00 to \$6.00
To Cristo and return	10.00 to 12.00
To Boniato Hill and return . . .	10.00 to 12.00
To San Luis and return	20.00 to 25.00
To El Caney and San Juan . . .	10.00 to 12.00
To El Cobre Mines	30.00 flat
To Harbor Fort (El Morro) . . .	20.00 flat

Arrangements can be made at some of the hotels for a special flat rate. A combination of trips can be made at a reduced rate obtained for including all or part of the places mentioned in one or more trips.

EXCLUDED HAITIENS

Early in April 600 Haitiens who wished to enter Cuba, via the port of Santiago, were refused admission on account of non-compliance with the Cuban immigration laws, and the Immigration Department of Cuba ordered their return to Hayti.

ARMED MERCHANT MEN

President Menocal has signed a decree under date of April 4th permitting steamers of belligerent nations to enter Cuban ports provided the vessels' armament does not include guns exceeding 6-inch calibre.

CAMAGUEY

The April *Century* published a story in which the scene is laid in Camaguey, Cuba. The story, as a portrayal of Cuban life and manners is preposterous, but it gives some idea of the atmosphere of the old city.

There is a rumor afloat that the Wanamaker Stores of New York will open a large branch department store in the city of Havana in the very near future.

WATER METERS FOR HAVANA

The Department of Public Works of Cuba has announced that within a short time water meters will be installed in all factories, hotels and restaurants in the City of Havana.

This measure has been advocated by the Secretary of Public Works for sometime on account of the enormous waste of water in the city, but it was objected to by the sanitary department on the ground that it might give rise to uncleanness if the use of water were in any way restricted. It appears that the objections of the sanitary authorities have now been overcome and that the installation of the meters will soon be required.

A new monthly magazine entitled "Social" made its first appearance in Havana early this year. The new publication is handsomely illustrated in colors and devoted entirely to happenings in Cuban and International society, the Opera, foreign embassies and the followers of racing in the capital. The publication is issued by Sres. Massaguer Brothers who also publish "Grafico."

GRANJA EL CHICO

Granja El Chico (meaning the small farm) is famous because of its relation to, and the interest taken in, its success by its founder, Pres. M. G. Menocal, who makes frequent visits from Havana to this place and watches very closely the development and experimental work being carried on in the interests of the Cuban people and in his efforts to teach them, practically, how to be successful in raising good poultry.

The farm is situated eighteen (18) miles from Havana, in the vicinity of Marinao, about 55 minutes drive by automobile, and contains 200 acres of excellent land with woods, shaded nooks, streams and flower garden patches, and due to its excellent location and good roads for

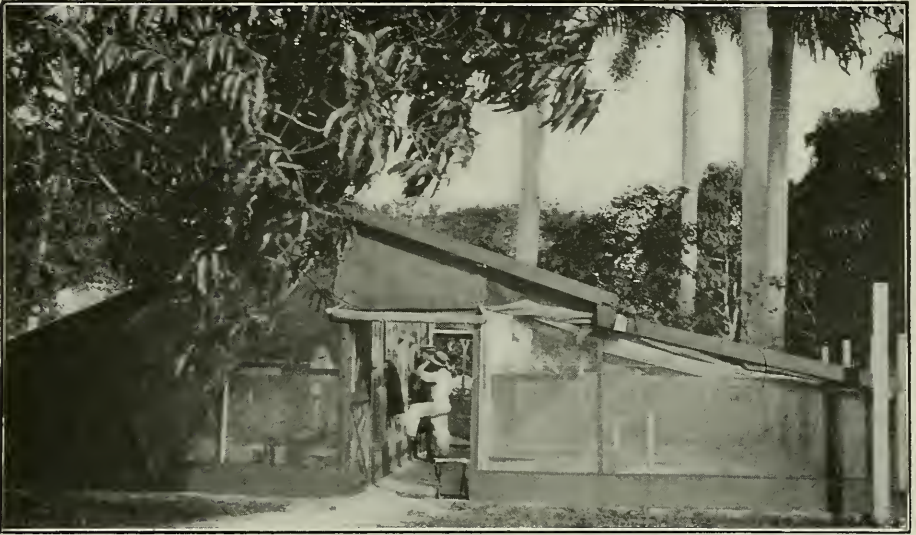


The Expert, Sr. Jose F. Iribarren, in Charge at "El Chico."

automobiles to and from Havana, it is a popular and interesting spot for visitors from Havana. The estate was once the property and summer home of a very wealthy resident of Havana and contains many old and well constructed buildings. Work is now under way to remodel these buildings and rebuild the central palace to be used as the summer home of the President. In addition to the part devoted to the raising of chickens the farm also has large and well kept flower and vegetable gardens, which all contribute to the general plan of teaching Cubans what can be raised on the soil of their own land to good advantage.

The chicken raising branch of the farm is in charge of Jose F. Iribarren, a Cuban and an expert in his line who has had much practical experience in chicken raising, and with the encouragement and backing of the President and Dr. Frank Menocal he is very enthusiastic with the results secured thus far and of the future. There are now from four to five thousand chickens of twelve varieties on the farm from a beginning of from two to three thousand last April, from which they are receiving at present more than sixty dozen eggs daily for marketing and incubator purposes: The principal breeds now on the farm are as follows: White Leghorns, Brown Leghorns, Rhode Island Reds, Plymouth Rocks, "Prat" Spanish, Polish Black, Polish Golden, Polish Silver, Bantams, Bronze Turkeys and Pheasants.

The White Leghorn variety are far in the majority and are kept because of their excellent laying qualities—from some of which the farm collects an average of 280 eggs yearly. The next best are the Plymouth Rock and Rhode Island Reds which in addition to their paying qualities are good investments for marketing and edible purposes. The Polish breeds and Bantams are for show purposes more than their value as money-makers. The Bronze Turkeys



"El Chico"—Brooding House.



"El Chico"—Stock White Leghorn.

seem to do well at present on the farm and are permitted to exist as far as possible in their native wild state. All of the better grades and prize chickens on the farm have been imported from the states and some of the prize chickens have been presented to the President by admirers in the States to assist him in his good work.

The farm is equipped to handle and distribute eventually many thousands of chickens yearly and the houses and brooders are of the latest type and well constructed for sanitary purposes. One advantage in this connection that a chicken farm in Cuba has over a northern location is the equable climate for the entire year which does not necessitate the construction of special buildings for winter weather and which permits of out-of-door sunshine and runs for the chickens for the entire twelve months.

The incubator house on this farm is an interesting place, where specially selected eggs from



General View of Section Devoted to White Leghorn Variety.
More than 1,000 Chickens to be Seen—"El Chico."

the farm are incubated and a careful record kept from day to day of every operation and change. Five large incubators of the latest type with a capacity of one thousand eggs are at present in use and it is the intention to add more as the stock increases.

The eggs are collected once each day in large baskets and are taken to the packing house where the fertile and edible eggs are divided and assorted as to size and color, and stamped, before they are carefully packed in cases for the market. At present the eggs are marketed only in the city of Havana and vicinity where they are handled through one house for distribution and are transported daily to the Havana market in large up-to-date and fast motor trucks.

A special feature on this farm is the system of feeding the best chicken food procurable in the States, also native berries and seeds, and in addition the native 'Comejon' hive is taken from the trees and stumps and broken up to provide millions of ants for the chickens. This last item of feed is only to be had in Cuba in large quantities without cost, and is another advantage that the Cuban chicken raiser will have over his northern competitor.

With the improved and scientific methods used in the operation of this model farm and the personal attention given by President Menocal and Dr. Menocal the project can only be a successful one, and regardless of the financial returns possible it is sure to accomplish its one main purpose in its object lesson to Cubans in teaching them the value of improving the yield of poultry and eggs for consumption on the island, and the opportunities afforded by co-ordinated effort in securing good financial returns from a small investment.

THE SPANISH LANGUAGE

We note in a recent issue of the *New York Times* a letter from Sr. Antonio Llano. Sr. Llano was invited to address the Pan-American Scientific Congress in Washington on the subject of technical nomenclature and translations. In his communication to the *New York Times*, Sr. Llano calls attention to the careless way that exporters, in endeavoring to secure trade in Latin-American countries, do not use sufficient care in preparing their

Spanish catalogs and Spanish letters, and in consequence do not achieve their purpose because of inaccuracies and unintelligible expressions used by inexperienced translators.

EXPORTS

Cuba exported in the fiscal year ending June 30th, 1915, goods to the total value of \$219,447,322 or \$88 per capita, an increase of \$22 per capita in one year.



Young "Kapok" Plant.

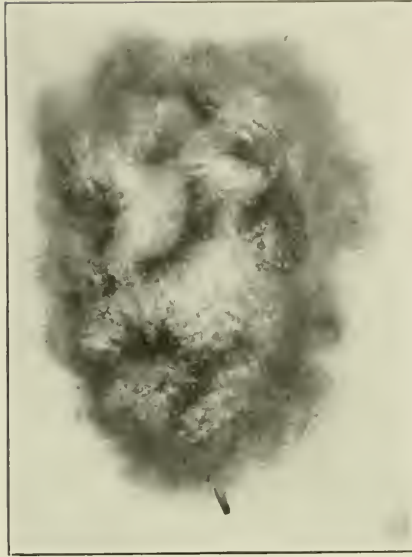
" KAPOK "

The plant, although a native of Tropical America, is better known as a commercial tree of Java. It is the *Bombax Pentandrum* or *Eriodendron Anfractuosum* of the botanical family *Bombacaceae*: (The specimen plant shown in foregoing cut has reached a growth of eighteen months). The plant and particularly its product is known to commerce as "Kapok," but in Cuba the tree is known and called the "Silk Cotton Tree" and its product "Cotton Wool," and is used more generally in upholstery work for filling seats and cushions, and for this purpose it is considered a most important material—the fiber is the floss or seed hair and is not attached to the seed, as in the case of cotton and as is usual in silk cotton specimens it has no twist, and for this reason cannot be spun into thread. Oil is produced from the seeds of this plant for use as food and for the manufacture of soap—statistics show that from 30 to 35 per cent of oil can be extracted from the seeds, and in addition it is given an iodine value of 116.

As above stated the tree is a native of Tropical America and is to-day grown in many tropical countries; credit is due the natives of Holland for its introduction into and cultivation in Java and for establishing a market for the use of the silk cotton in Europe, and at this time the most extensive plantations are found in Java from which fields the Dutch merchants draw their supply for consumption in the European markets. The fiber is soft and silky and maintains its elasticity in use and does not become matted or compressed as other fibers used for the same purposes.

The tree thrives well in any soil, and in Java it is usually grown along the highways as a shade tree and used as a support for telegraph and telephone wires; it grows straight with horizontal branches and is very attractive with its very large leaves. It is also used in pepper plantations as a support for the pepper vines. The tree requires about six years to acquire its full growth and produce its seed and fiber capsules; the capsule contains a large number of very small seeds. While the fiber itself is not very resistant it is combined with silk and wool in manufacture in Germany; the fiber is of a very light weight and will not absorb water, and for this reason it is valuable and is used extensively for filling life preservers.

The Kapok of Java is sometimes confused with that of India, and the resemblance is noted in certain respects, but there is a marked difference and the India tree is known as the Bombay



"Kapok" Capsule Opened After Contact
with Heat and Light.

Ceiba, which grows throughout Tropical America and is known in Cuba as a landmark and called the Ceiba tree.

A plantation of Kapok trees requires but little attention, is of rapid growth, and the fruit capsules can be collected with little difficulty. The Department of Agriculture in Cuba, and particularly the station at Camaguey, through the efforts of Dr. Luaces, are propagating as many plants as possible and distributing them throughout the Province of Camaguey. The Agriculture School at Camaguey will acquaint the Cuban farmer with the possibilities and increased source of income to be derived from a plantation of Kapok trees, and in view of the small amount of time and care to be devoted to such a plantation as compared with orange groves and other citrus fruit plantations, it is hoped to receive active support from the rural class of Cubans, and owing to its rapid growth and beautiful foliage will be a welcome addition to Cuban highways.

FANCY POULTRY, SUPPLIES, AND EGGS FOR CUBA

The island of Cuba is a considerable consumer of eggs and does not supply nearly enough for local needs, although the climate and land are in many ways ideal for poultry raising and the production of eggs on a commercial scale.

In 1913 there were imported 6,951,083 dozen eggs, valued at \$1,124,281 and paying duties that aggregated \$192,013; in 1914 there were 5,494,897 dozen eggs imported, valued at \$1,213,409 and producing a revenue of \$170,920 for the Cuban Government. Of this great quantity of eggs, in 1913, all came from the United States but 6,110 dozen, valued at \$2,383, which were imported from Mexico. In 1914 the Mexican importation rose to 64,674 dozen, valued at \$22,200. It is stated that the Mexican eggs can be purchased more cheaply than the American and are not storage stock. All but 150,000 dozen in 1913 and 98,921 dozen in 1914 were entered at Habana. Guantanamo and Santiago were the other two ports receiving shipments; Matanzas received only 34 dozen in two years.

The eggs imported are mainly "storage stock" and sell for 30 to 48 cents a dozen. Fresh or "yard" eggs are very scarce and are readily taken at 5 cents each, or 60 cents per dozen, and the supply is never adequate.

A "Live-at-Home" Propaganda—Poultry Raisers' Association.

The fact that Cuba annually spends vast sums for foodstuffs (in 1914 foodstuffs, including meats, fish, cereals, fruits, vegetables, milk products, oils and beverages, formed \$46,867,795 of Cuba's total imports valued at \$119,001,410) has caused a "live-at-home" propaganda to be started, which is now much in favor in the public press. The first evidences that the movement is taking definite shape are seen in a considerable interest now displayed as regards poultry raising to supply the home market.

There is a poultry raisers' association in Cuba, of which Señor D. Noguera, Calle Mercaderes No. 11, Cuarto No. 7, Habana, is the secretary and treasurer. (Mention of the organization of this Society was made in Daily Consular and Trade Reports for Nov. 11, 1912). Señor Noguera is the owner of a poultry farm at Puerta Blanca, Guanabacoa, where he has over 2,000 hens, mainly white Leghorns, obtained from dealers in the United States. The Cuban Experiment Station (Estacion Experimental Agronomica, Santiago de las Vegas, Cuba), under the direction of Mr. J. T. Crawley, is also experimenting with various breeds, and has brought a considerable number of fine chickens from the United States, particularly 400 white Leghorns, 150 Rhode Island Reds, and 100 Langshans.

Experiments Undertaken by President of the Republic.

President Menocal in May last bought a 210-acre ranch near the little town of El Cano, 10 miles from Habana, and has fitted it up as a model poultry farm. He, too, is experimenting with various breeds of chickens, among them being white and buff Leghorns, Rhode Island Reds, buff Orpingtons, black Game, a very thrifty Spanish chicken called "Prats," Langshans, and others. The farm which is in charge of a poultry expert, is also stocked with many fancy varieties of chickens, pheasants, and the like.

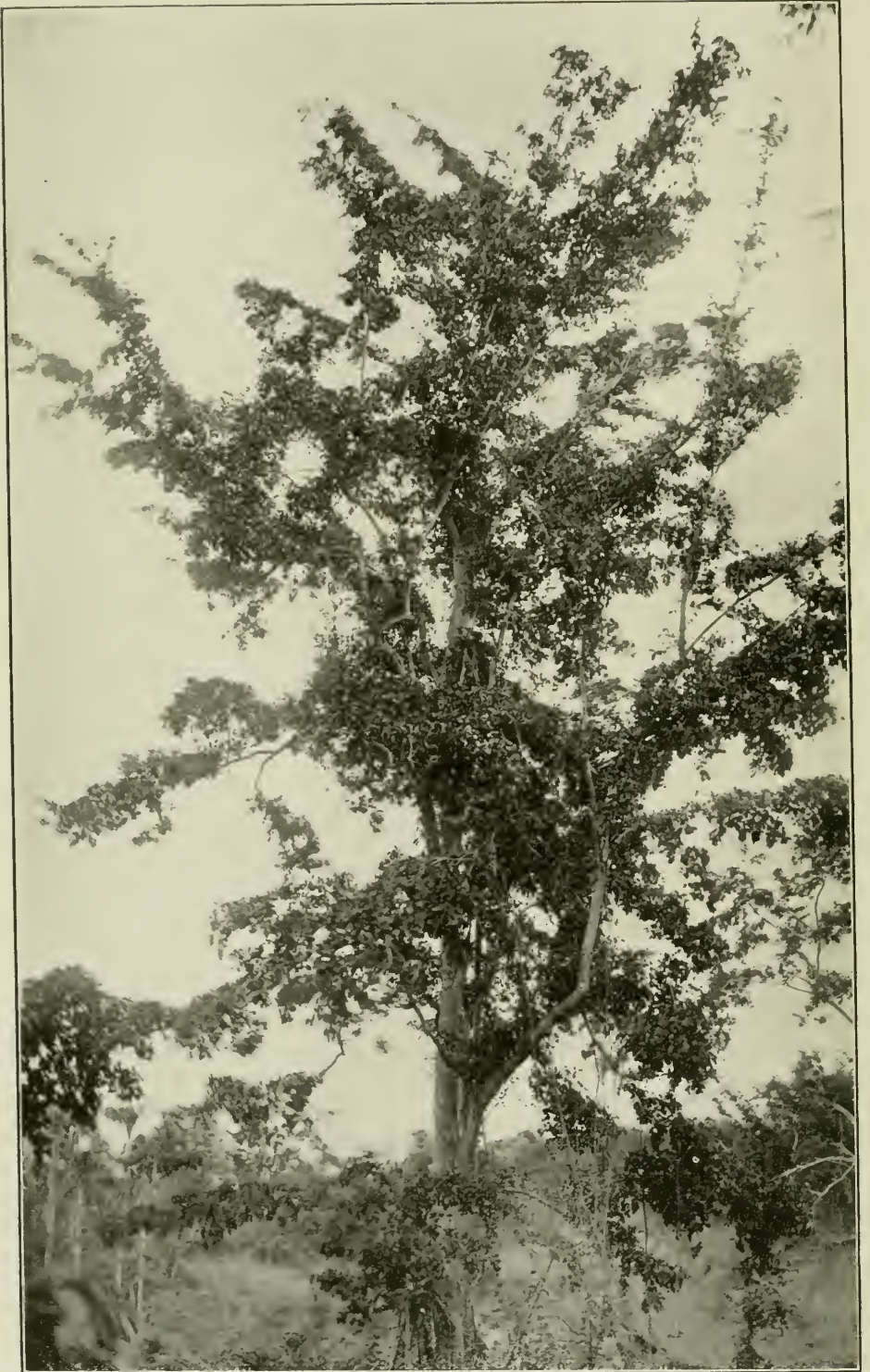
President Menocal has primarily the patriotic intention of ascertaining which is the best all-around chicken for the use of the ordinary Cuban family; the best layer and the one most productive of flesh. This determined, he plans to distribute eggs of the variety so selected throughout the island at actual cost of production, in order to help establish a good strain of chickens and to encourage the people to raise more poultry and eggs at home. The consensus of opinion of chicken men at this time appears to be that the Rhode Island Red is perhaps the best all-around fowl, with buff Orpingtons as second choice. The Leghorns are not considered as they are strictly a laying fowl and do not readily become broody, and hens that set are necessary to the country raisers of chickens who have neither the money to buy incubators nor the ability to operate them.

During the week of November 15-20 President Menocal received 700 white Leghorns from two New York State dealers. The fowls cost him on an average \$2.25 each in New York, and when transportation, duty, and handling had been paid the average cost was about \$3 each. Out of one shipment 69 per cent of the fowls were suffering from bad colds; some of them were very sick. The other shipment contained a large percentage of sick and droopy chickens also.

Should Offer Opportunity for Sale of Supplies.

Interest in poultry raising in Cuba is on the increase and apparently the Republic offers a fine field for exploitation by poultry dealers of the United States. Literature in Spanish, nicely illustrated, should be used. There is no benefit whatever in sending catalogues or letters in English. It is a waste of time, postage, and material. Along with this opportunity for the sale of birds, which will become increasingly large, is that for the sale of combination and prepared poultry feeds, small grain, poultry remedies, incubators, brooders, and supplies of every kind from leg tags to crushed oyster shells. The poultry business is new to Cuba, and there is no well-defined business of handling either the fowls or the supplies. (A list of Habana dealers who carry a partial line of supplies may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices by referring to file No. 777. Further information may also be had relative to the poultry raisers' association.)

Aside from supplying fine eggs for hatching there is a very considerable future in the poultry-raising business in Cuba to furnish eggs and chickens for the local markets. The Cubans, in common with most tropical peoples, prefer to eat eggs and chickens rather than meat, and there will not be for many years a glutted market or a material decrease in prevailing prices for either eggs or poultry. A pullet ("pollita") for eating purposes brings 70 to 80 cents, and a grown hen 90 cents to \$1. Turkeys and ducks are also expensive food, and share with the chickens the opportunity for profitable returns.—*Special Agent Garrard Harris.*



A Young Jucaro Tree as It Often Appears when Growing in the Open

JUCARO

Jucaro is one of the most widely distributed of the West Indian and tropical American timber trees. It may be considered as one having an established value and occurring in sufficient quantities to be a commercial factor in Cuba and other parts of the West Indies. The wood is known in the trade chiefly as jucaro, but the tree has a number of other local names which may be of interest. In Cuba it is called arara, jucaro de playa and jucaro prieto; in Haiti it is the bois grisgris; in Porto Rico it is variously known as ucar, ucar blanco, hucar, hucar blanco and bucaro; in Jamaica it is referred to as black or wild olive or olive bark; and in Antigua as olivier or French oak. The botanical nomenclature is also somewhat confused, but the name under which jucaro was described by Linnaeus, *Bucida buceras*, is now receiving general recognition in systematic botany and will probably hold in preference to other proposed scientific names. The generic term *Bucida* is derived from the Latin word *bous*, meaning bull, because the flower spike of this tree occasionally develops into a monstrous size resembling a bull's horn. The specific name *buceras* is from *bous* and *cera*. The latter name means wax alluding to the waxy appearance of the spiny horn-like excrescences of the fruit stalks.

The tree belongs to the myrobalan or white mangrove family (*Combretaceae*) of plants, which is one of the natural groups that furnishes so many products useful to man. Practically all of the plants in this group contain astringent properties (tannin) in commercial quantities, while many yield excellent timber. A number of them are cultivated for ornament. The tannin-containing fruits known in the trade as myrobalans are produced by closely allied trees, *Terminalia bellerica* and *T. chebula*. The bark of *Bucida buceras* is used for tanning purposes in many parts of the West Indies, where it is greatly esteemed among tanners.

Jucaro is found on practically all the islands of the West Indies and in many parts of the Spanish Main. It may be said that it is nowhere very abundant, but it occurs most plentifully and attains its best development in the low swampy lands along rivers and near the ocean. In Florida it grows only on the southern keys where the soil is permanently wet. In Cuba jucaro occurs in commercial quantities in many parts especially in the low lands along the southern side of the island. It has been reported to be uniformly distributed throughout Porto Rico where the tree does not grow to very large size. Like the majority of tropical trees it exhibits considerable partiality to good soil and uniform climatic conditions for its best development. Dr. B. E. Fernow described the tree as being ubiquitous, mostly along the shores; the jucaro which grows up to the crests of the higher Sierra maestra he suspects to be another species. The trees reach a height of 40 to 60 feet and from three to four feet in diameter; in Porto Rico the trees rarely attain a trunk diameter of more than one foot. The jucaro is inclined to be limby especially in the open; in the dense low land forest in Cuba logs can be gotten about 35 feet long and 16 inches square.

Mr. J. R. Baterden in his book entitled "Timber" describes the wood of jucaro as follows: "The wood is dark brown in color, somewhat resembling black walnut, is free from knots, of fine grain and very hard, strong, tough and elastic." Mr. G. S. Boulger, another English authority on woods, states that jucaro is between olivewood and satinwood in character. As to color the wood varies considerably from almost white or ashy brown to nearly black depending upon the age of the tree and the nature of the soil in which the tree grew. It is very hard, heavy (about 62 pounds per cubic foot) strong, tough and very durable in water and in contact with the soil. It is said to be proof against white ants and is especially prized for its resistance to the teredo as a wharf timber. Another important property of jucaro is that it burns only with difficulty and will not flame. It is very fine-grained and compact and takes a very high polish which it retains. In a smooth transverse section it may be noted that the pores are very small, numerous, solitary and evenly distributed. The pith rays are narrow and equidistant.

Jucaro is a wood of considerable commercial importance in Cuba for it has a great many local uses. It was formerly used rather extensively and is employed ever at the present time for knees in building small boats. Its chief use is for wharf timbers and it is also available for making spokes of wagon wheels, handles, shelves in houses, mallets, wooden cogs, shingles and for work requiring a strong and durable wood. Mr. Baterden states that jucaro is used a good deal in Cuba for shipbuilding and for heavy work such as piling and dock construction; it was

used extensively in the early days by the millwright. The wood has in recent years been exported into the United States for railroad ties which are said to give very satisfactory results. It is believed that after the wood becomes better known in the American cross-tie market vast quantities of this material will be shipped here for use in place of the oak and other timbers that are not only becoming scarce but expensive.

C. H. PEARSON.

CUBA'S BEER INDUSTRY AND TRADE.

The importation of barrel beer into Cuba in 1914 amounted to only \$2,801. Of this amount the United States supplied \$1,695, Germany \$752, Belgium and Spain \$104 and \$250, respectively.

In bottled beer, however, there was a large trade, imports totaling \$323,813. In bottled goods the United Kingdom led, shipping in 1914 \$189,344 worth, principally ale and stout, which are classed in the Cuban custom's schedules as beer. The English and Irish brands of ale and stout have been and are extensively advertised, and sales are being pushed vigorously. The United States was second, with importations valued at \$119,232, principally well-known brands of beer that have been advertised continuously in the States. Germany ranked next, its share of the trade being \$13,406; the German beer is mainly the dark, heavy quality and is bought by Cuba's extensive German colony. Austria, Denmark, Spain, France, Holland, and Mexico shipped small quantities of beer to the island.

The Cubans do not like heavy beer nor one high in alcohol. The general run of the native product is said rarely to go as high as 3 per cent, and most of it is considerably below that.

Output of Two Habana Breweries.

Cuba has three breweries of considerable size. One Habana company gives its capital as \$1,500,000, Cuban and American interests combined. It manufactures also 60 tons of ice per day. Its monthly output of beer is 1,200,000 half bottles and 900 barrels of 60 liters (15.85 gallons) each. The bottles are all bought in Habana; all machinery and barrels are purchased in the United States. Hops and malt were formerly imported from Austria and Germany, but at present come from the United States. The brewery employs 180 persons and for delivery purposes has three 2-rule wagons. The residue from the brewery is sold for cattle-feeding purposes.

Two kinds of beer are made, light and dark. The light beer is the more popular, as it is cheaper, and considerably more of

it is sold than of the other, although both brands appear to be well liked. The beer is put up in half and quarter bottles, also in kegs. The crown caps for the bottles are supplied by the United States. The brewery uses 14 tons of coal a day, buying from local importers.

The other Habana concern is an ice company, which owns two other brewing plants. The capital is German, Cuban, and some American. It operates a bottle factory in addition to the two brewing plants. Requests for data as to output, source of material, and the like were refused. The company has several brands of beer on the market and advertises that over 50,000,000 bottles of its product are consumed annually in Cuba. It ships a good deal of bottled beer over the island. Its equipment is modern and first-class and the bottle factory is well equipped. It uses mules and wagons for local deliveries.

Production of a Santiago Company.

The third brewery is at Santiago. It is capitalized at \$300,000 and has been in operation about three years. The annual output is 40,000 casks of 120 bottles each. The output in wood is 2,000 one-eighth kegs. No half barrels are being marketed at present. The malt, bottles, stoppers, and all other supplies are bought in the open American market. Before the European war the hops were imported from Germany, but are now being purchased in the United States. The product of the brewery is well esteemed and the business is growing.—*Special Agent Garrard Harris.*

SUGAR BAGS

According to a new rule made by the United States Treasury Department, it is required that in order to determine the actual tare of sugar bags, it will be necessary that the bags shall first be cleaned, scraped and then weighed. The bags must then be boiled in water at the boiling point for two hours and then they must be dried for twenty-four hours, or until all moisture is removed, when they must again be weighed and the actual tare determined.

RULES APPLICABLE TO AUTOMOBILES

Automobiles must be provided with brakes adaptable to their class and to the motor power and speed of the machine.

They must have the license number attached to the front and rear of the machine, the numbers to correspond with the official numbers recorded in the License Bureau and with the City countermark. These numbers must be white on green background for motor trucks; white on blue background for private automobiles; white on red background for taxicabs de luxe, and black numbers on white background for ordinary taxicabs, and the license number must be attached in such a manner that it can be easily seen either from the front or rear of the machine, and the rear number must be illuminated at night, by a transparent light or in such a way that it can be easily seen at a regular distance according to the size. The automobiles exempt from payment must carry the number on purple background, and those the property of, or belonging to, the Government, Province or Municipality, or to diplomatic agents, must have the corresponding coat of arms instead of the countermark.

From sunset to sunrise, the automobiles, whether stationary or in circulation through the public thoroughfare, shall have in front two lighted lamps, clearly to be seen, and a red light visible in the rear, and in addition to these a white light for the license number.

These lights must not be dazzling, and the searchlights must be veiled in such a way as not to cause annoyance to man or beast.

In the motor trucks with a speed of not more than eight kilometres per hour, a single light may be used in the front part, and in addition to the tail light. When the lights used in the automobiles are color lights, the green light must always be on the right-hand side and the red light on the left-hand side in order to avoid confusion.

The conical reflectors are absolutely prohibited, and the parabolic ones not veiled can be used only beyond the limit marked by the Luyano bridge, the junction of the Managua and Arroyo Naranjo avenues and the intersection of Carlos III and Zapata avenues.

The automobiles, of whatever class, must be provided with a trumpet or similar device in order to notify the passers-by or other machines or vehicles of their proximity, but said devices must not produce screeching, unnecessary or annoying noises, and must not be blown unless it is necessary, making use of the horns or other powerfully sound devices outside the city or town only, or in cases of great danger, but never within the limits of city or town after ten o'clock at night.

The chauffeurs cannot leave their posts or the side of their machines without stopping the motor completely and applying the clutch in such a manner that the automobile cannot start by itself, and after taking these precautions they can stay away from the machine only at a certain distance within immediate call by means of the trumpet or signal apparatus with which the automobile may be provided.

It is prohibited, as detrimental to the pavement, to use tires with chains or similar devices used to avoid skidding, grooved or fluted tires being allowed for this purpose, or tires with copper or brass heads, or other softer metal, the heads of which do not protrude more than two millimetres from the rubber and which are at least five millimetres in diameter on the flat surface coming in contact with the pavement, the use of nails with bent heads or sharp points being prohibited.

Every machine must be provided with the necessary devices to subdue the noise of the motor, and it is prohibited within the limits marked by Article 26 to open the mufflers or to make any annoying noise, and the automobiles whose motors are noisy or cannot be repaired to prevent said noise will be taken away from circulation in the city.

The greases and oils used in the automobiles must not emit smoke or objectionable odors, and the machines standing still or in motion which produce the above will be sent to the Municipal Shop and retained there, to be cleaned and fixed up by the city mechanic until the annoyance be abated; and furthermore the owner will be fined and compelled to pay for the storage of the machine and necessary cost of repairs in the shop.

TRAFFIC REGULATIONS FOR THE CITY OF HAVANA

Carriages, in so far as the purposes of the tax are concerned, are divided into carriages of private ownership and those of public service, it being understood that those belonging to the State, Province or City, and which are devoted to the service or use of persons in authority, or officials or employees using them in accordance with the dispositions in force emanating from competent authority, belong to the public service exclusively and they only are exempted from the payment of the tax.

Other carriages are considered as being of private ownership even though their owners are authorities, officials or employees and they make use of them in the duties of their office, and they will be subject to the following tax:

AUTOMOBILES

- ONE CYLINDER MACHINES: Not over 95 millimetres in diameter by 140 millimetres stroke, \$7.00. Exceeding those sizes, \$15.00.
- TWO CYLINDER MACHINES: Not over 90 millimetres in diameter by 140 stroke, \$15.00. Exceeding those sizes, \$25.00.
- FOUR CYLINDER MACHINES: Not over 70 millimetres in diameter by 120 millimetres stroke, \$15.00. Exceeding those sizes up to 80 millimetres by 130, \$18. From these sizes up to 90 millimetres by 140, \$24. Exceeding this size up to 110 millimetres in diameter by 150 stroke, \$35. From this size up to 140 millimetres in diameter by 160 millimetres stroke, \$50. Exceeding these sizes, \$70.
- SIX CYLINDER MACHINES: Not over 70 millimetres in diameter by 120 millimetres stroke, \$18. Over these sizes up to 80 millimetres in diameter by 130 stroke, \$30. From these sizes up to 95 millimetres in diameter by 140 stroke, \$45. From these sizes up to 120 millimetres in diameter by 150 stroke, \$55. Exceeding these sizes, \$70.

RATES FOR PUBLIC HIRE AUTOMOBILES

From one point to another in the city, not crossing Belascoain Ave., first zone from east to west, same as crossing the city from north to south, for two persons \$0. 20

If the automobile be occupied by three persons.25

If occupied by four persons30

Crossing the first zone, that is Belascoain Ave. and not going beyond the second zone, limited by Infanta Ave., two persons.25

If occupied by three persons.30

If occupied by four persons35

If after crossing the second zone the automobile is taken to Quinta de los Molinos, Puente de Agua Dulce or Infanta Avenue, two persons.40

If occupied by three persons.45

If occupied by four persons.50

When an automobile is hired by the hour for business purposes, two persons. 1. 25

If occupied by three persons.1. 35

If occupied by four persons.1. 45

When an automobile is hired by the hour for touring in any direction, two persons. . . . 2. 00

If occupied by three persons.2. 25

If occupied by four persons.2. 50

When an automobile is hired to go to Colon Cemetery.1. 50

If hired to go to same place and return.2. 00

To go to Vedado, Cerro y Jesus del Monte, one way, one to three persons.60

To same places, both ways.1. 00

From one point to another in the districts of the Vibora, Arroya, Apolo and Gavilan not going beyond the junction of Managua and Bejucal main roads:

For two persons \$0. 20

For three persons.25

For four persons.30

Beyond this zone to the districts of Montejo, Barrio Azul, and Sanatory La Esperanza:

For two persons40

For three persons.45

For four persons.50

To Calvario, one way.1. 00

To Calvario, both ways.1. 50

AUTOMOBILES IN HAVANA

Private automobiles.....	912
Hire automobiles (4 seats).....	1071
Hire automobiles (6 seats).....	299
Automobiles exempt from license.....	110
Auto trucks.....	176

Total.....2568

<i>Private Automobiles</i>					
		Fiat.....	76	Mitchell.....	3
Alco.....	1	Ford.....	59	Metalurgique.....	6
American.....	3	Franklin.....	1	Mecca.....	3
Alfonso XIII.....	1			Michigan.....	1
Allen.....	2	Gaggeneau.....	1		
		George-Roi.....	4	Napier.....	1
Bianchi.....	2	Gregoire.....	5	National.....	3
Booth.....	1	Grant.....	2		
Brandy.....	1	Germain.....	12	Overland.....	42
Belot.....	1			Olds-Mobile.....	4
Benz.....	28	Haynes.....	2	Owen.....	1
Berliet.....	30	Hupmobile.....	30	Oakland.....	2
Buick.....	32	Hudson.....	22		
Briscoe.....	1	Herrschoff.....	3	Packard.....	30
Bellister.....	1	Humber.....	6	Panhard.....	6
Brusch.....	1	Hispano-Suiza.....	20	Paige.....	16
		H. A. G.....	1	P. Hartford.....	1
				Pierce-Arrow.....	2
Clement-Bayard.....	10	Itala.....	4		
Chalmers.....	50	Imperial.....	3	Rambler.....	5
Cole.....	5	Isota-Fraschini.....	1	Royal.....	1
Cadillac.....	13			Renault.....	65
Chevrolets.....	3	Jeffery.....	2	Rolls-Royce.....	6
Chandlers.....	2	Jackson.....	2	R. C. H. Corp.....	1
Case.....	2			Reo.....	1
Chenard-Walker.....	1	Kissel-Kar.....	4	Raimer.....	2
Columbia.....	1	Kingles-Motor.....	1	Rochet-Schneider.....	1
Cottin-Desgouttes.....	1	Krit.....	1		
				Scott.....	2
Dietrich.....	5	Locomobile.....	9	Saxon.....	4
Detroit.....	8	Lloyd.....	1	Studebaker.....	35
Delahaye.....	12	Lancia.....	10	Stearns.....	10
Delage.....	9	Lozier.....	3	Stutz.....	2
Delaunay-Belleville.....	22	Lusso.....	1	Selden.....	1
Darrack.....	4			Scripps-Booth.....	1
Daniels.....	1	Molines.....	3		
Delco.....	1	Maxwell.....	11	Trumbull.....	5
Dodge-Bros.....	27	Mercedes.....	23	Thomas.....	1
Dayton.....	4	Mors.....	4		
Dear-Banker.....	1	Metz.....	2	Velie.....	1
Diatto.....	1	Minerva.....	14		
Daimler.....	3	Marmon.....	6	White.....	4
		Moline-Knight.....	1		
Empire.....	2			Total.....	912

<i>Automobiles for Hire</i>		Meeea	3	Diatto	2
6 SEATS		Maxwell	3	Dodge Bros.	10
Apperson	3	Marmon	2	Danger-Root	1
Arrow-Detroit	1	MitHELL	3	Dietrich	1
Buick	9	Mereer	1	Empire	2
Berliet	4	Marshall	1	Ford	896
Benz	2	Metalurgique	3	Fiat	1
Bianchi	1	Mora	1	George-Roi	2
Brasier	1	Mors	1	Gregoire	1
Cadillac	7	Napier	1	Hupmobile	5
Chalmers	26	Olds-Mobile	2	Humber	1
Charron	2	Overland	4	Hispano-Suiza	2
Chandler	1	Oakland	2	Hudson	2
Chevrolets	2	Pierce-Arrow	1	Henry	1
Cottin-Desgouttes	1	Paige	3	Krit	1
Cole	2	Panhard	3	Locomobile	3
Clement Bayard	1	Packard	15	Loraine	1
Case	7	P. Hartford	2	Lusso	1
Delage	11	Pullman	1	Mitchell	1
Dietrich	1	Reumalt	17	Mercedes	2
Dodge Bros.	24	Reo	2	Mecca	13
Dragon	1	R. C. H. Corp	1	Maxwell	6
Dayton	3	Ramblet	3	Metz	6
Darraek	1	Regal	1	Mora	1
Delaunay-Belleville	4	Studebaker	15	National	1
Franklin	1	Scott	1	Oakland	1
Fiat	9	Tony Car	1	Olds-Mobile	1
Ford	13	Unic	1	Overland	12
Gregoire	2	White	1	Princess	1
Grant	1	Winton	1	Pullman	3
Gunet	1	Total	299	Palmer	1
Guirald	1	<i>Automobiles for Hire</i>		Paige	2
Hispano Suiza	18	4 SEATS		Packard	2
Hudson	10	American	1	Reo	2
Humbert	6	Apperson	1	Regal	4
Hupmobile	6	Berdole	1	Renault	2
Hummer-Detroit	1	Brasier	8	Studebaker	10
Herreschoff	1	Briscoe	3	Stutz	1
Isota-Fraschini	2	Berliet	2	Trumbull	3
Itala	1	Buick	3	Woods-Movilette	1
Jeffery	1	Chenard	9	Total	1071
Jackson	1	Clement-Bayard	2		
Lusso	1	Cole	1		
Locomobile	4	Cadillac	2		
Lancia	1	Chevrolets	29		
Lozier	1				
Mercedes	6				

FOUR YEARS OF TRADE WITH CUBA

U. S. EXPORTS SHOW MARKED INCREASE

United States Imports from Cuba

	1911	1912	1913	1914	1915
	Value	Value	Value	Value	Value
Bananas.....			\$772,313	\$961,948	\$987,573
Cattle, hides and skins.....	\$379,636	\$627,544	425,336	\$1,526,788	2,731,235
Copper ore.....	620,522	729,525	741,917	2,123,174	3,810,352
Iron ore.....			4,864,186	2,288,102	2,450,163
Sugar Cane.....	76,226,966	106,414,904	93,850,298	115,517,902	165,134,662
Tobacco—leaf.....	91,593	186,305	207,826	196,399	145,113
Tobacco—all other.....	15,818,867	15,767,120	14,523,310	14,509,847	11,784,912
Total imports for each year.....	\$106,098,026	\$137,890,004	\$125,093,740	\$146,844,576	\$197,548,146

United States Exports from Cuba

	1911	1912	1913	1914	1915
	Value	Value	Value	Value	Value
Agricultural implements, and parts of ..	\$254,411	\$272,795	\$247,105	\$222,867	\$377,098
Automobile tires.....					356,903
Books, maps, etc.....	259,888	306,505	241,381	246,613	291,620
Boards, joists, etc.....	2,288,005	2,037,048	2,939,581	1,686,786	2,077,955
Boots and shoes.....	3,297,704	3,483,566	3,857,378	3,585,082	4,583,024
Bacon.....	556,588	673,949	1,136,067	1,781,212	1,494,633
Corn.....	1,402,792	1,815,979	1,660,500	1,868,314	2,207,548
Cars—passenger and freight.....	1,603,821	1,245,521	2,420,049	1,289,430	1,232,431
Cotton cloth.....	1,657,757	1,867,837	1,661,357	1,860,626	3,301,681
Coal—bituminous.....	2,776,619	3,061,934	3,473,626	3,011,776	3,274,890
Furniture.....	752,867	857,728	908,228	651,797	688,707
Hams and shoulders—cured.....	638,311	766,698	944,985	963,514	1,509,432
Iron and steel pipes and fittings.....	1,237,047	902,940	1,059,062	813,601	1,031,453
Iron and steel sheets and plates.....			712,455	456,636	739,473
Iron and steel, structural.....	802,685	619,889	735,910	517,103	966,844
Leather—glazed kid.....	47,878	53,252	70,140	59,544	50,895
Lard.....	3,974,656	3,478,059	5,573,753	5,182,098	5,473,621
Lard compounds and substitutes.....	1,542,264	2,398,597	1,490,911	1,348,715	1,265,882
Locomotives—steam.....	291,918	266,302	734,122	437,680	588,908
Oil—cottonseed.....	182,008	255,637	340,478	470,518	530,080
Oil—crude.....	374,298	237,008	343,672	482,504	606,437
Oil—illuminating.....	54,439	101,923	155,191	17,893	25,808
Oil—lubricating and heavy.....	395,454	548,289	567,915	500,043	580,386
Pork—pickled.....	806,512	820,447	883,968	329,601	636,095
Printing Paper.....	129,265	209,177	216,272	268,700	320,333
Sewing machines.....	338,017	373,340	440,614	277,786	306,370
Typewriter machines.....	101,721	111,601	107,406	92,027	145,714
Tin plates, terneplates, etc.....	119,681	162,619	204,596	126,901	217,309
Wheat flour.....	3,981,049	4,330,747	4,094,182	4,326,135	6,075,953
Wagons.....			37,611	41,481	21,718
Wire.....	560,931	415,117	470,822	395,272	519,817
Total exports for each year.....	\$62,280,509	\$65,228,061	\$73,238,834	\$67,877,382	\$95,113,652

CUBAN COMMERCIAL MATTERS

NEW STEAMER

The S. S. *Munplacé* was successfully launched at 11.30 A.M., April 10th, at Sparrows Point, Maryland. The sponsor was Mrs. L. V. Placé of Havana, and the steamer was named in honor of the late Mr. Louis V. Placé of Havana. The steamer was constructed by the Maryland Steel Company, and is to be put in the Munson Line service between Mobile and Cuba. The *Munplacé* is 338 ft. long, 46 ft. beam, depth 25 ft. 6 in., with a total deadweight capacity of 5,200 tons.

PUBLICATIONS RECEIVED

Spanish In A Week, by Teodoro S. Romero, published by David McKay, Philadelphia. This is the fourth edition revised and enlarged of this popular and useful text book. This edition makes the twelfth thousand.

Insuring the Coal Supply by Henry J. Edsall, Book No. 249, published by the Link-Belt Company. The storage of coal is insurance against either excessive fuel prices or a shut-down. Certain precautions must be observed in stocking bituminous coal, and the means to be employed will vary widely with circumstances, each installation being a separate problem. The machinery and apparatus used is exhaustively treated in this book.

Elevators, Conveyors and Machinery, for handling, preparing and storing gravel, stone, sand, etc.—Book No. 213, published by the Link-Belt Company. The enormous demand for crushed stone and similar products has led to the development of a special line of machinery for the handling and preparation of these materials. This book illustrates a few typical installations of Link-Belt machinery and its various combinations and some of the elements used in their construction.

Grab Buckets—Book No. 238, published by the Link-Belt Company. This book shows two standard types of Link-Belt Grab Buckets, "AE" and "ZB." Both types are ruggedly built for hard service. Type "AE" bucket was designed principally to meet the demand for a high-speed bucket of greater

digging power than it is possible to secure with ordinary grabs. The "ZB" type of grab bucket is a good bucket for the general run of work, on practically all material.

Copies of any of these books may be obtained upon application to the Link-Belt Company.

Catalog of The Macmillan Company, New York,—*Practical Books on the Farm and Garden*, among which we notice *Subtropical Vegetable-Gardening*, by P. H. Rolfs, and *A Text-Book of Tropical Agriculture*, by Dr. H. A. A. Nicholls. This is a general treatise on agriculture in the tropics and has instructions particularly applicable to the West Indies.

CLASSIFICATION OF LITHOGRAPHED TIN PLATE

A Cuban customs decision of January 10, 1916, provides that rolled sheets of iron and steel, specified under tariff No. 37, are only to be so classified when not further manufactured, and that only entirely plain manufactures of tin plate are hereafter to be classified under No. 56. All articles specified under Nos. 37 and 56 including containers, advertising signs, frames, etc., which are embossed, lithographed, or stamped in any way are to be dutiable under No. 157 of the Cuban tariff, the number applicable to prints, lithographs, etc. The duty leviable on such articles which have been subjected to not more than three printings is \$0.0455 per kilo (preferential rate, applicable only to United States products), while the duty on manufactures of tin plate (Tariff No. 56), under which were formerly classified stamped or lithographed articles of tin plate, amounts to \$3.90 per 100 kilos. This decision will affect, among other articles not specified above, tin tops for bottles for beer, mineral waters, etc., the latter having been classified under Tariff No. 56 by customs decision.

AGENCY FOR CUBA

James Walker & Company, Ltd., manufacturers of the well known Lion Packing, have appointed Mr. Jose L. Villaamil sole agent in Cuba with an office at Santa Clara 29, Havana. A stock of packings will be carried in Havana.

CUBAN COMMERCIAL MATTERS

The Gregg Company, Ltd., announces that their business in Cuba will, hereafter, be handled by The Gregg Company of Cuba, a new corporation organized under the laws of Cuba.

The Gregg Company of Cuba will at once open a store at No. 118 Aguiar St., Havana, where a stock of railroad supplies will be found to meet the needs of the planters.

Mr. Wm. C. Gregg, President of The Gregg Company, Ltd., is also the president of The Gregg Company of Cuba, and he will give much of his personal attention, as usual, to the plantation trade of Cuba.

Mr. W. G. Woodside, who has conducted the business in Cuba so successfully for the last twelve years, is to be transferred to the United States where, as manager of the principal selling office at No. 80 Wall Street, New York City, he will keep in constant touch with exports to Cuba.

CANNED GOODS FOR SANTIAGO DE CUBA

An inspection of the stock of canned and bottled goods carried by provision stores of Santiago de Cuba, discloses the fact that a considerable quantity has been imported in the past from Europe, such as asparagus, pickles, chow-chow, pickled meats, sausages, jellies, jams, preserves, potted meats, sardines, soda biscuits, and sweet biscuits, all of which could be substituted by those manufactured in the United States.

An Opening for the Extension of American Trade.

Since the beginning of the war, however, there has been a great diminution of imports of this character from Europe, and the present seems an opportune time for American manufacturers interested in extending their business to make a careful study of the market. American canned goods of all kinds are popular in Cuba. The proximity of the United States, which assures cheaper freight rates, the rapidity of delivery, the guaranteed purity, and the preferential duties are factors most advantageous as far as competition with European manufacturing and exporting houses is concerned.

The city of Santiago de Cuba has at present about 65,000 inhabitants and the population of this consular district, which

embraces more than half of the area of the island, is about 750,000.

The duty on canned meats, fish, sauces, condiments, etc., from the United States is about 25 per cent ad valorem; on canned fruits 19.5 per cent ad valorem; and on vegetables, pickled or preserved in any manner, the duty is about 23 per cent.—*Consul P. Merrill Griffith, Santiago de Cuba.*

CAMAGUEY

Daniel Weill, Inc., general merchant of Camaguey and specialist in textile and cotton goods for the island, announces that he will in the very near future commence the erection and installation of a factory at Camaguey for the manufacture of trousers, overalls and shirts. The factory will be equipped with machines of the latest type for making 500 dozen garments per month. Owing to the war and the high tariff on this class of manufactured goods entering Cuba, Mr. Weill has the right idea in establishing his own business for the manufacture of these articles if only for the reputation he will receive by the "Made in Cuba" slogan.

IMPORTANCE OF QUOTING DELIVERED PRICES

Extract from letter of Special Agent Harris of the United States Department of Commerce to a correspondent in Wisconsin will be of general interest, and applies to all firms contemplating business with Latin America:

"Let me urge upon you the importance of being able to quote delivered prices at the nearest port. Prices in New York mean nothing to the man in Cuba or somewhere else. If you find it difficult to quote him prices at his nearest port, just imagine how bewildered he is when he tries to find out what the goods will cost him laid down there. He has very few facilities for finding this out compared with those open to American firms.

"Put one of your bright young men to working this out. Figure the cost price laid down at Santiago, at Belize, at Colon, at San Salvador. There is where Europeans have had the advantage of our salesmen. I have seen American salesmen compelled to own up that they did not know how much the goods would cost; and I have seen a German salesman go into his pocket and from a little red book not only call out what sardines would cost per case laid down in Santiago, but what each can would cost on the shelves. Get the information on every important point and then work it out. It will pay you."

CUBAN COMMERCIAL MATTERS

AMERICAN SILKS IN DEMAND IN CUBA

American women residing in Havana express considerable wonderment that this market is not given more attention by silk makers of the United States. It is asserted that the American silks wear longer and do not "crack" as the French silks do in that climate. Of late some small quantities of American silks have been noticed in the stores, but the prices are about three times those of the European silks. American ribbons are not to be had on the market generally, and they are high priced. In fact, all dry goods are high priced in Cuba, and it appears that unless a large profit can be made on an article the dealer is scarcely interested in carrying it. The American women profess to believe that if a large, first-class American dry goods, millinery and notion store were opened in Havana, handling goods on a basis of reasonable profit and managed like a first-class establishment in the United States, it would have an impregnable position and a tremendous trade.

MOTOR-TRUCK MARKET IN CUBA ATTRACTIVE

There is a considerable present and future market in Cuba for motor trucks of every description. While the sale of pleasure cars has been large (see *Commerce Reports* for Nov. 19, 1915) and the market for them still presents good features, the use of motor trucks, delivery wagons, and the like has not kept a corresponding pace. At this time, when the island has just realized on a sugar crop of more than \$200,000,000 and the mills are grinding on a new crop that promises to exceed it in volume and in price, optimism prevails on all sides and prosperity is apparent generally, and the work of introducing new motor vehicles should meet with fewer difficulties than ordinarily.

The cost of feed for drafting animals is high, practically all the grain and hay being imported. The arguments of lower cost of upkeep and greater delivery capacity in favor of power vehicles should appeal strongly to wholesale houses, importing concerns, breweries, factories, and stores and establishments making a specialty of prompt delivery, and it is likely that many sugar estates could use trucks to advantage. Moreover, there seems a fine prospect of developing a trade in

motor busses. The streets of Habana are all well paved, and the rural roads throughout the island are good and are being extended.

Attempts to sell by mail are usually futile, and correspondence in English and catalogues in the same language a waste of time. Competent Spanish-speaking salesmen should be sent out, or arrangements should be made with Cuban firms to act as local representatives.—*Special Agent Garrard Harris.*

A list of Habana automobile dealers and agents may be obtained from the Bureau of Foreign and Domestic Commerce or its branch offices by referring to file No. 802.

GREETING CARDS HAVE LARGE SALE IN CUBA

There is a large demand in Cuba for Christmas and New Year's greeting cards, but Easter cards are not so extensively employed. There is also an important sale of view cards depicting local scenes. The printing on cards used here is usually in the Spanish language.

As this trade is already well established with American and European firms, which send traveling representatives to cover the territory, it is not thought that new concerns will make much progress in securing a share of the business except through the efforts of a well-qualified salesman making a personal canvass of the houses specializing in this merchandise (a list of which may be obtained from the Bureau of Foreign and Domestic Commerce or its district offices by asking for file No. 74241). Salesmen visiting Cuba should have a thorough knowledge of Spanish.—*Consul H. M. Wolcott.*

CONDITION OF THE CUBAN TOBACCO CROP

An American tobacco planter of this vicinity who has just returned from an extended trip through the tobacco zone of the Province of Santa Clara reports exceedingly dry weather since November in the Manicaragua district, where the current crop is estimated at 30 per cent. that of normal years. A 50 per cent. yield is expected in the district that embraces Bocas del Toro, Gener, Minas Ricas, Minas Bajas, Bagdad, Tomento, etc., which has had no rain since October; and in the Cabaijuan and Sancti Spiritus district, the largest tobacco-growing center in Cuba, only half a crop is looked for. The body of the tobacco will be heavy, requiring a longer time in which to cure.—*Consul R. M. Bartleman, Cienfuegos.*

REPORT OF MONEY ORDERS PAID AND ISSUED

DURING THE YEAR 1915 BY THE MONEY ORDER
DIVISION OF THE HAVANA POST OFFICE

	No. of orders paid.	Amount	Total of both
Interantional.....	12,782	\$194,573.75	\$1,165,403.47
International refunded.....	171	2,576.71	
Domestic.....	75,817	966,237.81	
Domestic refunded.....	129	2,015.20	
	No. of orders issued.	Amount	Total of both
International.....	26,298	\$327,750.71	\$514,598.09
Dues on same.....		2,007.56	
Domestic.....	10,173	183,889.78	
Dues on same.....		950.04	
Post office boxes and drawers hired in 1915; received for same.....			\$12,553.80
Stamps sold during 1915.....			\$372,347.92
<i>Domestic and foreign certificates received during 1915:</i>			
From the Island.....			748,289
By registered package.....			391,591
Foreign.....			395,649
Total.....			1,535,529
<i>Certificates despatched to the Island and Foreign during 1915:</i>			
For the Island.....			892,284
Foreign.....			251,654
Total.....			1,143,938
<i>List of French Postal Packages received during 1915:</i>			
For Havana.....			20,013
For the Island.....			1,789
Total.....			21,802
<i>List of Postal Packages sent to France during 1915:</i>			
From Havana.....			299
From the Island.....			41
Declared Value.....			10
Total.....			350
<i>List of Mexican Postal Packages received during 1915:</i>			
For Havana.....			134
For the Island.....			60
Total.....			194
<i>List of the Mexican Postal Packages despatched during 1915:</i>			
From Havana.....			702
Total.....			702

POSTAGE STAMPS

The sale of postage stamps at the Cuban Post Office Department for the month of February amounted to \$104,621.15. The sale

for the month of January amounted to \$100,664.10. The total sales for January and February, 1916, exceeded those for the same months in 1915 by \$64,115.39.

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE CUBA RAILROAD COMPANY

The report of the Cuba Railroad for the month of February and for eight months ended February 29th compares as follows:

	1916	1915	1914	1913	1912	1911	1910
February gross.....	\$721,363	\$522,586	\$488,121	\$465,147	\$367,375	\$315,921	\$254,598
Expenses.....	298,287	234,742	239,121	235,673	183,097	166,647	132,259
February net.....	\$423,075	\$287,843	\$249,000	\$229,473	\$183,468	\$149,273	\$122,339
Net income.....	\$423,075	\$287,843	.....	.....	.....	.....	.....
Charges.....	88,241	72,308	66,791	66,791	65,125	59,625	36,666
February surplus.....	\$334,833	\$215,535	\$182,208	\$162,681	\$118,343	\$89,648	\$85,672
Eight mos. gross.....	3,953,142	3,073,936	3,139,875	2,874,421	2,318,512	1,893,640	1,530,657
Net profits.....	1,933,856	1,472,173	1,468,384	1,304,675	1,060,035	818,369	596,629
Other income.....	6,097	.....	.....	.....	.....	.....	.....
Fixed charges.....	628,111	564,622	534,333	534,055	491,000	339,250	288,543
Eight mos. surplus.....	\$1,311,843	\$907,551	\$934,051	\$770,620	\$569,035	\$479,119	\$308,085

EARNINGS OF THE UNITED RAILWAYS OF HAVANA

<i>Weekly receipts:</i>	1916	1915	1914	1913	1912	1911	1910
Week ending Feb. 26th.....	£61,003	£50,108	£47,148	£49,056	£42,081	£42,987	£44,159
Week ending Mar. 4th.....	60,829	53,165	51,244	51,001	43,740	42,875	43,986
Week ending Mar. 11th.....	59,977	52,308	51,055	50,093	41,216	42,765	41,370
Week ending Mar. 18th.....	61,089	52,073	48,749	48,058	43,604	43,041	38,608

EARNINGS OF THE CUBAN CENTRAL RAILWAYS

<i>Weekly Receipts:</i>	1916	1915	1914
Week ending March 4th.....	£27,369	£23,168	£20,818
Week ending March 11th.....	26,658	23,412	20,104
Week ending March 18th.....	26,365	23,343	22,103
Week ending March 25th.....	28,415	20,791	21,721

EARNINGS OF THE WESTERN RAILWAY OF HAVANA

<i>Weekly receipts</i>	1916	1915	1914
Week ending March 4th.....	£6,818	£5,740	£5,414
Week ending March 11th.....	7,066	5,703	5,487
Week ending March 18th.....	6,989	5,704	5,273
Week ending March 25th.....	6,741	5,223	5,280

EARNINGS OF THE HAVANA ELECTRIC RAILWAY, LIGHT & POWER CO.

	Month of February		2 months to February 29th	
	1916	1915	1916	1915
Gross Earnings.....	\$489,543	\$444,404	\$981,617	\$918,128
Operating Expenses.....	177,766	175,928	364,051	365,419
Net Earnings.....	311,777	268,476	617,566	552,709
Miscellaneous Income.....	4,502	10,374	14,297	15,463
Total Net Income.....	\$316,279	\$278,850	\$631,863	\$568,172
Surplus after deducting fixed charges.....	197,204	170,161	397,396	350,995

CUBAN FINANCIAL MATTERS

PREVAILING PRICES FOR CUBAN SECURITIES

As quoted by Lawrence Turnure & Co., New York.

	<i>Bid.</i>	<i>Asked.</i>
Republic of Cuba Interior Loan 5% Bonds.....	93¾	95
Republic of Cuba Exterior Loan 5% Bonds of 1944.....	99½	100¼
Republic of Cuba Exterior Loan 5% Bonds of 1949.....	96¼	97
Republic of Cuba Exterior Loan 4½% Bonds of 1949.....	86½	87½
Havana City First Mortgage 6% Bonds.....	103	107
Havana City Second Mortgage 6% Bonds.....	102	105
Cuba Railroad Preferred Stock.....	96	97½
Cuba Railroad First Mortgage 5% Bonds of 1952.....	96	97½
Cuba Co. 6% Debenture Bonds.....	99¾	101½
Cuba Co. 7% Cumulative Preferred Stock.....	101	.....
Havana Electric Railway Co. Consolidated Mortgage 5% Bonds of 1952...	92½	94¼
Havana Electric Railway, Light and Power Co. Preferred Stock.....	105	106¼
Havana Electric Railway, Light and Power Co. Common Stock.....	97⅞	98¼
Matanzas Market Place 8% Bond Participation Certificates.....	102	108
Cuban-American Sugar Co. Collateral Trust 6% Bonds of 1918.....	102¾	103
Cuban-American Sugar Co. Preferred Stock.....	103	107
Cuban-American Sugar Co. Common Stock.....	223	226
Guantánamo Sugar Company Stock.....	77	81
Santiago Electric Light and Traction Co. 1st Mtge. 6% Gold Bonds.....	92	96

All prices of bonds quoted on an *and interest basis*.

THE TRUST COMPANY OF CUBA

NEW CENTRAL

General Balance Sheet, December 31, 1915

RESOURCES

Cash in Vaults and in Banks	\$1,121,828.46
Bonds and Shares.....	40,197.02
Loans, Discounts, etc.....	1,865,594.00
Real Estate.....	2,211.66
Bank Building and Fixtures	150,000.00
Trust Department:	
Due from Banks.....	\$224,839.41
Bonds and Shares.....	101,134.84
	325,974.25
Total.....	\$3,505,805.39

LIABILITIES

Capital.....	\$500,000.00
Surplus.....	325,000.00
Undivided Profits.....	15,138.45
Unpaid Dividends.....	821.00
Dividend Payable January 5, 1916.....	20,000.00
Deposits.....	2,025,841.54
Time Bills.....	465,000.00
Interest Accrued.....	6,446.52
Due to Bankers.....	46,423.04
Trust Securities.....	101,134.84
Total.....	\$3,505,805.39

It is reported that a new sugar central will be built near Palmarito, Oriente, and is to be named Central "Miranda." It is understood that the Warner Sugar Company are interested in this enterprise, and that the contract for building has been awarded to the Sugar Apparatus Manufacturing Company. It is proposed to have this Central in readiness for grinding in January, 1917, with a capacity of from 100,000 to 150,000 bags. The central will be connected with the Cuba Railroad Company by a track from the railroad to the central.

BETHLEHEM STEEL COMPANY

It is reported that on April 12th papers were signed in Santiago de Cuba before Sr. Luis Hechavarria whereby the Bethlehem Steel Company acquired possession of the iron mines at Daiquiri and at Felton, Nipe Bay. The Spanish-American Iron Company was represented by Mr. Charles Rand, and the purchasers by Mr. Whitaker. It is understood that the amount of money paid by the Bethlehem Steel Company was \$32,000,000.

THE SUGAR INDUSTRY

ANNUAL REPORT OF THE AMERICAN SUGAR REFINING COMPANY, 1915

The business of the Company always more or less dependent for its prosperity upon world sugar conditions becomes increasingly so with the progress of the world war. The development of an export demand for refined sugar, the competition of English refiners for Cuban raw sugar, the uncertainty of shipping tonnage and deliveries and the English and French censorship control of the facts and statistics relating to the European sugar conditions are among the developments of an eventful year.

The average price of refined granulated cane sugar for all refiners during 1915 was 5.559 cents a pound, and for duty paid raw sugar was 4.642 cents, leaving a refiner's operating difference of 0.917 cents a pound for the cost of refining, shrinkage in weight, packing materials, deliveries, interest, losses, taxes, insurance, depreciation, pensions, maintenance of reserve plants to meet fire or other disaster, legal, administrative and general expenses. The amount for profits left from the refining operations of 1915, as shown in the Profit and Loss Account as a contribution toward dividend requirements, amounted to about one-tenth of a cent, or about one mill on every pound of refined sugar produced.

The Profit and Loss Account shows a larger return on "Income from Investments" than in 1914. This is owing to larger dividend returns from its holdings of beet sugar stocks, which companies as producers of their own raw material, have prospered greatly with the higher range of prices.

During the years 1912, 1913, 1914 and 1915 the sum of \$4,112,579 has been spent on additions and improvements to refineries of which \$685,471 was expended in 1915 and all of which has been charged off as depreciation, which together with additional special items, brings the total direct charge to depreciation in the years named to \$4,677,040.30. This is entirely aside from substantial betterments, renewals and replacements charged direct to current expenses.

By special appropriation the Pension Fund has been increased to \$1,000,000. During the year 53 applications for pension have been approved, bringing the number on the list to 189, of an average age of 65 years, and with an average service to the company of 33 years receiving in the aggregate \$61,936.09 from the fund.

In addition there has been paid \$24,189.24 to employees temporarily incapacitated through illness or injury, making the total expenditures under this item \$86,125.33, exclusive of sums paid under Workmen's Compensation Acts, and as first aid and as hospital expenses in accident cases.

The stockholders of the company now number 19,565 with an average holding of about 46 shares each.

Condensed General Balance Sheet, December 31, 1915

ASSETS:

Real Estate and Plants, including Refineries, Warehouses, Cooperage, Wharves and Stables with their machinery and equipment, timber and other lands owned in fee or through ownership of the entire Capital Stock of constituent companies, at cost less depreciation.....	\$48,763,560.47
Investments, General.....	22,577,772.00
Investments, Insurance Fund.....	8,000,000.00
Investments, Pension Fund.....	1,000,000.00
Merchandise and Supplies, including raw and refined sugar, syrup, material in process of manufacturing, boneblack, cooperage, horses, wagons, harness and other stock and supplies on hand.....	16,963,384.52
Prepaid Accounts, Insurance, Taxes, etc.....	252,834.04
Loans.....	3,803,274.90
Accounts Receivable.....	4,607,398.09
Accrued Income, Interest earned and dividends declared but not yet collected.....	468,844.67
Cash with Trust Companies, in Banks and on hand.....	15,624,806.32
	\$122,061,875.01

THE SUGAR INDUSTRY

LIABILITIES:

Capital Stock:		
Preferred	\$45,000,000.00	
Common	45,000,000.00	\$90,000,000.00
Sundry Reserves:		
For Insurance	\$8,000,000.00	
For Pension Fund	1,000,000.00	
For Improvement of Plants	367,514.84	
For Contingencies	770,190.78	10,137,705.62
Accounts and Loans Payable		3,999,462.92
Dividends declared including that payable January 3, 1916, and former dividends unclaimed		1,595,904.25
Surplus:		
Balance December 31, 1914	\$17,030,794.46	
Less Amount transferred in 1915 from Profit and Loss Acct.	701,992.24	16,328,802.22
		\$122,061,875.01

Profit and Loss Account for the Year 1915

CREDITS:

Profit from Operations	\$2,991,465.39
Interest on Loans and Deposits	880,609.09
Income from Investments	2,312,646.21
	\$6,184,720.69
Add amount of appropriations of former years for Improvements of Plants expended in new construction during 1915 and offset in Depreciation on Plant and Equipment below	685,470.76
	\$6,870,191.45

DEBITS:

Depreciation on Plant and Equipment	\$790,304.71
Appropriations as follows:	
For Pension Fund Reserve	\$200,000.00
For Contingencies	281,906.98
	481,906.98
Dividends declared during 1915	6,299,972.00
	7,572,183.69
Amount deducted from Surplus of former years	\$701,992.24

CUBA'S TRADE WITH THE UNITED STATES

	Month of January		7 months ended with January	
	1916	1915	1916	1915
Imports from Cuba	13,056,501	7,745,634	90,878,025	73,725,913
Exports to Cuba	10,057,933	5,645,957	67,485,028	42,853,145

	Month of February		8 months ended with February	
	1916	1915	1916	1915
Exports to Cuba	\$10,527,455	\$5,608,746	\$78,016,783	\$48,461,891
Imports from Cuba	20,881,464	13,191,900	111,759,489	86,917,813

THE SUGAR INDUSTRY



Central "Preston" at Preston.

CANE MILL ARRANGEMENTS IN CUBA

Wonderful progress is making in the island of Cuba in the central factory outfits that are now going up there. Much excellent machinery is going into position and it is fair to infer that with increasing competition in Cuba there will be greater stress laid upon high grade sugar-house work, upon thorough chemical and mechanical control, and that those who can produce the highest degree of efficiency in any sugar factory will be regarded as the most capable. We are led to these reflections first by noting that in some, or in one at least of the Cuban sugar factories the herringbone teeth on the cane mills are being utilized. Thirty years ago these teeth were utilized in Louisiana to some extent. We believe the Reading Iron Works of Reading, Pa., built quite a number of their cane mills that way. They, however, were a short-lived improvement, and it was soon found that the best practice was to have good, solid teeth of a considerable pitch, say 4 inches or more, and the roller wheel faces from 12 to 18 inches across. It was thought that the strength of the mill lay chiefly in the strength of the single teeth and that the efficiency of the mill depended upon the strength of the single teeth. The old long teeth in high grade machinery of a half a century ago, and the epicycloidal teeth were soon discarded in cane mill practice and short, but still suffi-

ently long, thick, wide-faced teeth were sought as the best. These have given excellent satisfaction. We have been led to wonder about the resurrection of the herringbone teeth for mill gearing in Cuba.

Another point is of some interest and we have been led to infer that some of the new mill work going up in Cuba had roller wheels on each end of the shaft. This at one time was quite the style for the best practice in Louisiana, but was abandoned because it was found that although the teeth on the roller wheel at the coupling end of the driving shaft would begin to wear at once, the teeth at the other end of the same roller would show no appreciable signs of wear, or at least nothing like the wear on the coupling end of the shaft. This of course led to the belief that the strain that was transmitted through the roller with its torsional twist was of but little service and the roller wheels on the further end of the mill rolls were generally abandoned.

Of course there may be special reasons or there may be found errors in the old conclusions, and the more recent experiences may show that the most modern methods are the best, but a glance at the situation might lead us to think that the errors of a generation ago, or the miscalculations of that generation are now being repeated again.—*Louisiana Planter.*

THE SUGAR REVIEW

Specially written for The Cuba Review by Willett & Gray, New York

Our last review for this magazine was dated March 9, 1916.

At that date Cuba Centrifugal sugar was quoted at 4 $\frac{3}{8}$ c. cost and freight to New York, and the market continued active and advancing, sales of moderate quantities being registered at 4 $\frac{1}{2}$ c, 4 $\frac{5}{8}$ c. and 4 $\frac{3}{4}$ c. until 4 $\frac{7}{8}$ c. cost and freight was reached on the 16th of March, when the market took a breathing spell and a slight reaction took place, carrying prices down by successive stages of 4 13-16c. and 4 $\frac{3}{4}$ c. until 4 11-16c. was reached on March 22d. It was during this time that we received an interesting cable from London that read as follows:

"English Commission has purchased 25,000 tons April shipment Java sugars,"

showing that Java is now on a basis to compete with Cuban values for Government purposes, although freights are still prohibitive as regards private purchases. Heretofore the Java prices have been so much above Cuban parity because of the very high freight on sugars from Java to Western markets, say about 3 $\frac{1}{2}$ c. per pound, but this cable of ours would indicate that the extraordinary advance in Cuban values had brought Java in as a competing factor, as far as England was concerned, and was part of the cause of the easier tendency which ruled for a while.

On the 28th of March, the advance was resumed, and sales were made at 5.00c. cost and freight, but this price was later followed by considerable business at 4 15-16c. cost and freight.

As regards the United States Tariff, the House of Representatives began consideration on March 15th, of the Ways and Means Committee bill repealing the free-sugar clause of the present law, which clause provides that all sugars shall be admitted into the United States on and after May 1, 1916, free of duty. The House passed this bill on March 16th, and the bill was then forwarded to the Senate for consideration and referred by that body to the Finance Committee, which Committee on March 18th reported the bill back to the Senate with the recommendation that instead of repealing the free-sugar clause, the date of its taking effect should be moved forward four (4) years, so that all sugars would be admitted free of duty on and after May 1, 1920, and continuing the present rate of duty (1.0048c) on Cuba sugars of 96° test in the interim. The bill has not as yet been taken up by the Senate, for considerable legislation such as the Army Increase Bill being under consideration, is blocking any action on the sugar bill. Some people think it is doubtful whether the Senate will get to the sugar bill until after May 1st, and if this proves the case, there will be a short period when there will be free sugar conditions actually existing in the United States. Senator Hardwick of Georgia introduced an amendment to the bill on March 17th in which he provided for sugar to be admitted free of duty, but that all sugars should be assessed consumption taxes of 1.00c. per pound, but no action has as yet been taken in this matter.

It may be interesting to the readers of *The Cuba Review*, especially those located in Cuba who are not very familiar with the process of tariff legislation in the United States, for us to explain in a concise way, what action has to be taken before the tariff bill becomes a law. Providing the Senate passes the amendment to the House sugar bill, which amendment provides for the moving forward of the date when free-sugar is to go into effect, say May 1, 1920, on account of the action of the Senate being different from that of the House of Representatives, the bill then goes to a conference committee composed of members of each body, and these members endeavor to adjust the differences between the two Houses, and if they reach an agreement, the proposition as thus agreed upon is then presented to the House of Representatives and the Senate, and if these two bodies agree upon the action of the conference committee and pass such a compromise measure, the act then goes to the President for his signature, and if he approves of same and affixes his signature, the act then becomes a law effective at once. Although this is described in a few words, the process sometimes is a lengthy one on account of the differences of opinion, etc., existing between the two branches of Congress and the different sections of this country.

We published during the month our figures of the American Beet Crop outturn for the 1915-16 campaign as 779,756 tons, being practically the same as our previous estimate of



Central "Santa Gertrudis."

January 6th, when we estimated 780,000 tons. This crop was produced by 67 factories. The outlook for the 1916-17 American beet campaign is for a big crop, although it is still too early to state definitely the size of same. It is expected that two (2) old factories that were idle during this campaign, in addition to six (6) new factories now nearing completion will take part in the coming crop.

The English duty was increased 50% on April 4th from the old rate of 9s. 4d. per cwt. (112 lbs.) to 14s. per cwt. This is for sugars of 98° test and over. Where the old rate was 1d. per pound, the new rate is now 1½d. per pound, or expressed in U.S. currency, the advance is from 2c. to 3c. per pound approximately speaking.

The increased duty was enacted on account of the needs of the Government for additional revenue for the prosecution of the war.

Refined sugar has shown a steadily advancing tendency during the month, advancing from 6.50c. less 2% on the 9th until 7.00c. less 2%, or 6.86c. net cash, was reached on the 28th. A considerable business in granulated sugar for export has been done during the month, one block of 50,000 tons of Raws to be refined by the American Sugar Refining Company for the English Commission having been announced, and moderate sized orders for practically all parts of the world have been booked by refiners during the month at advancing prices until 6.00c. to 6.10c. in bond f.o.b New York the quotation at the close, was reached.

The market closes strong at 4 15-16c. cost and freight for Cuba raws and 7.00c. less two per cent for Granulated, and further advances are expected at any time, particularly in view of the reduction in the Cuba crop estimate by Mr. Himely of about 93,000 tons, making his new estimate 3,080,000 tons. Willett & Gray's original estimate of the Cuba crop of 3,000,000 tons remains unchanged from the first announcement of same on October 21, 1915.

WILLETT & GRAY.

New York, April 7, 1916.

THE SUGAR INDUSTRY

CENTRALS STOPPED GRINDING TO

APRIL 18, 1916

Havana		<i>Output</i>
Loteria.....		24,000
Habana.....		60,125
Mercedita.....		77,000
San Ramon.....		59,000
Matanzas		
Elena.....		14,155
San Antonio.....		152,000
San Juan Nautista.....		28,000
Triunfo.....		Not known
Maria Victoria*.....		
Triunvirato.....	} will finish shortly	
San Cayetano.....		
Jesus Maria.....		

Cienfuegos

Dos Hermanos.....	38,000
San Cristobal.....	18,000
San Francisco de Asis.....	36,000

Manzanillo

Dos Amigos.....	} Not known
Sofia.....	
Tranquilidad.....	

* Stopped but balance of crop being ground by Perseverancia.

FRANCE PROHIBITS SUGAR

It is reported under date of March 3d, the Government of France has prohibited the importation of sugar into France. The prohibition does not include sugars ordered by the State or sugars ordered previous to February 1, 1916.

REVISTA AZUCARERA

Escrita especialmente para la Cuba Review por Willett & Gray, de Nueva York.

Nuestra última reseña para esta publicación estaba fechada el 9 de marzo de 1916.

En esa fecha el azúcar centrífugo de Cuba se cotizaba á 4 $\frac{3}{8}$ c. costo y flete á Nueva York, y el mercado continuó activo y en alza, haciéndose ventas en moderadas cantidades á 4 $\frac{1}{2}$ c., 4 $\frac{5}{8}$ c. y 4 $\frac{3}{4}$ c., hasta que se llegó á 4 $\frac{7}{8}$ c. costo y flete el 16 de marzo, en que el mercado se calmó y tuvo lugar una ligera reacción, haciendo bajar los precios por grados sucesivos de 4 $\frac{3}{8}$ c. y 4 $\frac{3}{4}$ c., hasta que llegó á 4 $\frac{1}{2}$ c. el 22 de marzo. Fué durante este período cuando recibimos de Londres un interesante cablegrama que decía lo siguiente:

“La Comisión inglesa ha comprado 25,000 toneladas de azúcares de Java para embarque de abril,”

mostrando que Java está ahora en una base para competir con los precios de Cuba para usos del Gobierno, aunque los fletes son aún exorbitantes en lo que se refiere á compras particulares. Hasta ahora los precios del azúcar de Java han sido tan altos comparados con los del azúcar de Cuba á causa del precio tan alto del flete en los azúcares de Java á los mercados del Oeste, digamos unos 3 $\frac{1}{2}$ c. la libra, pero este cable que recibimos parece indicar que el aumento extraordinario en los precios del azúcar de Cuba ha colocado á Java como competidor en lo que concierne á Inglaterra, y fué en parte causa de la tendencia hacia la baja que predominó por cierto tiempo.

El 28 de marzo volvió á tener lugar el alza, efectuándose ventas á 5.00c. costo y flete, pero este precio fué seguido más tarde por considerables transacciones á 4 15-16c. costo y flete.

Respecto á la Tarifa de los Estados Unidos, la Cámara de Representantes empezó el 15 de marzo á considerar el proyecto de ley del Comité de Medios y Arbitrios abrogando la cláusula del azúcar exento de derechos de la ley actual, cuya cláusula estipula que todos los azúcares serán admitidos en los Estados Unidos libres de derechos desde el primero de mayo de 1916. La Cámara aprobó este proyecto de ley el 16 de marzo, siendo entonces pasado al Senado para su consideración y á su vez trasladado por este grupo al Comité Financiero, cuyo Comité devolvió el proyecto al Senado el 18 de marzo, recomendando que en vez de abrogar la cláusula del azúcar libre de derechos, la fecha en que había de ponerse en vigor se demorara cuatro (4) años, de modo que todos los azúcares fueran admitidos libres de derechos á contar del primero de mayo de 1920, continuando entretanto los derechos (1.004Sc.) actuales sobre los azúcares de Cuba polarización 96°. Dicho proyecto de ley no ha sido aún considerado por el Senado, pues el estarse debatiendo considerable legislación, como por ejemplo el proyecto de ley acerca

del aumento del ejército, es causa de que se interrumpa cualquier medida acerca del proyecto sobre el azúcar. Creen algunos que es dudoso si el Senado se ocupará del proyecto de ley sobre el azúcar hasta pasado el primero de mayo, y si llegara á resultar así, tendrá lugar un corto período de tiempo durante el cual verdaderamente será admitido el azúcar libre de derechos en los Estados Unidos. El senador Hardwick, de Georgia, presentó el 17 de marzo una enmienda á dicho proyecto, en la cual estipulaba que el azúcar fuera admitida libre de derechos, pero que todos los azúcares deberían contribuir con un impuesto de consumo á razón de 1.00c. por libra, pero hasta ahora no se ha resuelto nada acerca de este asunto.

Podrá interesar á los lectores de la *Cuba Review*, especialmente á los que estén situados en Cuba y no estén bien familiarizados con el procedimiento de la legislación de la tarifa en los Estados Unidos, el que expliquemos concisamente los trámites por que tiene que pasar antes de que el proyecto sobre la tarifa se convierta en ley. Suponiendo que el Senado apruebe la enmienda de la Cámara de Representantes sobre la ley del azúcar, cuya enmienda estipula que se prorrogue, digamos hasta el primero de mayo de 1920, la fecha, en que ha de tener efecto la entrada del azúcar libre de derechos, como la acción del Senado es distinta á la de la Cámara de Representantes, el proyecto de ley pasa entonces á un comité conferencial, compuesto de miembros de cada grupo, y estos miembros procuran allanar las diferencias de opinión de las dos Cámaras, y si llegan á un acuerdo, la proposición así acordada es presentada á la Cámara de Representantes y al Senado, y si estos dos grupos están de acuerdo con la acción tomada por el comité conferencial y aprueban tal medida de arbitrio, el acta es presentada entonces al Presidente de la Nación para que la firme, y si éste la aprueba y pone su firma, el acta entonces se convierte al instante en ley efectiva. Aunque esto se ha descrito en unas cuantas palabras, el procedimiento á veces es de mucha duración á causa de las diferencias de cuantas palabras, el procedimiento á veces es de mucha duración á causa de las opiniones, y demás, que existen entre los dos ramos del Congreso y en las diferentes secciones del país.

Durante el mes publicamos á lo que ascendía el producto de la cosecha de remolacha del país para la campaña azucarera de 1915-16 en 779,756 toneladas, siendo prácticamente lo mismo que en nuestro cálculo anterior del 6 de enero, en que calculamos 780,000 toneladas. Esta cosecha fué producida por 67 fábricas de azúcar. La perspectiva para la estación de remolacha del país para 1916-17 es de una grande cosecha, aunque es aún demasiado pronto para expresar definitivamente cuál será la cantidad. Es de esperarse que dos (2) antiguas fábricas de azúcar que estuvieron ociosas durante esta estación, además de seis (6) nuevas fábricas al presente casi concluidas tomaran parte en la venidera cosecha.

Los derechos en Inglaterra fueron aumentados el 4 de abril á un 50% del antiguo tipo de 9s. 4d. por quintal (112 lbs.) á 14s. por quintal. Esto por los azúcares polarización 98° y de mayor grado. En lo que el antiguo gravamen era 1d. por libra, el nuevo derecho es ahora 1½d. por libra, ó expresado en moneda corriente de los E. U., el aumento es de 2c. á 3c. por libra aproximadamente. El aumento en los derechos ha sido impuesto á causa de las necesidades del Gobierno en conseguir mayores ingresos para continuar la guerra.

El azúcar refinado ha mostrado una tendencia constante hacia el alza durante el mes, aumentando desde 6.50c. menos 2% el día 9 hasta llegar el día 28 á 7.00c. menos 2%, ó sea 6.86c. neto al contado. Durante el mes han tenido lugar bastantes transacciones de azúcar granulado para la exportación, habiéndose anunciado un lote de 50,000 toneladas de azúcar crudo para ser refinado por la American Sugar Refining Company para la Comisión Inglesa, y los refinadores han contratado pedidos en moderadas cantidades puede decirse para todas partes del mundo á precios en alza, hasta llegar de 6.00c. á 6.10c. en calidad de depósito y libre á bordo Nueva York, que fue la cotización al cerrar el mercado.

El mercado cierra fuerte á 4 15-16c. costo y flete por los azúcares crudos de Cuba y 7.00c. menos 2% por los granulados, esperándose mayores aumentos á cada momento, particularmente en vista de la reducción en la zafra de Cuba de unas 93,000 toneladas, según cálculo de Mr. Himely, haciendo que su nuevo cálculo sea de 3,080,000 toneladas. El cálculo primitivo de Willett & Gray de 3,000,000 toneladas de la zafra de Cuba permanece sin cambio desde que se anunció por primera vez dicho cálculo el 21 de octubre de 1915.

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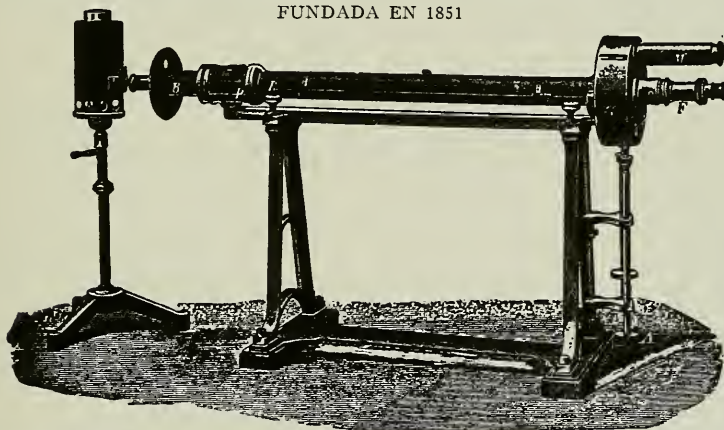
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THE CUBAN SUGAR CROP

The report of Mr. H. A. Himely, the expert on Cuban sugars, for the week ended April 8, 1916, indicates that on account of the prolonged drought in Cuba during the present sugar season, estimates of the total crop have been reduced some 93,000 tons, making the total crop according to his present calculations, 3,080,000 tons. He also states that the prospects are that the crop will be harvested some weeks earlier than usual, and the end of April should see many of the estates at the end of their grinding season.

For the week ended April 8, there were 181 mills grinding, as compared with 175 for the week ended April 10, 1915. The total arrivals of sugars to date for the season were 1,963,602 tons, as compared with 1,380,078 tons for the preceding year.—*Vice Consul H. M. Wolcott, Habana.*

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The Government of Nicaragua has sent a large shipment of raw sugar (panela) to London, with a view to finding a market for the quantities of this product now held in the Nicaraguan liquor warehouses. If the first shipment finds acceptance in the English market, according to La Informacion, the Secretary of Fomento will carry out plans for the production of raw sugar on a greatly increased scale.

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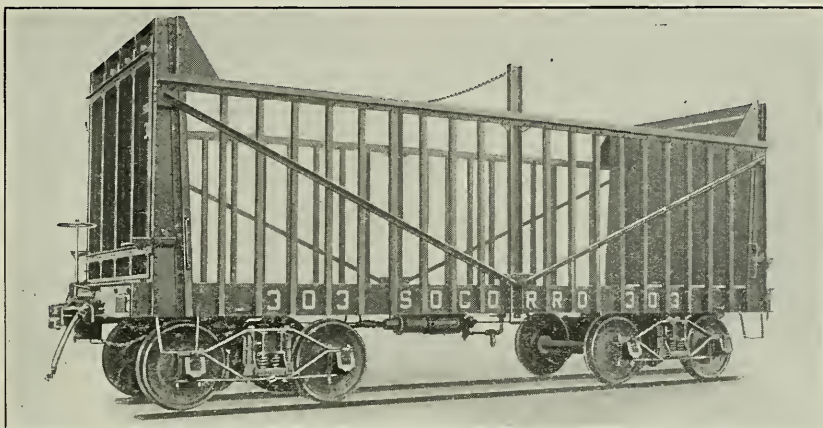
CANADA HOPES FOR TRADE EXTENSION IN CUBA

New Brunswick's commercial representative in Cuba reports that in 1914 the only steamship service between Canada and that country was one fortnightly sailing between Halifax and Santiago de Cuba. Despite this the import and export trade between the two countries amounted in that year to \$5,760,627. As a result of the war, however, this trade was considerably reduced in 1915. The report states that the Cuban Government has lately encouraged the growth of coffee, especially on the soil of southeastern Cuba, and it is stated to be of good quality. Cuba has been importing rice in average yearly amounts of \$7,000,000, and the Government has been experimenting in the growth of that product at home.

The acting trade commissioner of the Dominion of Canada reports that while the tobacco trade is seriously impaired on account of the war, the people of Cuba are prosperous as a result of the condition of the sugar market, the export in that product amounting to more than 70% of the total exports.—*Consul Edward A. Dow, St. Stephen, New Brunswick.*

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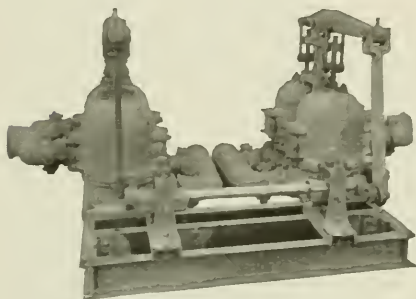
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.....
.....	9.38	10.13	6.55	12.06	58	Ar.....	4.20	6.42	3.28	6.26
.....	12.33	12.33	8.49	3.45	109	Ar.....	12.45	5.00	1.00
.....	4.00	8.05	179	Ar.....	8.00	1.00
.....	.....	7.25	.....	9.05	230	Ar.....	6.00	.....	.....	10.00	.....
.....	7.17	4.30	.....	8.50	195	Ar.....	3.45	.....	.....	12.10	10.00
.....	.....	3.38	.....	5.28	180	Ar.....	11.00	.....	.....	1.05	.....
.....	.....	6.40	.....	8.40	241	Ar.....	7.25	.....	.....	9.15	.....
.....	.....	8.00	.....	9.55	276	Ar.....	6.33	.....	.....	8.48	.....
.....	.....	10.30	.....	12.30	340	Ar.....	4.15	.....	.....	6.15	.....
.....	6.15	471	Ar.....	10.00
.....	8.25	520	Ar.....	8.10
.....	9.45	538	Ar.....	7.15
A. M. P. M.	P. M.	P. M.	P. M.	P. M.			A. M.	A. M. P. M.	P. M. P. M.	P. M. P. M.	P. M. P. M.

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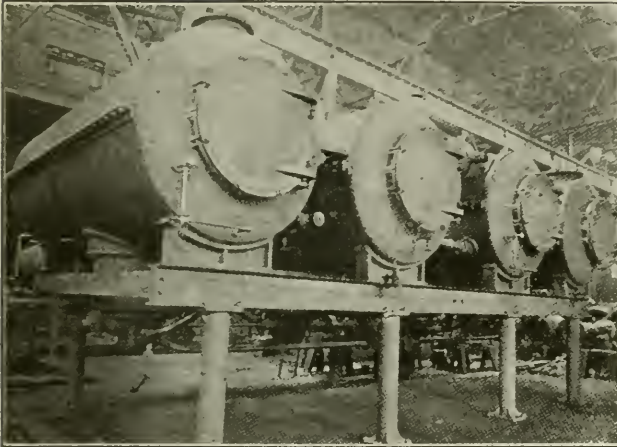
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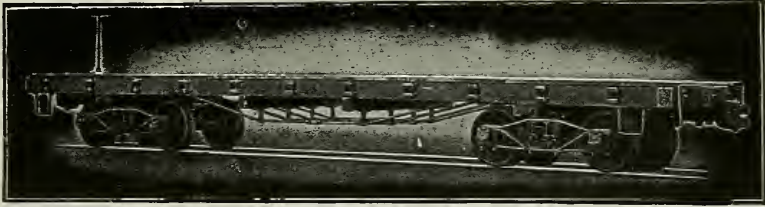
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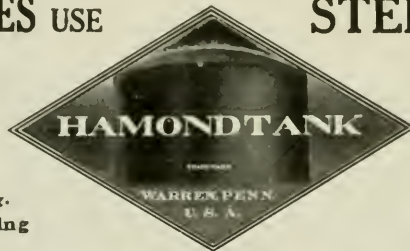
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Tickets are good for Ten Days and are on sale at Central Station and at the City Ticket Office, Prado 118, Havana.

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ARE on sale from Havana to all points on the Western Railway of Havana west of Rincon, and vice versa. These tickets are valid going on Saturdays and returning on any ordinary train the following Sunday or Monday, and are sold at the very low rate of one way fare plus 25%.

THE CUBA REVIEW

"ALL ABOUT CUBA"

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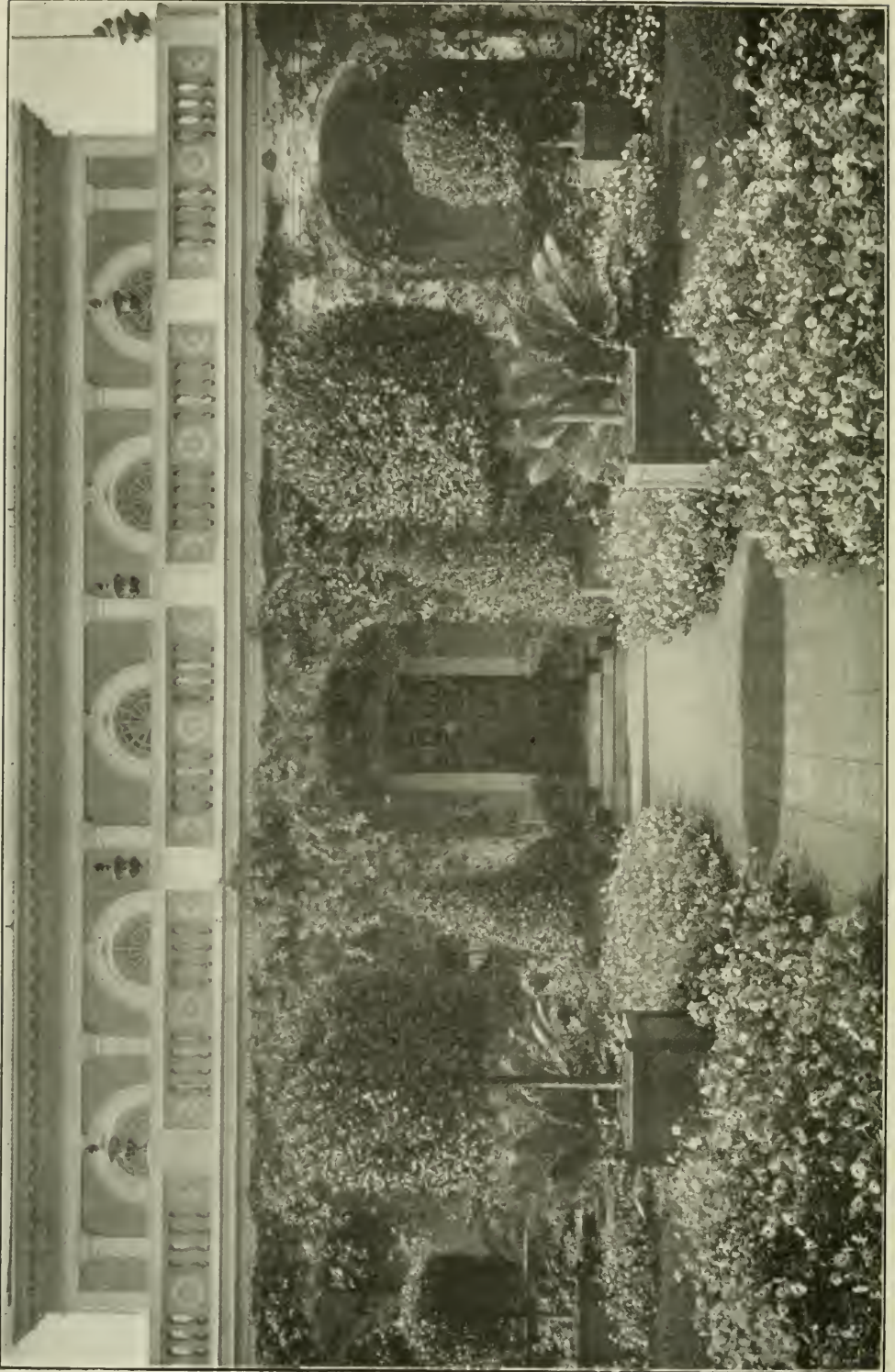
Vol. XIV

MARCH, 1916

No. 4

Contents of This Number

Cover Page—Hauling Sugar Cane from the Fields in Preston	
Frontispiece—Home of the Manager of Central "Conchita".....	6
All Around Cuba:	
Cuban Cigars.....	9
Fruit Shipments.....	9
Havana Carnival.....	9
Herrera Steamship Line.....	9
Cuban Government Matters:	
Cuban Army Posters.....	7
Dispensary Cases.....	7
Hospital Pavilion.....	7
Laborers.....	7
Milk Regulations.....	7
Prevailing Prices for Cuban Securities.....	39
Sugar Industry:	
Central "Conchita," illustration.....	8
Central "Jobabo," illustrated.....	13
Central "Monana," illustrated.....	10
Central "Senado," illustrated.....	10, 11
Cuba Cane Sugar Corporation Estates Summary.....	33
Handling Sugar Cane in the Field, illustration.....	11
Labor Supply.....	12
New Sugar Centrals.....	12
Sugar Cane Train, illustration.....	13
Sugar Estate Statistics of the Island of Cuba.....	16, 18, 20, 22, 21, 26, 28, 30, 32
Sugar Mill Purchases.....	14
Sugar Price Chart, 1914-1915.....	34
Sugar Price Chart, 1912-1913.....	35
Summary of Sugar Estates.....	33
Sugar Review, English.....	14
Sugar Review, Spanish.....	36
Traffic Receipts of Cuban Railroads.....	15



Home of the Administrator at Central "Conchita."

THE CUBA REVIEW

"ALL ABOUT CUBA"

Copyright, 1916, by the Munson Steamship Line

VOLUME XIV

MARCH, 1916

NUMBER 4

CUBAN GOVERNMENT MATTERS

CUBAN ARMY POSTERS URGE MEN TO ENLIST

The Cuban army column under Colonel Pujol, now marching across the country in maneuvers, is placing up in prominent places and distributing bright colored posters urging enlistment in the army. The posters are modeled after the "For King and Country" one of England, and urge the Cuban youths to enlist.

HOSPITAL PAVILIONS NAMED

Nineteen pavilions of the new Calixto Garcia hospital being built here to substitute the old hospital Number 1 have been named. The pavilions will be of ample space, and built according to the most modern plans.

DISPENSARY CASES COST 72 CENTS EACH TO GOVERNMENT

**Tamayo Dispensary Reports Handling 11,000
Cases Last Year—Urges Modern Apparati**

The dispensary Tamayo, named after the founder, Dr. Diego Tamayo, former secretary of government, has filed a report of having handled 10,950 cases of illness in the past year, with an average cost to the government of 72 cents for each case.

There were also 20,298 consultations effected, 1,880 cures, and 256 surgical operations. The dispensary is only supported by an annual donation from the state, the services of the physicians being gratuitous, as

is also the service furnished the poor who apply for aid.

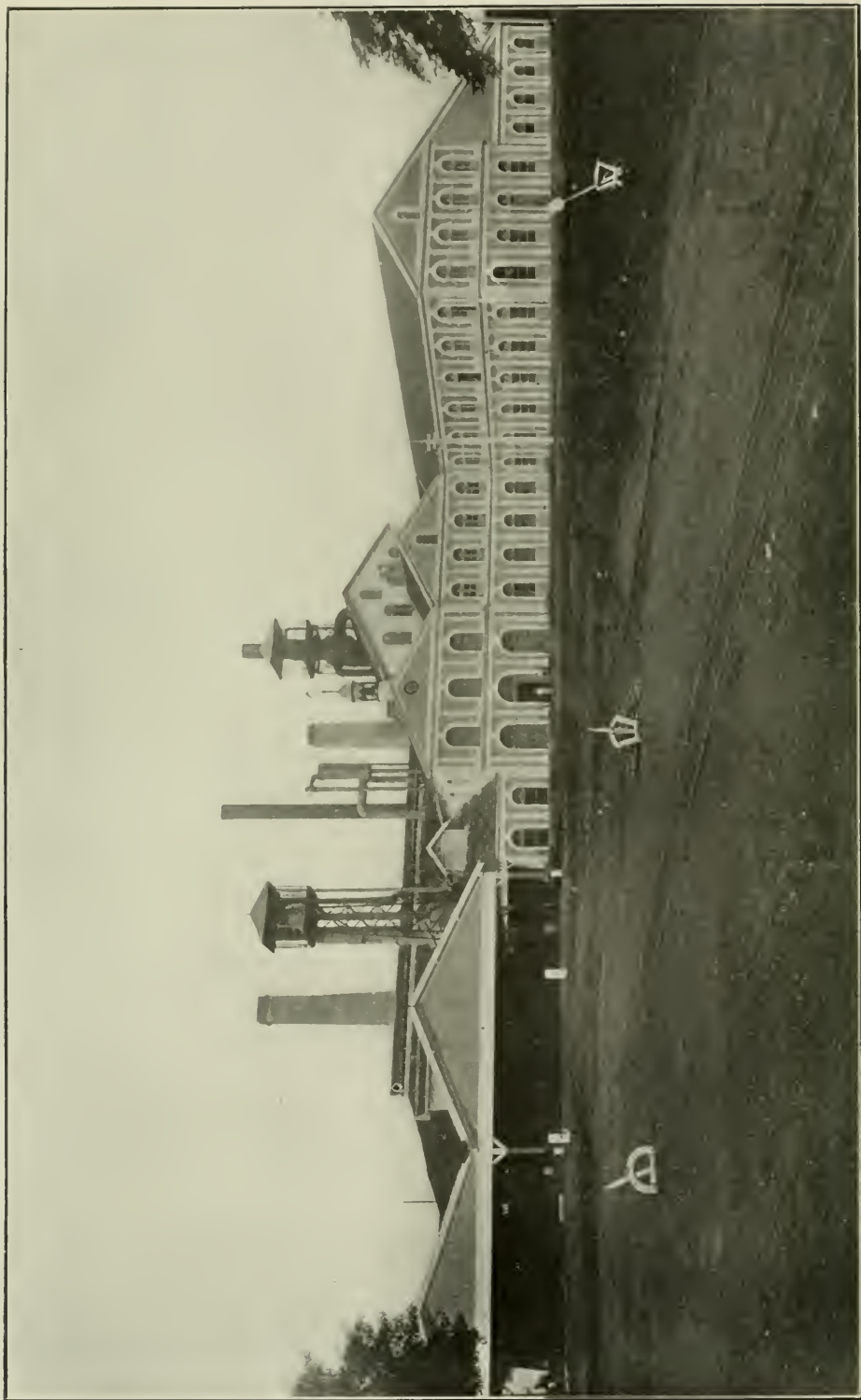
The dispensary also reports an urgent need for more modern apparati and of the connection of an abundant electric current for cures.

MILK DEALERS

The Secretary of Justice has written the Fiscal of the Supreme Court recommending that the judges be more severe with the milk dealers caught watering or adulterating milk. It is stated that the small fines heretofore imposed have had little effect and that the milk dealers are continually disregarding the orders of the Sanitary Department. The communication goes on to say that the milk dealers are having small boys deliver milk who also water same, and as the boys are irresponsible and cannot be punished, the milkman himself escapes the fine. The idea is that the judges shall make a very thorough investigation of every case of adulterated milk brought before them, and after ascertaining who is the real culprit, apply a heavy punishment with a view to avoiding the continued disregarding of the sanitary regulations in connection with the milk business.

LABORERS WANTED FOR CANE FIELDS

The Department of Immigration at Havana is receiving many petitions from the sugar centrals asking for field laborers. The number of men wanted in March is reported to be 3,000. Cuba should have, and can, support many times her present population.



Central "Conchita"

ALL AROUND CUBA

HAVANA CARNIVAL

The first parade of the Carnival season for 1916 in Havana occurred on Sunday, March 5th. The city authorities have so far not taken any action towards having any special events in connection with the different parades, as has at times been the custom in the past.

On the evening of the first day of the Carnival, disturbances arose in connection with the parades of the negro organizations called "Nañigos," and on the following day when the police attempted to disperse a similar procession, they were attacked by the members of the parade with the result that the leader of the latter was killed and several injured on both sides.

HERRERA STEAMSHIP LINE

In a circular letter, dated March 6th, the Empresa Naviera de Cuba, S. A., Havana, advise of their having taken over the steamship service known as the Herrera Line, heretofore conducted by Sobrinos de Herrera, S. en C. The President of the new company is Sr. José Marimon, who is also President of the Spanish Bank in Havana, the Vice-President, Sr. Armando Godoy, is Manager of that Bank, the Secretary, Sr. Luis Octavio Diviño, is a prominent lawyer here, and the Manager is Sr. Joaquin Godoy.

FRUIT SHIPMENTS FOR THE YEAR 1915 FROM LA GLORIA

During the year ending December 31st, 1915, there were shipped through Port Viaro and Piloto the following amounts of fruit, as shown by the dock records at both places:

	Oranges		Grapefruit	
	Loose	Bbls.	Boxes	Boxes
January	300,500	91	34	99
February	435,800	33	31	231
March	461,000	9	53	684
April	288,000	9	37	1,333
May	177,000	23	79	1,006
June	294,600	..	50	2,569
July	24,300	20	42	2,552
August	58,000	9	41	3,066
September	61,000	..	77	1,895
October	67,300	..	18	1,109
November	18,000	55	43	688
December	13,000	78	39	446
Total	2,198,500	327	544	15,678
Shipments through Port Piloto total	2,386,000	...	...	4,194

This makes a grand total of oranges in bulk or loose, 4,584,500; in barrels 327 and boxes 544, and a grand total of 19,872 boxes of grapefruit.

The above record does not include the large number of oranges shipped overland to Camaguey.

Reducing the total number of loose oranges to boxes by estimating 150 to a box we would have over 30,000 boxes of oranges or a total of over 50,000 boxes of fruit shipped in 1915.

IMPROPER PUBLICATIONS

The Secretary of Justice has written a letter to the Fiscal of the Supreme Court calling his attention to the obscene publications on sale at news-stands and book-stores with instructions that an energetic campaign be conducted towards their suppression and the active prosecution of those responsible for same. As a result the police have visited the news-stands and stores in Havana where obscene literature and pictures are sold and confiscated such stocks which will be destroyed.

CUBAN CIGARS

The prohibited importation of Cuban cigars into the United Kingdom has had a very bad effect upon the tobacco industry here and a number of cigar makers have been thrown out of employment. Representatives of these workmen have called upon the Government to assist them, and a special committee has been named by the House of Representatives to study the situation and make whatever recommendations may seem necessary in the premises.

The Louis V. Placé Co. is a newly incorporated company at 76 Cuba St., Havana, to carry on the business of the late Louis V. Placé of the same address.

The old firm of Diago & Carricaburu, who were connected with Mr. Placé, has been liquidated, and Mr. Diago will be president, and Mr. Carricaburu vice-president of the new corporation.

The new company will, in addition to carrying on the business of the late Mr Placé, be devoted entirely to the chartering, disposal and consignment of vessels and any other business connected with its shipping interests.

Several companies of film artists have come to Havana during the last month or so to work up film plays in Cuba.



Ingenio "Monona," Guantánamo.

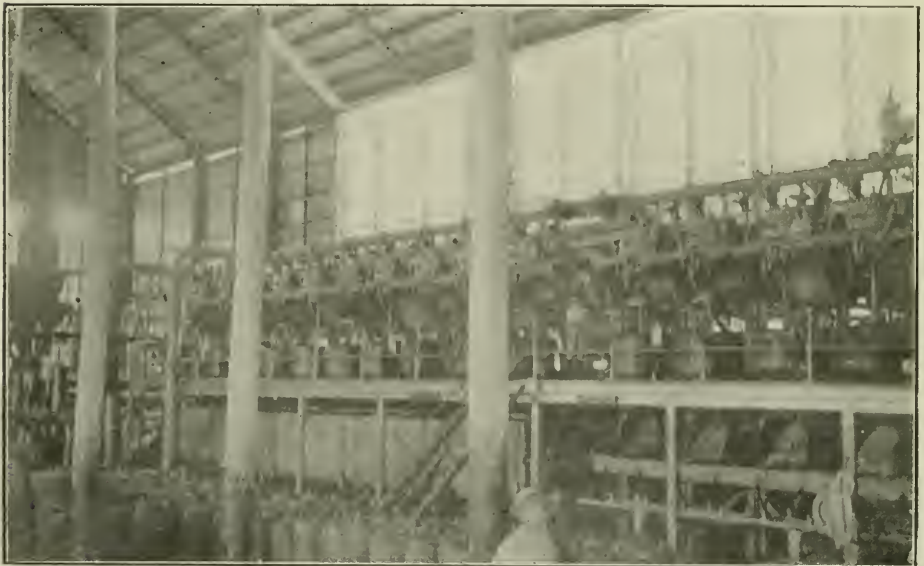
INGENIO "MONONA." GUANTANAMO

The entire work of construction and outfitting has been under the personal supervision of Mr. Horace Ruggles of New York.

In addition to the regulation sugar mill this central will be fitted with the necessary machinery for making white sugar (the first of its kind in Cuba) and will have facilities for handling 300 tons of cane per day, with an output of 10 tons of white sugar per day, for local consumption on the island.

There are many interesting features about

this "little toy" sugar mill and refinery in addition to its added improvement over other centrals in the making of white sugar, and not the least of these is the novel system employed by Mr. Ruggles in cooling the condenser water by piping the same to a large open basin located about fifty yards from the engine room where it is cooled by fountains spraying the steam and water into the air, and it falls back into the basin and flows back through intake pipes to the tanks to be again used in the mill.



Interior view Central "Senado" showing new centrifugals.



Central "Senado" at Senado.

Central "Senado" in Camaguey Province, which last year ground 225,000 bags, will this year have a yield of 300,000 bags. The mill and office staff remain unchanged this year. Sr. Bernabe Sanchez, administrador, has in-

stalled new American centrifugals of the latest type; also new vacuum pans of the latest American type, and these are in daily operation. The men employed at the mill, including the colonos, number more than 2,000 persons.



Handling sugar cane in the fields.



Handling cane by derrick from carts to cars.

NEW SUGAR CENTRALS

Among the list of new mills projected for next year's grinding, particular attention is noted to the large new mill to be erected by Beola & Co., near Tacajo in Oriente province. The actual work of construction is to begin in April and it is said the Honolulu Iron Works will handle the order for supplies and building materials. The new mill will have a capacity of from 150,000 to 200,000 bags for the season. A feature in connection with the shipment of rolling stock for this proposed new mill will be transportation of two large locomotives from the foundry in Philadelphia to Key West on their own wheels, via the Ferry to Havana, and thence via Cuba railroad to Tacajo, near Antilla, on their own wheels.

Work is under way on the new sugar mill near Pastor, along the Cuba RR., a short distance west of Bayamo. This new mill will be named "Oriente" and will have a capacity of 100,000 bags to be ready for next year's grinding season. The company organized for the building of this new central is headed by a Mr. Hill and other Santiago business men.

Another sugar mill is spoken of in Camaguey Province, between Santa Cruz and Camaguey, with a capacity of 65,000 bags. The name mentioned in connection with the new enterprise is the Rodriguez family of Camaguey.

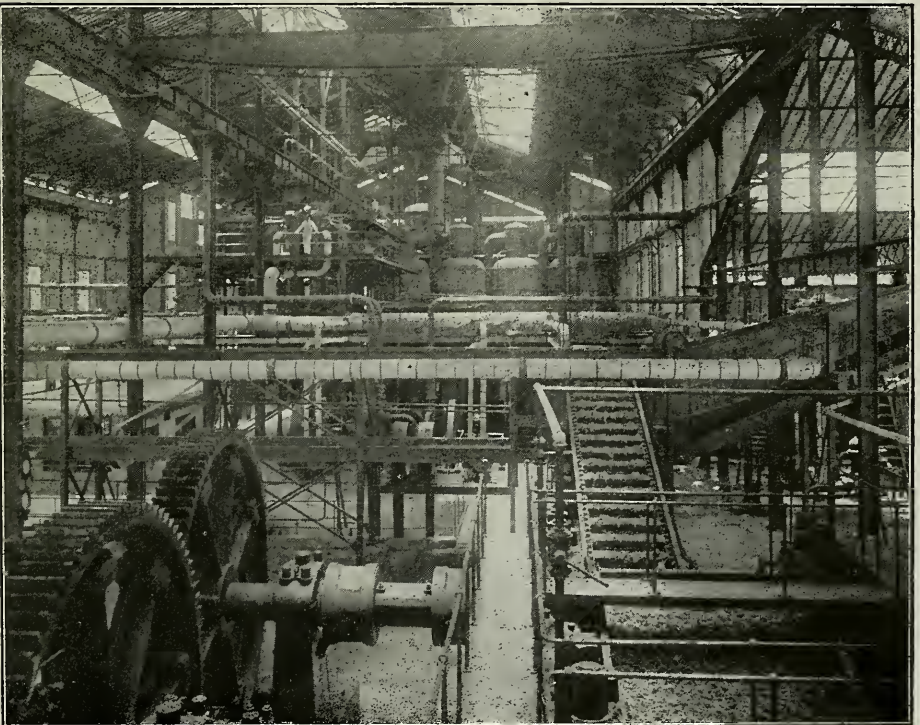
A new sugar central is projected in the territory round about San Luis in Oriente Province.

LABOR SUPPLY

An abundant supply of laborers for the cane fields is reported from the Bayamo district in Oriente Province, while in other sections of the same province the shortage of labor is assuming alarming proportions, which is no doubt due to the sliding scale of wages and the high rates paid in some sections, also to strenuous efforts on the part of certain labor organizers to favor certain mills. The cane is more than plentiful in all sections and the weather is very dry in Oriente Province, as a result of which numerous cane fires are reported.



Train of sugar cane on the way to mill



Interior view of Central "Jobabo"

THE SUGAR REVIEW

Specially written for The Cuba Review by Willett & Gray, New York

Our last review for this magazine was dated February 8th, 1916.

At that date, Cuba Centrifugal sugar of 96° test was quoted at 3 27-32c. per lb. c & f, the value at this writing has risen to 4 $\frac{3}{8}$ c. c & f for prompt shipment March and April shipments, showing the unusual advance for a month of 53 cts. per 100 lbs., together with an active buying market by both refiners and operators on the way upwards, and most largely and persistently by refiners, owing to a large and increasing demand for the refined products, both for local consumption and for export demand.

The Porto Rico free duty sugar participated in the advance and rose from 4.70c. per lb. to 5.27c. per lb. Porto Rico futures sold at 5.33c. per lb. for April.

Many buyers of refined have now secured supplies for 60 days and in some instances as far ahead as to July 1st, the latter buying being of domestic beet refined, rather than of cane refined. This fact together with the report that the buying of all sugars for both the Great Britain and France consumption is now placed in the hands of the British Commission, indicates a more conservative market for both raws and refined from now forwards still, inasmuch as the original estimates of the cane sugar crops of the world were scarcely more than sufficient to supply the cane sugar requirements of the countries shut out from obtaining the beet sugar crops of Europe by the war. There is always the possibility that any resulting shortage of any cane crop by drought or other unfavorable conditions will have the effect of further advancing values. Such at the moment is the indication from the Cuba crop which is being affected by a long continued spell of dry weather which, if continued long enough, will no doubt reduce that crop somewhat below the original higher estimates though perhaps not materially below our own estimate of 3,000,000 tons which we see no reason to change at this writing.

Tariff action on the free duty clause has been delayed by other important matters which are now out of the way, and the bill re-issuing free duty after May 1, 1916, will soon be acted upon and no doubt be confirmed, so that the duty on Cuba sugars will probably remain indefinitely at 1.004c. per lb. for 96° test as at present.

The strong market for raws and refined may be continued until July when the usual downward trend may begin by reason of the domestic beet sugar crop beginning to come in the market in July from California followed later by the production of other states.

Freight rates continue as high as ever and at the moment the offering of distant month sugars from Cuba is restricted by absence of available vessels.

Recent labor strikes are now settled at the refineries.

The Franklin Refinery of the American Sugar Refg. Co., which has been closed for many years, is about to be re-opened for supplying export orders for refined.

Fine granulated sugar is now generally held at 6.50c. less 2%.

New York, March 9, 1916.

WILLET & GRAY.

SUGAR MILL PURCHASES

It is the out-of-season time for the sugar mills just now to make large purchases of machinery and hardware articles, but a large demand for these articles is expected to begin about May or June in preparation for sugar operations the following season, and complaints are heard of delays in receiving orders placed in the United States, and still greater difficulties in obtaining supplies from Europe, where orders are being only partially executed. In some cases these delays are causing considerable loss to the mills, as they are forced

to suspend operations until new equipment can be obtained. The opinion is expressed that a good market could be made in Cuba for machinery, mill equipment, articles of hardware, etc., if delivery could be guaranteed for next October and November; but it is said that many of the American concerns manufacturing these articles are devoting themselves to the manufacture of other more profitable lines intended for use of the warring nations. It may be said in general, however, that most of the hardware articles formerly imported from Europe are now being brought from the United States.

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE CUBA RAILROAD COMPANY

The report of the Cuba Railroad for the month of January and for seven months ended January 31, 1916 compares as follows:

	1916	1915	1914	1913	1912	1911	1910
January gross.....	\$691,479	\$544,891	\$478,179	\$460,322	\$368,471	\$315,783	\$256,793
Expenses.....	292,281	227,479	240,722	208,223	176,216	166,890	129,607
Net income.....	\$405,296	\$317,411	\$237,456	\$252,098	\$192,254	\$148,893	\$127,186
Other income.....	6,097						
Net earnings.....	\$399,198	\$317,411					
Fixed charges.....	87,120	70,959	\$66,791	\$66,791	\$65,125	\$59,625	\$36,667
January surplus.....	\$318,175	\$246,451	\$170,665	\$185,307	\$127,129	\$89,268	\$90,519
From July 1st:							
Seven months' gross.....	\$3,231,778	\$2,551,349	\$2,651,753	\$2,409,274	\$1,951,136	\$1,577,719	\$1,276,059
Seven months' net.....	1,510,781	1,184,329	1,219,384	1,075,202	876,567	669,095	474,290
Other Income.....	6,037						
Fixed charges.....	539,869	492,313	467,541	467,263	425,875	279,625	251,877
Surplus.....	\$977,009	\$692,015	\$751,842	\$607,938	\$450,692	\$389,470	\$222,413

EARNINGS OF THE UNITED RAILWAYS OF HAVANA

<i>Weekly receipts:</i>	1916	1915	1914	1913	1912	1911	1910
Week ending Jan. 29th.....	£58,909	£45,105	£40,734	£44,680	£39,996	£39,065	£39,486
Week ending Feb. 5th.....	61,584	49,519	41,257	47,158	40,094	39,650	39,436
Week ending Feb. 12th.....	59,783	50,044	48,719	48,144	40,951	40,673	42,252
Week ending Feb. 19th.....	59,331	50,747	49,659	50,385	42,324	42,897	44,159

EARNINGS OF THE CUBAN CENTRAL RAILWAYS

<i>Weekly Receipts:</i>	1916	1915	1914
Week ending February 12th.....	£25,080	£19,847	£18,380
Week ending February 19th.....	26,959	21,077	20,108
Week ending February 26th.....	26,992	23,339	19,557

EARNINGS OF THE WESTERN RAILWAY OF HAVANA

<i>Weekly Receipts:</i>	1916	1915	1914
Week ending February 12th.....	£6,700	£5,469	£5,550
Week ending February 19th.....	6,202	6,055	5,252
Week ending February 26th.....	6,956	5,481	5,119

EARNINGS OF THE HAVANA ELECTRIC RAILWAY, LIGHT & POWER CO.

<i>Month of January</i>	1916	1915
Gross earnings.....	\$492,074	\$473,725
Operating expenses.....	186,285	189,491
Net earnings.....	305,789	284,234
Miscellaneous income.....	9,794	5,089
Total net income.....	315,583	289,323
Surplus after deducting fixed charges.....	200,192	180,834

Work is now under way by the Guantanamo & Western Railroad Company at Guantanamo for the construction of an eight mile branch line which will connect up the Ingenio's "Romelie" and "San Antonio" with "Santa

Cecilia." The new station being constructed at Guantanamo by the Guantanamo RR., to be used in connection with the Guantanamo & Western RR., is nearing completion, and will be a much needed enlargement of facilities and improvement for this point.

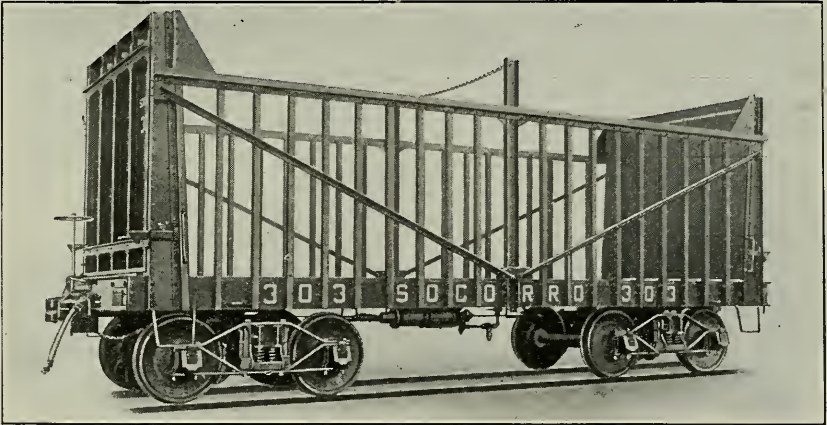
The information contained in these tables was secured the latter part of December and the first part of January. Since that time the continued dry weather may cause a shortage in the actual output. It is, of course, too early at present to say to what extent this drought will affect the present crop, but from information secured from those interested in plantations on the southside of Cuba it is believed that some of these plantations will suffer a shortage of as much as 15 to 20 per cent. of their previous estimates.

TABLE OF ACTIVE SUGAR PLANTATIONS IN THE PROVINCE OF PINAR DEL RIO

Name of Plantation	Location	Owners	Owner's Address	Nationality of Owners	Administrator	Output in Bags in 1912 Crop		Output in Bags in 1913 Crop		Output in Bags in 1914 Crop		Output in Bags in 1915 Crop		Estimate 1916 Crop
Asunción	Quijebra Hacha	Cuba Cane Sugar Corp	112 Wall St., N. Y. City	American	D. Lopez Funore	47,725	45,007	56,367	46,584	50,000				
Bramales	Cabañas	Juan Alfredo Labarrere	Banco Nacional, Altos Havana, Room 403	French		22,300	22,165	30,200	27,388	34,000				
El Pilar	Artemisa	F. de Goicochea	Artemisa	Cuban		65,740	82,155	73,457	63,959	85,000				
Gerardo	Bahia Honda	Vicente Cagigal	Bahia Honda	Spanish	J. Torriente	8,774	8,007	4,578	5,110	6,000				
Mercedita	Cabañas	Mercedita Sugar Co	129 Front St., N. Y. City	American	E. A. Longa	84,558	104,971	87,200	92,297	105,000				
Orozo	Cabañas	Cia. Azucarera Cent. Orozco	Ingenio Orozco, Cabañas	Spanish	Cipriano Pizarra, Pres	37,711	46,000	43,000	42,462	55,000				
San Ramón	Mariel	A. Balsinde	Pres. Gomez y Floreo, Hav.	Cuban	A. Balsinde	59,670	45,200	57,200	54,820	85,000				
					Totals	332,190	354,105	352,002	332,620	420,000				

PLANTATION CARS OF ALL KINDS

ALSO THE PARTS FOR SAME



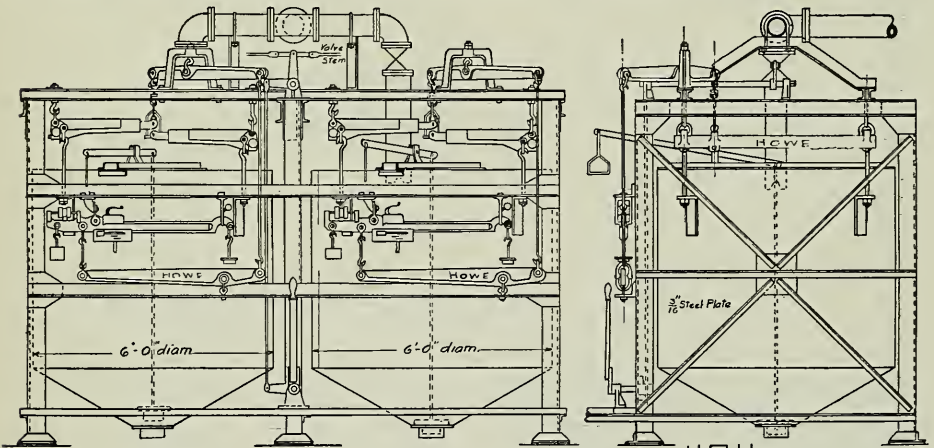
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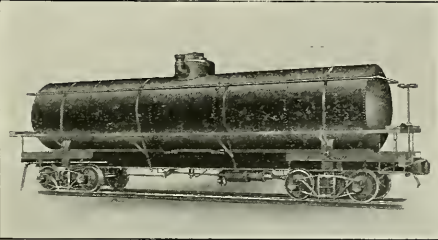
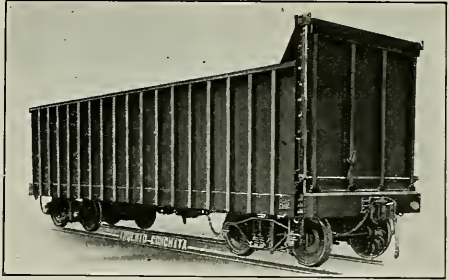
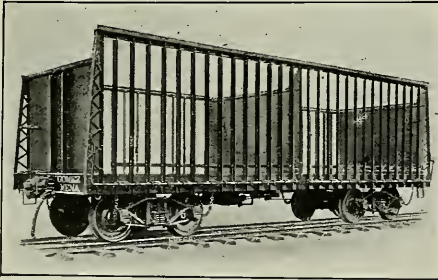
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Pídanse precios á su Agente ó á

THE HOWE SCALE CO. OF NEW YORK

TABLE OF ACTIVE SUGAR PLANTATIONS IN THE PROVINCE OF HAVANA

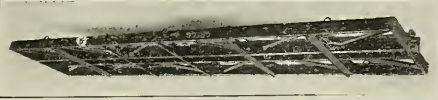
Name of Plantation	Location	Owners	Owner's Address	Nationality of Owners	Administrator	Output in Bags 1912 Crop	Output in Bags 1913 Crop	Output in Bags 1914 Crop	Output in Bags 1915 Crop	Estimate 1916 Crop
Amistad	Guines	Andres Gómez Mena	Havana	Spanish	J. Gómez	179,408	157,300	155,067	175,250	200,000
Fajardo	Gabriel	Benito Arxer	Gabriel	Spanish	Benito Arxer	41,400	44,321	50,622	39,676	50,000
Fortuna	Alquizar	Miguel C. Palmer	Dominguez 13, Cerro, Hav.	Cuban	Casimiro Perez	9,500	9,500	16,977	17,829	60,000
Gomez Mena	San Nicolas	Andres Gómez Mena	Havana	Spanish	Gómez	253,000	274,000	270,600	260,550	350,000
Guira de Melena	Guira de Melena	Compañia Azucarera Guira de Melena	Havana 66, Havana	Cuban	Aurelio Alfonso				8,221	35,000
Havana	Hoyo Bonito	Havana Sugar Co.	Aguilar 100, Havana	American	Rafel Montalvo	27,580	40,250	55,241	39,765	50,000
Jobo	Colorado	Cuba Cane Sugar Corp.	112 Wall St. N. Y. City	American	Martin Martinto	87,069	80,400	99,857	93,563	100,000
Josefita	Vegas	S. Calvevechia	Los Palos	Italian	Lino. F. Quires	79,036	87,700	97,878	82,115	100,000
La Julia	Duran	Cuba Cane Sugar Corp.	112 Wall St. N. Y. City	American	Gerónimo Martinto	132,464	161,669	180,440	186,843	200,000
Loteria	Jaruco	Compañia Anonima Pedro Fernández de Castro	Mercederes 36, Havana	Cuban	F. de Castro	29,365	38,950	30,017	19,597	20,000
Mercedita	Melena del Sur	Enrique Pascaul	Aguilar 98, Havana	Spanish	Lemes Pascaul & Bro	176,352	171,457	177,411	173,648	240,000
Neustra Señora del Carmen	Jaruco	Compañia Anonima Pedro Fernández de Castro	Mercederes 36, Havana	Spanish	A. Fernandez de Castro	35,905	41,457	46,138	29,632	55,000
Nueva Paz	Nueva Paz	Sociedad Anonima Cen. Nueva Paz	Havana	Cuban	Juan Santos Fernandez	90,221	91,500	98,873	85,540	100,000
Portugalete	San José de las Lajas	Manuel Otaduy	San Ignacio 70, Havana	Spanish	Diego C. Auriolos	59,326	65,322	57,400	51,136	60,000
Providencia	Guines	Cia. Azucarera de Guines	Ingenuio Portugalete	Spanish	J. Izquierdo	160,440	154,172	168,735	146,942	180,000
Rosario	Aguaate	R. Pelayo	Guines & Oficios, 28 (A) Hav.	Spanish	Ramon Pelayo	154,413	184,200	219,527	186,408	220,000
San Augustin	Quivicán	Cent. San Augustin Sug. Co.	Aguaate	Spanish	Manuel Gonzáles	71,818	68,453	73,758	64,408	85,000
San Antonio	Madruaga	Compa Azucarera Gomez Mena	Apartado 85, Havana, San Ignacio 36	Spanish	A. Gomez Mena	118,090	153,800	141,678	131,500	160,000
Toledo	Marianao	Compañia Azucarera Central Toledo	Madruaga	Spanish	José Ofermin	112,738	157,278	176,807	150,346	190,000
			Marianao	Spanish	Totals	1,809,182	1,983,031	2,117,026	1,942,969	2,455,000



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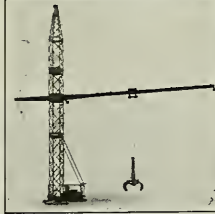
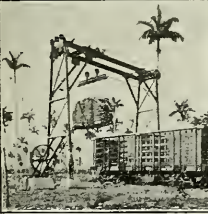
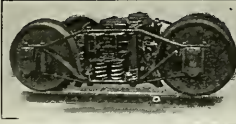
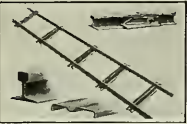
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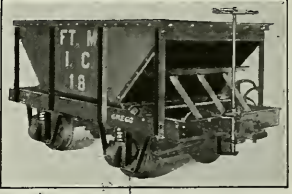
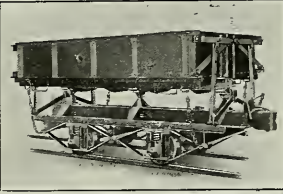
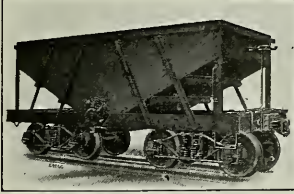
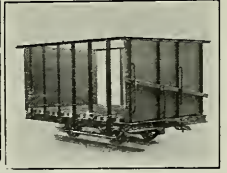
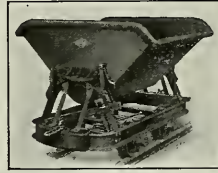
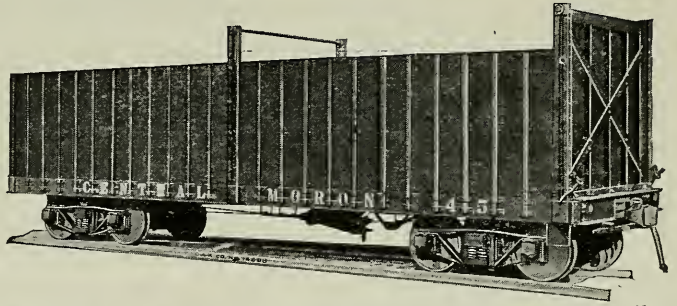


TABLE OF ACTIVE SUGAR PLANTATIONS IN THE PROVINCE OF MATANZAS

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags			Estimate		
						1912	1913	1914	1915	1916	Crop
Aguedita	Macagua	Central Aguedita Compania Azucarera	Damas 32, Havana	Cuban	J. M. Herrera	36,276	74,278	52,593	58,391	62,000	Crop
Alava	Banaguaires	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	Alfredo Alderqui	201,020	261,861	208,910	208,854	250,000	Crop
Araujo	Mancuito	Feliciano Rischech	Manguito	Cuban	Feliciano Rischech	35,640	59,673	51,800	62,750	65,000	Crop
Armonia	Bolondron	E. L. Sanborn	Bolondron	American	E. L. Sanborn	58,984	70,000	74,279	77,872	85,000	Crop
Australia	Jaquey Grande	Alberto Alvarez S. en C.	Havana	Spanish	Manuel Flores	61,120	72,000	59,908	72,000	70,000	Crop
Carolina	Coliseo	Manuel Flores	Coliseo	Cuban	L. Alzugaray	252,000	201,000	202,217	292,661	350,000	Crop
Conchita	Abarcanes	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	Luis Tarafa	177,373	190,000	171,987	206,829	200,000	Crop
Cuba	Pedro Betancourt	Central Cuba Sugar Co.	Havana	Cuban-Spanish	Luis Tarafa	49,189	72,459	54,959	64,507	60,000	Crop
Dolores	Jovellanos	Melchor Gaston	Vedado 7a 76, Havana	Cuban	Aurelio Martinez	20,200	69,158	48,571	45,000	60,000	Crop
Dos Rosas & Precioso	Cardenas	Cardenas—Amer. Sugar Co.	37 Wall St., N. Y. City	American	C. C. Cromwell	36,256	53,123	45,509	50,107	61,000	Crop
Elena	Macagua	Ruiz, Secada y Cia., S. en C.	Macagua	Spanish	Enrique Garcia	17,551	25,000	13,955	19,116	20,000	Crop
Esperanza	C. Mocha	Jaen, Otoiza y Hermanos	Matanzas	Spanish	A. Oteiza	117,386	178,058	144,862	157,164	150,000	Crop
Florida	Alhamsil	Ahueta y Gamiz Hermanos	Cuba 20, Havana	Spanish	Juan Ayuela	45,550	53,352	53,333	82,014	90,000	Crop
Flora	Calmete	Manuel Carreño	Cuba 119, Havana	Spanish	José Valdez	110,861	143,000	135,587	145,438	140,000	Crop
Guipuzcoa	Bolondron	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	Salvador Guedes	91,744	117,000	115,095	109,432	100,000	Crop
Jesus Maria	Guira de Macuriques	Flora Sugar Co.	Havana	Amer.-Cuban	Jorge Tarata	32,541	68,913	56,974	54,459	80,000	Crop
Limonas	Hato Nuevo	Manuel Arocena	Hato Nuevo	Spanish	Manuel Arocena	45,673	53,000	41,792	42,512	85,000	Crop
Luisa (Condessa)	Cidra	Matanzas—Amer. Sugar Co.	37 Wall St., N. Y. City	American	L. J. Pelly	65,790	69,000	28,828	84,800	140,000	Crop
Mercedes	Limonar	J. Y. Lezama	Havana	Cuban	Ramon Orranti	27,397	38,500	27,641	23,804	40,000	Crop
	Limonar	Lezama y Menendez	Limonar	Cuban	J. Carballo	140,011	214,078	215,760	301,116	350,000	Crop
Olimpo	Sabanilla de Guaretras	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	Miguel Arango	55,392	78,465	54,985	66,085	70,000	Crop
Por Fuerza	Carlos Rojas	Sociedad Anónima, Central Azucarera Olimpo	Cuba 119, Havana	Spanish	José Sosa	42,597	43,010	59,000	66,085	70,000	Crop
Porvenir	Calimeto	La Paz Sugar Co.	Calimeto	American	C. Taquechee	22,037	25,000	15,076	20,000	25,000	Crop
Progreso	Cidra	Cia. Azucarera Ingenio Porvenir	Cidra	Cuban	E. de Cubas	122,250	148,695	128,614	143,406	150,000	Crop
Puerto	Cardenas	Laurentino Garcia	Cardenas	Spanish	A. Bardiales	29,608	26,465	29,739	23,143	25,000	Crop
Regilla	Canasi	José Avendaño	Acosta 6, Havana	Spanish	José F. Cartaya	74,765	90,478	94,171	97,117	100,000	Crop
San Cayetano	Petico	S. Sardina	Vedado, Havana	Cuban	S. Sardina	31,588	38,500	47,820	47,133	50,000	Crop
San Ignacio	Cidra	A. Cuñal	Cidra	Cuban-Spanish	A. Cuñal	67,765	75,500	88,459	120,491	120,000	Crop
	Agramonte	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	B. Urniztomdo						Crop

f New 1916. * * * Not grinding.

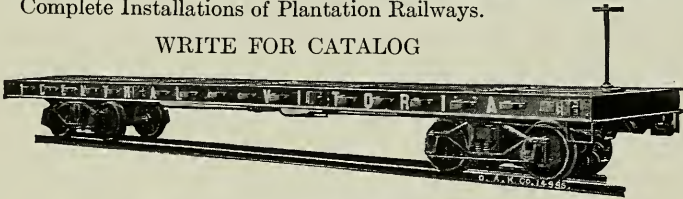


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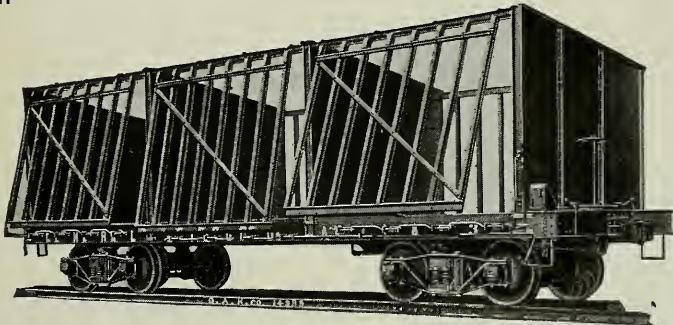
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TABLE OF ACTIVE SUGAR PLANTATIONS IN THE PROVINCE OF MATANZAS—Continued

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags			Estimate 1916 Crop	
						1912 Crop	1913 Crop	1914 Crop		
San Juan Bautista	Canasi	Cia. Anonima Central San Juan Bautista	Canasi	Spanish	Francisco F. Aguirre	22,040	17,180	32,866	20,992	28,000
San Vicente	Jovellanos	The Cuban Commercial & Industrial Co.	112 Wall St., N. Y. City	American	Placido Alonso	45,399	67,250	68,672	97,584	100,000
Santa Amalia	Coliseo	L. Garcia	Coliseo	Spanish	L. Garcia	43,312	49,250	49,602	44,150	50,000
Santa Gertrudis	Banaguises	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	Miguel G. Mandoza	139,588	184,212	174,558	204,677	200,000
Santa Rita	Baró	Compania Caobillas	Havana	Cuban-Spanish	J. G. Guma	*	51,500	62,002	79,537	90,000
Santo Domingo	Unión de Reyes	Central Cuba Sugar Co.	Havana	Cuban-Spanish	Gerardo Gutiérrez	77,273	85,000	83,734	79,120	80,000
Saratoga	Limonar	Central Cuba Sugar Co.	Havana	Cuban-Spanish	M. Tarafa	21,700	21,700	42,497	54,938	50,000
Socorro	Pedroso	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	Pedro Arenal	260,000	243,400	310,091	338,780	380,000
Soledad	Jovellanos	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	Alfredo F. Marlbona	77,356	106,948	115,914	136,087	150,000
Tingvaro	Perico	Tingvaro Sugar Co.	129 Front St., N. Y. City	American	J. W. Caldwell	168,287	216,003	194,459	231,983	220,000
Triunfo	Limonar	Samarza y Menendez	Limonar	Spanish	J. Menendez	18,130	25,000	18,192	21,960	25,000
Triunvirato	Cidra	Antonio Rodriguez	Cidra	Spanish	Antonio Rodriguez	37,778	42,000	11,868	26,316	35,000
Union	Agramonte	Suers. de José Lezama y Larrea	Havana	Spanish	José Soler	123,925	130,000	152,355	188,079	200,000
Totals						3,103,302	3,836,029	3,634,294	4,200,395	4,681,000

* Mill burned—not grinding.

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TABLE OF ACTIVE SUGAR PLANTATIONS IN THE PROVINCE OF SANTA CLARA

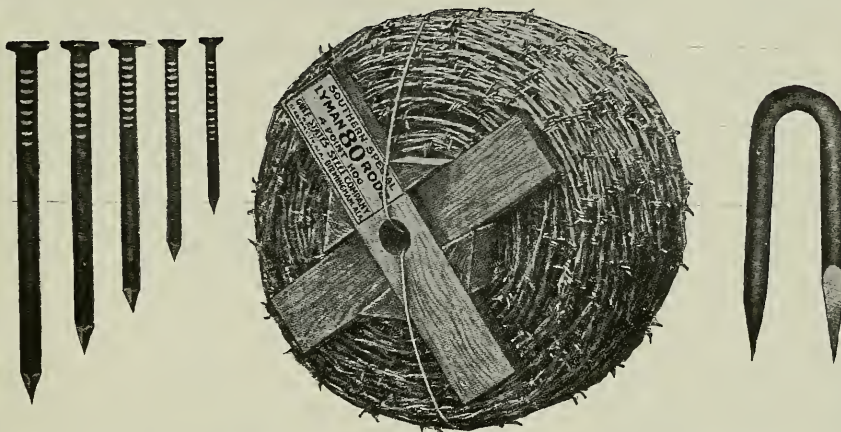
Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags		Output in Bags		Estimate 1916 Crop
						1912 Crop	1913 Crop	1914 Crop	1915 Crop	
Adela	Remedios	Zarragay Rodriguez S. & C.	Caibarién.	Cuban.	Enrique Alvarez.	81,668	91,981	85,933	83,688	90,000
Altamira	Camajuani.	Compañia Azucarera Altamira.	Hav. Nat. Bank Bldg., No. 404	Cuban.	Antonio Ortiz.	38,594	77,434	54,656	65,181	80,000
Andreita	Mal Tiempo Cruces	Central Andreita Cia. Azucarera	Cienfuegos	Cuban-Spanish.	L. Gutierrez.	118,500	169,055	178,423	177,344	180,000
Caracas.	Santa Isabel de las Lajas	Caracas Sugar & RR. Co.	Cruces	British.	Raul Arrango.	160,144	191,121	139,258	199,872	240,000
Caridad.	Rancho Veloz	Comp. Azuc. Ing. Caridad Perez. y Hnos.	Rancho Veloz.	Cuban-Spanish.	Constantino Mandado.	13,047	30,745	16,922	14,500	25,000
Carmita.	Taguayabon	Esteban Cacho.	Vega-Alta	Cuban.	R. Perez.	4,417	19,206	7,000	9,246	12,000
Carolina.	Arango	Nicholas Castaño	Cienfuegos	Spanish	Isidoro Cacho.	16,962	15,827	11,400	*	
Cieneguita.	Abreu	Colonial Sugar Co.	Cienfuegos	Spanish	Juan Roman	92,865	90,062	80,667	83,866	105,000
Constancia.	Constancia	Colonial Sugar Co.	129 Front St., N. Y. City.	American	W. H. Romy	118,019	120,838	160,403	194,851	230,000
Constancia.	Enercejada	Constancia Sugar Co.	Enercejada.	Cuban-Amer	Julian Escobar	74,178	131,137	102,883	99,221	125,000
Corazon de Jesus	Sitceto	M. V. De Ona Amezaga	Carmen Ribalta 103, Sagua.	Cuban-Amer	Ignacio Aguirre	13,853	30,248	41,780	48,057	55,000
Covadonga.	Carreño	Sociedad Anonima Central Covadonga	Cuba 119, Havana	Spanish	Alejo Carrero.	79,080	121,824	124,086	155,079	180,000
Dos Hermanos (Fowler)	Cruces	Dos Hermanos Sugar Co.	Cruces	British.	A. E. Marti.	70,299	107,808	72,295	96,632	100,000
Dos Hermanos (Acea).	Arango	Trustees of Mrs. F. T. Acea	Cienfuegos	Cuban.	Oscar Berrayarza	45,424	45,252	41,430	34,068	34,000
El Salvador	Quemado de Guines.	Liorote Bros.	Salvador	Cuban.	Domingo Liorote	31,800	49,000	35,423	27,990	25,000
Esperanza (Francia).	Carabatas	Sucrs. de Francia.	Alfonso, Sagua La Grande	American	Rafael Tellez.	20,975	33,000	13,648	**	**
Fe.	Salamanca	J. M. Espinoza	Calle 2, 4, Vedado, Habana	Cuban.	Antonio Caos	75,061	100,550	94,520	90,069	130,000
Fidencia	Piactas	Domingo Leon	Piactas	Cuban.	L. Fernandez	59,791	112,408	86,704	81,563	100,000
Gratitu l.	Manacas	Ortiz Goteorechea	Manacas	Spanish	Ortiz Goteorechea	*	21,284	.....	.....	.....
Hormiguero	Paradero Hormiguero	Hormiguero Central Co.	69 Wall St., N. Y. City.	American	F. Ponvert	110,000	166,706	199,019	219,457	270,000
Juragua	Castillo de Jagua	Santa Clara Sugar Co.	A. DeBuys, 25 Broad St., N. Y.	American	Santiago G. Murray	67,955	55,842	54,100	55,129	75,000
Julia	Camajuani.	Est. of Pestre Sisters.	Taguayabon.	Cuban-Spanish.	José de Goncer	7,942	10,516	8,943	8,708	12,000
La Vega.	Guayos.	La Vega Sugar Co.	Obispo 53, Havana	Cuban.	P. Cartaya	**	**	**	**	90,000
Lequitio	Cartagena	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	P. Oltre.	108,230	156,000	152,900	160,800	180,000

* Discontinued.

** Did not grind.

*** Not grinding.

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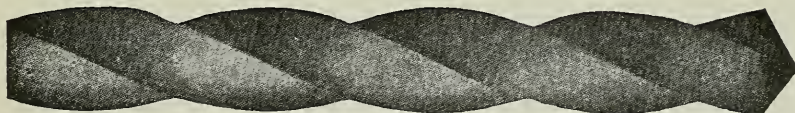
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			3

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PROVINCE OF SANTA CLARA—Continued

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags 1912 Crop	Output in Bags 1913 Crop	Output in Bags 1914 Crop	Output in Bags 1915 Crop	Estimate 1916 Crop
Luisa y Antonia	Sierra Morena	Angel Verdinan	Guanillas	Spanish	Angel Verdinan	7,650	13,162	6,487*		8,000
Lugardita	Carabatas	Cia. Azucarera de Carabatas	Lugardita	Cuban-Spanish	Miguel Velis	45,669	75,222	61,875	56,175	70,000
Macagua	Mata	Manuel C. Vda. de Betharto	Mata	Cuban	Domingo Betharto	22,426	42,098	42,124	37,237	50,000
Manuelita	Aranzo	Falla y Monasterio	Cienfuegos	Spanish	A. Monasterio	85,989	90,591	102,050	106,567	120,000
Mapos	Sancti Spiritus	Mapos Sugar Co.	Tunas de Zaza	American	Geo. P. Anderton	16,160	20,864	31,795	59,088	100,000
Maria Antonia	Santo Domingo	Heirs of Arche Alba y Gonzalez								
Maria Victoria	Aguada de Pasajeros	Cuba Cane Sugar Corp.	Sagua La Grande	Cuban	Ramon Alba	41,047	54,384*		18,912	40,000
Narcisa	Yaguajay	North-American Sugar Co.	112 Wall St., N. Y. City. Yaguajay and National Bank Bldg., Rooms 400-411, Hav	American	Son of M. Diaz	66,278	77,846	42,096	90,481	100,000
Natividad	Guasimal, Santo.			American	R. Berrayzar	117,658	118,172	126,414	116,018	130,000
Parque Alto	Espirita	Francisco L. del Valle	Box 646, Havana	American	F. Gomez	22,319	24,504	24,756	22,347	27,000
Pastora	Congojas	Parque Alto Sugar Co.	Cienfuegos	British	Mr. Fowler	73,587	86,563	65,348	77,354	90,000
Patria	Bernia	Berenguer & Co.	Santa Clara	Cuban-Spanish	F. Marinello	48,770	60,669	51,325	62,851	85,000
Patricio	Enerucijada	Patricio Sugar Co.	Cienfuegos	Cuban-Spanish	Juan Arenalde	80,603	121,732	132,204	100,593	120,000
Perseverancia	Real Campina.	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City.	American	Manuel y Lavín	121,587	135,073	162,974	192,072	210,000
Portugalete	Palmira	Estado de Escarza	Cienfuegos, Apartado 210.	Cuban-Spanish	Sotero E. Escarza	92,260	108,025	100,617	112,000	110,000
Purio	Calabazar	Viuda De Ona F. Hijos	Sagua la Grande	Cuban	R. Tomasino	54,706	86,160	81,300	77,840	80,000
Ramona	Rancho Veloz.	Angel y Francisco, Arecha-valeta, Domingo Leon	Havana	Cuban	José Galban	10,920	31,328	48,434	52,950	60,000
Reforma	Cabarien	Martinez Carrillo & Co.	Cabarien	Cuban	José H. Martinez	92,501	131,086	126,153	109,724	150,000
Regla	Cienfuegos.	F. Sibba e/o Rivera y Alfonso	Cienfuegos	Cuban	Rivera y Alfonso	6,400	3,421	4,185	6,200	10,000
Resolucion	Carabatas	Rodda & Molina S. en C.	Ramona	Cuban-Spanish	Rodda y Molina	17,245	50,141	40,222	45,897	60,000
Resulta	Sagua	Juan de Dios Ona	Sagua	Cuban	Candido Antle	49,070	76,983	73,572	76,622	85,000
Rosalia	Taguayabón	I. Pertierra S. en C.	Remedios	Cuban	Rafael Linero	30,479	46,284	36,352	35,144	47,000
Rosa Maria	Mayajigua	Patricio Suarez	Mayajigua	Cuban	P. Suarez	**	**	**	**	35,000
San Agustin	Cabarien	Compania Anonima Central San Agustin	Caibarien	Cuban	Juan J. Ariosa	93,298	106,326	85,248	74,651	100,000
San Agustin	Lajas	Nicolas Castano	Cienfuegos	Spanish	Eladio Cabeza	85,000	121,372	122,385	140,000	150,000
San Antonio	Egidos	Vicente G. Abreu	Santa Clara	Cuban	Vicente G. Abreu	64,071	83,062	53,486	68,000	75,000
San Cristobal	Selbabo	E. Carlota	Central San Cristobal	Cuban	E. Carlota	18,110	16,870	13,000	20,769	25,000
San Francisco	Cruces	Soc. de Marta Abreu	Cruces	Cuban	Rafael Cuadrado	60,573	77,558	65,512	88,936	90,000

* Discontinued. ** Did not grind. *** Not grinding.



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PROVINCE OF SANTA CLARA—Continued

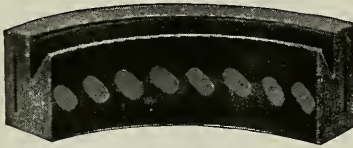
Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags 1912	Output in Bags 1913	Output in Bags 1914	Output in Bags 1915	Estimate 1916
						Crop	Crop	Crop	Crop	Crop
San Francisco Asis.	Carabatas	Compania Azucarera de Carabatas	Lutgardita	Cuban-Spanish	Joaquin Gorri	18,572	47,120	*	29,191	40,000
San Isidro	Quemado de Guines	José M. Beguiristain	Sagua La Grande	Spanish	Salvador Aranzabal	21,077	40,087	41,001	41,179	55,000
San Jose	Placetas	Giocochea Hermanos	Placetas	Cuban	A. F. Giocochea	43,043	88,288	75,375	84,631	94,000
San Lino	Medidas	Balbin y Valle	Cienfuegos	Spanish	Leopoldo Suero	57,395	91,860	65,982	64,662	100,000
San Pablo	Remedios	Edmundo Kurz	Zulueta	German	Edmundo Kurz	21,370	45,072	35,348	35,084	45,000
San Pedro	Sierra Morena	Domingo Leon S. en C.	Havana	Cuban	Franco Leon	6,336	40,726	36,429	48,315	55,000
Santa Catalina	Cruces	E. Abreu c/o Diaz y Artime	Cruces	Cuban	Ricardo Diaz	56,402	92,000	83,651	95,219	100,000
Santa Lutgarda (Gamba)	Sierra Morena	F. Gamba & Co.	Sierra Morena	Spanish	F. Gamba	15,178	38,253	19,000	28,603	37,000
Santa Lutgarda (Lopez)	Mata	Jose M. Lopez	Mata	Cuban	Antonio G. Solis	44,070	81,406	81,803	72,672	100,000
Santa Maria	Pozo de la China	E. Caciado	Cienfuegos	Spanish	Joaquin Cobian	56,095	90,585	75,843	92,435	120,000
Santa Rosa	Sitio Viajo	R. G. Abreu	Ranchuelo	Cuban	José Rujia	88,552	126,982	103,291	118,849	140,000
Santa Teresa	Sitiecito	Santa Teresa Sugar Co	Sitiecito	Cuban	Juan F. Bernal	96,235	163,696	108,816	137,703	135,000
Santissima Trinidad	Ajuria	Ajuria Hermanos	Ajuria	Cuban	E. Blanco	23,223	71,369	45,859	63,533	80,000
Soledad	Cienfuegos	Soledad Sugar Co.	E. Atkins & Co., Agts., 10 Broad St., Boston, Mass.	American	L. F. Hughes	85,491	103,464	129,006	128,900	130,000
Trinidad	Trinidad	Trinidad Sugar Co.	E. Atkins & Co., Agts., 10 Broad St., Boston, Mass.	American	W. G. Pullum	82,696	82,207	81,517	96,974	100,000
Tuinucú	Santi Spiritus	The Tuinucú Sugar Co.	112 Wall St., N. Y. City	American	José B. Rionda	106,306	153,436	173,063	178,000	200,000
Ulacla	Rodrigo	Ulacla Hermanos	Rodrigo	Cuban	Juan Ulacla	66,258	96,903	37,000	91,772	120,000
Unidad	Gifuentes	Unidad Sugar Co.	129 Front St., N. Y. City	American	Robert McCulloch	66,258	96,903	65,662	86,897	100,000
Violeta	Aguaada de Pasajeros	Violeta Sugar Co.	Hav. Nat'l Bk. Bldg., Hav. Yaguajay	Cuban	Miguel Arango	66,258	96,903	65,662	86,897	100,000
Victoria	Yaguajay	Juan Pablo Ruiz de Gámiz	Cuba 138, Havana & Yaguajay	Spanish	Marcos Larralde	106,414	133,070	177,844	140,358	150,000
Washington	Hatuey	Washington Sugar Co	112 Wall St., N. Y. City	American	J. B. Rionda	94,253	187,869	152,821	180,174	190,000
Zaza	Placetas	Vnuda de Zulueta	Cuba 20, Havana	Spanish	Gabriel Muntaner	83,786	127,902	106,479	101,993	120,000
				Totals		3,821,844	5,709,995	5,175,559	5,739,938	6,847,000

* Discontinued.

** Did not grind.

*** No grinding.

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"Lion" Auto Water Automatic Packing



"Lion" Expanding Steam Packing

HERE'S WHY

It's too good to escape imitations. The "just as good" plea will not make any impression on you if you have tried **Lion Packing**. The metal studs, which are found only in **Lion Packing**, doubles its life and at the same time absolutely prevents scoring of the rod.

There is a **Thin Red Line** running through **Genuine "Lion" Packing**. Look for it.

HERE'S WHY

The good qualities of both fiber and metal packing are combined in "**Lion**" Packing. You get the excellent durability of metal plus the flexibility of fiber. It expands and contracts automatically with varying pressure of steam and water. It never loses its "spring."

A Brass Trade Mark Label and Seal is attached to **Genuine "Lion" Packings**. Look for it.

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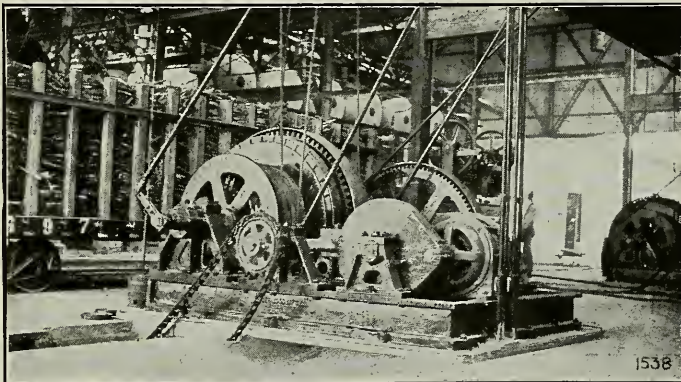
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"LIDGERWOOD ELECTRIC CANE HOIST AT CENTRAL DELICIAS, CUBA."

We build modern machinery for handling cane in the field and at the mill.

Construimos maquinaria moderna para manejar la caña en el campo y en el trapiche

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"Cane Handling Methods"

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TABLE OF ACTIVE SUGAR PLANTATIONS IN THE PROVINCE OF CAMAGUEY

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags		Output in Bags		Estimate 1916 Crop	
						1912 Crop	1913 Crop	1914 Crop	1915 Crop		
Adelaida	Near Moron	Cia. Azuc. Adelaida	Jucaro	Cuban						100,000	
Agramonte	Florida	Cia. Azuc. Vertientes	13 d'Clouet St., Cienfuegos	Cuban	L. Alvarez					125,000	
Camaguey	Piedrecitas	Cia. Azucarera Camaguey	23 Cuba St., Havana	Cuban	M. B. de Marchena		50,140		99,286	160,000	
Céspedes	Céspedes	Perez Gonzalez	Céspedes	Cuban	A. Perez			24,384		130,000	
Ciego de Avila	Ciego de Avila	CiegodeAvila Cia. Azucarera	Ciego de Avila	Cuban	Abelardo Padron						
Elia	St. Lucia	Cia. Azucarera Elia	Neptuno & Montserrat Sts., Havana	Cuban-American	M. J. Amezaga					190,000	
El Lugarito	Nuevitas	Cuba Cane Sugar Corp.	112 Wall St., N. Y. C.	American	J. Mederos	85,834	140,754		60,829	150,000	
El Senado	Senado	The Senado Sugar Co.	Central Senado	American	Pedro Sanchez, Batista	117,896	170,411		130,292	300,000	
Florida	Florida	Cia. Azucarera Vertientes	Montserrat St., Havana	American	Z. Martyn		**			50,000	
Francisco	Francisco	Francisco Sugar Co.	112 Wall St., N. Y. City	American	Leandro J. Rionda	123,321	293,334		258,967	375,000	
Jagueyal	Jagueyal	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	180,156	212,000	286,057		225,705	275,000	
Jatibonico	Jatibonico	Cuba Co.	52 William St., N. Y. City	American	195,000	136,000	319,050		298,000	320,000	
Moron	Ciego de Avila	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	M. Tarafa				175,542	200,000	
Patria	Moron	Cia. Azucarera Patria	Havana	Cuban	M. Galdo					45,000	
Punta-Alegre	San Juan	Punta Alegre Sugar Co.	Caibarien & Co. c/o E. Atkins & Co., Boston, Mass.	American	W. H. Miller	205,267	329,759	502,567		490,000	
Stewart	Stewart	Stewart Sugar Co.	27 William St., N. Y. City	American	Octavio E. Davis						
						Totals	907,474	1,192,374	2,063,016	1,821,337	2,710,000

* Under construction. / Begins grinding 1916.

TABLE OF ACTIVE SUGAR PLANTATIONS IN THE PROVINCE OF ORIENTE

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags		Output in Bags		Estimate 1916 Crop
						1912 Crop	1913 Crop	1914 Crop	1915 Crop	
Almeida	San Luis	Federico Almeida	Santiago	Spanish	Federico Almeida	31,466	46,190	52,200	58,000	80,000
America	Contra Maestro	Federico Fernandez	Santiago	Spanish	Federico Fernandez	*	*	12,464	72,000	75,000
Borjita	Dos Caminos	Luis de Hechavarria	Santiago	Cuban	Luis de Hechavarria		**		47,500	75,000
Boston	Banes	United Fruit Co.	131 State St., Boston, Mass.	American	Harold Hartly	449,678	387,678	460,033	392,822	452,000
Chaparra	Chaparra	Cuban-American Sugar Co.	129 Front St., N. Y. City	American	E. Fouto Sterling	436,591	475,362	616,179	517,210	600,000
Ca pe Cruz	Ensenada de Mora	Ca pe Cruz Co.	138 Front St., N. Y. City	American	George M. Boote	78,200	77,000	143,877	99,903	100,000

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THE BEST EVAPORATOR
IS A
SANBORN EVAPORATOR**

There is now nearing completion, for the
NIPE BAY SUGAR CO.'S CENTRAL PRESTON,

A SANBORN QUADRUPLE EFFECT

WHICH CAN HANDLE

1,500,000 GALLONS PER DAY

Other SANBORN QUADRUPLES have been erected in Cuba this year by the CUPEY SUGAR CO., CUPEY, ORIENTE, and the MAPOS SUGAR CO., GUASIMAL, SANTA CLARA, CUBA.

Quickest to Start SANBORN EVAPORATORS Easiest to Clean

SANBORN EVAPORATOR CO.

50 BROAD ST., NEW YORK CITY

PROVINCE OF ORIENTE—Continued

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags			Estimate 1916 Crop	
						1912 Crop	1913 Crop	1914 Crop		
Confluente	Guantanamo	J. Sanchez de Toca	Madrid, Spain	Spanish	C. B. Goodrich	25,000	36,000	50,000	55,000	
Cupey	Cupey	Cupey Sugar Co.	129 Front St., N. Y. City.	American	J. Hanselman	182,486	325,813	492,662	785,000	
Chaparra	Chaparra	Cuban-American Sugar Co.	129 Front St., N. Y. City.	American	Ernesto Brooks	49,000	61,000	54,416	400,000	
Dos Amigos	Campechuela	N. Castaño	Cienfuegos	Spanish	Maximiliano Gonzalez				70,000	
Ermita	Ermita	Ermita Sugar Corp.	Ermita	American	S. Armand de Chateaufvieux				760,000	
Esperanza	Guantanamo	Cia. Azuc. Oriental Cubana.	Santiago	Spanish	Antonio Afias	72,000	74,000	92,000	85,000	
Isabel	Media Luna	Beattie & Co.	Manzanillo	British	R. H. Beattie	116,080	134,156	150,590	175,000	
Isabel	Guantanamo	Guantanamo Sugar Co.	129 Front St., N. Y. City.	American	H. Hagar	71,000	59,776	77,000	70,000	
Jobabo	Jababo	Cuba Co.	52 William St., N. Y. City.	American	L. M. A. Evans	60,000	262,000	283,660	300,000	
Los Canos	Guantanamo	Guantanamo Sugar Co.	129 Front St., N. Y. City.	American	H. L. Muehett	32,302	84,000	84,000	80,000	
Manatí	Manatí	Manatí Sugar Co.	112 Wall St., N. Y. City.	American	Eduardo D. de Ulzurrun	**	**	134,696	400,000	
Monano	Guantanamo	Luis Simon Manet	Guantanamo	Cuban		100,796	135,000	163,092	6,000	
Niquero	Niquero	New Niquero Sugar Co.	129 Front St., N. Y. City.	Cuban-Amer	Ricardo Narganes			168,585	170,000	
Oriente	Palma Soriano	Chivas, Hill & Marcane	Santiago	Cuban					100,000	
Palma	Palma	Menocal, Fiol & Co.	Palma Soriano	Cuban	R. Arquire				100,000	
Palmarito	Palmarito de Cauto	Cia. Azuc. Palmarito	79 Wall St., N. Y. City.	American	J. W. Chapman	21,000	36,000	52,600	50,000	
Preston	Preston	Nipe Bay Co.	131 State St., Boston, Mass.	American	W. G. Brown	269,374	427,753	493,325	443,000	
Rio Cauto	Los Indios	Rio Cauto Sugar Co. I. en C.	890 Broadway, N. Y. City.	American	E. G. Miller		14,000	55,000	90,000	
Romele	Guantanamo	Brooks & Co. and heirs of J. F. McKinlay	Santiago	British	Teodoro Brooks	42,000	37,900	55,250	50,000	
Salvador	Calicito	G. Maceo & Co.	Manzanillo	Cuban	G. Maceo & Co.	43,500	55,000	50,000	65,000	
San Antonio	Guantanamo	Suers. Luiz Redor	St. Etienne de Montluc	French	Alfonso Taupier	46,000	43,823	49,000	70,000	
San Manuel	Chaparra	Cuban-American Sugar Co.	129 Front St., N. Y. City.	American		60,559	idle.	idle.	idle.	
San Miguel	Guantanamo	Cia. Azuc. Oriental Cubana.	Santiago	Spanish	Antonio Perez	20,980	32,000	18,963	25,000	
San Ramon	San Ramon	S. A. Central San Ramon	Manzanillo & Havana	Cuban	Genaro Fernández	78,470	81,500	78,000	100,000	
Santa Ana	Auza	Est. of Auza & Escoriaza	Auza	Cuban	M. Martyn	59,241	80,482	48,510	45,000	
Santa Cecilia	Guantanamo	Santa Cecilia Sugar Co.	82 Beaver St., N. Y. City.	American	Edgar Garnett	75,000	78,000	82,000	60,111	
Santa Lucia	Santa Lucia	Santa Lucia Co.	Santa Lucia, Oriente	American	Rafael F. Sanchez Aballi	179,937	256,000	337,923	340,065	
Santa Maria	Guantanamo	Santa Maria Sugar Co.	Guantanamo	American	Guido Nasi	35,500	40,372	38,500	40,000	
Sofia	Vegueta	Suers. de J. Alaina	Manzanillo	Cuban	Juan Alaina	28,500	40,000	37,000	40,000	
Soledad	Guantanamo	Guantanamo Sugar Co.	129 Front St., N. Y. City.	American	J. B. Syme	136,555	138,000	128,000	130,000	
Teresa	Ceiba Hueca	The Central Teresa Sugar Co.	129 Front St., N. Y. City.	American	E. S. Poyle	73,500	100,000	50,000	90,000	
Tranquilidad	Manzanillo	Balerino Sugar Co.	890 Broadway, N. Y. City.	American		27,000	31,400	25,000	12,000	
Union	San Luis	José Rousseau	San Luis	French	J. Rousseau	78,240	72,000	50,000	70,000	
Totals						2,980,095	3,698,896	4,515,939	4,097,093	5,177,000

SUMMARY OF ACTIVE PLANTATIONS BY PROVINCES

OUTPUT FIGURED IN BAGS

Province:	European Ownership		American Ownership		Cuban Ownership		Totals	
	1915	Est. 1916	1915	Est. 1916	1915	Est. 1916	1915	Est. 1916
Havana	1,772,017	1,890,000	39,765	350,000	131,187	215,000	1,942,969	2,455,000
Pinar del Rio.....	74,960	95,000	92,297	155,000	165,363	170,000	332,620	420,000
Matanzas.....	1,900,533	1,174,000	561,036	2,560,000	1,738,826	947,000	4,200,395	4,681,000
Santa Clara.....	2,198,523	2,035,000	1,385,892	2,097,000	2,155,523	2,715,000	5,739,938	6,847,000
Camaguey.....	60,829	.....	1,372,964	2,250,000	387,544	460,000	1,821,337	2,710,000
Oriente.....	665,641	755,000	3,182,403	3,997,000	249,049	425,000	4,097,093	5,177,000
Totals.....	6,672,503	5,949,000	6,634,357	11,409,000	4,827,492	4,932,000	18,134,352	22,290,000
Percentage 1915.....	37		36		27		100	
Percentage Est. 1916..		27		51		22		100

SUMMARY OF SUGAR PLANTATIONS BY PROVINCES

NATIONALITY OF OWNERS

	European Ownership	American Ownership	Cuban Ownership	Totals
Havana.....	12	3	4	19
Pinar del Rio.....	3	2	2	7
Matanzas.....	17	14	11	42
Santa Clara.....	21	16	36	73
Camaguey.....	0	10	6	16
Oriente.....	10	21	7	38
Total 1916.....	63	66	66	195
Total 1915.....	76	43	64	183

CUBA CANE SUGAR CORPORATION ESTATES

Plantation.	Province.	Output, 1915	Estimated
		Bags.	Output, 1916 Bags.
El Lugareño.....	Camaguey.....	60,829	150,000
Jagueyal.....	Camaguey.....	225,705	275,000
Moron.....	Camaguey.....	175,542	200,000
Alava.....	Matanzas.....	208,854	250,000
Conchita.....	Matanzas.....	292,661	350,000
Feliz.....	Matanzas.....	145,438	140,000
Mercedes.....	Matanzas.....	301,116	350,000
San Ignacio.....	Matanzas.....	120,491	120,000
Santa Gertrudis.....	Matanzas.....	204,677	200,000
Socorro.....	Matanzas.....	338,780	380,000
Soledad.....	Matanzas.....	136,087	150,000
Lequeito.....	Santa Clara.....	160,800	180,000
Maria Victoria.....	Santa Clara.....	90,481	100,000
Perseverancia.....	Santa Clara.....	192,072	210,000
Jobo.....	Havana.....	93,563	100,000
La Julia.....	Havana.....	186,843	200,000
Asuncion.....	Pinar del Rio.....	46,584	50,000
		2,980,523	3,405,000

COMPARISON OF ESTIMATES WITH ACTUAL PRODUCTION OF CUBAN SUGAR CROP FOR THE YEARS 1913, 1914 AND 1915 AS COMPILED BY THE CUBA REVIEW

1913		1914		1915	
Estimated	Actual	Estimated	Actual	Estimated	Actual
16,184,490	16,773,830	17,714,937	18,180,000	18,016,000	18,134,352
1913.....	.....	.97 %		Percentage of accuracy	
1914.....	.....	.98 %		in Cuba Review estimates	
1915.....	.....	.99½%		for past three seasons.	

CHART SHOWING
 SUGAR PRICES AT NEW YORK
 OF
 CUBAN CENTRIFUGAL SUGAR—96° TEST—DUTY PAID FOR
 THE YEARS 1914-1915

SOLID LINE—1915

DOTTED LINE—1914

Duty on Cuban Sugars to March 1, 1914.....1.348 cents per lb.
 Duty on Cuban Sugar since March 1, 1914.....1.0048 cents per lb.



1912
1913

CHART
OF
SUGAR
PRICES
AT
NEW
YORK,
OF
CEN-
TRIFU-
GAL
SUGAR
96°
TEST.
THE
HIGH
PRICES
OF 1911
HAVE
GIVEN
PLACE
TO
THE
LOW
PRICES
OF 1913.



Solid line,
1913
Dotted
line, 1912

REVISTA AZUCARERA

Escrita especialmente para la Cuba Review por Willett & Gray, de Nueva York

Nuestra última reseña para esta publicación estaba fechada el 8 de febrero de 1916.

En esa fecha, el azúcar centrífugo de Cuba polarización 96° se cotizaba á 3 27-32c. la libra costo y flete, habiendo subido el precio al escribir esta reseña á 43½c. la libra costo y flete para pronto embarque en marzo y abril, mostrando un alza no acostumbrada de 53c. por 100 libras en un mes, así como un activo mercado para la compra con tendencia al alza tanto por los refinadores como por los especuladores, y en su mayor parte y con más persistencia por los refinadores, debido á una grande y creciente demanda por los productos refinados, tanto para el consumo local como para la demanda para la exportación.

El azúcar de Puerto Rico libre de derechos tuvo participación en el alza y subió de 4.70c. la libra á 5.27c. la libra. Los azúcares de Puerto Rico por llegar se vendieron á 5.33c. la libra para entregar en abril.

Muchos compradores de azúcar refinado han asegurado ahora existencias para 60 días, y en algunos casos hasta el primero de julio, siendo estas últimas compras de azúcar refinado de remolacha del país, más bien que de azúcar refinado de caña. Este hecho, junto con el informe de que las compras de todos los azúcares tanto para el consumo de la Gran Bretaña como de Francia está ahora en manos de la Comisión Británica, indica un mercado más conservador para los azúcares crudos como los refinados de ahora en adelante; sin embargo, una vez que los cálculos primitivos de las cosechas de azúcar de caña del mundo eran escasamente más que suficientes para surtir los requerimientos del azúcar de caña de los países imposibilitados de obtener las cosechas de azúcar de remolacha de Europa á causa de la guerra, hay siempre la posibilidad de que cualquier insuficiencia que resulte en cualquier cosecha de caña por la sequía ó alguna otra eventualidad desfavorable dará por resultado el mayor aumento en los precios. Tal es al presente la indicación respecto á la zafra de Cuba, la cual se está afectando por una larga temporada de tiempo seco, que si continúa así por algún tiempo indudablemente reducirá algo la cosecha á una cantidad por bajo de los cálculos más altos primitivos, aunque tal vez no más bajo de nuestro cálculo de 3,000,000 toneladas, cuyo cálculo no vemos la razón de cambiar al escribir esta reseña.

El argumento de la tarifa aduanera respecto á la cláusula de derechos libres se ha demorado á causa de otros asuntos importantes, los cuales ya se han ventilado, y el proyecto de ley rescindiendo los derechos libres del azúcar después del primero de mayo de 1916 será pronto debatido, é indudablemente confirmado, así es que los derechos sobre los azúcares de Cuba probablemente permanecerán indefinidamente á 1.004c. la libra por los azúcares de polarización 96° como tiene lugar al presente.

El mercado fuerte por los azúcares crudos y refinados podrá continuar hasta julio, en cuyo mes empezará la acostumbrada tendencia á la baja á causa de empezar á llegar en julio al mercado el azúcar de remolacha de California, seguida más tarde por la producción de otros estados.

La tarifa de fletes continúa tan alta como antes, y al presente las ofertas de azúcares de Cuba para meses futuros están restringidas por carecerse de buques disponibles.

Las huelgas recientes en las refinerías ya se han arreglado.

La Refinería Franklin de la American Sugar Refining Co., que había estado cerrada por muchos años, va á volverse á abrir para atender á los pedidos de azúcar refinado para la exportación.

El azúcar fino granulado se sostiene ahora generalmente á 6.50c. menos 2%.

Nueva York, Marzo 9 de 1916.

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The name of the "Hatillo" sugar mill located at Hatillo, Oriente Province, has been changed to "Almeida."

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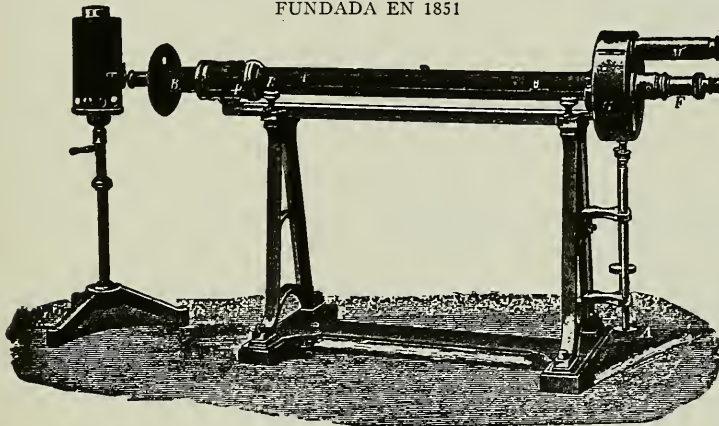
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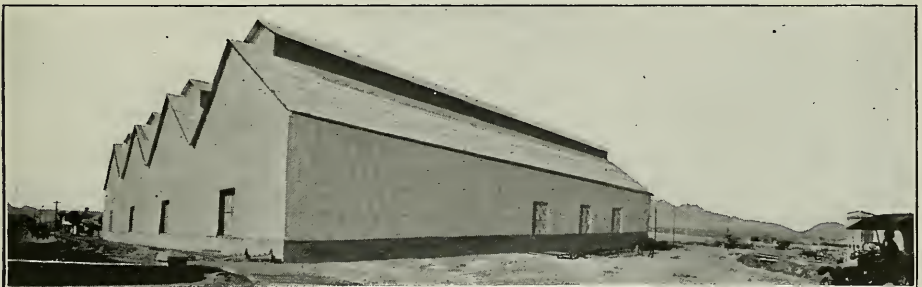
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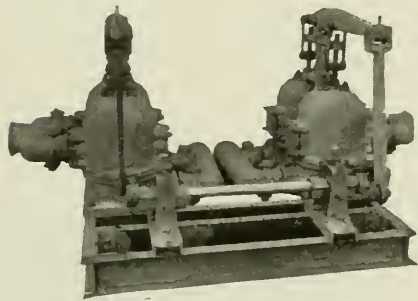
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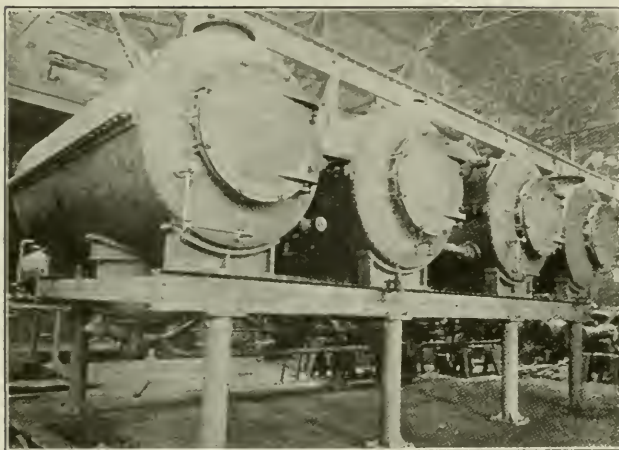
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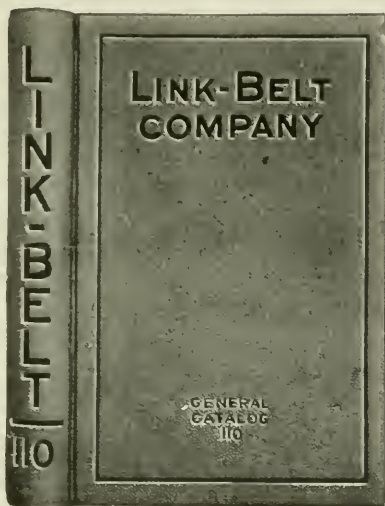
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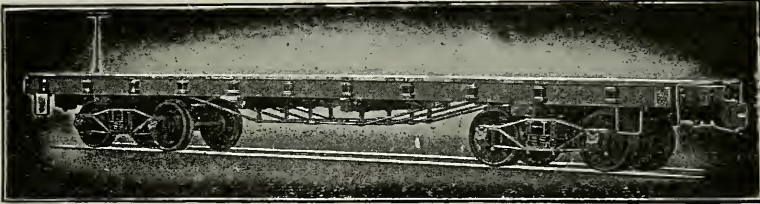
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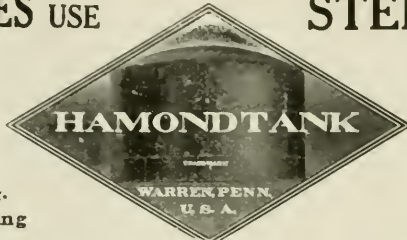
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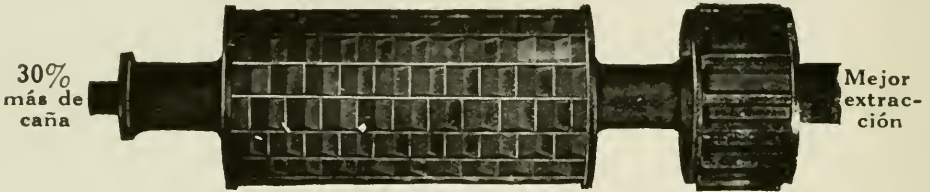
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THE CUBA REVIEW

"ALL ABOUT CUBA"

An Illustrated Monthly Magazine, 82-92 Beaver Street, New York

MUNSON STEAMSHIP LINE, Editors and Publishers

SUBSCRIPTION

\$1.00 Per Year - - - - - 10 Cents Single Copy

Advertising Rates on Application

Vol. XIV

DECEMBER, 1915

No. 1

Contents of This Number

	Page
Cover Page—Marianao Beach (Courtesy United Railways of Havana).	
Frontispiece—A Silk-Cotton Tree.	
All Around Cuba:	
Holland Tobacco Market.....	34
Matanzas.....	34
Midvale Steel Co.....	34
New Court.....	34
Along the Yurmuri River (<i>Illustration</i>).....	18
Automobiles in Cuba.....	27
The Ceiba or Silk-Cotton Tree (<i>Illustrated</i>), by Mr. C. H. Pearson.....	10, 11, 12, 13, 14, 15
Cuba Changes to a National Money.....	16
Cuban Decree on Contracts.....	32
Cuban Exports for October.....	17
Cuban Financial Matters:	
Annual Report of the Cuban-American Sugar Co.....	21, 22, 23, 24
Financing Cuban Credits.....	24
Prevailing Prices for Cuban Securities.....	21
Cuban Government Matters:	
Argentine Tobacco Tax.....	7
Cuban Army.....	8
Cuban Legation.....	9
Cuban Navy.....	8
Cuban Workers.....	8
Extradition Treaty with Mexico.....	7
Foreign Money Decree.....	9
Government Railway.....	8
Havana Custom House.....	9
Law for Payment of Debts.....	7
Metalurgical Department.....	9
New State Department Building.....	8
Ownership of Land.....	8
Seizure of Fishing Boats.....	7
Cuban Market for Fancy Biscuit.....	26, 27
"Maine" Memorial Designs.....	28
Malecon, Havana, Cuba (<i>Illustration</i>).....	30
New Regulations Governing Export Procedure.....	16, 17
Publications Received.....	31
Rapid Growth of Cuban Prosperity.....	25
Steam Barge, "Success," (<i>Illustrated</i>).....	20
The Sugar Industry:	
Central "Mercedita".....	29
Estates Grinding.....	29
Sugar Merger Plan.....	29
The Sugar Review (English).....	35
The Sugar Review (Spanish).....	36
Traffic Receipts of Cuban Railroads.....	19 20



A large silk-cotton tree in Port-of-Spain, Trinidad, showing its numerous fruit pods on the tree and the cotton bolls on the ground.

THE CUBA REVIEW

"ALL ABOUT CUBA"

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VOLUME XIV

DECEMBER, 1915

NUMBER 1

CUBAN GOVERNMENT MATTERS

SEIZURE OF FISHING BOATS

During the latter part of November some 37 Cuban fishing boats were seized by the Government of Carranza, Mexico, at the Islas Mujeres, off the coast of Yucatan. It was asserted by the Carranza authorities that the boats were fishing in Mexican territorial waters, and a fine of \$1,500 was imposed by the Mexican Government. The Cuban Government made prompt protest, and the boats were released, and the fines were remitted, and the affair will probably end in an apology from Mexico.

NEW LAW WILL AID PAYMENT OF OLD DEBTS

The Secretary of Government has informed the State Department that the delay in attending to reclamations for debts prior to 1899 was due to the fact that there is at present no law covering the subject, but that President Menocal, in his last message to Congress, recommended such a law, and it is expected to be attended to promptly.

The United States and also the Spanish legations have recently complained about the delay in the paying of debts and claims presented for times prior to 1899.

WORK FOR PENSION LAW

The employees of the House of Representatives have appointed a committee to work for the Pension Law for civil employees.

CUBA TRIES TO CHANGE ARGENTINE TOBACCO TAX

The Cuban legation in Buenos Aires has begun negotiations to obtain the rescinding, or at least the reduction of the impost on tobacco imposed by the Argentinian government about seven months ago which is reported to hurt Cuban tobacco to the extent of thousands of dollars yearly.

EXTRADITION TREATY WITH MEXICO

An extradition treaty with Mexico, negotiations for which were started by the Cuban state department prior to the Mexican revolution, has now been concluded, it is reported from the Cuban legation in Mexico City, and only awaits the arrival of the new Cuban minister to Mexico to formally finish the negotiations.

BILL FOR VICE-CONSUL

The Committee of Foreign Relations of the Senate is considering a bill providing for the creation of a Cuban vice-consul in Geneva, Switzerland.

PRIVATE SOLDIER DECORATED FOR HEROISM

Pablo Corvo Nuñez, a private soldier received by presidential decree the military Order of Merit for having risked his life to save a girl from a fire which destroyed her father's house in Calabazar last July.

CUBAN GOVERNMENT MATTERS

CUBAN ARMY

President Menocal has named General Marti as Chief of the General Staff of the armed forces of Cuba, succeeding the late General Avalos.

It is announced that the Cuban Government plans to increase its army, and wants to buy arms and ammunition from the United States. The Cuban army was organized and equipped by the United States government, and its war supplies have always been obtained from American arsenals.—*Special Agent Garrard Harris.*

NEW STATE DEPARTMENT BUILDING

The matter of the construction of a new building for the Department of State is being considered. It is thought that the sum of \$100,000 will be necessary for its construction.

GUANABACOA

A petition has been sent to President Menocal from the residents of Guanabacoa requesting the appointment of a police supervisor for that city.

AMERICAN ASKS FOR \$150,000

The United States minister has transmitted to the department of state a claim of Paul D. Hart against the city of Havana for \$150,000 for claims against the city which he has bought up. The claims are said to belong to the anterior debt of 1899 and will be turned over to the department of government.

OWNERSHIP OF LAND

A bill has been presented in Cuban Congress whereby any one who purchases Cuban lands must be a citizen of the Cuban Republic.

CUBAN WORKERS

An appeal has been sent to the Cuban Senate requesting the enactment of a law which shall provide that 75% of the workers employed in Cuban industries and in Cuban Commerce must be Cuban.

CUBAN NAVY

It is reported that the Cuban Government is considering the purchase of the S. S. "Valhalla" for use as a school ship.

U. S. GUNBOAT FOR CUBA.

The Cuban Government is negotiating with the U. S. Government for the sale of the Gunboat "Princeton" to be used by the Cuban naval cadets. The "Princeton" is of 1,050 tons and has a speed of 10.64 knots and is at present undergoing repairs at the Puget Sound Navy Yard.

INVITE CUBA TO LYONS FAIR

M. Jules le Clere, the minister of France to Cuba, has sent a note to the state department inviting the merchants and manufacturers of Cuba to attend a fair in Lyons to be held next March.

PORT OF CADIZ, SPAIN

Arrangements are being completed for the provisional use of the port of Cadiz as a free port for Cuban products. It is hoped that such action will have a most beneficial effect on the trade between Cuba and Spain.

PRESIDENT ASKS FOR CREDITS

President Menocal has remitted to Congress two important messages. One of them asked for a credit of \$10,000 to aid disabled veterans of the Wars of Independence, and the other asking a credit to pay an indemnity to Sr. Recalde which has been pending.

HOSPITALS

The Cuban Government has decided on the construction of two hospitals to be devoted to the care of children, one to be located in Havana and the other in Santa Clara.

GOVERNMENT RAILWAY

A bill has been introduced into Cuban Congress which advocates that the Cuban Government should construct a railway from Baracoa to Guantanamo, the proposed railway to be owned and operated by the Cuban Government.

CUBAN GOVERNMENT MATTERS

FOREIGN-MONEY DECREE IN CUBA

The latest presidential decree in regard to the monetary situation in Cuba is dated November 24, and is substantially as follows:

1. From December 1, 1915, current accounts in Spanish and French gold will be closed and considered in a state of conversion, or liquidation, and new accounts will be opened in the legal currency (Cuban or American), returning the deposits in Spanish or French gold to those who so desire.

2. Until June 1, 1916, the Spanish and French gold coins will be legal tender for deposits or mercantile transactions made previous to December 1, 1915, at the rate of \$5.30 for each centen, and \$4.24 for each louis or payment will be made in legal currency, gold, at the rate of \$4.82 for a centen or \$3.86 for a louis, at the option of the debtor. After June 1, 1916, the decree of September 11, 1915, will go into force.

3. It is agreed that the substitution of Spanish and French gold, which may be delivered by banking institutions through the Banco Nacional de Cuba in the form and name which may be arranged with same may be effected at the rate of \$4.82 official currency for a centen and \$3.86 for a louis. To this effect the prohibition of imports of such foreign coin is effective and ratified.

4. The prohibition of the circulation of foreign silver and gold coins after December 1, 1915, is also ratified, with the exception of those of the United States. All pending transactions in Spanish silver will be payable in legal currency at the rate of the quotation of same on November 30.

5. This arrangement also extends to common-law obligations contracted on the specific basis of payment in Spanish or French gold coin—*Special Agent Garrard Harris*.

CUBA CONTRACTS FOR NEWSPAPER SPACE

President Menocal has authorized Gen. Emilio Nuñez, Secretary of Agriculture, Commerce and Labor to expend a certain sum in advertising the Island of Cuba, and its attractions in the United States. A contract has been signed with a Philadelphia newspaper for display advertising of an attractive character and reading matter, to run every Sunday for two and a half months, beginning in December. No further contracts are contemplated at this time. Special efforts are being made to bring the desirability of Cuba as a winter resort before the public of the United States. The tourist season has already opened with somewhat increased numbers of visitors.—*Special Agent Garrard Harris*.

GENERAL JESUS RABI

General Jesus Rabi, a distinguished veteran of the Cuban army, died at Bayamo December 5th. General Rabi was born in 1844, and he took an active part in the revolt against Spanish rule in 1868, and in all subsequent revolutions he took an active part until the independence of Cuba was achieved.

METALURGICAL DEPARTMENT

Owing to the increasing importance of iron mining in Cuba, and the probability that this industry will be greatly extended, the Government is considering the creation of a metallurgical department, primarily for investigating more thoroughly Cuban mineral wealth and aiding the iron industry in other ways.

CUBAN LEGATION IN MEXICO

As a consequence of the recent recognition of Carranza by the Government of Cuba, arrangements have been made for the opening of the Cuban Legation at Mexico City, and a new Minister from Cuba to Mexico will be designated at an early date. The Minister will probably be Sr. Ramon Pio de Ajuria.

HAVANA CUSTOM HOUSE

The collections for the month of November, 1915, were the largest recorded since the inauguration of the Republic. The collection for November, 1915, amounted to \$2,113,298.13. The largest monthly collection previous to this was some four years ago when the collections reached a figure of \$1,800,000. The collections for November, 1914, were \$1,532,556.25.

BEGIN WORK ON BRIDGE ON GUANTANAMO ROAD

The commission which for some months has been actively working to obtain the construction of a road from Santiago de Cuba to Guantanamo, has at last succeeded in overcoming one of the greatest obstacles which faced them, having obtained the commencement of work on a bridge over the Platanillo river. The bridge will cost \$19,020.04 and the entire road to Guantanamo will cost \$680,000.

THE CEIBA OR SILK-COTTON TREE

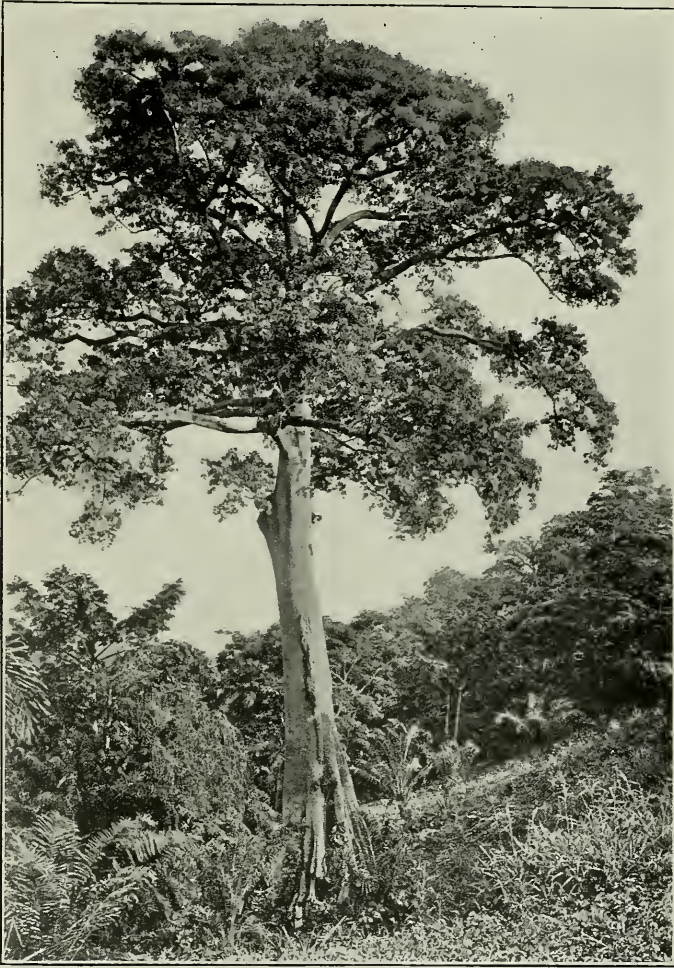
There is no other tree in Cuba about which there is so much curious information as the ceiba, and every one who visits the Island is impressed by this wonderful and ever-present tree. It is a very conspicuous feature of the Cuban landscape. To the ordinary traveller in Cuba ceiba or seiba is the most familiar name for this tree, but in literature it is more often referred to as the silk-cotton or kapok; because it produces a cotton which is well known in the market as silk cotton or kapok; it is also called floss tree, or less frequently cork-wood tree, on account of the soft and light nature of the wood which occasionally comes in the American markets as cork wood. Botanically this tree is known as *Eriodendron unfractuosum*. The generic name is derived from the Greek *erion*, meaning wool, and *dendron*, tree. The specific



The silk-cotton tree of Cuba, showing the spiny projections on the trunk.

name is from *amb*, a path or road, and *frango*, bending. It received this latter name, because of the enormous buttresses at the foot of the trunk, causing in some instances a marked deflection of roads. Practically all old trees have these root swellings developed to a remarkable degree often extending for many feet from the base of the tree. These buttresses spread so extensively in some cases that a man walking around a tree is obliged to make a distance of one hundred and fifty feet. In fact some of them are sufficiently high and wide to allow for a comfortable hut between them.

The ceiba is easily the largest tree in Cuba. It grows to the height of eighty or a hundred



The silk-cotton tree in West Africa (Togo) occasionally attains enormous proportions.

feet and upward to eight feet in diameter above the root swelling. No other tree in the West Indies has a loftier and more majestic appearance. It not only develops the conspicuous buttress at the ground, but a tree grown up in the open has enormous spreading horizontal branches. Old specimens sometimes possess large open crowns that spread one hundred and fifty feet. The largest and most stately trees are found in all open plains and cultivated fields. The great size and noble aspect of some of the old ceiba trees are awe-inspiring to the natives, and even the untutored colored people of Cuba are so struck with the majestic appearance of this tree that they call it the "God-tree." Not even from the fear of punishment will they be induced to cut it down.

It reproduces itself freely by seed and young trees spring up in great abundance in all recently abandoned fields or pasture lands where all age gradations are represented. It is a fast grower and on cleared abandoned areas quickly gains the ascendancy over most of the other trees that may spring up. It is not, however, until the tree attains considerable size that it attracts the notice of the traveller. A very singular fact about this tree is that the flowers and fruits are produced immediately after it has shed its leaves. The branches and trunk of the ceiba are beset with numerous large sharp conical spines or corky protuberances which remain on the tree until maturity. It is difficult to determine just how old these giants are, but it is claimed by some that they will attain the age of a thousand years. The large and



Barriguda is one of the most curious trees in Brazil and yields a great deal of silk-cotton.

well-known ceiba tree near Ponce, Porto Rico, which measures 108 feet in circumference four feet above the ground, by following the depressions and elevations of the trunk, is said to have been visited by Columbus in 1493, and that it was already at that time a tree of very large proportions. Those who have studied the ceiba trees for years are of the opinion that they do not attain an age of more than two hundred and fifty or three hundred years.

There is probably no other forest tree that has such a wide range of distribution. It seems to find its best development in Cuba and certain other West Indian islands, but it grows abundantly on the mainland of tropical America, tropical Africa, East Indies, and in many of the South Sea islands. There is a good deal of superstition connected with this tree and in many parts of the world the natives refuse to fell the ceiba because it is believed by many of the simple-minded inhabitants of the warm countries that ceiba trees growing close to their habitations protect them against the evil spirits and wild animals. The natives of Africa are quite prone to this belief and it is largely due to this fact that the artificial range of the ceiba has been greatly extended. The tree is probably not a native of Africa, where it is now growing more extensively than in any other part of the world.

The uses of the ceiba are very numerous. Every part of the tree is available in one form or another, and it is believed that after these uses are better known to the industrial world the tree will become an important factor in the management of tropical forests and their utilization. The wood of the ceiba will sooner or later form an important article of trade, for its properties are such that it can easily be made available for a good many purposes. It is nearly white when freshly cut, quite soft, very light, and when well seasoned, weighs only about 28 pounds per cubic foot. Ceiba wood has been tried as a substitute for cork, both for life preservers and for floats of fishing nets, but it is liable to become water soaked, and in its natural state is not available for making life-saving devices. The wood when seasoned in the log is apt to become discolored, but this defect can be easily overcome by cutting the log into planks while it is still green, or by seasoning the log in fresh water. The wood is



Imbirassu, the large tree in the background, is a Brazilian cotton-yielding tree of considerable interest and possible future importance.

perishable if it is exposed to the air for several years, but like most woods lasts very well permanently under water. Buoyant rafts are made of it, and it is on account of its unsinkable property that the wood is called cork wood. Occasional shipments of ceiba timber have been received in the United States, where the wood is now being used for purposes requiring lightness rather than strength. It is employed in making tubs and basins, and owing to its lightness, softness and ease with which it can be worked, it should serve as a suitable substitute for our white pine for making toys, models and numerous other small articles for which white pine is at present almost entirely used. The wood is suitable for light packing cases, for dry-goods boxes and would do well for fruit crates. The trunks of the large trees are hollowed out and formed into canoes. Large casks are also made out of them.

A closely related Indian tree (*Bombax malabaricum*) or Indian silk-cotton tree yields wood that has practically the same structural and mechanical properties as the ceiba, and German and English authorities have tested the wood of this Indian species and have found that it is one of the best match woods in India. Extensive areas in India have been practically cleared of this tree for use in match factories, and there is no reason why the wood of the West Indian ceiba could not be imported and given a thorough trial as a match wood in order to lessen the constant drain upon the white pine forest of the northeast United States. The fiber of ceiba wood is shorter than that of white pine, but it yields wood pulp about equal to that of poplar and bleaches very readily. The Indian species is used extensively in the wood-pulp industry. The match and paper industries in this country should give the West Indian wood a test, for there are enormous quantities available, not only in Cuba, but throughout tropical America. The supply is by no means inexhaustible, but there are a great many mature trees in most of the islands of the West Indies and on the Spanish main in regions where hardwood forests occur.



The fruit pods (natural size) of the ceiba tree; the floss surrounds the seeds as in the true cotton plant.

Another product of this tree that is of considerable importance is the silk-cotton, floss, or kapok as it is called in the trade. It is a silky substance that is borne in the capsule or fruit of the ceiba tree. These fruits or pods are from three to six or more inches in length and from one to two inches in diameter in which the cotton surrounds the seed in a manner similar to that of our cotton plant. It is a matted, soft mass of fine hairs, each of which is from one-third of an inch to an inch long and from less than a thousandth to about only five-hundredths of an inch thick. It is so very light in weight that a cubic yard of it packed tight, weighs only twenty pounds. The property that makes it so valuable is its extraordinary resistance to heat. It is one of the best non-conductors known and is said to be "warmer" than wool and six times lighter. An overcoat made of kapok is very light and yet prevents the cold from penetrating or the heat of the body from escaping. This is due to the fact that there is not only a great mattress of air among the fibres, but also much air inside them. One writer asserts that it makes ideal material for life-preserving mats, since in fresh water kapok can

support 175 times its own weight. It is claimed that a man wearing a kapok waistcoat would float like a cork, and that no amount of soaking would ruin it; nor can it decay, for the hairs contain no protoplasm, being nothing but thin shells of cellulose which do not nourish microbes nor furnish a satisfactory lodging place for vermin.

One difficulty is that these fibers are not very adhesive and at the same time short and brittle, which prevents them from being spun by machinery used in spinning and weaving the ordinary cotton fiber. It has been spun, but it requires considerable skill and patience. In consequence of this the bulk of the material lacks commercial importance except as employed for stuffing mattresses, pillows, cushions and sofas. For these purposes enormous quantities are used annually in the United States. It is exported in large quantities from the East Indies and West Africa; the variety from Java is regarded as a fiber of great merit, and is used for stuffing pillows and sofas. Its lightness, softness, and elasticity render it superior to the best qualities of feathers, wool, or hair. This material has been employed also as a buoyant material for packing life-belts and for making hats and bonnets, and has even been suggested for the manufacture of paper and gun cotton. Unfortunately the silk cotton from the West Indies is accounted of less value at present, but it only remains for some one to start its collection in Cuba and Jamaica and ship it to American markets. It has been estimated that the average yield of silk cotton from a single tree in Cuba is approximately 100 pounds. Many thousands of bales of silk cotton might be collected annually in Cuba and turned to economic use. In 1914 a little over 20,000,000 pounds of silk-cotton were exported from Java and Sumatra, and of this quantity about 3,000,000 pounds were consumed in the United States for a great variety of purposes.

The kapok industry in Africa is likely to be developed to a considerable extent. Over 300,000 ceiba trees have been planted in German East Africa, of which more than half are in full bearing. Planting has also been carried on in Togoland (West Africa) and it is believed that the export trade from this region will be profitable at the high price now obtainable for the floss. Trees thirty years old were found to yield on an average about ninety pounds of unginmed kapok per tree, while six year old trees give about 21 pounds per tree. Extensive planting has been done in the Gold Coast (West Africa) and several profitable crops have already been harvested and exported. The fiber in this region is said to be of good quality and varies from .8 to 1.1 inch in length. It brings six cents per pound. The planting of the kapok tree in the West Indies cannot be too highly recommended. For regions in which it is impossible to raise more profitable crops two Brazilian trees closely allied to the ceiba should be tested. One of these is the barriguda (*Chorisia crispiflora*) which has long and rather strong fiber. The other is the imbirassu (*Bombax tomentosa*) which yields a much finer cotton and does not mat or tend to harden with any kind of use.

The cotton is gathered with the seed and shipped in that condition. It must then be ginned just like ordinary cotton, and the seeds which have the appearance of cotton seed are used for the oil they contain. The oil expressed from the Java seed in Holland, approaches very closely in its properties to cotton seed oil; the better grades serve for converting into butter substitutes and the poorer grades for soap-making. Not only are the seeds used, but the inner bark of the tree also affords a fiber somewhat resembling the Cuban bast. It is strong and used locally for binding material. It bleaches readily and makes a strong white opaque paper. The root bark is emetic and has a therapeutic value. The leaves pounded and mixed with a little water yield a mucilaginous juice used by the inhabitants of some parts of the tropics as a wash for their hair.

C. H. PEARSON.

CAR OF MAHOGANY

The first carload of mahogany ever loaded in a foreign land and which came through without reloading from ship, has arrived in Grand Rapids, and was delivered in the yards of the Felger Lumber Company. The car contained 10,500 feet of mahogany and was loaded in the city of Havana, Cuba, sealed, and the seal was not broken until the

car reached Grand Rapids. It came through in nineteen days. The lumber was shipped to Grand Rapids by the Felger-Robbins Mahogany Lumber Company of Havana, where the company has its own mills, and is doing the bulk of the mahogany business in Cuba today, which it has done since the early days of the European war.—*Jackson (Mich.) Patriot.*

CUBA CHANGES TO A NATIONAL MONEY

The transfer of the monetary system of Cuba from the former condition where there was no national coinage to the use of the new money of the Republic has been effected without causing a ripple on the surface of business, and good results are already being noted.

Formerly Spanish, French, United States, and small quantities of other moneys circulated indiscriminately. On nearly every prominent corner in Cuban cities, and especially in Habana, in news, cigar, and lottery ticket stands were money changers who did a thriving business out of the wide confusion of values. Many abuses and inconveniences arose from this condition of affairs. Banks and business houses had to keep their accounts in three moneys—Spanish, French and American—and the values of the various coins were constant causes of misunderstandings and a detriment to commerce generally.

Coins Minted in United States.

Cuba arranged for money of its own, the banks cooperating, and the minting has been done in the United States. A presidential decree of September 11 forbade the use of other than Cuban and American money after December 1. It had the effect of immediately waking the people up to the imminence of the change, and there was a rush to unload accumulations of French and Spanish gold and silver. The money changers protested long and loud for more time; they passed resolutions, obtained a good deal of publicity in the papers, and urged that the change should be made more gradually, but to no avail.

The work of converting foreign coins went on steadily. The banks gathered up large quantities of European silver and gold, shipping most of it to the United States to be minted into Cuban money. Heavy shipments of American money and the Cuban coins came back in return. The money changers did a brisk business for a while, until the stock of hoarded centens, louis, francs and pesos and smaller foreign tokens had come from hiding places and been converted. Then the "cambistas" had to sell their stocks for American and Cuban money—and found their occupation gone.

The Government and municipalities began paying all obligations in national money, banks began paying it out—and the thing was done. There was some complaint at first owing to a shortage of small change on account of delayed shipments. That has been

eliminated and Cuban silver and fractional coins are being received in sufficient quantities from the mint.

What the Cuban Money Is.

The Cuban money consists of gold, silver, and nickel coins. It is estimated that by January 1, there will be more than \$12,000,000 of this money in circulation. It is on an absolute parity with the money of the United States, and as yet there is possibly more American money than Cuban in trade channels. It is forbidden to take or ship the national money out of the country. No bills have been issued. Some factions of the business and political world favor the issuance of bills direct by the National Treasury; others are equally strong for a national bank of issue. This is a matter yet to be determined and upon which there exists a sharp diversity of opinion. Meanwhile American notes are the only ones to be had. The supply is apparently adequate.

The Cuban gold coins are \$20, \$10 and \$5, bearing on one side, in relief the head of Jose Marti and on the other the coat of arms of Cuba half encircled by laurel wreaths. On one side the coin bears the inscription "Patria y Libertad" and the date and on the other, "Republica de Cuba" and the denomination. Each coin is marked with its fineness. The coins are exceedingly artistic and handsome. The \$5 piece has sprung into great favor and is already known colloquially as the "Marti."

The money is upon the same system as that of the United States, and the dollar sign is used to designate it. The peso, or silver dollar, equals 100 centavos. Instead of a 50-centavo piece, there is the "cuarenta," or 40-centavo coin; the "veinte," or 20-centavo; and the silver 10-centavo piece. There are nickel 5-centavo pieces, and a 2-centavo coin and a 1-centavo coin of nickel. The silver currency bears the coat of arms of Cuba on one side and a five-pointed star surrounded by rays on the other.—*Special Agent Garrard Harris.*

NEW REGULATIONS GOVERNING EXPORT PROCEDURE

The announcement that new United States regulations relative to export procedure will become effective January 1, 1916, has created such intense interest among manufacturers and shippers that the Bureau of Foreign and Domestic Commerce, Department of Com-

merce, has found it necessary to reprint the new order with explanatory text. That pamphlet is just off the press and is being supplied free of charge to those interested, upon application to the above-mentioned office. All shipments for export to foreign countries or to Alaska, Hawaii, and Porto Rico will be affected by the new regulations.

Accuracy of statement and completeness of description in export statistics are the primary objects of the new procedure. Heretofore the data received by the Bureau of Foreign and Domestic Commerce have frequently been lacking in these respects, largely by reason of the fact that interior shippers consign to their agents at the seaboard for export goods unaccompanied by adequate descriptions for use in making export declarations. The new regulations seek to remedy this defect.

The importance of detailed and accurate returns as a basis for the statistical information published by the Bureau of Foreign and Domestic Commerce is apparent when it is realized that the export trade of the country now exceeds \$3,000,000,000 annually and is rapidly increasing. With practically all commodities participating in that growth, interest in commercial procedure is widespread and to meet the demand for authoritative instructions regarding the new requirements in export trade, the main features of Treasury Decision No. 35708, containing the regulations on that subject, have been summarized as follows:

1. A simplified form of shippers' export declaration has been prescribed alike for exports by rail and by vessel. It is so drawn up as to prevent the disclosure of the value of goods to persons outside the customs service. The duplicate to be handed over to the shipper's agent at the seaboard or to the common carrier as proof of compliance with customs requirements will contain no statement of value.

2. The oath to shippers' declarations for export by water may be taken before any person authorized to administer oaths and not as heretofore exclusively before the collector of customs at the port of exportation. This will facilitate the preparation of export declarations by the original shipper instead of by his agent at the seaboard, who is less cognizant of the character and value of the merchandise and the country of final destination. Manufacturers themselves are urged to make out the export declarations wherever practicable to assist in which work the Bureau of Foreign and Domestic Commerce cheerfully supplies to those interested Schedule B containing the

official classification of all merchandise entering export trade.

3. The requirements on the part of common carriers have been somewhat simplified and hereafter copies of the waybills will be accepted from the railroad companies in lieu of car manifests. In vessel manifests a notation that the values are as stated on the shippers' declarations will be accepted in lieu of a detailed statement of the value of each shipment.

4. On and after January 1, 1916, the legal requirement that goods shall not pass out of the jurisdiction of the United States until shippers' declarations are presented in due form will be strictly enforced. Exception will be made only when the carrier gives bond to produce within 15 days export declarations (originals or duplicates) for all shipments.

Compliance with the new regulations will impose no hardships on exporters who have been observing the legal requirements. On the contrary their convenience is served, and the cooperation of shippers generally will aid the Bureau of Foreign and Domestic Commerce in publishing full and accurate information regarding the export trade, and thus furnish to the manufacturers of the country an accurate business guide.—*Special Agent Garrard Harris.*

CUBAN EXPORTS FOR OCTOBER

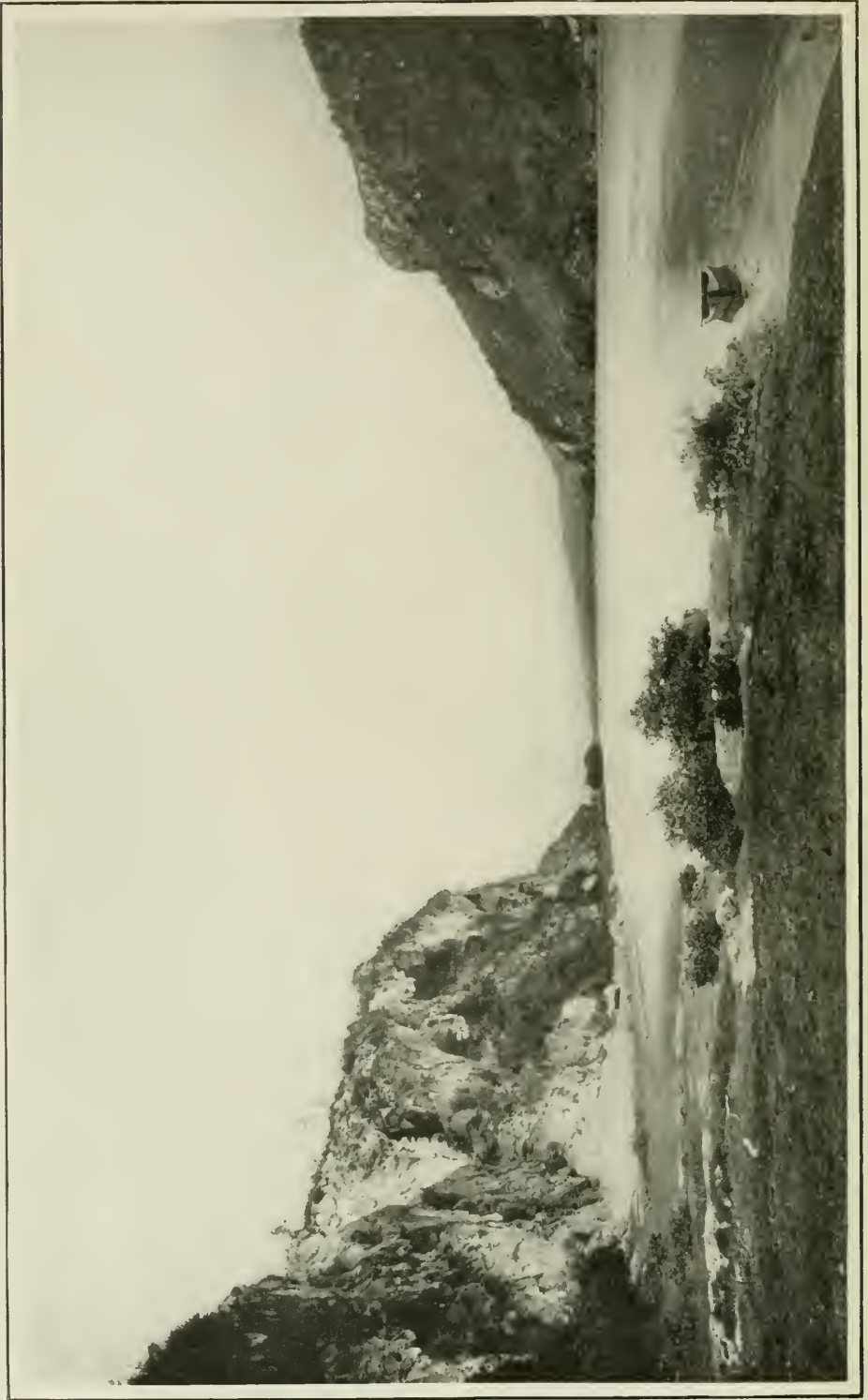
The exportation of Cuban products in the month of October amounted to nearly a half million dollars more than last year, according to the customs house reports. Products which formerly were never, or at least very seldom, exported at all are this year being sent out of the country in large quantities.

Cuban products valued at \$3,470,557 were exported during October, as compared with \$2,999,630, the value of fruit exports for October of last year. This shows an increase of \$470,927 in a single month.

The countries to which these products have been shipped in the order of the quantity sent are United States, England, Spain, Denmark, Argentine, Chile, Canada, Holland, France, Uruguay, Colombia, Australia, Panama, Dutch West Indies, Canaries, Gibraltar, and Rio de Oro.

The products sent by Cuba are leathers and hides, sugar, oranges, cacao, metals, tobacco, cut tobacco, cigarettes, alcohol, rum and honey.

It is stated that Cuba is now shipping its products to countries that formerly never received any, although Cuba purchased heavily in the markets of these countries.—*Havana Post.*



Along the Yumuri River near Matanzas

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE CUBA RAILROAD

The earnings of the Cuba Railroad for the month of October and for the four months ended October 31st compare as follows:

	1915	1914	1913	1912	1911	1910	1909
October gross.....	\$391,108	\$277,147	\$347,562	\$289,812	\$257,681	\$190,691	\$156,698
Expenses.....	249,153	161,285	197,393	171,293	154,601	119,107	116,608
October net.....	\$141,954	\$115,862	\$150,168	\$118,518	\$103,080	\$71,683	\$40,089
Fixed charges.....	72,012	70,195	66,791	66,791	60,125	36,666	36,657
October surplus.....	\$69,942	\$45,666	\$83,377	\$51,727	\$42,955	\$35,017	\$3,432
<i>From July 1st:</i>							
Four months' gross.....	\$1,639,755	\$1,317,855	\$1,372,873	\$1,257,574	\$1,037,957	\$821,882	\$641,234
Four months' profits.....	718,436	531,742	328,630	256,416	211,375	199,787	54,718
Fixed charges.....	288,306	280,962	267,166	266,888	240,500	146,666	141,877
Four months' surplus.....	\$430,129	\$250,779	\$328,630	\$256,516	\$211,375	\$199,787	\$54,718

EARNINGS OF THE HAVANA ELECTRIC RAILWAY, LIGHT & POWER CO.

	Month of September		9 Months to Sep. 30th	
	1915	1914	1915	1914
Gross Earnings.....	\$443,502	\$443,550	\$4,108,935	\$4,013,204
Operating Expenses.....	183,372	199,593	1,683,839	1,905,300
Net Earnings.....	260,130	243,957	2,425,096	2,107,904
Miscellaneous Income.....	8,052	12,923	76,917	87,004
Total Net Income.....	268,182	256,880	2,502,013	2,194,908
Surplus after Deducting Fixed Charges.....	161,344	150,264	1,524,847	1,233,230
	Month of October		10 Months to Oct. 31st	
	1915	1914	1915	1914
Gross Earnings.....	463,385	464,438	4,572,321	4,477,642
Operating Expenses.....	188,820	197,301	1,872,659	2,102,600
Net Earnings.....	274,565	267,137	2,699,662	2,375,042
Miscellaneous Income.....	15,083	6,361	92,001	93,365
Total Net Income.....	289,648	273,498	2,791,663	2,468,407
Surplus after Deducting Fixed Charges.....	182,480	166,131	1,707,328	1,399,361

EARNINGS OF THE UNITED RAILWAYS OF HAVANA

<i>Weekly Receipts:</i>	1915	1914	1913	1912	1911	1910
October 30th.....	£26,590	£17,792	£18,977	£17,300	£17,899	£16,324
November 6th.....	26,663	19,152	19,898	20,235	19,818	18,972
November 13th.....	26,772	20,022	20,655	20,879	18,619	17,361
November 20th.....	26,987	20,947	21,163	19,829	16,261	17,883

EARNINGS OF THE WESTERN RAILWAY OF HAVANA

<i>Weekly Receipts:</i>	1915	1914	1913
October 30th.....	£4,635	£4,197	£3,791
November 6th.....	4,752	4,646	4,080
November 13th.....	4,873	4,975	4,511
November 20th.....	4,586	4,673	
November 27th.....	4,625	4,402	4,903

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE SANTIAGO ELECTRIC LIGHT & TRACTION COMPANY

	1915	1914
October gross.....	\$41,744	\$38,539
October net.....	20,485	18,113
First ten months gross.....	\$388,644	\$386,476
First ten months net.....	189,346	188,580

EARNINGS OF THE CUBAN CENTRAL RAILWAY

<i>Weekly Receipts:</i>	1915	1914	1913
October 16th.....	£7,438	£6,786	£6,782
October 23d.....	8,472	6,930	6,949
October 30th.....	8,679	5,614	6,688
November 6th.....	7,809	6,106	6,872
November 13th.....	7,876	6,502	7,038
November 20th.....	7,932	7,032	7,376
November 27th.....	9,396	8,073	7,451

INCREASED FERRY SERVICE

It is announced that the new ferry boat for the Key West—Havana service, which will be known as "Joseph R. Parrot," will probably be put in commission on or about July 1, 1916.

NEW STEAMSHIP SERVICE FROM VIGO, SPAIN, TO CUBA

The project of establishing a direct steamship service between Vigo, Spain, and New York has been elaborated, and it is now announced that this line may be extended to include a freight and passenger service to Cuba.

CUBA RAILROAD COMPANY

It is stated that the Cuba Railroad Company proposes to begin work within a short time on the new road which will run from Camaguey to Santa Cruz del Sur.

STATION NAME CHANGED

The postmaster general has changed the name of the postoffice station of Jamaica in the province of Havana to that of Camoa.

The value of American earbide shipped to Cuba in 1914 amounted to \$367,578.



Steam barge "Success," now proceeding to Cuba. Her name will be changed to "Nipe," and she will be used in loading the Munson Line steamers at Nipe Bay.

CUBAN FINANCIAL MATTERS

PREVAILING PRICES FOR CUBAN SECURITIES

As quoted by Lawrence Turnure & Co., New York.

	<i>Bid</i>	<i>Asked</i>
Republic of Cuba Interior Loan 5% Bonds	87 $\frac{3}{4}$	91
Republic of Cuba Exterior Loan 5% Bonds of 1944	97 $\frac{1}{2}$	98 $\frac{1}{2}$
Republic of Cuba Exterior Loan 5% Bonds of 1949	95	96 $\frac{1}{2}$
Republic of Cuba Exterior Loan 4 $\frac{1}{2}$ % Bonds of 1949	84	85 $\frac{1}{4}$
Havana City First Mortgage 6% Bonds	103	107
Havana City Second Mortgage 6% Bonds	101	105
Cuba Railroad Preferred Stock	90	94
Cuba Railroad First Mortgage 5% Bonds of 1952	93	95
Cuba Co. 6% Debentures	95	100 $\frac{1}{2}$
Havana Co. 7% Cumulative Preferred Stock	100	105
Havana Electric Railway Co. Consolidated Mortgage 5% Bonds of 1952	82	88
Havana Electric Railway, Light & Power Co. Preferred Stock	98	99
Havana Electric Railway, Light & Power Co. Common Stock	90	91
Matanzas Market Place 8% Bond Participation Certificates	100	102
Cuban-American Sugar Co. Collateral Trust 6% Bonds	101 $\frac{1}{4}$	101 $\frac{3}{4}$
Cuban-American Sugar Co. Preferred Stock	102	107
Cuban-American Sugar Co. Common Stock	162	168
Santiago Electric Light & Traction Co. First Mortgage 6% Bonds	90	95
Guantanamo Sugar Company Stock	65	67

All prices of bonds quoted on an *and accrued interest basis*.

THE CUBAN AMERICAN SUGAR COMPANY

ANNUAL REPORT OF THE FISCAL YEAR ENDED SEPTEMBER 30, 1915

The total output of Raw Sugar was 236,401 tons (of 2,000 lbs.) as compared to 264,745 tons (of 2,000 lbs.) for the year ending September 30, 1914. The yield of sugar from a ton of cane was approximately 10 per cent. less this year than the previous year due to the unseasonable weather conditions during the grinding season, especially in the Eastern Provinces.

The following table presents a detailed comparison of the tons of cane ground and the year's output of Raw and Refined Sugar for the last two years:

	1914-15	1913-14
Cane Ground	2,218,168 Tons	2,213,723 Tons
<i>Raw Sugar Production:</i>	(Bags 320 Lbs.)	(Bags 320 Lbs.)
Chaparra	525,088 Bags	616,179 Bags
Delicias	315,872 Bags	492,662 Bags
Tinguaro	236,956 Bags	197,240 Bags
Unidad	84,472 Bags	66,606 Bags
Mercedita	93,617 Bags	88,447 Bags
Constancia	196,055 Bags	162,861 Bags
Gramercy, La.	25,447 Bags	30,663 Bags
Total	1,477,507 Bags	1,654,658 Bags
	or	or
	236,401 Tons	264,745 Tons

Refined Sugar Production:

Cardenas Refinery, Cuba	14,713,144 Lbs.	13,043,392 Lbs.
Gramercy Refinery, La	151,954,482 Lbs.	134,404,783 Lbs.

The net profit of the Company for the fiscal year was \$5,594,047.97 after charging \$788,496.95 for depreciation on buildings, machinery and equipment.

We have continued our policy of amply providing for doubtful Colonos' accounts and have written off the yearly proportion of the cost of plantings and all expenses in the cane fields where renewed plantings were required.

The Directors have under consideration a readjustment of physical values of all buildings, machinery and equipment by a detailed appraisal, and to provide against every contingency the sum of \$2,000,000 has been appropriated and transferred from the Surplus Account to the "Reserve for Depreciation."

Regular quarterly dividends were paid on the Preferred Stock completing the dividends to September 30, 1914; further, on July 1, 1915—1¾ per cent, and on October 1, 1915—5¼ per cent, were paid, being the dividend of 7 per cent, accumulated to September 30, 1915.

On November 17, 1915, a quarterly dividend of 2½ per cent, was declared on the Common Stock to stockholders of record on December 15, 1915, payable January 3, 1916.

\$179,000 of the Cuban-American Sugar Company's Six Per Cent. (6%) Collateral Trusts Gold Bonds were retired by the operation of the Sinking Fund Provision of the Collateral Trust Indenture, making a total of \$884,000 of these Bonds retired in this manner, and leaving outstanding on September 30, 1915, \$9,116,000.

The capital outlay during the year amounted to \$1,175,490.95. These expenditures were made to provide the most approved and necessary devices that may be employed to increase the yield of sugar and lower the cost of production; to acquire about 35,000 acres of virgin land adjacent to our holdings in the extensive area of the Chaparra properties, and additional railway lines and equipment in order to care for the increased tonnage of cane and its products. New warehouses for the storage of sugar have been constructed, and suitable buildings for the conduct of our commercial business have added largely to the convenience and profit of this important department.

The improvements and additions stated in the foregoing serve to maintain and strengthen the property in all its parts, and offers the company's best guarantee for an increased output and continued progress.

Extensive new plantings have been made and a large acreage brought under a system of irrigation.

The fields to-day indicate a tonnage for the ensuing season of unequalled proportions, assuring a record production and a confident outlook for a prosperous year.

ASSETS

Property, Plant and Fixtures:

As at October 1, 1914	\$21,354,174.64	
Additions during year	1,175,490.95	
		\$25,529,665.59

Goodwill 3,929,340.28

Securities in hands of Trustees 3,100.00

Work Animals, Live Stock and Equipment 751,505.79

Current Assets and Growing Cane:

Planted and Growing Cane	\$1,172,282.77
Advances to Colonos and Contractors (after deducting Reserve for Bad and Doubtful Accounts)	1,168,294.90
Inventory of Raw Materials, Supplies and Merchandise in Stores	1,718,240.40
Stock of Raw and Refined Sugar	2,150,944.31
Accounts and Bills Receivable (after deducting Reserve for Bad and Doubtful Accounts)	1,617,161.51

Cash in Banks and on Hand	1,466,144.65	
		9,293,068.54
<i>Deferred Charges to Operations:</i>		
Bond Discount	\$145,856.00	
Improvements on Leased Lands	91,122.41	
Unexpired Insurance, Taxes, etc.	149,436.76	
		386,415.17
		<u>\$39,893,095.37</u>

LIABILITIES

<i>Capital Stock:</i>		
Common (authorized \$10,000,000) 71,356 shares of \$100 each	\$7,135,600.00	
Seven Per Cent. Cumulative Preferred Stock (authorized \$10,000,000) 78,938 shares of \$100 each	7,893,800.00	
		\$15,029,400.00
<i>Common Stock of Colonial Sugars Company in hands of the Public</i>		3,100.00
<i>Collateral Trust Bonds Outstanding, six per cent., due April 1, 1918</i>		9,116,000.00
<i>Real Estate Mortgages and Censos (Cuban)</i>		574,110.63
<i>Current Liabilities:</i>		
Bills Payable	\$427,539.13	
Bankers' Loans	1,264,501.35	
Accounts Payable	829,319.17	
Salaries and Wages Accrued	11,771.76	
Interest Accrued	290,545.93	
Dividends declared on Preferred Stock at Seven Per Cent. per annum for year ending September 30, 1915	552,566.00	
		3,376,243.34
<i>Sinking Fund for Redemption of Bonds</i>		138,141.51
<i>Reserve for Depreciation</i>		5,370,309.75
<i>Surplus per Annexed Statement</i>		6,285,790.14
		<u>\$39,893,095.37</u>

CONSOLIDATED PROFIT AND LOSS ACCOUNT.

For the Year Ended September 30, 1915.

Raw and Refined Sugars Produced, Less Commissions, etc.	\$22,502,285.31	
Molasses Produced	511,802.55	
Profit on Stores, Cattle, etc.	352,537.16	
		\$23,366,625.02
<i>Less:</i>		
Expenses of Producing, Manufacturing, Selling, etc., of Raw and Refined Sugars		16,156,102.44
		<u>\$7,210,522.58</u>
<i>Deduct:</i>		
Provisions for Depreciation	\$788,496.95	
Discount on Bonds	62,352.00	
Interest on Bonds	548,859.37	
Interest on Bills Payable, etc.	216,766.29	
		1,616,474.61
Net Profit for the year		<u>\$5,594,047.97</u>

CONSOLIDATED SURPLUS ACCOUNT

For the Year Ending September 30, 1915.

As at October 1, 1914.....		\$3,894,157.17
<i>Add:</i>		
*Collateral Trust Bonds cancelled through the Sinking Fund (see below).....	\$179,000.00	
Profit for the year ending September 30, 1915, per annexed account.....	5,594,047.97	
		5,773,047.97
		\$9,667,205.14
<i>Deduct:</i>		
Dividends on 7 per cent. Preferred Stock:		
Paid January 2, 1915, for three months to January 1, 1914.....	\$138,141.50	
Paid April 1, 1915, for three months to April 1, 1914.....	138,141.50	
Paid July 1, 1915, for six months to October 1, 1914.....	276,283.00	
Paid October 1, 1915, for twelve months to October 1, 1915.....	552,566.00	
		\$1,105,132.00
Sinking Fund Provisions for the cancellation of Collateral Trust Bonds (see above).....	276,283.00	
Special Appropriation for Depreciation of Buildings, Machinery and Equipment.....	2,000,000.00	
		3,381,415.00
Surplus at September 30, 1915.....		\$6,285,790.14
* In October, 1915, bonds of the par value of \$138,000 were retired out of the Sinking Fund for redemption of Bonds which are not included in the figure of \$179,000.		

FINANCING CUBAN CREDITS

In order to hold, after the return of normal conditions, a substantial part of the increased business that has fallen to their share as a result of the present war, American exporters must be prepared to offer terms at least approximating those heretofore granted by Europeans.

The matter of arranging the financing of the credit is very simple. Drafts at 60 to 90 days sight on the Cuban importer are forwarded with the shipping documents through the shipper's bank and will be presented to the Cuban buyer by the correspondent of the forwarding bank. The Cuban accepts the draft and gets the documents entitling him to the goods. The bank holding the accepted draft may then return the acceptance to its correspondent in the United States, and the owner of the draft can use it as collateral or sell it at prevailing discount rates (under the Federal reserve banking act an accepted draft of the sort becomes a negotiable instrument),

or if the shipper prefers, the Cuban correspondent bank will retain the draft for collection and remittance of the payment it calls for in due course, or it is possible that a loan may be negotiated with the Cuban bank, with the accepted draft as collateral.

The above embraces the customary procedure of Europeans, and handling paper of the sort is one of the well-recognized activities of foreign banks. Until the Federal Reserve Act passed American banks were not, as a rule, familiar with paper of the sort, and it had not the status now given it. All Cuban transactions are in dollars, the Cuban currency and that of the United States circulating interchangeably and on exact parity.—*Special Agent Garrard Harris.*

NEW STATIONS

New telegraph stations have been established at Falla and at Cespedes, in the Province of Camaguey.

THE LATE JAMES M. DODGE

Mr. James Mapes Dodge, Chairman of the Board of the Link-Belt Company, died at his home in Philadelphia, December 4th, 1915.

He was born June 30, 1852, at Waverly, N. J.

Mr. Dodge spent three years at Cornell University and a year at Rutgers. At the latter institution he took a special course in chemistry under the late Professor George H. Cook, State Geologist of New Jersey. After spending a short time at the Morgan Iron Works in New York City, he entered the shops of John Roach, the shipbuilder, at Chester, Pa., where his marked mechanical ability and ingenuity brought him rapid advancement. During the three years at the Chester establishment he was successively journeyman, foreman, and superintendent of erection.

Shortly after the Centennial at Philadelphia, in 1876, he left the shipyard, and after several years of experience in the East, went to Chicago. It was here that he formed the acquaintance of William D. Ewart, the inventor of the Ewart Link-Belting, and soon after he joined hands with Mr. Ewart and his associates in the development of the chain business.

At that time, about 35 years ago, the application of chains to power transmission was exceedingly limited, and their use in elevating and conveying machinery was practically unknown. The Ewart chain blazed the way for a new industry, and Mr. Dodge and his associates were quick to seize the opportunity. Mr. Dodge's early work was confined principally to development and manufacture, and here his genius had full play. New chains, new methods of manufacture, and new conveying and elevating appliances were brought out in rapid succession.

Machines grew from capacities of 30 tons per hour to capacities of 1,000 tons per hour, and from simple problems solved by detached machines, the company expanded its field to the planning and arranging of works to secure the most economical and efficient handling of both raw and finished product under guarantees of accomplishment. In all this development Mr. Dodge was the creative and guiding spirit.

Though for many years a large employer of men, Mr. Dodge never met with any strikes or other labor difficulties. He was deeply interested in the personal welfare and

advancement of his associates, and he was a conspicuous leader in the general introduction of the best elements in "scientific management," having the double purpose of producing greater efficiency in the mechanical and human equipment, and greater pay with shorter hours and improved conditions for the men.

FINLAY PRIZE

It has been proposed to establish a fund yielding an annual income of \$500, and at the end of every four years to give a prize of \$2,000 to the physician who has done the most for medical work in the tropics. It is planned to have this take the place of the proposed monument to the distinguished Cuban physician, Dr. Carlos J. Finlay.

RAPID GROWTH OF CUBAN PROSPERITY

Figures just given out by the Bureau of Information of the Cuban Department of Commerce reveal an astonishing increase in business and prosperity in Cuba in the fiscal year ending June 30, 1915. Exports amounted to \$219,447,322, or \$88 per capita, an increase of \$22 per capita in one year. Strange to relate, imports fell off appreciably, the total being \$8,000,000 less than in the year before, leaving a balance of trade in Cuba's favor in the neighborhood of \$91,000,000—a gratifying result as all will admit, for a Republic with little over two and a half million population. It figures out \$36.40 per capita, which is a per capita increase of \$5 for the fiscal year and illustrates the all-pervading prosperity of Cuba at this time.

The falling off in imports was not confined to any one line; it was a general, individual, and commercial retrenchment in the early part of the year. The necessity for this has seemingly vanished, and buying is brisk in all lines. One more year of good sugar prices—which now appears likely—will put Cuba in magnificent shape. The crop this year is worth \$205,000,000 in round numbers. The time is opportune to extend all lines in Cuba and press sales.—*Special Agent Garrard Harris.*

GRANTS TELEPHONE PERMIT

The President of the Republic has signed a decree authorizing Srs. Nadal and Menocal to install a private telephone line between their estates, Los Castias and Guamajal, in Majagua of Ciego de Avila.

CUBAN MARKET FOR FANCY BISCUIT

The United States has not yet been able to overcome the lead of the United Kingdom in Cuba's trade in fancy biscuit, cakes, and the like. In 1913, the last normal year, Cuba's imports of these articles, mainly tinned, totaled 564,283 pounds, valued, at \$85,378; and of this amount the United Kingdom furnished 428,762 pounds, valued at \$68,848. The United States sent 91,739 pounds, valued at \$9,993; France shipped in 41,605 pounds of the value of \$5,947; and Belgium, Spain and Germany furnished insignificant quantities.

In the calendar year 1914 the effect of the war on European trade was noticed, for the United States shipped in 108,155 pounds, valued at \$11,657, an increase of 16,416 pounds in quantity and \$1,664 in value. Belgium and Germany do not appear in the official import records, France fell to \$2,736, and receipts from the United Kingdom fell to 339,197 pounds, valued at \$53,995. The figures for 1915 will likely show a larger gain for the United States, although no difficulty is experienced in getting goods from England and there has been no curtailment of the regular terms given in the past. The English goods are handled through the Boston representative of the bakers, who also represents a celebrated English pickling and preserving house and who makes periodical trips to Cuba. Very little of the trade is handled through jobbers.

English Varieties in Favor.

It is a field that American bakers can very well afford to watch and cultivate, for with increasing prosperity in Cuba the demand for these fancy biscuit will undoubtedly grow. In common crackers, however, the United States leads, shipping in 1913 224,375 pounds, valued at \$14,807, to England's 1,610 pounds, of the value of \$126; and in 1914, 242,199 pounds, valued at \$15,471, to England's 2,035 pounds, valued at \$259. The Cuban duty is \$1.56 per 100 kilos (220.46 pounds) on common crackers, and \$3.64 per 100 kilos on the fine or fancy biscuit imported from the United States, which are admitted at a reduction of 20 per cent of the general rates.

The English goods are usually in 1-pound tins, hermetically sealed, and in an attractive package. Sales are made in nearly every instance direct to retailers, and only a very small portion is jobbed. The number of grocers carrying fancy biscuit is large, and the wide distribution of the goods in the small

corner "tiendas" is somewhat remarkable. The English goods are sold as a rule on 90 days' time. The almost invariable American terms are 30 days from date of invoice. This amounts practically to cash as it takes some time for the goods to arrive and be passed through the customs. Some instances have been known where the American manufacturers have given as long as 60 days, but these are exceptional and the 30-day rule is the standard. Dealers state that if terms equal to the English were given there would be an incentive to push the American goods, but as it is their interest lies manifestly in the direction of the manufacturers extending the longest credits.

Grocers report that the English 1-pound tins of "sponge rusk" retailing at 40 to 45 cents is the prime favorite. Dealers with a preponderating native trade give the following English brands, in 1-pound tins, as having the largest sale (the figures represent retail prices in cents per pound): Dinner biscuit, 40; sponge rusk, 40; Italian macaroons, 75; breakfast biscuit, 40; cream crackers, 40; "ice creams," two flavors—vanilla, 40, chocolate, 60; puff sandwich, lemon flavor, 40; arrowroot crackers, 40; combination, 40; rich mixed, 40; Petit Buerre, 40; Royal Sovereign (filled with apricot jam), 50; Coronation, 40; milk, 40.

American Products—Local Factories.

The gingersnaps, vanilla wafers, etc., from the United States, put up in the pasteboard cartons protected by an alleged air-tight covering of waxed paper, are declared to be unsatisfactory. It is claimed that air and moisture in some way penetrate, and in two to three weeks after the goods are put on the shelves they begin to deteriorate, taking on a musty smell and taste and losing their crispness and freshness.

There is practically only one brand of American fancy biscuit on the market. Some of the goods of this concern are packed in 1-pound tins and some of the fancier confections in small tins that retail as low as 15 cents. The biscuit packed in tins are declared by grocers to be in every way the equal of the English product and thoroughly satisfactory, and the exterior of the American packages is decidedly more attractive than that of the British. The consensus of opinion appears to be that if more liberal terms were granted there would be an immediate large increase in importations of the American goods and

they would take a rapid start toward a more widespread popular favor.

There are two factories in Havana making fancy biscuit, that of Vilaplana B. Calvo being the largest. It is equipped with modern machinery and appliances in every way and turns out a remarkably fine product, which is in great favor locally. The output is shipped all over the island of Cuba, and some exportations are made to South America. Chocolate of a superior quality is made in all forms, the raw material coming mainly from Venezuela. The other factory is that of Maestro y Martinique. It turns out fancy biscuit, cakes, and the like, manufactures some chocolate, and also makes a specialty of guava jelly and pastes of native fruit.—*Special Agent Garrard Harris.*

GROWING USE OF AUTOMOBILES IN CUBA

There is a constantly increasing demand for automobiles in Santiago and throughout this consular district. Most of the city and suburban roads are macadamized and, although made several years ago, are in excellent condition for either business or pleasure.

Ninety per cent of the cars already in use are of American manufacture, the remainder being chiefly Italian and French. While a fair number of high-priced automobiles are owned here the greatest demand in this section is for a low or medium price, strongly built car with a serviceable hood for protection against the heavy rains as well as the sun.

On account of the excellent condition of the roads in this city and vicinity, the low freight rates, the popularity of American cars, and the excellent local financial conditions, now is the time for American manufacturers to make arrangements for the extension of their trade in this section of Cuba. Of course, the most satisfactory way to do this is to send out competent representatives who are acquainted with trade conditions and the customs of the people and thoroughly conversant with the Spanish language.

(Official American statistics show the following shipments of motor vehicles from the United States to all Cuba in the last two fiscal years: Commercial automobiles—1914, 19 vehicles, value \$33,500; 1915, 21 vehicles, value, \$34,607. Passenger automobiles—1914 297 cars, value \$254,428; 1915, 1,359 cars, value \$745,695. Auto parts—1914, value, \$48,217; 1915, value, \$101,429.—*Consul P. Merrill Griffith, Santiago de Cuba.*

AN AUTOMOBILE FOR CUBA

A recent shipment to Havana, Cuba, was an automobile of which the following description shows its luxury:

The car is a "38" seven-passenger locomobile limousine, the exterior of which has been enameled pure white. This porcelain effect was obtained through the use of a special imported enamel containing no varnish, thereby eliminating the yellowish cast which appears in most white cars. The only touch of color on the car is afforded by two very fine stripes around the edge of the panels in a light green.

The entire interior, including the driver's compartment, is upholstered in pigskin. This material is difficult to handle on account of its thickness, and on this order it was necessary to use twenty-four skins, selected and assorted from sixty skins submitted for the purpose.

Another novel feature of the finish of the car is the roof, which is constructed of joined slats of selected and polished Cuban mahogany. The central idea back of this scheme of finishing in white enamel, pigskin, and mahogany was to afford an impression of coolness. The pigskin, of course, does not attract the dust as would a fabric, and is very easily cleaned. The entire steering gear, door handles, lamp brackets, and other exterior metal fittings were finished in white porcelain enamel, while the tire covers at the rear were made up especially in white fabric to accord with the general finish.

CUBA PROSPEROUS AND BUSINESS OUTLOOK GOOD

Conditions in Cuba are very favorable for the opening of new lines of business. The effects of the recent years of low prices for sugar are rapidly disappearing as a result of the profitable prices prevailing during the European war. There has been a widespread liquidation of old indebtedness. Banks have been liberal with advances and money has been easier to obtain from private sources. Optimism prevails in nearly all lines.

The grinding season of 1914-15 has just closed, and the accepted figures are that the crop consisted of 2,582,845 tons, valued at \$204,000,000, or more than \$68 per capita for every man, woman and child on the island. The prospects are good for the new grinding season, which begins in December. The cane crop is well grown and a large yield is

anticipated, some of the experts even going as far as to predict a 3,000,000-ton crop. It will undoubtedly be somewhat larger than that of 1914-15. The good prices have stimulated an increase in acreage to some extent. Less fertilizer has been used on the crop maturing, it is stated, than heretofore, owing to difficulty in obtaining the proper constituents, and this will tend to make the profits somewhat larger where this has been the case.

Until the end of April, 1915, sugar was quoted at so many reales (Spanish) per arroba (25 pounds), but since the first of May, the quotations have been in centavos, or cents, per pound and will continue to be so quoted. Many of the centrals and ingenios have taken advantage of the good prices, and easily obtained money to replace antiquated machinery with more modern equipment, thus being able to effect economies in production and at the same time increase the output. Owners of these up-to-date mills feel sure that even when there is a return to low prices after the European war, operations will still be profitable.

Big Orders for Machinery from United States.

The quantity of new sugar machinery already imported or contracted for is something tremendous, and all of it coming from the United States. Great efforts are being made to get installations complete for the season, which begins next month, and manufacturers in the States are rushing the work as rapidly as possible. Indications are that more equipment will be purchased during the coming year, the newer mills forcing the older ones, in self-defense, to bring their equipment up to modern standards. Rumors of new organizations to go into sugar making may be heard.

The tobacco growers have suffered considerably from the war. Germany was a large customer, taking \$1,109,506 worth in 1914. That market is practically eliminated as also is Austria-Hungary. England has cut down importations. But the depression in tobacco is confined to certain areas and does not play a very important part in the general business situation. Exportations to South America and to Spain have increased.

The tourist season has opened up very favorably at Habana and the winter race meet is expected to bring a largely augmented crowd of winter visitors. Taken altogether business conditions in the island are good and the time is opportune for the opening of new

lines and pushing established ones.—*Special Agent Garrard Harris.*

CUBA WANTS DESIGNS FOR "MAINE" MEMORIAL

The Cuban Maine Memorial Commission, of which Gen. Emilio Nuñez, Secretary of Agriculture of Cuba, is chairman, has called for international designs and bids for the Maine memorial which will be erected by the Government of Cuba. The presidential decree on the subject in part reads:

The plans and bids must be in the hands of the Secretary of Agriculture, president of the commission, before 11 o'clock on the morning of February 1, 1916, and on February 3 the plans will be opened publicly in the order in which they have been received, and will be exposed to the public for 15 days.

The monument will be raised in the Vedado on a triangular piece of ground formed by streets 17, 19, C, and the Calzado de Vedado. The artists may plan the monument in the form and position which they desire, but it is indispensable that the relics of the battleship which were presented by the United States to the Cuban Government—namely a turret, two cannon, an anchor, and a chain—should be the motif of the monument.

The plans and bids must be original. The total cost, without including that of placing, may not exceed the sum of \$33,000. Two prizes will be given, one of \$1,500 and the other of \$500 for the best two plans, which will become the property of the State.

Admirable Site Chosen.

The Calzado de Vedado is a wide, paved avenue which skirts the sea from the Malecon, opposite Morro Castle, to and through the Vedado, the most beautiful residential section. The plot of ground is not 400 feet from the water, so the monument will look out upon the entrance to the harbor and be seen by all ships approaching and leaving. Thousands of people pass the spot each day and a more beautiful location for the memorial could not have been selected.

In a few days I will forward a complete set of photographs showing the exact location of the memorial, the surroundings, etc., and photographs of the guns, turret pieces, chain and anchor being placed on the ground. (Upon their arrival these photographs may be inspected at the Bureau of Foreign and Domestic Commerce, or its branch offices. Refer to file No. 780.) Unofficially, I have gained the impression that a design embracing the names of the men who died will make a favorable impression. These names may be obtained from the Navy Department at Washington.—*Special Agent Garrard Harris.*

THE SUGAR INDUSTRY

\$50,000,000 SUGAR COMPANY PLANNED

Details are now being worked out by bankers and business men of New York and Havana for uniting several of the largest sugar plantations in Cuba in a corporation the ultimate capitalization of which may be as large as \$50,000,000. The men interested in the deal already have options on sugar lands in Cuba which are conservatively valued at \$35,000,000. J. & W. Seligman & Co. is the New York banking house which is most interested in the proposed combination, and Manuel Rionda, president of the Czarnikow-Rionda Company, also is interested.

The sugar plantations are situated in the Santa Clara and Matanzas districts of Cuba, which are among the richest of the sugar growing sections of the island. One of the properties which the backers of the scheme are anxious to obtain is the Conchital plantation. This was formerly owned by Pedro Berro, who sold it to a Cuban by the name of Lopez. The stock of this plantation is said to be listed on the Amsterdam Stock Exchange, where it has a broad market.

Another property sought is that of the Cuba Company. This concern owns and operates railroads and electric lines in Cuba, as well as 300,000 acres of land. In addition to this, it owns various town lots. It also owns a sugar mill with a capacity of 250,000 bags.

The Cuba Company is capitalized at \$16,000,000, of which one-half is 7 per cent. cumulative preferred stock and the remainder common stock. The late Sir William Van Horne of Montreal was president of the concern. George H. Whigham of New York is vice-president. The negotiations for the properties in Cuba are being actively conducted by R. Truffin, Russian Consul-General at Havana.

It is generally believed in Wall Street that the men behind the \$50,000,000 sugar plantation merger see large profits for those connected with the deal. Sugar planters have made tremendous profits since the outbreak of the war, owing to the great demand for sugar by the Allies. Austria and Germany, two of the greatest beet sugar producing countries in Europe, shortly after war was declared, put an embargo on sugar and the

other European countries which formerly purchased their sugar from the Teutonic Allies, have been forced to come here for their sugar. The price of sugar has advanced by leaps and bounds.

Since the war broke out the market for sugar futures in this city has been revived and there has been active trading in sugar futures on the Coffee Exchange.—*N. Y. Times.*

ESTATES GRINDING DECEMBER 15th, 1915.

Adela	Narcisca
Alava	Patricio
America	Providentia
Amistad	Rosario
Armonia	San Antonio
Francisco	San Jose
Hormiguero	Santa Lucia
Jagueyal	Senado
Jobo	Stewart
La Julia	Tinguaro
Lugareño	Ulacia
Maria Victoria	

CENTRAL MERCEDITA

The Mercedita Sugar Company at Cabanas, Pinar del Rio, is expected to commence grinding about January 5, 1916. The outturn estimated for the 1916 crop is 130,000 bags.

OCTAVIO E. DAVIS

Mr. Octavio E. Davis, organizer of the Stewart Sugar Company, died in New York December 4th. Mr. Davis was a native of Matanzas, Cuba, and was educated in the United States. Upon completion of his education, he entered upon his career as a sugar manufacturer and he achieved great prominence in the industry. He was an expert on sugar tariffs and was particularly well informed in regard to the economic conditions affecting the sugar industry. He was secretary of the Cuban tariff commission which was sent to the United States in 1902.

N. Y. CHARTER

Sugar Products Shipping Company, transportation, navigation, \$125,000; Albert Mullavin, George Lambert, Phineas Lewinson, no address; C. Dubkin, attorney, 5 Beekman St.



MALECON, HAVANA, CUBA.—*Courtesy United Railways of Havana.*

CUBA OLD AND NEW

By A. G. Robinson, 20 full-page illustrations from photographs. Longmans, Green & Co. \$1.75.

The author's announced purpose in this volume is to present the main points in Cuba's history, a fair knowledge of which is absolutely necessary in any proper understanding of the relations of the United States to the Island of Cuba and of the conditions existing today. He writes from nearly twenty years of special study of, and contact with, the affairs of the island; from many visits to it; and from personal acquaintance with many of those who have been prominent in Cuba's experiences since the American occupation in January, 1899.

In addition to the consideration of the political history of the island there are chapters on its natural features and economic resources; other chapters contain information of use or interest to tourists and casual visitors. The book is intended to meet the need of both the intelligent general reader and the special student.

This volume bears evidence of being carefully written, and the author has succeeded in giving in a very concise way the salient points of Cuban history with an interesting description of the country and a very sympathetic account of the efforts of the Cuban people to establish a new form of government after the passing of the Dominion of Spain. The chapter entitled "A Story of Sugar," deserves special mention because all the essential processes of sugar culture are described in an interesting manner which is free from the technicalities which are apt to mystify the average reader in many articles written on sugar. The relations between the United States and Cuba are sketched in a chapter devoted to this subject, and this chapter shows the result of a thorough study of the various factors of the problem that Cuba has always presented to the United States long before the independence of Cuba was even considered. Altogether Mr. Robinson has contributed a book on Cuba of great value to any one who has any interest in Cuba, be it economic, that of a student, or merely the interest of a general reader in search of information.

CUBA BEFORE THE WORLD

A handsome, illustrated book in colors dedicated to the Republic of Cuba at the Panama-Pacific International Exposition, San Fran-

cisco, 1915, with the following very timely introduction by Gen. Enrique Loynaz Del Castillo, Cuban Commissioner to the Exposition:

"When an immense conflagration of war, encircling the planet, redens the dawn of the 20th Century, here, in San Francisco, the Phoenix city of the Pacific, a ray of light of the ideal arises. . . . Beside the greatest of Democracies the peoples congregate in order to unite the oceans and bring the nations nearer to each other and to chant the hymns of peace and welfare. Already in the nascent light I perceive the dear face of our Cuba, on her brow the diadem of glory and in her hand the branch of olive."

The work is published through the courtesy of the "Souvenir Guide of Cuba Co." with the sanction of the Cuban Government, and its 225 pages combine the concise directness of the guide-book with enough literary finish and style to make it exceedingly readable. In large clear type the author has presented without bias, prejudice or exaggeration, under convenient chapter headings just what a prospective visitor to Cuba needs and wants to know. A noticeable and commendable feature is the compression of historic matter to a minimum brevity, and as a guide to the Government of Cuba, this volume is complete with photographs of all officials of the present administration.

MARKET FOR AMERICAN LUMBER

The total value of the yearly imports of lumber into the islands bordering on the Caribbean amounts to over \$8,000,000, of which Cuba and Porto Rico together import about \$5,000,000 worth, the British West Indian Island, \$1,000,000. In view of the importance of this trade the Canadian Department of Trade and Commerce has recently had its trade commissioners make special reports on this trade. The names and addresses of the dealers in Havana, Cuba, are as follows: A. Alvarez, Mercaderes, 22; Carbonell y S. Pelayo, La Quinta, esq., a Carta; Compania de Maderas, Concha, 1; Moffett Robbins & Co., M. Gonzales 22; Pattin & Hamlin, M. Gonzales, 56; Ramon Planiol, Monte, 361; A. Quesada, Cristina, 5; Carlos Gomez y Compania, Calzada de Cristina 16½. Correspondence in Spanish.

NEW MAIL STATION

A new mail station, named Turquino, has been opened for the service of the public in the province of Santa Clara.

AMERICAN INTERESTS AFFECTED BY CUBAN DECREE

The very considerable American interests in the island of Cuba, and the Isle of Pines, as a part of that Republic, are affected by the latest Cuban presidential decree on the subject of the conversion of contracts, which heretofore by their terms were payable in Spanish or French gold. The decree applies to all classes of contracts, whether for land payments, services, or deliveries of merchandise.

This recent and probably the final decree looking to readjustment of the financial system of Cuba is important in another particular, in that it is a virtual recession from the first decree of September 11, modified supplementally a few days later, in which the rate at which the Spanish and French gold coins of \$5.30 value might be converted to the new Cuban money, was given. The first decree of September 11, fixed the conversion rate at \$5 (Cuban and United States currency, now the only legal tender in the Republic). The modification of a few days later put the conversion rate at \$4.82, at which it has stood, and at which the great bulk of foreign gold in commercial circulation has been exchanged.

This last decree of November 22 on the conversion of contracts very plainly departs from the former pronouncement and allows the rate to be agreed upon by the parties to the contract, for there are several allusions to the "agreements regarding the conversion of foreign currency into legal circulating medium" and "the conversion of money agreed upon" and "the rate of exchange," which leaves the contracting parties free, manifestly, to make their own rate of conversion and exchange such as may be expedient or mutually agreeable and satisfactory to themselves. The new agreements are relieved of registration costs and tax fees.

Chief Provisions of the Decree, as Affecting Contracts.

In all contracts which are registered as public documents the agreements regarding the conversion of foreign currency into legal circulating medium can be made by deed before the various authorities. * * * In the document it is necessary to state that both interested parties appeared (giving details of names and character in which they appear, etc.), followed by a clear reference to the original deed or contract, date, official auth-

orizing the same; and if made before a public notary, the number of the document; limiting themselves in the substantial part to the amount involved in foreign currency and the rate of exchange, and amount to be paid in legal circulating medium; referring also to the volume, page and number of the registered property inscription or document, as the case may be.

The conversion of money agreed upon in these documents, when they contain no other stipulations affecting the original documents, will be exempt from the payment of realty taxes, or taxes on the transfer of property, and the document need not be presented to the liquidating tax office.

With the authorized copies of these documents, must be presented, in the property, or mercantile register, the original deed or contract, and the contents will be noted by such register in the entry subsequent to the deed affected by the same. These agreements go into effect with reference to third parties from and after the date of registration. The decree was effective November 22, 1915.—*Special Agent Garrard Harris.*

FRENCH MILITARY CROSS FOR CUBAN

Roger Babiani, a Cuban who has been serving as driver of an American ambulance, has been decorated with the Military Cross and commended in army orders for "having served with great devotion for several months, particularly distinguishing himself April 22."

Mr. Raoul E. Desvernine has become associated with the law firm of Alexander & Keenan, 55 William Street, New York City. Mr. Desvernine is a nephew of the Hon. Pablo Desvernine, at present Secretary of State of the Republic of Cuba. The latter was formerly senior member of Desvernine & Lanuza, one of the leading law firms in Havana. Upon the termination of his office as Secretary of State, Dr. Desvernine expects to return to the practice of law. Mr. Raoul E. Desvernine, because of his intimate relations and close association with the members of the firm of Lanuza & Iglesia (successors of Desvernine & Lanuza), is peculiarly in a position to obtain their earnest co-operation in the transaction of all legal matters in Cuba. Mr. Raoul E. Desvernine is admitted to practice in the State of New York, and has just returned from an extended trip to Havana.

CHAUFFEURS STRIKE

Great inconvenience was caused in Havana recently by the strike of the chauffeurs and motor-cab drivers. The chauffeurs were later joined by the horse-cab drivers. The strike was caused by the regulations which required the chauffeurs to wear uniforms and to comply with other regulations to which they objected. After two or three days' inconvenience to the residents of Havana the strike was satisfactorily settled.

NEW ROAD REQUESTED

A commission from the City of Santiago de Cuba has petitioned to the Department of Public Works for the establishment of a road from Santiago to Guantanamo.

CUBAN FRUITS

The Department of Agriculture, it is announced, will open twenty-six agencies in the United States, which will promote the sale of Cuban fruits and vegetables, and it is hoped that this new plan will greatly increase Cuban exportation during the ensuing season. The soil of Cuba is particularly well suited for the cultivation of fruits and vegetables, but the Island has been handicapped by being unable to make quick shipments to the United States.

CUBAN COFFEE

At a recent meeting of the Association of Coffee Growers, it was stated that Oriente Province was particularly well fitted for the cultivation of coffee. The coffee trade, before the War of Cuban Independence, was very important and coffee ranked third in the list of Cuba's exports. It is hoped that this industry can be revived. The United States is a large purchaser of coffee, and the Cuban growers consider that they would have no difficulty in obtaining profitable prices in the United States.

DELAWARE CHARTER

Hato Del Medio Sugar Company, New York, \$3,000,000, to acquire, own, and develop sugar and tobacco plantations in the Republic of Cuba and other foreign countries; Andrew S. Duane, New York; Herbert E. Latter, Clement Megner, Wilmington, Del.

SIR LIONEL CARDEN

The recent announcement of the death of the British diplomat, Sir Lionel Carden, recalls the long career of an able diplomat whose service began 38 years ago with his appointment to Havana in 1877 as Vice Consul of the British Government. He remained in this capacity at Havana until 1883, when he was transferred to Mexico. In 1898 Sir Lionel was again returned to Havana in the interests of his Government as Consul General and remained in that position until 1902, when he was appointed Minister to Cuba. In 1905 he was transferred from Cuba for service in Central America.

UNDESIRABLES TO BE EXPELLED

The Cuban Government is reported as planning an active campaign against foreign agitators and anarchists who have been accused of fomenting strikes and labor troubles throughout the Island.

IMPORTS OF MUNITIONS

Cuba will issue no more permits for the importation of arms and munition and all importers are required to submit an inventory of all arms and munitions on hand November 1.

SPANISH LOTTERY

The Spanish Lottery of Madrid, Spain, has in previous years made a special effort to sell lottery tickets in Cuba, particularly at Christmas time. It is stated that President Menocal will prohibit the sale of these tickets in Cuba.

IMMIGRATION FROM THE CANARY ISLANDS

In previous years the immigration of laborers from the Canary Islands to Cuba was considerable. This year the increase of the passage rates from Tenerife to Cuba has been such as to practically prohibit immigration from the Canaries. The loss of the usual number of laborers from the Canaries may have an immediate effect in the harvesting of the coming sugar crop.

IMMIGRANTS

According to the statistics of the department of immigration there arrived in Havana during the month of October 3,807 immigrants of various nationalities.

ALL AROUND CUBA

MATANZAS

The Cuban Government has permitted a firm known as the Havana Molasses Company to occupy some 7,000 meters of State land at San Severino, Matanzas. The Havana Molasses Company is permitted to install tanks and other constructions necessary for the deposit of cane sugar syrup on the strict condition that the privilege cannot be transferred to any other person or company and that the Havana Molasses Company shall be obliged to cease business at any time when so ordered by the Cuban Government and the grounds cleared and reoccupied by the Government without any indemnity to the Havana Molasses Company.

This concession has caused a great deal of discussion, some critics saying that the State lands should not be used for such a purpose. On the other hand, it is admitted that the new industry will be of great benefit to the City of Matanzas and that it will provide employment for many persons.

A subsequent development of this report is to the effect that this concession may be declared void on account of a prior claim of a company who obtained the concession during the Presidency of T. Estrada Palma.

HOLLAND TOBACCO MARKET

The strict rules hitherto enforced governing the importation of Cuban tobacco into Holland have been greatly modified, and the Cuban tobacco exporters look for a large increase in shipments to Holland.

Mr. Raul Capablanca, the distinguished Cuban chess player, is endeavoring to arrange an international chess tournament, to be held in Havana some time in February, 1916.

TEACHING OF ENGLISH IN CUBA

The teachers of English in the public schools of Cuba have united in a protest against the abandoning of the teaching of English in the public schools, with the hope that the Cuban authorities will reconsider their decision to give up the teaching of English.

PROHIBITS CIGARETTE USE

Colonel Lasa, chief of the fifth district of the army, has ordered the sugar planters and farmers to prohibit the use of cigarettes and matches to the sugar laborers while at work, to prevent the numerous fires which have occurred.

NEW COURT

It is proposed to establish an additional court which is necessary on account of increased legal business. It is planned to call this new court the Court of Civil and Administrative Litigation.

PORT OF HAVANA

The statistics from the office of the department of the port of Havana show that during the past year 10,061 vessels have entered and sailed, 62,660 passengers have arrived and 69,671 have sailed.

MIDVALE STEEL COMPANY

According to rumors current in the Wall Street district, this corporation has acquired large ore deposits in Cuba estimated to contain 300,000,000 tons. This ore is said to be of high iron content, well adapted to the manufacture of best grade of steel. It is further reported that this company intends to establish a line of steamships to ply between Cuba and Atlantic ports, in which the chief Atlantic ports will be Philadelphia and points on the Chesapeake Bay. The vessels proposed for this trade are to be of extra strong construction for ore carrying.

The National Bank of Cuba has applied to the State Banking Department to turn its New York agency into a State bank, under the title of the Bank of Cuba in New York. This step is taken in order to handle more advantageously the Cuban trade with this country, which has greatly increased since the war. W. A. Merchant, president of the National Bank of Cuba, will be president of the new institution, and J. T. Monahan, now the New York agent, will be vice-president.

THE SUGAR REVIEW

Specially written for The Cuba Review by Willett & Gray, New York, N. Y.

Our last review for this Magazine was dated November 8th, 1915.

At that date Cuba Centrifugal sugar of 96° test was quoted at 4.58c. per lb., and is now 5.20c. per lb., or say 62c. per 100 lbs. higher, and making the unusual and abnormal advance of over 1 $\frac{3}{4}$ c. per lb. during two months time.

The advance of the past month was caused by the same conditions as prevailed during the preceding month, only these conditions were more largely developed in importance in both the matters of insufficient available supplies and unusual absence of freight facilities even at much higher rates of freight than the normal.

With this report, however, it is highly probable that the high values resulting from these conditions will be passed and the turn made again toward the normal.

The Domestic Beet Crop has already gone into consumption to the extent of one-third of the crop, or say 250,000 tons. The remainder of the crop say 500,000 tons will be made and available for the market during the next 60 days, and as the value of sugar generally has been advanced by circumstances far beyond all expectations, it is natural to suppose that the Beet Crop will now be pressed as fast as possible upon the consuming public.

With 500,000 tons Domestic Beet available, the amount of cane refined required to make up the total consumption will be considerably reduced from the usual normal amount required for the next 60 days. Hence refiners will eventually be more moderate buyers for the purposes of domestic consumption, but some increased purchases of raws may be required to meet any export demand from France and England that may come to the United States. Of this demand it is difficult to anticipate figures, but it will not be of sufficient importance perhaps to offset the growing production of the Cuba Crop from now forward.

The same influence of present high values will work to make the manufacturing of cane into sugar and its disposal as rapid as possible, hence from present value of Centrifugals at 5.20c. per lb., there seems certain to be a downward trend to the market of more or less proportions as to the way the actual conditions of supplies and demand shall develop.

Early Cuba Crop deliveries being now for January-February nearly $\frac{3}{4}$ c. per lb., below spot supplies prices of 5.20c., the larger decline will necessarily be in the prompt market quotation rather than in the early 1916 deliveries, which latter values may also have some decline provided the production of Cuba much exceeds the obligations of planters already entered into for early deliveries to Europe and the United States.

Looking forward through the campaign year 1915-1916 it is our opinion that prices for the large Cuba Crop will be made under the influence of an unusually large demand for the sugar, both from abroad and at home and hence that values will not decline at any time to the low points of former years, and may, on the other hand, rise to relative high levels at some time during the campaign year, always provided that the European War goes on.

Refined sugar followed to some extent the advance in raws, cane granulated reaching 6.15c. less 2 per cent. at the present time, while the Domestic beet granulated has always sold at quite irregular prices below the cane refined.

At present writing the beet granulated is offered for sale in New York City and State at 5.75c. per lb., as against 6.15c. for cane granulated.

These are probably the high levels of refined, from which the turn downward will begin.
New York, December 8, 1915.

WILLET & GRAY.

MANATI SUGAR COMPANY

The Board of Directors of the Manati Sugar Company have declared the regular quarterly dividend of 1 $\frac{3}{4}$ $\frac{0}{100}$ upon the preferred stock of the Company, payable January 3, 1916, to holders of preferred stock of record upon the books of the Company at the close of business on December 24, 1915.

CENTRAL AGUIRRE SUGAR COMPANIES

A quarterly dividend of \$2.00 per share has been declared upon the Preferred Stock of the Central Aguirre Sugar Companies, payable January 1st, 1916, to stockholders of record at the close of business, December 28th, 1915.

REVISTA AZUCARERA

Escrita expresamente para la Cuba Review por Willett & Gray, de Nueva York.

Nuestra última reseña para esta publicación estaba fechada el 8 de Noviembre de 1915.

En esa fecha la cotización del azúcar Centrifugo polarización 96° era 4.58c. la libra, y ahora es 5.20c. la libra, ó sea 62c. más las 100 libras, teniendo lugar un alza anormal y no acostumbrada de más de 1c.3/4. la libra durante el espacio de dos meses.

El alza del mes pasado fué causada por las mismas condiciones que prevalecieron durante el mes precedente, solamente que estas últimas condiciones adquirieron mayor importancia en lo que se refiere á existencias insuficientes disponibles y á la falta no acostumbrada de facilidades para el envío por flete aun á un costo de flete mucho mayor que lo normal.

Sin embargo, con este informe es sumamente probable que los altos precios que han resultado de dichas condiciones pasarán de largo y las cosas volverán á tomar un giro hacia lo normal.

La cosecha del azúcar de remolacha del país ya ha entrado al consumo en la cantidad de una tercera parte de la cosecha, ó sea 250,000 toneladas. El resto de la cosecha, ó sea 500,000 toneladas, estará disponible para el mercado durante los próximos 60 días, y como los precios del azúcar han subido generalmente por circunstancias más allá de toda expectativa, es natural el suponer que la cosecha de azúcar de remolacha será ahora ofrecida al público consumidor lo más de prisa posible.

Con 500,000 toneladas disponibles de azúcar de remolacha del país, la cantidad de azúcar de caña refinada requerida para completar el consumo total será reducida considerablemente de la cantidad normal acostumbrada requerida para los próximos 60 días. De aquí el que los refinadores eventualmente comprarán con más moderación para el objeto del consumo doméstico, pero podrá requerirse algún aumento en las compras de azúcar crudo para hacer frente á cualquier demanda que pueda venir de Francia y de Inglaterra para la exportación. De esta demanda es difícil anticipar la cantidad, pero no será tal vez de bastante importancia para equiparar la creciente producción de la zafra de Cuba de ahora en adelante.

La misma influencia de los altos precios al presente contribuirá á que la caña sea elaborada en azúcar y á su disposición tan rápidamente como sea posible, de aquí el que del precio actual del azúcar centrifugo á 5.20c. la libra, parece haber la seguridad de una tendencia hacia la baja en el mercado de más ó menos proporciones, según el modo en que se desarrollen las actuales condiciones respecto á existencias y demanda.

Cotizándose ahora el azúcar de la zafra de Cuba para temprana entrega para enero y febrero á cerca de 3/4c. la libra por bajo del precio de 5.20c. de las existencias de pronta entrega, la mayor baja será necesariamente en la cotización del mercado por pronta entrega más bien que en las entregas tempranas de 1916, y cuyos precios podrán también bajar algo con tal que la producción de Cuba exceda en mucho á las obligaciones de los plantadores ya comprometidos para tempranas entregas á Europa y á los Estados Unidos.

Considerando por anticipado la campaña azucarera del año 1915 á 1916, nuestra opinión es que los precios para la grande zafra de Cuba tendrán lugar bajo la influencia de una grande y no acostumbrada demanda por el azúcar, tanto del extranjero como del país, y de aquí el que los precios no bajarán en ninguna ocasión á los bajos puntos de años anteriores, y podrán por otra parte subir á un alto nivel en alguna ocasión durante la campaña azucarera del año, contando siempre con que la guerra Europea continúe.

El azúcar refinado siguió hasta cierto punto el alza de los azúcares crudos, llegando el azúcar de caña granulado á 6.15c. menos 2% al presente, mientras que el azúcar de remolacha granulado se ha vendido siempre á precios bastante irregulares por bajo de los del azúcar de caña refinado.

Al escribir esta reseña el azúcar de remolacha granulado se está ofreciendo para la venta en la ciudad de Nueva York y en dicho Estado á 5.75c. la libra, contra 6.15c. la libra por el azúcar de caña granulado.

Estos son probablemente los puntos más altos á que llegará el azúcar refinado, desde los cuales empezará el giro hacia la baja.

WILLETT & GRAY.

Nueva York, Diciembre 8 de 1915.

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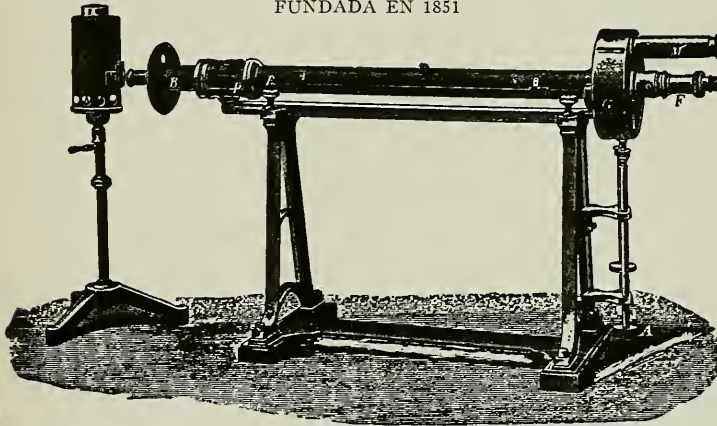
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The following table shows the value of refined sugar exported during August and the eight months ending with August, 1914 and 1915, respectively:

	August 1914	1915	Eight months ending August 31st 1914	1915
<i>Imports from</i>				
Cuba.....	14,524,219	17,411,854	111,633,962	156,175,825
<i>Exports to</i>				
Cuba.....	6,160,892	8,110,947	42,965,089	54,445,981

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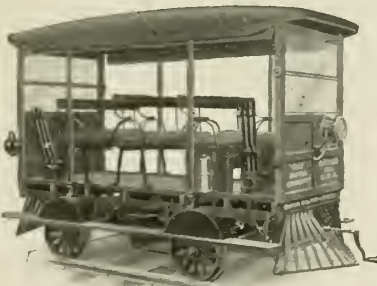
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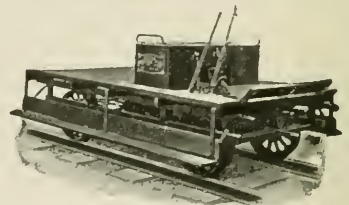
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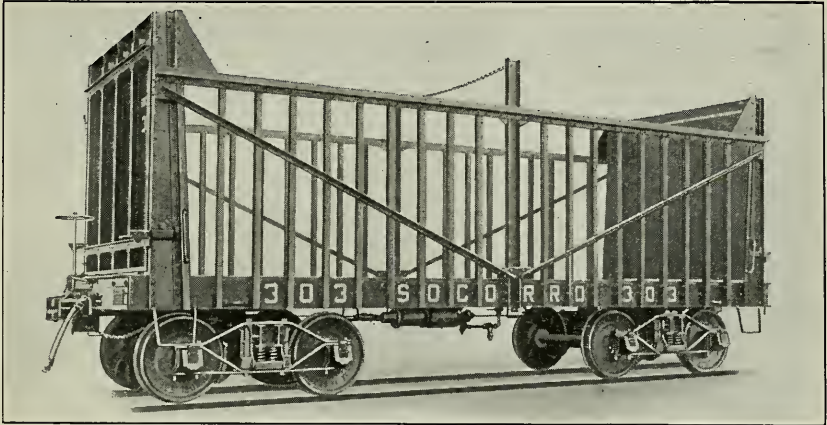
CUBA'S TOBACCO EXPORTS TO CHILI

	Cigarettes		Cigars		Leaf tobacco		Cut tobacco	
	Pounds	Value	Pounds	Value	Pounds	Value	Pounds	Value
Year 1913.....	24,286	\$48,250	36,854	\$61,007	131,548	\$55,339	22,297	\$12,921

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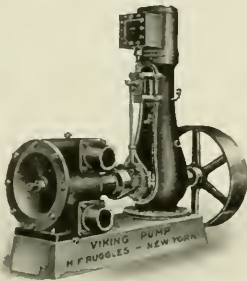
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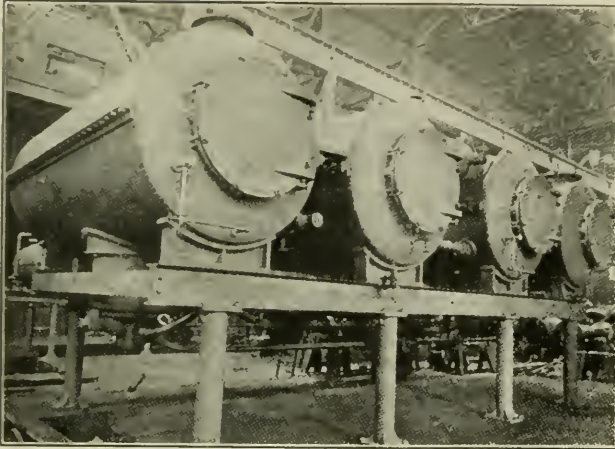
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