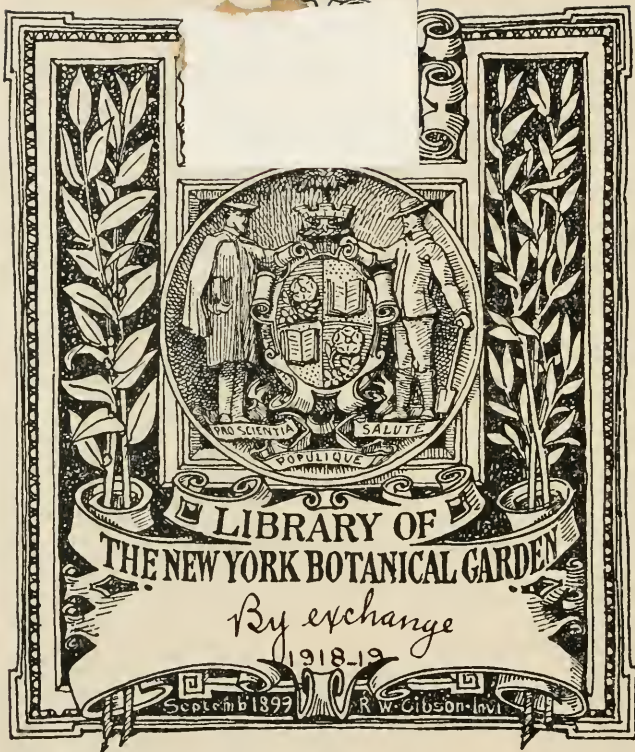


X.C. U. 35

V. 17







THE CVBA REVIEW

00 A Year - DECEMBER 1918 10 Cents A Copy
Published by the Munson Steamship Line 82-92 Beaver Street, New York City.

LINK-BELT

ELEVATORS AND CONVEYORS

FOR BAGASSE, SUGAR ETC.

THROUGH long years of reliable service, Link-Belt Machinery has become a recognized standard for the handling of sugar cane, bagasse, etc., from the field to the finished product.

Our engineers are specialists in designing sugar handling machinery. Let them work out your problems. We make no charge for advice, layouts or estimates.

Link-Belt Machinery includes: Elevators and Conveyors for every service, Juice Strainers, Bagasse Carriers and Feeders, Field Transfers for Sugar Cane, Car Dumpers, Roller Chains, Link-Belt Sprocket Wheels, Transmission Machinery, etc., etc.

LINK-BELT COMPANY

299 BROADWAY

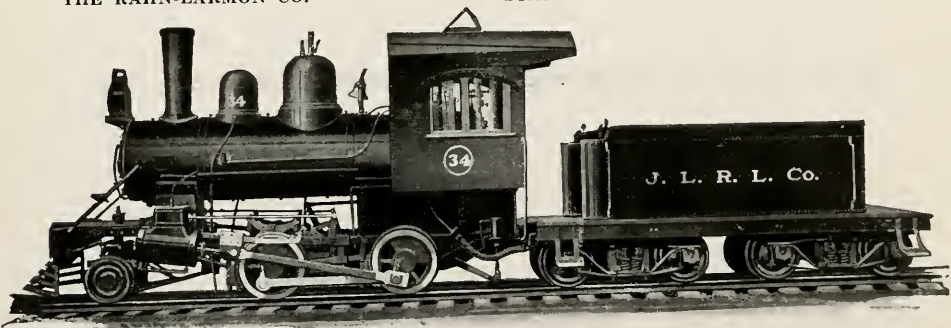
NEW YORK CITY

JAMES M. MOTLEY

71 BEAVER STREET
NEW YORK

Gerente del Departamento de
THE WEIR FROG COMPANY
PENNSYLVANIA BOILER WORKS
GLOVER MACHINE WORKS, INC.
THE RAHN-LARMON CO.

Ventas en el Extranjero de
CLEVELAND PUNCH AND SHEAR WORKS CO.
DUNCAN, STEWART & CO., LTD.
STANDARD WATER SYSTEMS CO.
STANDARD SAW MILL MACHINERY CO.



Los productos de estas Fábricas abarcan:

Locomotoras	Via Portátil	Calderas
Grúas sobre Ruedas	Ranas y Chuchos	Máquinas á Vapor
Carros: Para Caña	Puentes de Acero	Máquinas á Petróleo
Para Carga	Edificios de Acero	Máquinas á Gasolina
Para Obras de Construcción	Maquinas de Izar	Bombas
Carriles y accesorios	Aserraderos	Tanques
Trapiches, Desmenzadoras y toda clase de Máquinaria para Ingenios de Azúcar		

A solicitud se remiten catálogos y presupuestos.

Dirección cablegráfica: JAMOTLEY, New York (Se usan todas las claves.)

Please mention THE CUBA REVIEW when writing to Advertisers

RAMAPO

Carros de Ingenios

Para todos usos y de todos tamaños, de los para caña con cuarto ruedas y capacidad de 1½ toneladas á los con juegos dobles de ruedas y capacidad de 30 toneladas.

Hacemos una especialidad de juegos de herrajes, incluyendo los juegos de ruedas, completamente armados, con todas las piezas de metal, y planos completos para construir los carros á su destino de maderas del país.



A 802

RAMAPO IRON WORKS, 30 Church St., NEW YORK, N. Y. Cable Address: RAMALIAM

HOLBROOK TOWING LINE, Inc.

W. S. HOLBROOK, Pres.

Sea Harbor and General Towing. Steamship Towing a Specialty

Boilers Tested for any Required Pressure

Phone Broad
4266-4267

15 WILLIAM ST., NEW YORK, U.S.A.

Night Phone
1105 Bay Ridge
1368 Richmond Hill

WILLETT & GRAY, Brokers and Agents

FOREIGN AND
DOMESTIC

SUGARS

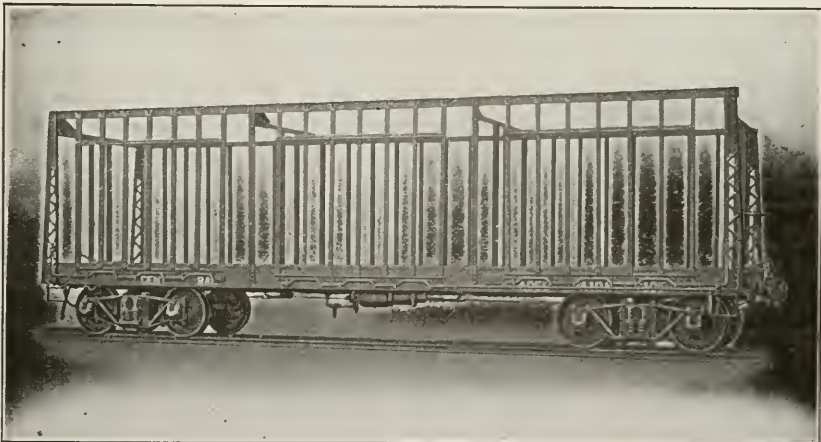
RAW AND
REFINED

82 WALL STREET, NEW YORK

Publishers of Daily and Weekly Statistical Sugar Trade Journal—the recognized authority of the trade.
TELEGRAPHIC MARKET ADVICES FURNISHED

PLANTATION CARS OF ALL KINDS

ALSO THE PARTS FOR SAME



El grabado enseña uno de nuestros carros, todo de acero, para caña.

Tenemos otros tipos de capacidades varias y hemos fabricado un gran numero de carros para caña para uso en Cuba, Puerto-Rico. América-Central y México, que tienen jaules de acero ó de madera y conruidas para los distintos tipos de carga y descarga de la caña.

AMERICAN CAR & FOUNDRY EXPORT CO., NEW YORK, E. U. A.

Dirección telegráfica: NALLIM, New York.

Producción anual de más de 100,000 carros.

Representante para Cuba: OSCAR B. CINTAS, Oficios 29-31, Havana.

Please mention THE CUBA REVIEW when writing to Advertisers

FOR MOLASSES USE STEEL TANKS

BUILT BY

HAMMOND IRON WORKS

WARREN, PA., U.S.A.

We furnish

MATERIAL FABRICATED
OR ERECTED COMPLETE

Tulsa Office: - - 314 Kennedy Building
New York Office: - 2728 Whitehall Bldg.

Agents for Cuba:
WONHAM, BATES & GOODE
Havana, Cuba

THE SUN NEVER SETS ON HAMMOND TANKS



Insist upon

Walker's "LION" Packing



Avoid imitations, insist upon getting Walker's Metallic "Lion" Packing. Look for "The Thin Red Line" which runs through all the Genuine and the "Lion" Brass Trade Mark Labels and Seals attached.

Write for our
Descriptive Catalog

James Walker & Company, Ltd.

27 THAMES STREET, NEW YORK CITY

Sole Agent for Cuba

JOSÉ L. VILLAAMIL

Santa Clara 29, Havana, Cuba

WESTERN RAILWAY OF HAVANA

TRAIN SERVICE DAILY

P M	P M	P M	A M	A M	A M	Fare		Fare	A M	A M	P M	P M	P M	P M	P M
6.15	2.55	1.45	10.15	6.55	5.45	1st cl.	Lv. Cen Sta., Havana. Ar.	3d cl.	7.20	11.09	12.01	3.20	7.09	8.00	
8.24	4.24	3.55	12.24	8.24	7.55	\$2.27	Ar. Artemisa. Lv.	\$1.37	5.15	9.40	9.45	1.15	5.40	5.45	
....	5.51	....	....	9.51	....	4.42	Ar. Paso Real. Lv.	2.52	....	8.05	....	....	4.05	....
....	6.05	....	....	10.05	....	4.77	Ar. Herradura. Lv.	2.72	....	7.48	....	....	3.48	....
....	6.56	....	....	10.56	7.30	5.70	Ar. Pinar del Rio. Lv.	3.23	....	6.55	....	....	2.55	6.00	
....	8.40	....	....	12.40	11.45	7.50	Ar. Guane. Lv.	4.20	....	5.20	....	....	1.20	2.00	
P M	P M	P M	P M	P M	A M				A M	A M	A M	P M	P M	P M	

IDEAL TROLLEY TRIPS

FAST DAILY ELECTRIC SERVICE FROM HAVANA TO

Arroyo Naranjo	12 cts.	Rancho Boyeros	19 cts.
Calabazar	13 "	Santiago de las Vegas.....	25 "
		Rincon	30 cts.

Leaving Central Station every half hour from 5.15 A.M. to 7.15 P.M. and every hour thereafter to 11.15 P.M.

"WEEK-END" TICKETS

FIRST AND THIRD-CLASS

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 and Monday, and are sold at the very low rate of one way fare plus 33 1/3 %.

THE CUBA REVIEW

"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. XVII

DECEMBER, 1918

No. 1

Contents of This Number

	Page
Frontispiece—Coconut Palm.	
Cuban Commercial Matters:	
American-made Toys in Cuba.....	17, 18
B. Menendez & Co.	15
Coffee Importation.....	16
Concrete Steamer Engaged in Transportation of Cuban Sugar.....	18
Condensed Milk.....	16
National Economy Shoes.....	18
New Cable.....	18
Spanish Sloop-of-war POMONA.....	18
Strikes.....	16
War Trade Board Ruling.....	16
Cuban Financial Matters:	
American Mercantile Bank of Cuba.....	24
Money and Banking in Cuba, by W. H. Maroles.....	21, 22, 23, 24
Prevailing Prices for Cuban Securities.....	20
Traffic Receipts of Cuban Railroads.....	19
Cuban Government Matters:	
Appropriation for National Militia.....	8
Belgian Consul General.....	7
Colonel Shaw.....	8
Committee to Christen Ship and Tank.....	7
Havana Racing.....	8
Passports.....	8
Postal Money Order Decree.....	8
Sanitation in Uruguay.....	8
Thanksgiving Day.....	7
Trade Mark Bureau.....	7
United War Work Campaign.....	7
Havana Correspondence.....	9, 10, 11, 12
Nut Fall and Leaf Droop of Coconut Palms in Cuba, illustrated, by Alvin Fox.....	12, 13, 14, 15
The Sugar Industry:	
Crop of Cuba 1917-1918.....	26
Dominican Republic.....	28
Labor Protecting Devices for Cuban Factories.....	32
Large Dominican Sugar Factory Nearing Completion.....	25
New Baume Scale.....	36
Reduction in Nation's Sugar Cost.....	25
The Solution of the Distribution and Transportation Problems.....	27, 28
Utah Sugar Supply.....	28
Sugar Review, English.....	29, 30, 31, 32
Sugar Review, Spanish.....	33, 34, 35, 36

LINDA
NEW YORK
COTI AND
MARK



Coconut Palm (Courtesy of Agricultural Experiment Station, Santiago de las Vegas, Cuba.)

630, 712
C88

THE CUBA REVIEW

"ALL ABOUT CUBA"

Copyright, 1918, by the Munson Steamship Line

VOLUME XVII

DECEMBER, 1918

NUMBER 1

CUBAN GOVERNMENT MATTERS

THANKSGIVING DAY

One of the most remarkable tributes ever rendered by any nation to another was that of Cuba on Thanksgiving Day to the American nation and its army. The esplanade of the Lapunta Palace was set aside by the government for a reviewing stand for the American colony, and a parade, headed by Vice-President Nunez, President Menocal's Cabinet, diplomats of the allied countries, the Supreme Court, Congress, and other organizations, was six hours in passing.

President Menocal occupied a reviewing stand beyond that of the Americans and was joined by diplomats and high officials. United States Minister Gonzales marched with the other diplomats.

Something entirely new for Cuba was the appearance in the parade of thousands of Cuban women, composing Cuban Red Cross and other organizations. Nearly every marcher carried an American flag, while large pictures of Wilson, McKinley and Roosevelt banners, expressive of appreciation and admiration, were scattered through the parade for miles.

Twenty thousand dollars, raised for this demonstration and intended for the purchase of cigars and cigarettes for American soldiers, was given to the United War Work Campaign.

BELGIAN CONSUL GENERAL

Señor Francisco Clausso y Perez has been appointed Cuban Consul-General in Belgium, with headquarters in Antwerp.

UNITED WAR WORK CAMPAIGN IN CUBA

The United War Work Campaign proceeded with gratifying results in Havana and throughout Cuba. Cuba's quota was \$100,000 and she raised the sum of \$275,000, or nearly triple her original quota.

TRADE MARK BUREAU

Construction and equipping the International Trade Mark Registration Bureau Building in Havana on land fronting the new Cuban Presidential Palace will cost approximately \$1,000,000, according to a report made by Secretary Lansing to the United States Congress. If it were possible to appropriate \$825,000, the cost of construction could be held within the limit suggested. Cuba has appropriated \$25,000 and ceded property valued at \$150,000.

The bureau, an outgrowth of the fourth national conference of the American states at Buenos Ayres in 1910, is to serve North and Central America and the West Indian republics.

COMMITTEE TO CHRISTEN SHIP AND TANK

A committee consisting of high army and navy officers and Colonel Charles Hernandez, postmaster general, will leave for New York shortly to represent Cuba, in company with Dr. Carlos Manuel de Cespedes, the Cuban minister, at the launching of the war boat and the tank which are to be named by Cuba.

CUBAN GOVERNMENT MATTERS

POSTAL MONEY ORDER DECREE

At the proposal of the Secretary of the Department of the Interior, President Menocal signed a decree October 10th modifying the regulations which govern the issuance of postal money orders to the United States. The decree reads as follows:

"Be it resolved:

"1. That \$300 be fixed as the maximum amount that may be sent daily by the same remitter by means of postal money order service with the United States and their possessions.

"2. That \$500 be fixed as the maximum amount that may be sent daily to the same addressee by means of postal money order service with the United States and their possessions.

"3. That the present rates for postal money orders to the United States and their possessions be modified as follows:

"For a money order not exceeding \$2.50, 3 cents.

"More than \$2.50 and not exceeding \$5.00, 6 cents.

"More than \$5.00 and not exceeding \$10.00, 12 cents.

"More than \$10.00 and not exceeding \$20.00, 23 cents.

"More than \$20.00 and not exceeding \$30.00, 35 cents.

"More than \$30.00 and not exceeding \$40.00, 46 cents.

"More than \$40.00 and not exceeding \$50.00, 58 cents.

"More than \$50.00 and not exceeding \$60.00, 69 cents.

"More than \$60.00 and not exceeding \$75.00, 83 cents.

"More than \$75.00 and not exceeding \$100.00, \$1.15 cents.

"4. The foregoing modifications will in no way affect domestic service."

APPROPRIATION FOR NATIONAL MILITIA

A presidential decree authorizing an appropriation of \$350,000 for the payment of accounts pending for the expenses of the national militia was signed by President Menocal October 3.

PASSPORTS

Hon. William E. Gonzales, American Minister to Cuba, has issued the following statement:

Havana, Dec. 4.

For the convenience of reputable business men and others, who are residents of Cuba and who have need to make frequent visits to the United States, American Consuls to whom such facts are demonstrated will give a visé for six months at a time, which will, for that period, enable the holder of the passport to enter into, and depart from the United States without other requirements.

SANITATION IN URUGUAY

Dr. Eduardo Fernandez, a deputy of Uruguay, has requested the Department of Sanitation and Charity, through the State Department, to send him a detailed statement of the laws for the organization and operation of that department in Cuba, as well as the basic law.

Dr. Fernandez stated in his request that the data furnished him is to be used in the preparation of a bill which he will introduce in the congress of Uruguay for the creation of a department of sanitation, similar to that of Cuba.

COLONEL SHAW

Colonel Shaw, commanding the American forces stationed at San Juan in Oriente, was given a farewell banquet Sept. 24 at the Casa Granda hotel in Santiago de Cuba.

The banquet, which was attended by the military and civil officials of the district, was an expression, on the eve of his departure, of the good will and best wishes of the many friends that Colonel Shaw made while in that end of the island.

Colonel Shaw, will be succeeded by Colonel Hall.

HAVANA RACING

The racing season in Havana opened at Oriental Park on Thanksgiving Day, and will last for at least 100 days. Prizes amounting to \$400,000 will be distributed among successful horsemen.

HAVANA CORRESPONDENCE

November 18th, 1918.

NOVEMBER ELECTIONS.—In Havana and throughout the Island on November 1st elections were held to elect members of Congress and provincial and municipal councilmen. It was feared there might be some trouble in connection with the elections but everything went off quietly. The voting was very light and in general little interest appears to have been manifested by the voters, as the opinion seemed to prevail that the voting was not carried out fairly and that in many cases manipulation of the ballots took place. In this connection the newspapers report that General Emilio Nunez, Vice-President of Cuba, stated in an interview shortly after election that the present election laws are greatly in need of a reform and that they should be changed before the next general elections. Some elements have even expressed the opinion that the only way to ensure fairness at elections will be by asking the American Government to supervise them.

CUBAN CONGRESS.—The Cuban Congress met again after the elections referred to above, but there has been no special legislation enacted so far.

ARMISTICE CELEBRATION.—When the news, which later proved incorrect, was received here on November 7th that the armistice had been signed between the Allies and the Central Powers, there was naturally great rejoicing in Havana and impromptu parades which extended far into the night took place all over the city. Upon receipt of the true report on November 11th there was a similar outburst of popular demonstration which even exceeded that of the preceding week and the President declared the following day to be a legal holiday in honor of such an important event.

INFLUENZA.—There has been no change in Havana in connection with the course of this disease since our last report, as it continues to be in a very mild form with few fatalities and may probably now be considered on the decrease. The Sanitary Department decreed that doctors should report cases to them and rules to safeguard the public health were made effective applying to public gatherings, travel in public conveyances, etc., but it was not deemed necessary to close schools or theatres or take other extreme measures.

GOVERNMENT REGULATION OF DRUG PRICES.—The epidemic of influenza mentioned above naturally caused an enormous demand for drugs to treat the disease; therefore, in view of a threatened shortage of the drugs most in demand and repeated increases in price of the drugs, the Cuban Food Administrator issued an order fixing the price of drugs and medicines and limiting the profit which the druggists would be allowed to make on various classes of drugs and medicinal products.

DISCONTINUANCE OF MEATLESS DAYS.—The Cuban Food Administrator made a ruling effective November 1st stating that the prohibition of the sale of meat and its consumption on Friday will be discontinued in the future.

CENTRO ASTURIANO FIRE.—On Oct. 24th the block owned by Centro Asturiano, one of the largest Spanish regional societies, which faces Central Park, caught fire and within a short time the building was completely gutted, although the walls remained standing and the Campoamor Theatre which occupied the center of the block was left practically intact. The cause of the fire does not appear to have yet been definitely ascertained. A film company had their office in this building and some claim that the fire started among the films, while others allege the fire was intentional on account of its appearing to have broken out almost simultaneously in different parts of the block. This feature is being investigated by the courts but their decision has not yet been made public. It is stated the building was insured for about half a million dollars although the entire property is worth considerably more.

The upper part of the edifice was occupied by the schools of the Centro Asturiano, which fortunately had not been opened for the day. The Campoamor Theatre was formerly known as the Albisu but about three years ago it was entirely rebuilt and made fireproof, with the result that when the fire took place the theatre building was saved, although considerable damage was done to the interior by the smoke and also the water thrown by the firemen. The theatre will reopen as soon as necessary repairs can be made. It is understood that a large modern building will be erected on the site of the burned block as soon as arrangements can be made to do so.

AEROPLANES.—Last month there arrived by freight nine aeroplanes for the Cuban Aviation Corps, the members of which, as advised in previous letters, are now in the United States undergoing training at Government aviation fields.

SUBMARINE CHASERS.—On Nov. 5th four submarine chasers built by the American Government for Cuba arrived here under convoy of the Cuban training ship "Patria". These submarine chasers were formally delivered by the United States there to a representative of the Cuban Government and were then officered and manned by Cubans who had gone North to be trained in the handling of these vessels.

OBLIGATORY MILITARY SERVICE.—Registration is still going on but slowly and it is stated that on account of the present European war situation it may not be necessary to carry out all of the original provisions of this law.

BRITISH RED CROSS BAZAAR.—On Nov. 9th a bazaar to secure funds for the British Red Cross was held at the "Quinta de los Molinos" on the outskirts of Havana. There was a very large attendance, including the President of the Republic and the Ministers of the different allied nations and a considerable sum was realized as a result of the entertainment.

CONDENSED MILK.—At a meeting of Food Administration officials and importers of condensed milk held on October 17th, it was arranged to handle importations of this commodity in the same way that wheat flour is being handled; namely, the War Trade Board at Washington will decide upon an allotment of condensed milk for Cuba, shipments will come consigned to the Food Administrator and he will arrange for distributing same to the different importers. There is at present a considerable shortage of condensed milk here and steps are being taken to increase the imports although there seems to be a sufficient stock of evaporated milk.

FABRICA CUBANA DE AUTOMOVILES Y CAMIONES.—This company, whose organization has been rumored for some time back as previously reported, was incorporated in Havana last month and it was announced they will put up a plant to manufacture automobiles and auto trucks, as their name indicates.

CANE FIELD LABOR.—In view of the prospective shortage of hands to work in the cane fields, as mentioned in former letters, the representative of the United States War Trade Board has offered to see what can be done in connection with the furnishing of laborers from Porto Rico and to this end a circular letter has been sent by the Cuban Department of Agriculture to all sugar mills asking them to furnish as promptly as possible a statement of the number of laborers they need for the coming crop.

THANKSGIVING DAY CELEBRATION.—The Cuban Government is preparing a celebration in Havana on November 28th, Thanksgiving Day, in honor of the United States and its soldiers. The principal feature will be a large parade in which will take part various military and civic elements as well as the Cuban recruits under the compulsory military service law.

SCARCITY OF HOUSES.—Notwithstanding the vast amount of building, both for commercial and private uses, which we have continually been reporting, the supply of houses to rent does not keep up with the demand, this holding true not only in Havana but in some of the suburbs, particularly Vedado. In fact, recently advertise-

ments have appeared in the papers soliciting information as to houses for rent and in some cases a reward has been offered to anyone who will put the applicant in touch with a suitable house which may be rented.

OIL WELLS.—Very little interest appears to be manifested in the various companies at present drilling for oil here. There have been no new wells brought in so far as we have been able to learn and those that have been producing are giving greatly reduced quantities, the result being that quotations for oil stocks are now far lower than they have ever been before.

ENEMY TRADING LIST FOR CUBA.—Since our last advices the American Minister has advised the following changes:

To be added:

Juan Batallan,
Calle Oficios No. 88-A, Havana.

To be removed:

J. Garcia More, Havana.

SHIPPING ITEMS.—There is no particular news to report in shipping circles other than that of the sinking of the Cuban steamer "Chaparra" last month, which occurred off the New Jersey coast while Northbound with a cargo of some 14,000 sacks sugar from a Cuban port to the United States. This vessel struck a mine and sank in a very few minutes with a loss of a few members of her crew.

NEW WHARF.—A new concrete wharf, some 120 meters long, constructed for Sr. José Lopez Rodriguez, the multi-millionaire merchant and sugar mill owner, has just been completed. The wharf is built on the water front in Havana Bay belonging to the slaughter and packing house company known as the "Matadero Industrial", and the pier is called the "Muelle del Matadero".

HARBOR STRIKE.—The long threatened strike of the various unions of bay workmen in Havana took place on Nov. 11th. Pending an adjustment of their demands for increased pay, etc., work has been carried on, so far as the stevedores are concerned, by use of several hundred prisoners who have been brought from Principe jail daily under guard of Cuban soldiers. They are employed on day work only and seem to be working very satisfactorily. The strike so far has been a peaceful one, but on account of the arrest and detention by the Government on November 9th of the leaders of the various striking harbor unions, a general strike was declared on November 13th which included many other unions such as street car operators, truckmen, etc.

This lasted only that one day as the Government finally decided to release the imprisoned men. During the past week many meetings have been held between the Government, shipping people and the strikers, and an arbitration committee has also been appointed but definite settlement has not been reached. However, the stevedores, as a result of a lengthy meeting held yesterday, have gone back to work to-day on the old basis until the arbitration committee can make a final report.

SHORTAGE OF FLOUR AND BREAD.—We mentioned in our last letter that there was a considerable scarcity of flour in Havana with a corresponding shortage of bread. Flour arrivals since then have not been able to take care of the demand for bread and this situation has been made even more acute by the strike of the harbor workmen, which prevented the unloading of what flour was being received. As a result, Havana is experiencing another season of practically wheatless days due to this shortage of flour.

HORSE RACES.—Race horses and the accompanying personnel are constantly arriving for the meet at Oriental Park, Marianao, opening on Thanksgiving Day, November 28th, and continuing for one hundred or more race days. The race track management appear to expect this to be the best season they have had, particularly if the matter of passport regulations eases up, and they announce that the purses for the present meet will be both more numerous and larger than ever before.

FOURTH LIBERTY LOAN.—At the time of writing our last letter the total amount subscribed in Cuba was reported as being \$10,151,750 with a total number of 21,151 subscribers. Since then final figures show a total of \$10,752,850 made up of 22,189 subscribers. This amount is more than double that obtained for the Third Liberty Loan and comprises a large oversubscription of the amount assigned to Cuba of \$6,000,000. In view of the splendid success of this campaign, word was received by the Cuban Government here that the United States would extend to Cuba the same privilege as given to Federal Reserve Districts when they oversubscribed their allotted quota, viz: the privilege of naming an American ship and tank. When President Menocal was advised of this fact he stated he would delegate his wife to choose the names, which she will arrange to do.

UNITED WAR WORK CAMPAIGN.—In line with the active interest taken here in soliciting subscriptions during the Liberty Loan drives, when the announcement was made of the drive now drawing to a close in favor of the United War Work, it was arranged that Cuba's quota should be \$100,000, and while in Havana the work of securing subscriptions has been handicapped by extra holidays and strikes, it is fully expected that the amount mentioned will be largely oversubscribed before the drive is finished.

NUT FALL AND LEAF DROOP OF COCONUT PALMS IN CUBA

By Alvin Fox, Horticulturist on Tropical Plants.

In my years of experience in the Tropics on diseases and insect developments on tropical plants, I find that the so-called nut fall appears mostly in the rainy season, in the Eastern part of Cuba from May to December.

If the fallen nuts are examined, preferably as soon as they have fallen, the stalk end of the nut will be found to be diseased and discolored; sometimes only the scar where the nut was attached to the stalk is affected; but more generally there is a dark brown or blackish brown patch extending from the scar downward over the surface of the fruit. This brown discoloration may cover the whole of the stalk end, and spread half way to the point. It generally has a somewhat sodden appearance. If the nut is cut open, the diseased, discolored region will be found to spread downwards in the brusk.

The fungus which causes this decay is a *Phytophthora*. In some cases it may be found as a delicate gray film, over-running the brown patch; but in general other fungi rapidly follow the *Phytophthora* and those seen on the decayed are as in white or pinkish patches or filling the cavity of nut, are those secondary harmless species which live only on dead tissues, especially when lying on the ground for a few days or so. Diseases caused by species of *Phytophthora* are always worse in wet seasons, because the fungus requires an abundance of moisture for the development of its spores. It is most probable that the abnormal rain of the last two years has favored the spread of this disease.

In causing the nut fall, this fungus usually attacks the nut at the upper end. It may, however, attack the fruit stalk, and then nuts fall without being actually attacked. A few months after the nut fall had begun another abnormal condition of the coconut palms in the same area was observed, a drooping of the lower leaves of the tree.

In general this leaf droop affects the leaves which form the lower part of the crown. The diseased leaves droop and keep green twelve leaves down, thus forming a curtain around the stem. It is remarkable that the first leaf to droop and assume this position is in very many cases not the lowest leaf, but one higher up the crown, perhaps about the fifth. Ultimately these drooping leaves die and turn brown.



Leaf Droop of Coconut Palms (Courtesy of Agricultural Experiment Station, Santiago de las Vegas.)

The decayed tissue is soft and dark brown or blackish. In consequence of this decay, the lower part of the leaf stalk is unable to bear the weight of the leaf and it kinks sharply at the decayed region, thus causing the leaf to droop.

The affected leaves die and dry up. When all the lower leaves have been attacked the crown is reduced to a few leaves, more or less erect. If these are at-



Coconut Palms, showing leaf droop and nut fall. (Courtesy of Agricultural Experiment Station, Santiago de las Vegas.)

tacked the tree will die. The *Phytophthora* which causes the fall of nuts has been found on the diseased leaf bases and there is no doubt the leaf droop and the nut fall are of the same fungus.

In 1916 when I was down in Spanish Honduras I found a case of this disease, both in the nut and leaf.

The best remedy to check this disease is to apply copper-sulphate. Break the copper-sulphate into small pieces about the size of a small pea and scatter it among the leaf bases above and in the leaves.

Take notice that all dead nuts are collected and burned, as well as hanging leaves, and dead trees must be cut down and burned to stop the spread of the disease.



Building constructed for Messrs. B. Menendez & Co., Cardenas. The building will be used by the firm for their offices, warehouses and center of business.

B. MENENDEZ & CO.

The firm B. Menendez & Co. comprises the following: Messrs. Bonifacio, Ramón, and Manuel Menéndez Valdés; Manuel Gutierrez Migolla, José Lopez Menéndez and Guillermo Lopez Toca, as managers; and the following silent partners: Messrs. Ramon Lopez and Alfredo Fernandez.

The new edifice comprises two plants and covers a surface of two thousand square yards. It is situated most favorably for commercial development of the firm and it occupies the best corner in the center of the business section of the town.

The façades and exterior walls are constructed of solid stone, hand-carved and artistically decorated in a manner entirely novel to Cardenas. The interior supporting columns and partitions are of concrete, reinforced with a weave of forged iron. The lower floors are also of reinforced concrete, and mosaic has been used for the upper floors.

CUBAN COMMERCIAL MATTERS

WAR TRADE BOARD RULING

The War Trade Board announces in a new ruling (W. T. B. R. 270) that consuls in Cuba have been instructed to certify invoices for sugar without official notification of the import number, irrespective of the provisions of W. T. B. R. No. 234 issued September 18, 1918, in which it was announced that American consular officers would certify no invoices for any ocean shipment made on or after October 1, 1918, to the United States, except upon receipt of official notification from the War Trade Board of the issuance of an import license and of the import license number. The earlier procedure as to the shipment of sugar from Cuba is still in effect, any provisions of W. T. B. R. No. 234 to the contrary notwithstanding.

COFFEE IMPORTATION

The following ruling regarding coffee importation into the United States has been made by the American Legation in Havana:

No further license will be granted for the importation of coffee into the United States except to the United States Sugar Equalization Board, Incorporated. All outstanding licenses for the importation of coffee have been revoked as to shipments made after October 18, 1918.

Notwithstanding the fact that American consuls may have received official notification of the issuance of import licenses, they should certify no invoices whatsoever covering shipments of coffee after October 18, 1918; and, furthermore, they should consulate no invoices on or prior to October 18, 1918, unless they shall have satisfied themselves that the shipments are covered by bona fide through ocean and-or-through railroad bills of lading to the United States, dated on or prior to October 18, 1918.

The foregoing instructions concerning the certification of invoices do not apply to shipments consigned to the United States Sugar Equalization Board, Incorporated.

STRIKES

At about the time the harbor strike in Havana was settled, November 18th, a strike of the employees of the Cuba Railroad in Camaguey was called. Labor leaders went to the Department of Government and threatened a general strike in Havana, and on December 6th President Menocal sent a commission to Camaguey to study the situation and try to procure a settlement. The strikers refused to accept arbitration. An anonymous committee, known as the "Circumstantial Committee", issued orders for a general strike in Havana on the night of December 9th, which, they announced, would be called off as soon as the Cuba Railroad strike was settled. A settlement of the railroad strike was reached on December 10th and notice to that effect was published in the Official Gazette on December 11th. In spite of all announcements of the settlement of the railroad strike, the "Circumstantial Committee" refused to be informed of the fact, and the general strike in Havana continued. It was not until the evening of December 12th that the "Circumstantial Committee" gave orders to their comrades in the general sympathetic strike to return to work.

The most serious feature of the tieup was the great difficulty the people had in obtaining food, and had the situation been prolonged there would have inevitably been serious outbreaks by the starving.

All restaurants were closed and the proprietors of hotels served their guests with canned goods, waiting on the tables themselves. Not a street car was running for two days and many privately owned automobiles had their tires cut by broken glass and tacks, scattered through the streets. The sugar industry, shipping, and all other industries were paralyzed and suffered severely.

CONDENSED MILK

The War Trade Board at Washington, through its Havana representative, Mr. H. H. Morgan, has authorized the shipment to Cuba of 60,000 cases of condensed milk monthly.

AMERICAN-MADE TOYS IN CUBA

[Consul Charles S. Winans, Cienfuegos]

Before the war European exporters supplied most of the toys used in the Cuban market. Since August, 1914, a gradual change has been wrought, and at the present time the United States supplies much the largest share of the toys imported into Cuba. This is, for the American toy manufacturer, a very satisfactory state of affairs, the more so as these toys, according to general comment and criticism, are regarded very favorably, especially those that may be characterized as educational.

In each of the two "war" years of 1914-15 and 1915-16 Cuba's toy imports fell \$25,000 below their value in 1912-13 and 1913-14, but in 1916-17 (the latest fiscal year for which official data are available) not only was this loss made up but a further \$45,000 worth of imports added, so that the value for that year totaled \$244,342, contrasted with \$175,729 in 1915-16, \$175,750 in 1914-15, \$203,729 in 1913-14, \$201,904 in 1912-13, and \$159,774 in 1911-12.

Countries Supplying Cuba's Imports.

As already noted, the United States supplied most of the 1916-17 imports; but Spanish toys also made a substantial gain, and Japanese toys are growing in popularity in this market, as the following table shows:

Imported from—	1911-12	1912-13	1913-14	1914-15	1915-16	1916-17
United States	\$36,068	\$56,605	\$56,874	\$48,668	\$107,672	\$135,051
Austria	2,599	3,513	3,538	885	50	.....
Belgium	1,219	1,544	1,215	.....	.....	.....
France	20,631	18,809	16,642	16,748	14,217	9,822
Germany	79,187	93,452	98,548	45,122	1,127	294
Italy .....	.....	.....	.....	3,789	110	.....
Netherlands .....	.....	.....	30	23,143	56	313
Spain	18,826	25,053	23,966	34,576	45,913	79,772
Switzerland	8	14	84	13	.....	265
United Kingdom	365	1,109	1,030	526	175	409
China	117	302	450	130	385	2,194
Japan	751	1,478	1,342	1,952	5,781	16,222
Other countries	3	25	10	198	243	.....
Total.....	\$159,774	\$201,904	\$203,729	\$175,750	\$175,729	\$244,342

Of these imports Cienfuegos took \$4,702 worth in 1911-12, \$10,626 worth in 1912-13, \$7,955 in 1913-14, \$5,875 in 1914-15, \$3,464 in 1915-16, and \$3,128 worth in 1916-17.

After-the-War Outlook

The present American dominance of the Cuban toy market is not due to a preference of Cuban importers for American-made toys, well liked though they are, but rather to inability to procure toys from former sources of supply. Will the European, and especially German, manufacturers regain control of the Cuban market after the cessation of hostilities? This is the question which confronts American toy makers, and it is believed that it may be safely answered in the negative. The fact that Cuba is one of the Allied nations and has to a slight degree been affected by the war has stirred up an anti-German feeling, which has grown slowly, but none the less surely. Unless the profits on German-made toys are greater than those on toys imported from the United States, it may be assumed that the latter will be given the preference, especially as toys imported from the United States pay 20 per cent less duty than toys imported from other countries—i. e., \$0.104 per kilo (2.2046 pounds) instead of \$0.13 per kilo. This, however, is partly offset by the fact that European exporters granted terms extending to 6 months, while at present 60, or at most 90, days are considered current.

The market for toys in Cuba is excellent. Cuban children are just as fond of toys as their American neighbors, although it appears that imported games are not quite so popular, probably because the directions and other reading matter pertaining thereto are not always in the Spanish language.

For the benefit of American toy manufacturers there is forwarded herewith a list of Cienfuegos toy importers, who should be addressed in the Spanish language. [This list may be obtained from the Bureau of Foreign and Domestic Commerce or its district and co-operative offices upon referring to file No. 107703.]

CONCRETE STEAMER ENGAGED IN TRANSPORTATION OF CUBAN SUGAR

The American ferro-concrete steamship FAITH, the first boat of her type to be constructed in the United States, has recently completed her trip with a full cargo of sugar loaded at Cardenas and Matanzas for New York. She has a dead weight capacity of about 4,500 tons, and carries 20,239 bags of sugar.

The steamship FAITH was built on the Pacific Coast at the yards of the San Francisco Ship Building Company, Redwood City, California. On her maiden voyage she carried a miscellaneous cargo to Vancouver, and then proceeded with lumber to the west coast of South America, making such a successful trip as to demonstrate most satisfactorily the practicability of engaging ferro-concrete steamers in long voyage trades. She subsequently carried a cargo of nitrate from Chile to New Orleans, where she delivered her cargo in as good condition as steamers of the regular type, thereby proving her seaworthiness and adaptability to this class of cargo. Her trip with sugar was equally successful.

In view of the high value represented by her sugar cargo, it was only after a very careful survey and most diligent investigation as to the suitability of this new type of steamer for the transportation of sugar had been made that the marine insurance underwriters finally decided to accept the risk on her cargo.

Some apprehension has been felt as to her structural strength to withstand the stresses and strains encountered on the high seas, and as to whether the elastic limit of concrete is sufficient to neutralize the effects of heavy weather. It is for this reason that the Underwriters have not as yet accepted her as a first-class

risk, notwithstanding the fact that she has been constructed along such good lines, and the sealing of the ship has been so well perfected as to make her impervious to salt water. Otherwise, danger from this source is confined solely to the possibility of leakage around the hatch-combings and ventilators, which must be guarded against on all steamers, whether constructed of ferro-concrete, steel or wood.

NATIONAL ECONOMY SHOES

The commission headed by the Secretary of the Food Control Board, which has the matter of purchasing National Economy shoes for Cuba in charge, while on a recent trip to the United States, placed orders for a total of 430,000 pairs of shoes; 140,000 for men, 80,000 for boys, 70,000 for women and 140,000 for children. The models selected were last standard in Cuba and the materials were approved by the commission.

SPANISH SLOOP-OF-WAR POMONA

Efforts are being made by a salvaging concern of Havana to raise the old Spanish sloop-of-war Pomona, which sank off the coast of Cuba more than 100 years ago.

Automatic "floaters," the invention of a Cuban, are being used.

Besides the treasure in silver plate which it is hoped may be found in the wreckage, the salvagers expect to recover forty-two bronze cannon with which the ship was armed.

NEW CABLE

Concession to lay and operate a cable from Rio de Janeiro to Cuba has been granted by the Brazilian government to the Central and South American Telegraph Co. through its representative, Frank Carney.

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE CUBA RAILROAD COMPANY

The earnings of the Cuba Railroad for the months of October and for the four months ended October 31st compare as follows:

	1918	1917	1916	1915	1914	1913
October gross	\$753,181	\$587,890	\$504,336	\$391,108	\$277,147	\$347,562
Expenses	655,613	498,425	358,438	249,153	161,285	197,393
October net	\$97,568	\$89,464	\$145,898	\$141,954	\$115,862	\$150,168
Other income	13,583	1,267	933	.....	.....	.....
Net income	111,151	90,732	146,832	141,954	115,862	150,168
Fixed charges	95,154	93,886	87,091	72,012	70,195	66,791
Other interest chgs... ..	3,992	.....	.....	.....	.....	.....
October surplus	12,005	\$3,153	\$59,740	\$69,942	\$45,666	\$83,377
From July 1st.						
Four months gross..	\$3,721,860	\$2,861,604	\$2,156,599	\$1,639,755	\$1,317,855	\$1,372,873
Four months profits.	929,225	671,275	851,398	718,436	531,742	328,630
Other income	50,239	5,169	3,480	.....	.....	.....
Fixed charges	379,390	375,784	348,623	288,306	280,962	267,166
Other interest chgs... ..	39,825	.....	.....	.....	.....	.....
Four months surplus	\$560,249	\$300,660	\$506,254	\$430,129	\$250,779	\$328,630

EARNINGS OF THE HAVANA ELECTRIC RAILWAY LIGHT & POWER CO.

Month of October.	1918	1917	1916	1915	1914
Gross earnings	\$733,443	\$635,822	\$532,358	\$463,385	\$464,438
Operating expenses	341,519	281,685	197,205	188,820	197,301
Net earnings	391,924	354,137	335,153	274,565	267,137
Miscellaneous income	6,847	11,909	11,014	15,083	6,361
Total net income	\$3,783,887	\$3,323,613	\$3,160,924	\$2,791,663	\$2,468,407
Surplus after deduct. fixed chgs..	237,258	211,688	213,622	182,480	166,131
10 Months to October 31.					
Gross earnings	\$6,775,949	\$5,672,408	\$4,939,812	\$4,572,321	\$4,477,642
Operating expenses	3,106,866	2,467,154	1,889,831	1,872,659	2,102,600
Net earnings	3,669,083	3,205,254	3,049,981	2,699,662	2,375,042
Miscellaneous income	114,804	118,359	110,943	92,001	93,365
Total net income	\$3,783,887	\$3,323,613	\$3,160,924	\$2,791,663	\$2,468,407
Surplus after deduct. fixed chgs..	2,356,527	1,755,841	1,873,723	1,707,328	1,399,361

EARNINGS OF THE CUBAN CENTRAL RAILWAY

Weekly Receipts.	1918	1917	1916	1915	1914	1913
October 26th	£11,499	£10,441	£9,518	£8,679	£5,614	£6,688
November 2nd	11,652	10,833	8,961	7,809	6,106	6,872
November 9th	11,611	10,399	7,977	7,876	6,502	7,038
November 16th	10,733	11,721	7,641	7,932	7,032	7,376
November 23d	11,242	10,772	7,995	9,396	8,073	7,451

EARNINGS OF THE UNITED RAILWAYS OF HAVANA

Weekly Receipts.	1918	1917	1916	1915	1914	1913
October 26th	£43,269	£39,881	£30,423	£26,590	£17,792	£18,977
November 2nd	41,624	38,805	32,018	26,663	19,152	19,898
November 9th	41,468	40,781	33,374	26,772	20,022	20,655
November 16th.....	39,448	40,683	31,885	26,987	20,947	21,163

EARNINGS OF THE WESTERN RAILWAY OF HAVANA

Weekly Receipts.	1918	1917	1916	1915	1914	1913
October 26th	£7,131	£7,099	£5,247	£4,635	£4,197	£3,791
November 2nd	5,806	6,896	4,945	4,752	4,646	4,080
November 9th	6,253	6,881	5,333	4,873	4,975	4,511
November 16th	5,803	7,225	5,353	4,586	4,673	.....
November 23d	6,458	7,110	5,501	4,625	4,402	4,903

CUBAN FINANCIAL MATTERS

THE PREVAILING PRICES FOR CUBAN SECURITIES

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

	Bid	Asked
Republic of Cuba Interior Loan 5% Bonds.....	85%	87%
Republic of Cuba Exterior Loan 5% Bonds of 1944.....	92	94
Republic of Cuba Exterior Loan 5% Bonds of 1949.....	90	92
Republic of Cuba Exterior Loan 4½% Bonds of 1949.....	79	82
Havana City First Mortgage 6% Bonds.....	100	103
Havana City Second Mortgage 6% Bonds.....	100	102
Cuba Railroad Preferred Stock.....	70	75
Cuba Railroad Co. First Mortgage 5% Bonds of 1952.....	75	82
Cuba Company 6% Debenture Bonds.....	85	100
Cuba Co. 7% Cumulative Preferred Stock.....	85	100
Havana Electric R'way Co. Consolidated Mtge. 5% Bonds.....	82	85
Havana Electric R'way, Light & Power Co., Preferred Stock.....	108	
Havana Electric R'way, Light & Power Co., Common Stock.....	100	
Matanzas Market Place 8% Bond Participation Certificates.....	100	none
Cuban-American Sugar Co. Preferred Stock.....	95	100
Cuban-American Sugar Co. Common Stock.....	150	
Guantánamo Sugar Company Stock.....	\$48	\$52
Santiago Electric Light & Traction Co. 1st Mtge. 6% Bonds.....	80%	90%

GUANTANAMO SUGAR COMPANY

The Board of Directors has declared a Dividend of one dollar and twenty-five cents (\$1.25) per share, or at the rate of two and one-half per cent. (2½%) on the stock of the Company for the Quarter ending December 31, 1918, payable January 2, 1919, to Stockholders of Record at the close of business December 19, 1918. The Transfer Books will not be closed.

CUBA CANE SUGAR CORPORATION
Preferred Stock Dividend.

A quarterly dividend of \$1.75 per share has been declared upon the Preferred Stock of this Corporation for the quarter ending December 31st, 1918, payable January 2nd, 1919, to stockholders of record at the close of business December 16th, 1918.

MONEY AND BANKING IN CUBA

By WILLIAM H. MORALES,

Assistant Cashier, National Bank of Cuba.

A perusal of Cuban history shows that within a few years after the country was settled, questions in regard to the exchange value of its moneys arose which were not effectually resolved till the lapse of nearly four centuries later, upon the establishment of the Cuban Republic.

As with the other early Spanish colonies of the New World, the circulating medium was at first solely metallic. A credit currency was not suited to a primitive country, whose foreign trade was largely clandestine, open to piracy and other perils, its lawful commerce being limited to the port of Cadiz, Spain, under the monopoly of a board of trade known as the "Contratación de las Indias", succeeded in 1740 by the "Real Compañía de la Habana", till the English occupation in 1762.

The position of Cuba, on the highroad between Europe and Latin America, made its harbors the Mecca of the Spanish fleets of those days. The gold and silver mines of Mexico and South America poured their millions into the Island after the year 1545, when the deposits of San Luis Potosí were opened to the world, the volume of the output being brought to Havana before distribution to Europe and other parts.

Instead of ships making the transatlantic journey alone as at present, large merchant fleets, laden with immense treasure, were convoyed by war vessels at long intervals, as a safeguard against filibusters and buccaneers as well as to preclude possible competition.

In 1550 a monetary crisis occurred in Havana, which five years later became the capital, owing to the failure of the governor, Dr. Gonzalo Perez de Angulo, to enforce the provision of the Spanish law, that the silver Real should be estimated at 34 maravedis, instead of 40 to 44, the commercial rate prevailing at Vera Cruz, Santo Domingo, Cartagena de las Indias and other points near the silver mines. The governor, actuated by private interests, claimed that conditions in Cuba justified the same rate as in these places, and that the legal rate of 34 to 1, if applied, would drain the country of its silver stock.

These views were also expressed by travellers going from Mexico to Spain, who were obliged to make a long stoppage in Havana, where their money was exchanged, insisting that they should receive the larger or commercial rate for their silver as in other places.

Not disposed to change his attitude in the matter, the Spanish king (known to fame as Carlos V, emperor of the Holy Roman Empire) issued a royal circular (real sobrecarta), reasserting the legal rate of 34 to 1 for Cuba, under a penalty of 100,000 maravedis, instead of 10,000 as fixed in his former order, for each violation.

The sovereign mandate was complied with, as peace and policy required, but this demand for a higher valuation of money in Cuba than in the mother country is taken as the origin of the premium afterwards placed on Spanish coin, with which the people of later times are familiar.

When in the year 1779, during the reign of Carlos III, the Spanish gold Onza was commenced to be coined, its par value was estimated at 16 pesos in Spain. But in Cuba it was shortly afterwards taken to represent 17 pesos, or a premium of about 6%, which it continued to hold until the repatriation of Spanish money three years ago. This premium, we are told by authorities, supported by Dr. Leopoldo Cancio, Secretary of Finance and leading Cuban economist, was calculated to keep gold in the country, at an excess valuation, along with the annual output of \$800,000 in Silver coming from Mexico, sugar and tobacco being exported from Cuba to North America and Europe as an offset thereto.

When the modern Spanish *centén* or *alfonsino*, and the French *luis* or 20 franc gold piece, came into vogue, they were also admitted to Cuba at the same ratio as the *Onza*, namely, a 6% premium or 17 to 18 approximately, to the detriment of Cuban industry and commerce, throughout the course of the nineteenth century.

In the year 1868 Spain passed from a Silver to a Double Standard, adopting the *peseta* as the monetary unit, equal in weight and fineness to the French franc and that of other countries of the Latin Union, composed of France, Belgium, Italy, Switzerland and Greece by the monetary conventions of 1865 and 1868. The *Isabelan silver Escudo*, adopted in Spain as the unit by the law of June 24, 1864, was thereby demonetized.

But the Spanish *peseta*, consisting of gold or silver indifferently, while circulating freely in Cuba along with French gold and American currency in recent times till 1915, did not become the unit of value in the Island. The Spanish gold dollar (*peso oro Español*), an imaginary coin equal to five Spanish gold *pesetas* (of 24.8903 grains of pure gold each) considered at a premium of 106, weighing 21.13 grains of fine gold (as a result of the 6% premium), and circulating in the form of current Spanish or French gold pieces, was taken as the standard. By reason of such premium these coins were received in the country at \$5.30 *oro español* for the *centén* (25 *peseta* gold piece) and \$4.24 *oro español* for the *Luis* and *Doblón* (25 franc and 25 *peseta* gold pieces of equal weight and fineness), which values they held till the last of Spanish money circulation in the Island.

The use of Colonial paper money in Cuba, during the wars with the Spanish government, did not substantially lessen the demand for actual coin, and it was not until after the Spanish-American War of 1898 that new conditions arose which afforded credit and security for the introduction of a composite system of currency.

When the American government was established at Santiago in 1898, one of its first acts was to stabilize the currency of the eastern part of the Island. United States money was forthwith adopted as the lawful medium and Spanish silver was eliminated accordingly. In the provinces of Havana, Pinar del Río, Matanzas and Santa Clara, Spanish gold and silver continued in use, along with French gold and U. S. Currency, at varying market quotations from day to day, until the adoption of a national standard by the Cuban Congress under the law of October 29, 1914, by virtue of which the Cuban Gold *Peso*, of weight and fineness similar to the American dollar, was declared the unit, and United States money, a legal tender.

Under the authority of the Secretary of Finance, Spanish and other moneys were shipped abroad from Cuba as follows:

Fiscal Year 1914-1915 (ending June 30th):

United States	\$3,032,529.00	
Spain	1,435,192.00	
Canary Islands	66,000.00	\$4,533,721.00
		<hr/>

Fiscal Year 1915-1916:

United States	\$317,253.00	
Spain	24,332,707.00	
Mexico	45,000.00	
Canary Islands	13,240.00	24,708,200.00
		<hr/>
Total, reduced to U. S. Currency.....		\$64,088,958.00

Of the above shipments, those to the United States were principally for recoinage to Cuban gold of the new issue and were brought back later in national coin. They also include \$5,934,810.00 Spanish Silver (value in U. S. Currency) sent to Spain between August, 1915, and June, 1917.

This delicate operation was effected gradually and in such a manner as not to disturb the monetary or exchange values of the country. By June 1, 1916, all conversions of accounts had been practically made to the new system.

As a result of the new monetary law and its regulations, the entire supply of Cuban money was minted at Philadelphia, through the medium of the National Bank of Cuba, the Government Fiscal Agent, in the following quantities:

Gold Coins:—	\$20 pieces	.....	\$1,135,000	
	10 “	.....	12,635,000	
	5 “	.....	9,140,000	
	4 “	.....	540,000	
	2 “	.....	320,000	
	1 “	.....	17,250	\$23,787,250
<hr/>				
Silver Coins:—	\$1 pieces	.....	\$2,819,000	
	40c “	.....	1,128,000	
	20c “	.....	2,090,000	
	10c “	.....	625,000	6,662,000
<hr/>				
Nickel Coins:—	5c pieces	.....	\$ 340,450	
	2c “	.....	228,210	
	1c “	.....	187,120	755,780
<hr/>				
Total Coinage.....				\$31,205,030

The above national supply of coin, together with perhaps twice the same amount of U. S. Currency in general circulation, has been found sufficient for the country's normal needs, and Cuba thereby automatically becomes, in law and in fact, a part of the American monetary system of the present day.

Cuba's foreign trade for the fiscal year ending June 30, 1918, amounts approximately to \$670,000,000 (\$370,000,000 exports and \$300,000,000 imports) as compared with \$141,002,921 for 1902-1903, the first year of the Cuban Republic.

The sugar crop of 1917-1918, now fully harvested (October 25th) amounts to 3,446,083 tons, which at 4.60, the price fixed last year by the International Sugar Committee, represents \$400,000,000 with by-products approximately. The new price of 5.50 recently arranged with the Allied governments for the next crop, comes at an opportune time, considering the increased cost of production.

As the country exports the bulk of its products and imports most articles of construction and use, including machinery and implements, it follows that Cuba is in normal times one of the highest priced countries of the world, and under present conditions, due to the European War, the cost of living is enormous.

To move the country's resources annually requires the use of millions of dollars from abroad, which the banks obtain and circulate in legal tender (which means United States money and Cuban coin) according to local demands.

It follows, therefore, that the chief functions of banking in Cuba are Discount, Deposit, Exchange, Collections, Collateral loans, Foreign Credits and the distribution of money throughout the country. To conduct these operations on an elaborate scale, a system of branch banking exists, somewhat similar to that of Canada and typified by the National Bank of Cuba, the Government Fiscal Agent and Depository since the bank was created in the year 1901, prior to the establishment of the Cuban Republic.

This institution was organized under the laws of Cuba on February 11, 1901, with a capital of \$1,000,000, and opened its doors for business July 18th of the same year.

With a head office in Havana and three branches, at Matanzas, Cienfuegos and Santiago it undertook the pioneer work of modern banking in Cuba, and was appointed sole depositary and fiscal agent for the U. S. Government of Intervention. On the inauguration of the Cuban Republic the office was confirmed and the bank has continued as the sole fiscal medium at home and abroad.

Under its charter and the commercial code, the institution has the power to issue bank notes, which it has never exercised, and to do a general banking and trust company business.

During its first year, new branches were opened at Manzanillo and Cárdenas, and in 1904 at Sagua la Grande and 84 Galiano Street, Havana.

By reason of growing business demands and the bank's position as Government Agent, its capital was increased to \$3,000,000 in 1904 and to \$5,000,000 the year following.

With greater resources thus available, the bank established a new era in behalf of Cuban agricultural interests, which had hitherto been neglected, and in 1905 five additional branches were opened at Pinar del Río, Caibarién, Gúantanamo, Santa Clara and Camaguey, respectively. The number has been increased to 44 accordingly as conditions have required.

By this means the cane growers of Cuba were for the first time able to borrow money direct from banks for their crops, on reasonable terms, thus laying the foundations of a general prosperity which found them in a condition to meet the demands of production at the outbreak of the European War in 1914.

Since its organization 17 years ago, the bank has paid dividends twice a year without interruption. Up to December, 1904, the rate was 6% per annum (payable semi-annually), when it was increased to 8%, and has been so maintained, with a special dividend of 1% at each period since June 30, 1916, inclusive.

A surplus of \$5,000,000 has been accumulated since the bank began business.

The specific condition of the bank is shown in its balance sheet of June 30, 1918, with deposits of \$86,499,321.90 and total assets amounting to \$112,772,576.83.

With a complete organization at its command, founded on time and experience, the bank has attained a degree of popular confidence which is reflected in the Fourth Liberty Loan campaign, just closed, to which the institution has contributed for its customers \$4,210,000 of the \$10,211,750 subscribed by Cuba, or over 70% of the \$6,000,000 quota fixed for this country by the United States.

AMERICAN MERCANTILE BANK OF CUBA

The Mercantile Bank of the Americas, in conjunction with the Guaranty Trust Company of New York has organized a new bank in Cuba. The name of the new bank is Banco Mercantil Americano de Cuba (American Mercantile Bank of Cuba) and it has a paid up capital and surplus of \$2,500,000. The Board of Directors includes Charles H. Sabin and Albert Breton of the Guaranty Trust Company, James N. Wallace of the Central Union Trust Company, Thatcher M. Brown of Brown Brothers & Co., Frederick Strauss of J. & W. Seligman & Co.,

Manuel Rionda, Miguel Arango and several of the officers of the Mercantile Bank of the Americas.

Mr. Charles H. Sabin has been elected Chairman of the Board of Directors, Albert Breton, President, and Frederick Strauss, Thatcher M. Brown and Jason A. Neilson, Vice-Presidents. The Manager of the new bank will be Mr. Fernand J. Oehmichen, at present General Manager of the American Mercantile Bank of Peru.

The new Cuban bank expects to commence operations on or before January 1, 1919.

THE SUGAR INDUSTRY

REDUCTION IN NATION'S SUGAR COST

While practically every other article of food, clothing and industrial materials increased in price during the year 1917-18, sugar is the one outstanding example, which not only did not increase (per capita) but actually showed a reduction—due, of course, to the stringent regulations preventing waste and unnecessary purchases. According to the official tabulations made by the Government for the 2d quarter of 1917 and the 2d quarter of 1918, the American people spent \$2,563,600,004 for all food, during the second quarter of 1917 and \$2,693,751,871 during the corresponding quarter of 1918, representing an increase of more than 130,000,000 dollars. The per capita cost, during the same period, rose from \$24.7353 to \$25.5919—an increase of 3.5%.

Among the various foods, fish and sugar showed reductions. Sugar reached the total of \$200,674,663 in the second quarter of 1917, but dropped to \$188,723,860 in the second quarter of 1918—a decrease of 7.4%.

LARGE DOMINICAN SUGAR FACTORY
NEARING COMPLETION

Reference has occasionally been made in reports from this office concerning the large sugar estate at La Romana in the Santo Domingo consular district and known as "Central Romana." Central Romana is a corporation organized under the laws of Connecticut, and since 1911 has been developing its properties situated in the *Comun* of La Romana, Seybo Province, Dominican Republic. About 12,000 acres of land have been cleared and planted with sugar cane. The company has a well-constructed railroad line of standard gauge which extends from the port of La Romana northward to the cane fields, a distance of 30 kilometers, or about 18 miles.

At present at La Romana a modern 2,000 ton factory is being constructed, and indications are that the factory will be completed in time to grind the 1918-19 crop. The factory will be electrically

driven and modern in every way. The electric plant will have two 1,000 kilowatt turbo-generators. Such accessory buildings as storehouse, sugar deposit, 750,000-gallon molasses tank, machine shop, and other buildings have already been constructed. There have also been completed two radial brick chimneys, each 200 feet high and one chimney 100 feet high to take care of dead-season requirements. A water pumping station is being constructed on the seacoast in order to utilize sea water in the boiling-house condensers, the water being returned to the sea by means of a canal.

Company Looks after Welfare of
Employees.

The company has constructed for its employees several substantial residences of native stone and over 1,000 wooden buildings for the occupation of its laborers free of charge. A handsome stone schoolhouse has also been erected on the estate and is, in fact, the first American school in Santo Domingo.

In addition the company has a modern 2-story stone hospital, clubhouse, restaurant, and motion-picture theater for its employees. There are in operation restaurants for the laborers, where three meals a day may be obtained by them for 30 cents. The company has also a large general store at La Romana and nice branch stores at various points on the estate, where provisions and supplies may be purchased at reasonable figures. The company has a stock farm on which there are about 1,250 oxen, 400 horses and mules, and a selected herd of 40 Zibu cattle.

It is estimated that about 200,000 tons of cane will be harvested this crop, all of which is being shipped to Porto Rico, where it is ground. For the transportation of this cane the company has under charter four steamships, two of which leave La Romana daily. Each ship carries an average of 1,000 tons of cane.—*Consul Clement S. Edwards, Santo Domingo.*

CROP OF CUBA—1917-1918

		(Centrals 198)		
Recapitulation		Bags		
Matanzas	3,281,407	}	Six Ports	1,970,719 Tons
Cardenas	3,078,942			
Cienfuegos	2,688,754			
Habana	1,934,045			
Caibarien	1,482,167			
Sagua	1,329,716			
		13,795,031		
Nuevitas	2,423,484	}	Other Ports	1,473,886 Tons
Jucaro	1,553,329			
Antilla and Nipe Bay.....	1,193,057			
Puerto Padre	1,129,106			
Guantanamo	839,262			
Manzanillo	818,747			
Santiago de Cuba.....	701,778			
Banes	493,310			
Manati	394,100			
Santa Cruz del Sur.....	318,610			
Gibara	301,094	}	Crop	3,444,605 Tons
Trinidad	81,524			
Zaza	69,801			
Bags.....		10,317,202		

Our estimate of the crop

December 8, 1917.....	3,620,857 Tons
June, 1918	3,450,000 Tons

	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.....	3,006,624
Crop of 1916—1917.....	3,019,936

Note.—On account of the comparatively easy reduction of seven bags of sugar per ton, it has been the established and invariable custom when doing statistical work, to calculate the bags of sugar, at the rate of 320 lbs. of sugar only, and the present statement is based on this practice. Inasmuch as practically the total crop has been put into bags of 13 arrobas, or 325 Spanish lbs. and as each Spanish lb equals, 1.0161 English lb. we have estimated (after discounting what corresponds to the moderate number of small bags utilized) that the quantity of sugar produced this season, reached even more than the 3,500,000 tons.

H. A. HIMELY, Habana.

THE CUBAN-AMERICAN SUGAR CO.
Preferred and Common Dividend.

The Board of Directors have declared the following dividends, payable January 2d, 1919, to stockholders at the close of business on December 14th, 1918:

On the Preferred Stock a quarterly

dividend of 1¾%.

On the Common Stock a quarterly dividend of 2½%.

Checks for the payment of the dividends will be mailed.

The transfer books will not be closed.

THE SOLUTION OF THE DISTRIBUTION AND TRANSPORTATION PROBLEMS

AS RELATING TO THE 1917-1918 WEST INDIES SUGAR CROP

Now that sufficient steam tonnage has been allocated for the transportation of the balance of the West Indies 1917-18 sugar crop, a retrospective survey of the developing process which has paved the way for the successful conclusion of this campaign, beset as it has been with the trying conditions created by the world war, may be of special interest to the readers of this magazine. "The Cuba Review" takes pleasure, therefore, in publishing the following article regarding the modus operandi of the various committees organized for the benefit of all concerned in handling the great problems which, a year ago, confronted all parties interested in the sugar crops of the West Indies.

At the beginning of the crop the scarcity of tonnage available in the West Indies trade was so pronounced as to cause, in addition to much anxiety among most planters and shippers lest their production should not be moved, a commensurately serious concern here among the American public lest, for the want of adequate transportation, what otherwise promised to be a most propitious season might prove without avail. Eventually the situation became so serious as a continually increasing number of Centrals began to grind, and the interests involved were of such recognized magnitude, not only of themselves, but also in their necessarily important relation with the national interest in the emergencies of the war, that it commanded the attention of the respective governing bodies of the countries of the grower and of the consumer.

This resulted in the organization by the Cuban Government of the Cuban Producers Committee, which had for its object the protection of the interests of the shipper and planter, in so far as the transportation problem was concerned, and also to take care of other details, relating to the welfare of the producer. A similar committee, known as the Porto Rico Producers' Committee, likewise was appointed to handle corresponding matters in connection with shipments from Porto Rico; and a committee was organized in the United States, known as the Joint Committee on West Indies Transportation of the United States Shipping Board and the United States Food Administration, whose duty it was to protect the interests of the United States Government in the vital matter of the economical and efficient operation of all steamers allocated through the United States Shipping Board for the transportation of West Indies sugars. For the sake of uniformity in handling this situation and for the proper functioning of these three committees it was established as a prerequisite that all requirements for sugar space from any producer in Cuba should be presented through the Cuban Producers' Committee, and similarly with reference to requirements ex Porto Rico; while on the other hand, all miscellaneous tonnage available, in addition to that received from the United States Shipping Board, should be presented to the Joint Committee on West Indies Transportation and by them allocated for assignment to such loading ports as in their judgment seemed proper, along with the tonnage placed at their disposal by the Shipping Board.

The basic principles of steamship operation which were to govern the many ramifications of the transportation problem were promptly formulated and agreed upon by the committee involved which, in the course of its deliberation, always kept prominently in mind the prime object of transporting the entire West Indies sugar crop destined for the United States with the employment of a minimum number of steamers. It was, therefore, imperative for the Joint Committee to speed up loading

and discharging despatch and to harmonize its movement of steamers so that the maximum efficiency of operation could be accomplished without serious prejudice to any shipper or planter. This higher rate of dispatch in handling cargoes, however, reflected beneficially to the shipper in making possible a lower scale of freight rates than otherwise would have been the case. The duties devolving upon the Producers' Committees became likewise complicated by reason of the multitudinous interests which they represented.

The difficulties which were encountered by the Producers' Committees, however, were very largely overcome through the admirable system inaugurated by the Cuban Producers' Committee, by which authorizations were secured from all planters and shippers in such a way that, in so far as possible, several interests could be centered under one authorization, thereby eliminating to a very appreciable degree the multiplicity of individual interests with which the Cuban Producers' Committee would otherwise have been obliged to deal. The division in allotment of steamer space under this system became a simple problem of mathematics, and by issuing to each shipper his proportionate amount of the available tonnage for each month, the plan as above outlined has proven highly satisfactory to all interests.

It may be added in closing that the three committees of which this article has spoken rounded out the circle of the organization which was required in order to perfect the machinery for handling the distribution and transportation factors of the situation, which they represented, but it was the close co-operation established severally and collectively between the three above-mentioned committees and the International Sugar Committee and the American Refiners Committee which rendered possible the successful management of the movement of the West Indies crop for 1917-18. Service was the essential needed to attain this achievement, and that such service has been available is entirely due to the spirit of inter-committee co-operation and harmony, which has been maintained at so high a standard throughout the entire season.

DOMINICAN REPUBLIC

A new sugar plantation has recently been started, known as "La Empresa Monte Llano." It consists of about 6,000 acres of land at the "port of Bergantin," 6 miles east of Puerto Plata. There are already 1,000 acres in cane, and by the end of the year the owners expect to have another 1,500 acres under cultivation.

The Monte Llano plantation is owned by Bentz Bros., who are also proprietors of the "Ingenio Amistad," at Perez, 12 miles south of Puerto Plata, on the Dominican Central Railroad.

The "Ingenio Amistad" has heretofore been the largest sugar plantation in the northern half of the Dominican Republic. The sugar produced at the "Ingenio Amistad" has been sold locally, but it is the intention of Messrs. Bentz Bros. to export the output of their "Monte Llano" plantation.

They propose to erect a mill at "Monte Llano" with a daily grinding capacity of from 1,000 to 1,500 tons of cane. It is estimated that the new plant will cost in the neighborhood of \$1,200,000.

A representative of the firm expects to leave for New York early in May to purchase the mill and other supplies.

UTAH SUGAR SUPPLY

Utah will produce this year sufficient sugar beets to fulfill the wants of its half million population and then have enough to furnish an American army of 2,000,000 men with sugar for one year.

This was the statement of J. J. Jones, sugar beet specialist of the United States Department of Agriculture for the intermountain district, at the convention of county farm agents in this city.

It is estimated that Utah's production for 1918 will reach 1,000,000 tons of sugar beets.

SUGAR REVIEW

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

Since our last report on the sugar market, written on November 1st, the Armistice has been signed and the great World War, which lasted 1,567 days, has come to an end. For four years, less ten days, the Germans were victorious, and then in just 115 days Marshal Foch and the Allies destroyed Autocracy.

The conclusion of hostilities, however, has had little effect on the sugar situation, as it is generally believed that Government control will continue in effect for a long time yet. It is true that many of the restrictions on the use of sugar for domestic purposes in the United States have been removed, including the certificate system, but our markets continue under strict supervision, nevertheless. As the Agreement for the purchase of Cuba sugars of the 1918-19 crop contains no War clause, the changed circumstances naturally have no effect on this contract. The coming of Peace did, however, cause the expression of some dissatisfaction in the terms of the Agreement about to be promulgated between our refiners and the Food Administration and, consequently, this Agreement has not yet been signed. It is very probable, however, that same will be completed by the time this article goes to press, and as we understand it, our refiners will agree to buy their sugars only through the Equalization Board, taking what they can actually melt and dispose of up to their allotted percentage, without tying themselves up to definite quantities of sugar which they would not be able to dispose of.

On November 14th, we issued our new estimates of all the sugar crops of the World, details of which are given below.

SUGAR CROPS OF THE WORLD

The following are Willett & Gray's latest estimates:

	Harvesting Period	1918-19 Tons	1917-18 Tons	1916-17 Tons
United States—Louisiana	Oct.-Jan.	244,135	217,499	271,339
Texas	Oct.-Jan.	.....	2,000	6,250
Porto Rico	Jan.-June	410,000	405,174	448,567
Hawaiian Islands	Nov.-July	550,000	500,985	575,510
West Indies—St. Croix.....	Jan.-June	6,500	5,400	7,787
Cuba	Dec.-June	3,600,000	3,446,083	3,023,720
British West Indies—Trinidad.....	Jan.-June	60,000	45,256	70,891
Barbados	Jan.-June	80,000	65,230	60,000
Jamaica	Jan.-June	40,000	34,300	28,331
Other British West Indies.....	Jan.-June	35,000	35,000	30,000
French West Indies—Martinique, exports.....	Jan.-July	35,000	35,000	34,443
Gaudeloupe	Jan.-July	35,000	28,000	36,160
San Domingo	Jan.-June	175,000	145,000	130,171
Mexico	Dec.-June	40,000	40,000	50,000
Central America	Jan.-June	30,000	25,000	25,000
So. Amer.—Demerara (exp.)....	Oct.-Dec. & May-June	125,000	120,000	101,650
Surinam	Oct.-Jan.	15,000	15,000	15,000
Venezuela, exports	Oct.-Dec.	15,000	15,000	18,428
Ecuador	Oct.-Feb.	7,000	8,000	7,000
Peru	Oct.-Feb.	250,000	265,000	276,000
Argentina	June-Nov.	100,000	88,076	84,069
Brazil	Oct.-Feb.	302,000	148,958	150,051
Total in America.....		6,154,635	5,689,961	5,450,367

British India (consumed locally).....	Dec.-May	2,950,000	3,229,000	2,728,000
Java	May-Nov.	1,700,000	1,791,064	1,596,174
Formosa and Japan.....	Nov.-June	375,000	397,618	436,026
Philippine Islands, exports	Nov.-June	230,000	216,200	202,655
Total in Asia.....		5,255,000	5,633,882	4,962,855
Australia	June-Nov.	256,000	340,887	192,831
Fiji Islands, exports.....	June-Nov.	80,000	100,000	100,000
Total in Australia and Polynesia.....		336,000	440,887	292,831
Egypt (consumed locally).....	Jan.-June	100,000	100,000	101,832
Mauritius	Aug.-Jan.	255,000	225,970	209,169
Reunion	Aug.-Jan.	50,000	50,000	42,152
Natal	May-Oct.	130,000	115,000	114,494
Mozambique	May-Oct.	50,000	50,000	55,000
Total in Africa.....		585,000	540,970	522,647
Europe—Spain	Dec.-June	6,000	6,000	4,584
Total cane sugar crops.....		12,336,635	12,311,700	11,233,284
Europe—Beet sugar crops.....	Sept.-Jan.	3,704,000	3,823,095	4,856,337
United States—Beet sugar crop.....	July-Jan.	635,000	682,867	734,577
Canada—Beet sugar crop.....	Oct.-Dec.	17,000	11,250	12,500
Grand total Cane and Beet Sugar.....Tons		16,692,635	16,828,912	16,836,698
Estimated decrease in the world's production.....Tons		136,277		

Our estimate of Cuba at 3,600,000 tons is very conservative and while we have taken into account the possibility of any scarcity of labor or other cause for a short crop it is still possible that our estimate may prove to be too low if conditions are favorable throughout. We understand from our recent cables that weather in the Island lately has been too warm, which, with the recent rains, has tended to keep the cane green and has retarded maturity. However, we hope to hear that these conditions will improve shortly, so that the factories may follow out their inclinations to start operations early, owing to the large amount of cane to be ground in the Island this season. According to our latest advices 14 centrals are now at work.

The distribution of the Cuba crop as of November 23rd, furnished us by the Cuban Producers Committee is as follows:

DISTRIBUTION OF CUBAN CROP AS AT NOVEMBER 23, 1918

Subject to adjustment as actual cargoes of steamers loading are ascertained
(Basis—7 bags to the ton)

PRODUCTION	Tons	3,446,000
Less: Production small estates not sold to International Sugar Committee including 6,000 tons of the Her- shey Chocolate Co. Estate consumed by owners in the United States		11,370
		3,434,630

	Tons	
Less: Estimated additional Cuban consumption.....	115,000	
Authorized exports to neutral countries.....	50,000	
Destroyed by fire at Cardenas warehouses.....	9,300	
Portion not accounted for subject to adjustment when particulars are obtainable.....	23,551	197,851
Balance available for United States and Europe.....		3,236,779
For United States		
Two-thirds of above apportioned to United States.....		2,157,853
Plus: Raws exchanged for Refined for Archangel.....	4,500	
Raws exchanged for Refined for Europe.....	26,900	
Raws exchanged for Refined for Europe.....	21,360	
Equivalent of Refined delivered to Chocolate Manu- facturers in the United States for account of Royal Commission	920	
Raws exchanged for Refined for Belgium.....	1,040	
Raws exchanged for Refined for Italy.....	2,000	
Raws exchanged for Refined for Malta.....	107	56,827
		2,214,680
Bags		
Less: Cleared to date	14,889,740	
Tonnage assigned, loading and to load, estimated cargoes	583,624	
	15,473,364	2,210,481
Balance Due United States.....		4,199
For Europe		
One-third of above apportioned to Royal Commission		1,078,926
Less: Refined exchanged for Raws as above.....		56,827
		1,022,099
Bags		
Less: Cleared to date for Europe.....	6,328,764	
Cleared to date for Canada.....	166,883	
Assigned, loading and to load for Europe.....	298,750	
Assigned, loading and to load for Canada.....	20,300	
	6,814,697	973,529
Balance to Europe		48,570
Tons		
For United States.....	4,199	
For Europe	48,570	
Bags		
Total balance of Crop.....	52,769	369,383
Actual balances reported by shippers still waiting assign- ment of tonnage		369,386

On that date there were some 53,000 tons of sugar still awaiting assignment of tonnage, but this sugar has now all been allotted, and notice of allotment of new crop sugars by the International Committee is expected any day.

Our domestic crop is proceeding satisfactorily, but we have reduced our estimate slightly to 635,000 tons. Of the new 1918-19 crop 40,190 tons of sugar have already been distributed by the Chicago Committee of the Food Administration.

Our latest advices from Louisiana report that ideal grinding weather has succeeded the persistent rains of last week, and it has been just cold enough to hasten the maturity of the cane and increase its sugar content. Advices from New Orleans market report considerable quantities of clarified and second sugars on hand which it has been impossible to move, the demand being principally for Plantation Granulated. The prices on these grades have now been reduced from 5 to 80 points, the largest decline being for the lower grades, in an effort to move these sugars.

Negotiations are under way for the taking over of the entire San Domingo crop by the Canada Food Board, but same has not been completed. It is also reported that the crop from Hayti may also be sold to Canada. This crop is estimated at 18,000 tons.

Our latest cable from Java gave exports during October as 140,000 tons, of which quantity 27,000 tons was destined for Europe and 113,000 tons to other countries. None of this sugar is expected to come to the United States.

Exports from the Philippines during October were 5,770 tons, of which quantity 970 tons is destined for San Francisco.

The Refined sugar business has shown an improved demand during the week, owing to the removal of many restrictions on the use of same, and owing to this demand there is a temporary shortage of supplies which will no doubt be relieved within a few days by the arrival of a further quantity of raws. Three of our refiners are at present closed down for their annual clean-up and repairs.

A fire at the Franklin Refinery at Philadelphia destroyed one of the wharves and a small quantity of sugar, but did no damage to the refinery. This Company, which is a subsidiary of The American Sugar Refining Co., has, it is rumored, announced its intention of doing business only through brokers who will handle the products of the Company to the exclusion of other refiners.

Quotations remain unchanged at 9c less 2% for cash for Fine Granulated Sugar. New York, N. Y. December 10th, 1918.

LABOR-PROTECTING DEVICES FOR CUBAN FACTORIES

As a result of a careful and minute investigation of labor conditions in Cuban industries a presidential decree was promulgated on November 12, 1917, directing all owners of factories, mills, and workshops throughout the Republic to equip their plants within one year from date of publication with such machinery and safety appliances as would tend to adequately protect Cuban workmen and minimize the number of industrial accidents.

In view of the fact that the manufacture of such mechanisms and devices is protected by European and American patents and their importation, under existing circumstances, rendered exceedingly difficult, and in many cases quite impossible, President Menocal has seen fit to defer, until six months after the ter-

mination of the war, the provisions of decree No. 1831, of November 12, 1917, which provide for the compulsory installation of those labor safeguards specifically mentioned in said decree. Furthermore, it is now provided that all communications relative to said installations be addressed to the Bureau of Immigration, Colonization, and Labor in the Department of Agriculture (La Sección de Inmigración, Colonización y Trabajo de la Secretaría de Agricultura, Comercio y Trabajo), and not to the Ministry of Commerce and Industry, as was provided in the original order.

Consular Assistant George A. Makinson, Cardenas.

BANK OF CUBA IN NEW YORK
34 Wall Street, New York.
Dividend No. 5.

The Board of Directors of this bank has declared a semi-annual dividend of six per cent., payable January 2nd, 1919, to stockholders of record December 20th.

REVISTA AZUCARERA

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

Desde nuestra última reseña sobre el mercado de azúcar, escrita el primero de noviembre, se ha firmado el armisticio y ha terminado la gran guerra universal, que ha durado 1,567 días. Durante cuatro años, menos diez días, los alemanes eran victoriosos, y entonces, precisamente en 115 días, el Mariscal Foch y los aliados destruyeron la Autocracia.

Sin embargo, la terminación de las hostilidades ha surtido poco efecto en la situación del azúcar, pues la creencia general es que el predominio del azúcar por el Gobierno continuará en vigor aún por largo tiempo. Es cierto que se han rescindido muchas de las restricciones sobre el uso del azúcar para usos domésticos en los Estados Unidos, incluyendo el sistema de certificados, pero nuestros mercados continúan á pesar de todo bajo estricta intervención. Como el Acuerdo para la compra de azúcares de Cuba de la zafra de 1918-19 no contiene cláusula de Guerra, el cambio de circunstancias naturalmente no afecta en modo alguno este contrato. Sin embargo, el efectuarse la Paz ha ocasionado que los términos en que está redactado el Acuerdo que va á promulgarse entre nuestros refinadores y la Administración de Subsistencias no sean enteramente satisfactorios, y por consiguiente dicho Acuerdo no se ha firmado aún. Sin embargo, as muy probable que se haya terminado cuando se imprima esta reseña, y según comprendemos, nuestros refinadores convendrán en comprar sus azúcares solamente por medio de la Junta Distribuidora, tomando lo que verdaderamente puedan elaborar y que puedan dar salida hasta la parte que se les conceda, sin comprometerse á tomar cantidades definitivas de azúcar á que no puedan dar salida.

El 14 de noviembre expedimos nuestros nuevos cálculos sobre todas las cosechas de azúcar del mundo, cuyos detalles damos a continuación.

Cosechas de Azúcar del mundo	Período de la cosecha	1918-19 toneladas	1917-1918 toneladas	1917-16 toneladas
Estados Unidos—Louisiana	Oct.-Ene.	244,135	217,499	271,339
Texas	Oct.-Ene.	.....	2,000	6,250
Puerto Rico	Ene.-Jun.	410,000	405,174	448,567
Islas Hawaii	Nov.-Jul.	550,000	500,985	575,510
Antillas—St. Croix	Ene.-Jun.	6,500	5,400	7,787
Cuba	Dic.-Jun.	3,600,000	3,446,083	3,023,720
Antillas Británicas—Trinidad	Ene.-Jun.	60,000	45,256	70,891
Barbada	Ene.-Jun.	80,000	65,230	60,000
Jamaica	Ene.-Jun.	40,000	34,300	28,331
Otras Antillas Británicas	Ene.-Jun.	35,000	35,000	30,000
Antillas Francesas—Martinica (exp.).....	Ene.-Jul.	35,000	35,000	34,443
Guadalupe	Ene.-Jul.	35,000	28,000	36,160
Santo Domingo	Ene.-Jun.	175,000	145,000	130,171
México	Dic.-Jun.	40,000	40,000	50,000
América Central	Ene.-Jun.	30,000	25,000	25,000
Sur América—Demerara (exportaciones), Oct.-Dic. y Mayo-Jun.		125,000	120,000	101,650
Surinam	Oct.-Ene.	15,000	15,000	15,000
Venezuela (exportaciones)	Oct.-Dic.	15,000	15,000	18,428
Ecuador	Oct.-Feb.	7,000	8,000	7,000
Perú	Oct.-Feb.	250,000	265,000	276,000
Argentina	Jun.-Nov.	100,000	88,076	84,069
Brasil	Oct.-Feb.	302,000	148,958	150,051
Total en América		6,154,635	5,689,961	5,450,367

India Británica (consumo local).....	Dic.-Mayo	2,950,000	3,229,000	2,728,000
Java	Mayo-Nov.	1,700,000	1,791,064	1,596,174
Formosa y Japón	Nov.-Jun.	375,000	397,618	436,026
Islas Filipinas (exportaciones)	Nov.-Jun.	230,000	216,200	202,655
Total en Asia		5,255,000	5,633,882	4,962,855
Australia	Jun.-Nov.	256,000	340,887	192,831
Islas Fiji (exportaciones).....	Jun.-Nov.	80,000	100,000	100,000
Total en Australia y Polinesia.....		336,000	400,887	292,831
Egipto (consumo local).....	Ene.-Jun.	100,000	100,000	101,832
Mauricia	Ago.-Ene.	255,000	225,970	209,169
Reunión	Ago.-Ene.	50,000	50,000	42,152
Natal	Mayo-Oct.	130,000	115,000	114,494
Mozambique	Mayo-Oct.	50,000	50,000	55,000
Total en Africa.....		585,000	540,970	522,647
Europa—España	Dic.-Jun.	6,000	6,000	4,584
Total cosechas de azúcar de caña.....		12,336,635	12,311,700	11,233,284
Europa—Cosechas de azúcar de remolacha,				
Sep.-Ene.		3,704,000	3,823,095	4,856,337
Estados Unidos—Cosecha de azúcar de remolacha,				
Jul.-Ene.		635,000	682,867	734,577
Canadá—Cosecha de azúcar de remolacha,				
Oct.-Dic.		17,000	11,250	12,500

Gran total de Azúcar de Caña y Remolacha,

Toneladas 16,692,635 16,828,912 16,836,698

Disminución calculada en la producción del mundo,

Toneladas 136,277

Nuestro cálculo del azúcar de Cuba en 3,600,000 toneladas es muy moderado, y aunque hemos tenido en cuenta la posibilidad de alguna escasez de trabajadores ó alguna otra causa para una zafra corta, es aún posible que nuestro cálculo resulte demasiado bajo si las condiciones son favorables en general. Según vemos por nuestros recientes avisos por cable el tiempo en Cuba ha sido últimamente demasiado caluroso, lo cual, con las lluvias recientes, ha hecho que la caña se mantenga verde y ha retardado su madurez. Sin embargo, esperamos recibir noticias de que en breve mejorarán esas condiciones de manera que las fábricas puedan llevar a cabo su inclinación a empezar pronto sus operaciones, debido á la grande cantidad de azúcar que ha de ser molida en esa Isla esta estación. Según las últimas noticias que hemos recibido, hay ahora 14 centrales en operación.

La distribución de la zafra de Cuba en 23 de noviembre, por los datos que nos ha suministrado el Comité de Productores Cubanos, es como sigue:

DISTRIBUCION DE LA ZAFRA DE CUBA EN 23 DE NOVIEMBRE DE 1918

Sujeto a rectificación a medida que se averiguen los verdaderos cargamentos de los vapores efectuando la carga

(Base, 7 sacos por toneladas)

PRODUCCION..... 3,446,000

Menos: Producción de azúcar de pequeñas propiedades no vendida al Comité Internacional del Azúcar, incluyendo 6,000 toneladas de la propiedad Hershey Chocolate Co. consumida por los dueños en los Estados Unidos....		11,370
	Toneladas	3,434,630
Menos: Consumo adicional de Cuba según cálculo.....	115,000	
Exportaciones autorizadas á países extranjeros.....	50,000	
Destruído por incendio en almacenes de Cárdenas.....	9,300	
Cantidad de que no se da cuenta sujeta a rectificación cuando se obtengan pormenores.....	23,551	197,851
<hr/>		
Balance disponible para los Estados Unidos y Europa.....		3,236,779
Para los Estados Unidos		
Dos terceras partes de lo antedicho prorrateado a los Estados Unidos		2,157,853
Más: Azúcares crudos cambiados por refinados para Arcángel (Rusia)	4,500	
Azúcares crudos cambiaods por refinados para Europa..	26,900	
Azúcares crudos cambiados por refinados para Europa..	21,360	
Equivalente de azúcar refinado entregado a los fabricantes de chocolate en los Estados Unidos por cuenta de la Comisión Real.....	920	
Azúcares crudos cambiados por refinados para Bélgica..	1,040	
Azúcares crudos cambiados por refinados para Italia....	2,000	
Azúcares crudos cambiados por refinados para Malta....	107	56,827
		<hr/>
	Sacos	2,214,680
Menos: Despachado hasta la fecha.....	14,889,740	
Tonelaje asignado, cargando y para cargar, cargamentos calculados	583,624	2,210,481
Balance devengado á los Estados Unidos.....		4,199
Para Europa		
Una tercera parte de lo anterior prorrateado a la Comisió Real		1,078,926
Menos: Azúcar refinado cambiado por crudo según anteriormente		56,827
		<hr/>
	Sacos	1,022,099
Menos: Despachado hasta la fecha para Europa.....	6,328,764	
Despachado hasta la fecha para el Canadá.....	166,883	
Asignado, cargando y para cargar para Europa.....	298,750	
Asignado, cargando y para cargar para el Canadá.....	20,300	
		<hr/>
		6,814,697
Balance á Europa.....		973,529
		<hr/>
		48,570
	Toneladas	
Para los Estados Unidos	4,199	
Para Europa	48,570	
		<hr/>
Balance total de la cosecha.....	52,769	369,383
Balances efectivos comunicados por embarcadores aguardando aún se les asignen buques.....		369,386

En esa fecha había como 53,000 toneladas de azúcar aguardando aún se asignaran buques, pero este azúcar ya ha sido adjudicada, y se espera de un día á otro el aviso del Comité Internacional para la adjudicación de los azúcares de la nueva cosecha.

La cosecha de remolacha del país sigue satisfactoriamente, pero hemos reducido algo nuestro cálculo á 635,000 toneladas. De la nueva cosecha de 1918-19 ya se han distribuido 40,190 toneladas de azúcar por el Comité de Chicago de la Administración de Subsistencias.

Los avisos que hemos recibido de la Louisiana manifiestan que á las continuas lluvias de la semana pasada ha seguido un tiempo magnífico para la molienda, y que el tiempo ha sido frío lo suficiente para acelerar la madurez de la caña y aumentar su contenido de azúcar. Noticias del mercado de Nueva Orleans dan cuenta de cantidades considerables de azúcares clarificados y de segunda en manos, que ha sido imposible dar salida, pues la demanda es principalmente por azúcar granulado. Los precios por azúcares de esta clase han sido ahora reducidos de 5 á 80 puntos, la mayor baja siendo por las clases inferiores, con objeto de dar salida á estos azúcares.

Se están llevando á cabo negociaciones para que la Junta de Subsistencias del Canadá tome toda la cosecha de azúcar de Santo Domingo, pero aún no se ha decidido el asunto. También se dice que la cosecha de Haití podrá ser también vendida al Canadá. Esta cosecha está calculada en 18,000 toneladas.

El último aviso que hemos recibido de Java daba las exportaciones de azúcar durante octubre en 140,000 toneladas, de cuya cantidad 27,000 toneladas eran destinadas a Europa y 113,000 toneladas á otros países. No es de esperarse que nada de este azúcar venga a los Estados Unidos.

Las exportaciones de azúcar de las Filipinas durante octubre fueron 5,770 toneladas, de cuya cantidad 970 toneladas eran destinadas para San Francisco de California.

El negocio del azúcar refinado ha mostrado una mejoría en la demanda durante la semana, debido á haberse abrogado muchas restricciones sobre el uso del azúcar, y debido á esta demanda hay escasez momentánea de existencias, lo cual indudablemente será remediado dentro de unos pocos días por la llegada de mayor cantidad de azúcares crudos. Tres de las refinerías de este país están cerradas al presente para llevar a cabo su limpieza anual y reparaciones.

Un incendio en la Refinería Franklin de Filadelfia destruyó uno de los muelles y una pequeña cantidad de azúcar, pero no causó daño á la refinería. Hay rumores de que esta Compañía, que es subsidiaria de la American Sugar Refining Company, ha declarado su intención de llevar á cabo los negocios solamente por medio de corredores que manejen los productos de la Compañía con exclusión de otros refinadores.

Las cotizaciones permanecen sin cambio á 9c. menos 2% pago al contado por el azúcar fino granulado.

Nueva York, diciembre 10 de 1918.

NEW BAUME SCALE

Many different Baume Scales have been proposed and used in the past. At the present time there are still in the United States three different scales for liquids heavier than water. Two of these, namely, the "Holland" scale and the "Gerlach" scale are used in sugar work. Neither is adapted to modern requirements. The new table lies between the "Holland" and "Gerlach" scales and has three important advantages which should commend it for general use. They are:

1. It is based upon the specific values of Plato which are considered the most

reliable of any available.

2. It is based on 20° C, the most convenient and widely accepted temperature for sugar work.

3. It is based on the modulus 145, which has already been adopted by the Manufacturing Chemists Association of the United States, by the Bureau of Standards and by all American manufacturers of hydrometers.

This paper is now ready for distribution and those interested may obtain a free copy by addressing a request to The Bureau of Standards, Department of Commerce, Washington, D. C.

Cable Address "Turnure"

New York—64-66 Wall Street

LAWRENCE TURNURE & CO.

Deposits and Accounts Current. Deposits of Securities, we taking charge of Collection and Remittance of Dividends and Interest. Purchase and Sale of Public and Industrial Securities. Purchase and Sale of Letters of Exchange. Collection of Drafts, Coupons, etc., for account of others. Drafts, Payments by Cable and Letters of Credit on Havana and other cities of Cuba; also on England, France, Spain, Mexico, Puerto Rico, Santo Domingo and Central and South America.

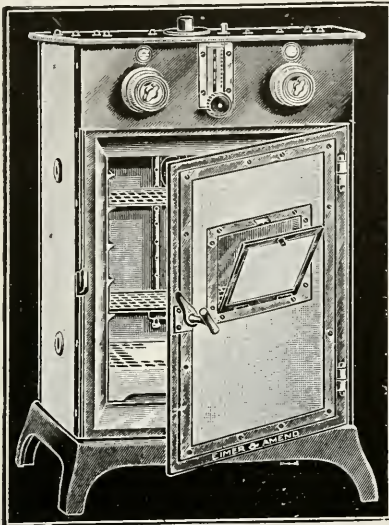
CORRESPONDENTS:

HAVANA—N. Gelats y Ca.

LONDON—The London Joint Stock Bank, Ltd.

PUERTO RICO—Banco Comercial de Puerto Rico.

PARIS—Heine et Cie.



FREAS ELECTIC OVEN

(Patented)

The most **ACCURATE, RELIABLE, DURABLE** and **ECONOMICAL** Oven for exacting, constant temperature purposes.

Type R, for temperature up to 180°C is universally used in sugar laboratories for control work.

Approved by the National Board of Fire Underwriters.

Write for Booklet and Prices.

General Sales Agents:

EIMER & AMEND

Third Avenue, 18th and 19th Streets, New York, N. Y.

MAP OF CUBA

The Cuba Review now has ready for delivery a new and revised Map, showing the location of all the active sugar plantations on the Island of Cuba and giving other data concerning the sugar industry. Price \$1.00 postpaid.

THE CUBA REVIEW

82 BEAVER STREET

NEW YORK

Please mention THE CUBA REVIEW when writing to Advertisers

P. RUIZ & BROS.
Engravers—Fine Stationery
 Obispo 22 P. O. Box 608
 HAVANA, CUBA

JAMES S. CONNELL & SON
SUGAR BROKERS

Established 1836, at 105 Wall St.
 Cable Address, "Tide, New York"

INDIA'S 1918-19 CROP

The first official forecast of the sugar-cane crop of India for the 1918-19 season is based upon reports received from Provinces that contain 99 per cent of the area under cane in British India. The total area planted is estimated at 2,550,000 acres, which is practically the same as the estimate (2,552,000 acres) for the 1917-18 season.

Seasonal conditions at sowing time were not very favorable in the important cane-growing Provinces, and owing to the delayed rains the prospects of the crop are still uncertain in the greater part of

Bank of Cuba in New York

34 WALL ST. NEW YORK

General banking business transacted with special facilities for handling Cuban items through the National Bank of Cuba and its 40 branches. We are especially interested in discounting Cuban acceptance.

Your Account is Solicited

W. A. MERCHANT	- - -	President
J. T. MONAHAN	- - -	Vice-President
CHAS. F. PLARRE	- - -	Cashier
L. G. JONES	- - -	Asst. Cashier
L. R. DEVERE	- - -	Asst. Cashier

Established 1876

N. GELATS & COMPANY
BANKERS

Transact a general banking business—Correspondents at all the principal places of the world

Safe Deposit Vaults

OFFICE: AGUIAR 108
 HAVANA

the United Provinces, which contain more than half the cane area of British India. Rain is badly needed in the Punjab. Elsewhere prospects are generally good.

Consul General James A. Smith, Calcutta.

CUBA RAILROAD COMPANY

At the directors' meeting of the Cuba R.R. held in New York, October 2, the following officers were elected:

President, G. H. Whigham; vice-president, and general manager, C. R. Hudson; assistant to president, W. F. Lynch; secretary, H. C. Lakin; treasurer, H. W. Snyder, and auditor, John Ashley.

FIRST—Get bulletin 250 or wire
ZELNICKER IN ST. LOUIS

Before buying or selling
RAILS

Locomotives—Cars—Tanks
 Machinery, Pipe, etc.

What have you for sale?

THE WALTER A. ZELNICKER SUPPLY CO.

The Walter A. Zelnicker Supply Co. announces the appointment of Mr. R. H. Wilson as Assistant to the President, with office at St. Louis.

The Walter A. Zelnicker Supply Co. has recently secured the services of Mr. Merle G. Peterson, who is now connected with the company's Chicago sales force at 428 First National Bank Building.

Walter A. Zelnicker Supply Co. has recently added to its Sales Force Mr. Henry Stroh.

POPULAR TROLLEY TRIPS

Via the HAVANA CENTRAL RAILROAD to

GUANAJAY

Trains every hour daily from CENTRAL STATION from 5 A.M. to 8 P.M. Last train 11.20 P.M.

Fare, 70 Cents

GUINES

Train every hour daily from CENTRAL STATION form 5.50 A.M. to 7.50 P.M. Last train 11.10 P.M.

Fare, 96 Cents

SUBURBAN SERVICE TO REGLA, GUANABACOA, AND CASA BLANCA

(CABAÑAS FORTRESS) FROM LUZ FERRY, HAVANA, TO

Regla (Ferry)	\$0.05
Guanabacoa (Ferry and Electric Railway) .....	.10
Casa Blanca and Cabañas Fortress (Ferry) .....	.05

Ferry Service to Regla and car service to Guanabacoa every 15 minutes, from 5 A.M. to 10.30 P.M., every 30 minutes thereafter, up to 12 midnight, and hourly thence to 5.00 A.M. To Casa Blanca, every 30 minutes from 5.30 A.M. to 11.00 P.M.

HOME INDUSTRY IRON WORKS

ENGINES, BOILERS AND MACHINERY

Manufacturing and Repairing of all kinds. Architectural Iron and Brass Castings. Light and Heavy Forgings. All kinds of Machinery Supplies. Steamship Work a Specialty

A. KLING, Prop.
JAS. S BOGUE, Supt.

MOBILE, ALA.

Telephone, 33 Hamilton. Night Call, 411 Hamilton. Cable Address: "Abiworks" New York.

ATLANTIC BASIN IRON WORKS

Engineers, Boiler Makers & Manufacturers. Steamship Repairs in all Branches

Heavy Forgings, Iron and Brass Castings, Copper Specialties, Diesel Motor Repairs, Cold Storage Installation, Oil Fuel Installation, Carpenter and Joiner Work

18-20 SUMMIT STREET
11-27 IMLAY STREET

} Near Hamilton Ferry
Agents for "Kingham" Multiplex Valve

BROOKLYN, N. Y.

IMPORTS AND EXPORTS

Total values of merchandise imported from and exported to Cuba during October and the ten months ended October, 1918, compared with corresponding periods of the preceding year, have been made public by the Bureau of Foreign and Domestic Commerce, Department of Commerce, as follows:

	Month of October		Ten months ended with October	
	1918	1917	1918	1917
Imports from Cuba.....	\$16,720,023	\$11,862,416	\$253,835,200	\$237,728,028
Exports to Cuba.....	\$16,389,231	\$18,768,538	\$187,214,341	\$146,259,908

Please mention THE CUBA REVIEW when writing to Advertisers

THE
TRUST COMPANY OF CUBA
HAVANA

CAPITAL.....\$500,000
SURPLUS.....\$500,000

TRANSACTS A

**GENERAL TRUST AND
BANKING BUSINESS**

REAL ESTATE DEPARTMENT

EXAMINES TITLES, COLLECTS RENTS
NEGOTIATES LOANS ON MORTGAGES

Correspondence Solicited from
Intending Investors

OFFICERS

Norman H. Davis.....President
Oswald A. Hornsby.....Vice-President
Claudio G. Mendoza.....Vice-President
J. M. Haggood.....Treasurer
Rogelio Carbajal.....Secretary
W. M. Whitner.....Mgr. Real Estate Dept.

**A Weekly Publication of
International Interest**

It covers every field and
phase of the industry.
Write for Sample Copy.

SUBSCRIPTION - - \$3.00 PER YEAR

FACTS ABOUT SUGAR

82 Wall Street, New York

TRADE PUBLICATIONS

Economical Handling of Coal and Ashes and Reserve Coal Storage, Book No. 353, published by the Link-Belt Co., Philadelphia, Chicago, Indianapolis. This is a 52-page book and contains many diagrams and photographs explaining this subject.

The Walter A. Zelnicker Supply Co., of St. Louis, Mo., has issued Bulletin No. 246, TANKS, and Bulletin No. 247, EQUIPMENT and MACHINE TOOLS. These bulletins are free to the trade.

The Royal Bank of Canada

FUNDADO EN 1869

Capital Pagado \$11,800,000
Fondo de Reserva 13,236,000
Activo Total 234,000,000

Trescientas Treinta y Cinco Sucursales
New York, corner William and Cedar Sts.
Londres, Bank Buildings, Prince St.
Veinte y Tres Sucursales en Cuba

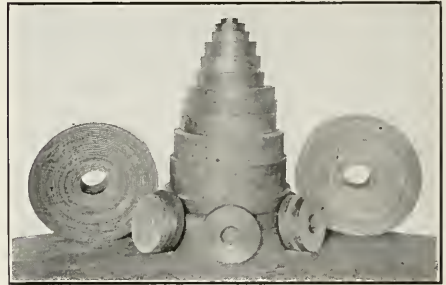
Corresponsales en España é Islas Canarias y Balears y en todas las otras plazas bancables del Mundo.

En el Departamento de Ahorros se admiten depositos á interés desde Cinco Pesos en adelante. Se expiden Cartas de Credito para viajeros en Libras

Esterlinas ó Pesetas, valaderas estas sin descuento alguno.

Sucursales en la Habana
Galiano 92, Monte 118, Muralla 52, Linea 67.
Vedado

Oficina Principal - - - OBRAPIA 33
Administradores
R. DE AROZARENA F. J. BEATTY



Correas de Cuero curtida especialmente para ingenios de Azúcar. Pídanse Precios

CONSOLIDATED BELTING COMPANY

108 WALL STREET, N. Y.

WALTER A. ZELNICKER SUPPLY CO.

The Walter A. Zelnicker Supply Co., St. Louis, announces the appointment of Mr. Joseph Meyerson as Secretary to the President.

Mr. A. Kottsieper has recently joined the traveling force of Walter A. Zelnicker Supply Co. and will make Southwestern Territory.

The Walter A. Zelnicker Supply Company, of St. Louis, has issued Bulletin No. 252, "Tanks," which is free to the trade.

UNITED RAILWAYS OF HAVANA

CONDENSED TIME TABLE OF DAILY THROUGH TRAINS

No. 11 P M	No. 1 P M	No. 7 P M	No. 5 P M	No. 3 A M	No. 9 A M	Mis.	Havana		No. 2 A M	No. 8 A M	No. 6 P M	No. 10 P M	No. 4 P M	No. 12 A M
10.31	10.01	4.01	1.01	10.01	7.01	...	Lv. Central Station.	Ar.	6.50	9.40	3.31	6.30	7.25	6.30
...	12.17	6.40	3.23	11.54	9.25	58	Ar. Matanzas	Lv.	4.15	6.52	1.10	3.50	5.06	...
...	4.05	8.40	5.50	2.00	12.37	109	Ar. Cardenas	Lv.	12.05	5.00	10.00	1.20	...	...
...	6.48	...	9.22	4.45	...	179	Ar. Sagua	Lv.	10.45	...	6.45	...	12.10	...
*	11.10	...	...	8.40	...	230	Ar. Caibarien	Lv.	7.00	...	...	...	8.15	*
...	6.00	...	9.00	...	...	180	Ar. Santa Clara	Lv.	11.00	...	7.40	...	12.05	...
8.00	...	...	...	6.50	...	195	Ar. Cienfuegos	Lv.	...	...	...	...	11.20	9.00
A M	9.55	...	...	P M	...	241	Ar. Sancti Spiritus	Lv.	4.45	...	...	...	A M	P M
...	11.35	...	A M	2.55	...	276	Ar. Ciego de Avila	Lv.	3.45	...	12.40	...	...	...
...	3.10	...	6.10	...	...	340	Ar. Camaguey	Lv.	12.15	...	9.00	...	...	...
...	A M	...	...	...	...	520	Ar. Antilla	Lv.	1.30	...	9.30	...	...	...
...	2.10	...	...	...	...	538	Ar. Santiago de Cuba	Lv.	12.01	...	9.00	...	...	...
...	3.45	...	6.45	...	...	...	...	...	A M	...	A M	...	...	...
...	A M	...	P M	...	...	...	...	...	...	...	...	...	...	...

Sleeping cars on trains 1, 2, 5, 6, 11 and 12.

*Via Carreño.

SLEEPING CAR RATES—UNITED RAILWAYS OF HAVANA

From Havana to	Lower Berth.	Upper Berth.	Compartment.	Drawing-Room.
Cienfuegos	\$3.60	\$3.00	.....	\$10.00
Santa Clara	3.60	3.00	\$8.00	10.00
Camaguey	4.20	3.50	10.00	12.00
Antilla	6.00	5.00	14.00	18.00
Santiago de Cuba	6.00	5.00	14.00	18.00

ONE-WAY FIRST-CLASS FARES FROM HAVANA TO PRINCIPAL POINTS REACHED VIA

THE UNITED RAILWAYS OF HAVANA

	U. S. Cy.		U. S. Cy.
Antilla	\$27.99	Isle of Pines	\$7.00
Batabano	1.71	Madruaga	3.31
Bayamo	24.79	Manzanillo	26.42
Caibarien	11.71	Matanzas	3.52
Camaguey	18.59	Placetas	12.52
Cardenas	5.97	Remedios	12.49
Ciego de Avila	15.26	Sagua	9.29
Cienfuegos	9.59	San Antonio	.73
Colon	6.09	Sancti Spiritus	13.43
Guantanamo	30.70	Santa Clara	9.38
Holguin	25.44	Santiago de Cuba	28.94

Passengers holding full tickets are entitled to free transportation of baggage when the same weighs 110 pounds or less in first-class and 66 pounds or less in third-class.

"WEEK-END" TICKETS

FIRST AND THIRD CLASS

ARE on sale from Havana to all stations of the United Railways (except Rincon and such as are located at less than twenty kilometres from Havana) and vice versa, valid going on Saturdays and returning on any ordinary train the following Sunday or Monday at the very low cost of one-way fare plus 33 1/3%.

UNITED RAILWAYS OF HAVANA

FRANK ROBERTS, General Passenger Agent

PRADO, 118

HAVANA, CUBA

S. F. HADDAD
 DRUGGIST
PRESCRIPTION PHARMACY
 "PASSOL" SPECIALTIES
 89 BROAD STREET, Cor. Stone
 NEW YORK

Sobrinos de Bea y Ca S. en C.

BANKERS AND COMMISSION MERCHANTS
*Importación directa de todas los
 centros manufactureros del mundo*

Agents for the Munson Steamship Line,
 New York and Mobile; James E. Ward &
 Co., New York; Serra Steamship Company,
 Liverpool; Vapores Transatlánticos de A.
 Folch & Co. de Barcelona, España,
 Independencia Street 17/21.

MATANZAS, CUBA

JOHN W. McDONALD
 COAL, WOOD, LUMBER
 AND TIMBER

OF EVERY DESCRIPTION

112 Wall Street, New York

Near South Street

Yard: 56-58 Beard Street, Erie Basin

Telephones:
 Office, 1905 John Yard, 316 Hamilton

THE SNARE AND TRIEST COMPANY
 CONTRACTING ENGINEERS

STEEL AND MASONRY CONSTRUCTION
 Piers, Bridges, Railroads and Buildings

We are prepared to furnish plans and estimates
 on all classes of contracting work in Cuba.

New York Office:

8 West 40th Street

Havana Office: Zulueta 36 D.

HENRY E. WACK & CO., Inc.

Receivers—Exporters

GRAIN HAY FEEDS

209 Chamber of Commerce

Baltimore, Md., U.S.A

Correspondence with Merchants of
 West Indies solicited. Spanish
 correspondence when desired. . . .

John Munro & Son

**Steamship and
 Engineers' Supplies**

722 Third Ave., Brooklyn, N. Y.

Cable Address: Kunomale, New York

Telephone, 2492 South

Telephone Box 186
 215 Hamilton Maritime Exchange

YULE & MUNRO
 SHIPWRIGHTS

Caulkers, Spar Makers,
 Boat Builders, Etc.

No. 9 SUMMIT STREET

Near Atlantic Dock **BROOKLYN**

DANIEL WEILL S. EN C.

COMERCIANTE EN GENERAL

Especialidad en Ropa Hecha de Trabajo

*Am in a position to push the sales of
 American high class products. Would
 represent a first class firm.*

APARTADO 102

CAMAGUEY, CUBA

**M. J. CABANA COMMISSION
 MERCHANT**

P. O. Box 3, Camaguey

Handles all kinds of merchandise either on a
 commission basis or under agency arrangements.
 Also furnishes all desired information about lands
 in eastern Cuba.

F. W. Hvoslef

E. C. Day

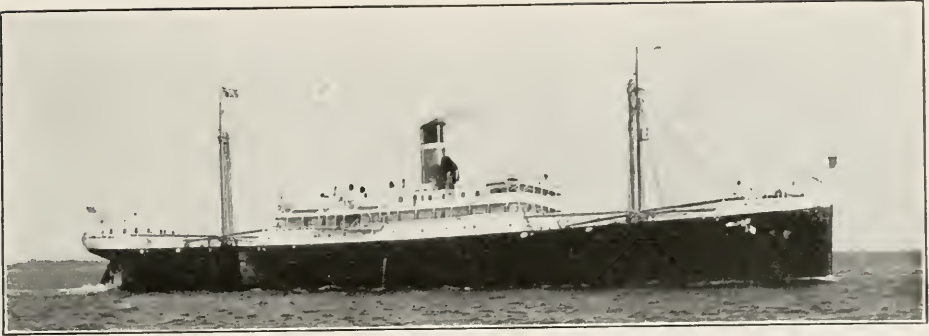
R. M. Michelson

BENNETT, HVOSLEF & CO.

Steamship Agents & Ship Brokers

18 BROADWAY, NEW YORK

Cable "Benvosco"



S.S. MUNAMAR

NEW YORK—CUBA SERVICE

PASSENGER AND FREIGHT

	<i>New York</i>	<i>Antilla</i>	<i>Antilla</i>	<i>New York</i>
	<i>Leave</i>	<i>Arrive</i>	<i>Leave</i>	<i>Arrive</i>
SS. "MUNAMAR"	Jan. 4	Jan. 8	Jan. 11	Jan. 15
SS. "MUNAMAR"	Jan. 18	Jan. 22	Jan. 25	Jan. 29

FREIGHT ONLY

Regular sailings for Matanzas, Cardenas, Sagua, Caibarien, Pto. Padre, Gibara, Manati, Banes and Nuevitas.

MOBILE—CUBA SERVICE

FREIGHT ONLY

SS. "TUSCAN"—Havana, Matanzas	Jan. 3rd
SS. "MUNISLA"—Havana, Sagua	" 10th
A STEAMER—Havana, Matanzas	" 17th
A STEAMER—Caibarien, Santiago, Cienfuegos	" 21st
SS. "TUSCAN"—Havana, Cardenas	" 24th
SS. "MUNISLA"—Havana, Matanzas	" 31st

MOBILE—SOUTH AMERICA SERVICE

FREIGHT ONLY

A STEAMER—Buenos Aires	Jan. 10th
------------------------------	-----------

BALTIMORE—HAVANA SERVICE

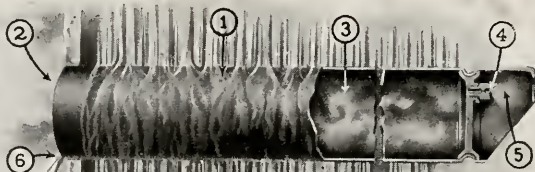
FREIGHT ONLY

Bi-weekly sailings from Baltimore for Havana.

The line reserves the right to cancel or alter the sailing dates of its vessels or to change its ports of call without previous notice.

MUNSON STEAMSHIP LINE

WHY IS THE "LILLIE" EVAPORATOR SO EFFICIENT



Film evaporation as employed in Lillie Evaporators, produces the highest co-efficient of heat transmission. As evidence of this, we are pleased to refer you to Prof. E. W. Kerr's paper in the 1916 Transactions of the A. S. M. E., page 98. Prof. Kerr shows the Lillie co-efficient to be much higher than any other.

Above is shown a typical Lillie Tube which is deluged by a shower of solution. There is no hydrostatic head as in submerged tube types. The film is in rapid motion. The disengaging surface is very large. The film is very thin. This kind of circulation is ideal.

Evaporation is effected by hot vapors entering the tube at 2, filling the tube as at 3.

To insure against "air pockets" the vent is provided which permits the escape of incon-densable gases. This is another very important Lillie advantage possessed by no other evaporator. The heat contained in the escaped gas, however, is not lost, as it passes from the end 5 into the tube and is carried to the next cooler effect with the vapor arising from the juice. Condensation occurs constantly within the tube and the condensate flows out at 6 back into the steam end and thence through a steam trap into the steam end of the next cooler body and finally to the atmosphere from the coolest body in the case of multiple effects.

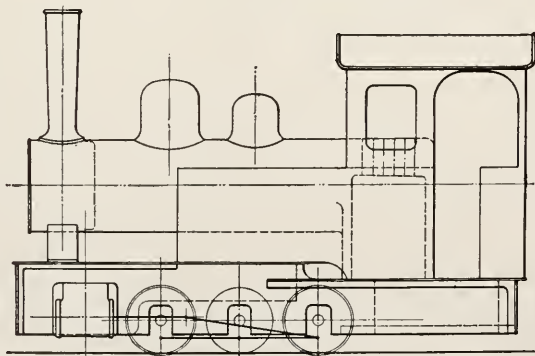
Vapor reversing is another EXCLUSIVE advantage of the Lillie evaporator. Multiple effects can be reversed at will and almost automatically, quickly changing the hottest effect into the coolest and the coolest into the hottest. This greatly lessens incrustation troubles.

Besides the Lillie occupies less space, units can be increased in size, more units can be added, etc.

WHEELER CONDENSER & ENGINEERING CO. CARTERET, NEW JERSEY

THE BALDWIN LOCOMOTIVE WORKS

PHILADELPHIA, PA., U. S. A.



Three tank locomotives of the general design shown in the sketch are offered for prompt delivery, subject to prior sale. These locomotives weigh 37,000 pounds each, and can be adapted to gauges of from 2' 0" to 3' 0". Couplers will be applied to suit the requirements of the purchaser; and the locomotives can be fitted for burning either coal, wood or oil.

Specifications and prices furnished on application.

REPRESENTATIVE FOR THE WEST INDIES:

G. R. PEREZ - - 520 National Bank of Cuba Building, Havana

REPRESENTATIVE FOR PORTO RICO AND SANTO DOMINGO:

R. CARRION - - American Colonial Bank Building, San Juan

Cable Addresses: "Baldwin, Philadelphia;" "Leebald, Havana."

THE CVBA REVIEW



1.00 A Year **JANUARY 1919** 10 Cents A Copy
Published by the Munson Steamship Line 82-92 Beaver Street, New York City.

LINK-BELT

ELEVATORS AND CONVEYORS

FOR BAGASSE, SUGAR ETC.

THROUGH long years of reliable service, Link-Belt Machinery has become a recognized standard for the handling of sugar cane, bagasse, etc., from the field to the finished product.

Our engineers are specialists in designing sugar handling machinery. Let them work out your problems. We make no charge for advice, layouts or estimates.

Link-Belt Machinery includes: Elevators and Conveyors for every service, Juice Strainers, Bagasse Carriers and Feeders, Field Transfers for Sugar Cane, Car Dumpers, Roller Chains, Link-Belt Sprocket Wheels, Transmission Machinery, etc., etc.

LINK-BELT COMPANY

299 BROADWAY

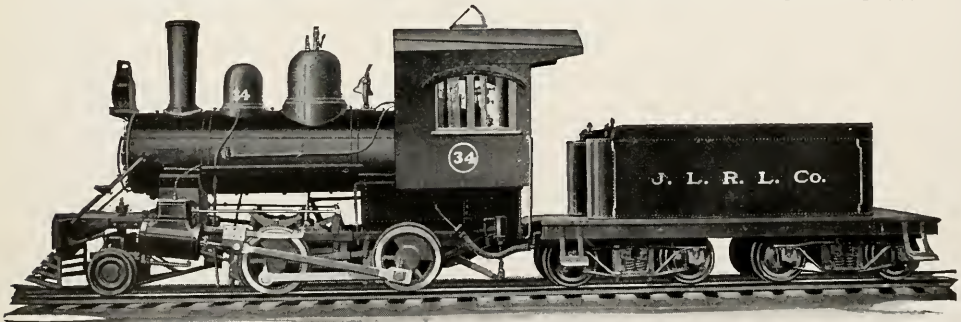
NEW YORK CITY

JAMES M. MOTLEY

71 BEAVER STREET
NEW YORK

Gerente del Departamento de Ventas en el Extranjero de
THE WEIR FROG COMPANY
PENNSYLVANIA BOILER WORKS
GLOVER MACHINE WORKS, INC.
THE RAHN-LARMON CO.

CLEVELAND PUNCH AND SHEAR WORKS CO.
DUNCAN, STEWART & CO., LTD.
STANDARD WATER SYSTEMS CO.
STANDARD SAW MILL MACHINERY CO.



Los productos de estas Fábricas abarcan:

Locomotoras	Via Portátil	Calderas
Gruas sobre Ruedas	Ranas y Chuchos	Máquinas á Vapor
Carros: Para Caña	Puentes de Acero	Máquinas á Petroleo
Para Carga	Edificios de Acero	Máquinas á Gasolina
Para Obras de Construcción	Maquinas de Izar	Bombas
Carriles y accesorios	Aserraderos	Tanques

Trapiches, Desmenuzadoras y toda clase de Máquinaria para Ingenios de Azúcar
A solicitud se remiten catálogos y presupuestos.

Dirección cablegráfica: **JAMOTLEY**, New York (Se usan todas las claves.)

Please mention THE CUBA REVIEW when writing to Advertisers

THE CUBA REVIEW

"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. XVII

JANUARY 1919

No. 2

Contents of This Number

Cover Page—Prado and Promenade, Havana.

Frontispiece—Punta Gorda, Cienfuegos.

	Page
Cuban Commercial Matters:	
Control of Importation of Sugar	14
Cuban Shoe Trade	15, 16
Market for American Steel and Iron Products in Cardenas.....	14
Pepper and Eggplant Harvest of Isle of Pines.....	16
Wheat Flour Importation Regulations.....	14
Cuban Financial Matters:	
Prevailing Prices for Cuban Securities.....	18
The Public Debt of Cuba.....	19, 20, 21
Traffic Receipts of Cuban Railroads.....	17, 18
Cuban Government Matters:	
Camaguey-Santa Cruz Road.....	7
Colonel Theodore Roosevelt.....	7, 8
Cuban Delegate to Peace Conference.....	7
Presidential Palace	7
Puerto Padre	7
Triscornia Land	7
Havana Correspondence	9, 10, 11, 12, 13
The Sugar Industry:	
Beet Sugar Campaign in Spain.....	22
Cuban Cane Sugar Industry, illustrated.....	23, 24, 25, 26, 27, 28, 29, 30, 31, 32
Government Aided Sugar Central for Jamaica.....	22
The World's Prices of Sugar.....	22
Sugar Review, English	33, 34
Sugar Review, Spanish	35, 36

L. J. R.
NEW
BOTANI
CARD

1919
FEB 2 8 1919

FOR MOLASSES USE STEEL TANKS

"THE SUN NEVER SETS ON HAMOND TANKS"



BUILT BY
HAMMOND IRON WORKS
 WARREN, PA., U.S.A.
 We furnish
**MATERIAL FABRICATED
 OR ERECTED COMPLETE**

Tulsa Office: - - 314 Kennedy Building
 New York Office: - - 2728 Whitehall Bldg.

Agents for Cuba:
WONHAM, BATES & GOODE
 Havana, Cuba

Insist upon



Walker's "LION" Packing

Avoid imitations, insist upon getting Walker's Metallic "Lion" Packing. Look for "The Thin Red Line" which runs through all the Genuine and the "Lion" Brass Trade Mark Labels and Seals attached.

Write for our
 Descriptive Catalog

James Walker & Company, Ltd.

27 THAMES STREET, NEW YORK CITY

Sole Agent for Cuba

JOSÉ L. VILLAAMIL

Santa Clara 29, Havana, Cuba

WESTERN RAILWAY OF HAVANA

TRAIN SERVICE DAILY

P	M	P	M	P	M	A	M	A	M	Fare		Fare	A	M	A	M	P	M	P	M	P	M	P	M	P	M	P	M	
6.15	2.55	1.45	10.15	6.55	5.45	1st cl.	Lv. Cen Sta., Havana.	Ar.	3d cl.	7.20	11.09	12.01	3.20	7.09	8.00														
8.24	4.24	3.55	12.24	8.24	7.55	\$2.27	Ar. Artemisa	Lv.	\$1.37	5.15	9.40	9.45	1.15	5.40	5.45														
....	5.51	....	....	9.51	....	4.42	Ar. Paso Real	Lv.	2.52	....	8.05	....	....	4.05	....													
....	6.05	....	....	10.05	....	4.77	Ar. Herradura	Lv.	2.72	....	7.48	....	....	3.48	....													
....	6.56	....	....	10.56	....	7.30	Ar. Pinar del Rio	Lv.	3.23	....	6.55	....	....	2.55	6.00													
....	8.40	....	....	12.40	....	11.45	Ar. Guane	Lv.	4.20	....	5.20	....	....	1.20	2.00													
P	M	P	M	P	M	A	M			A	M	A	M	P	M	P	M	P	M	P	M	P	M	P	M	P	M	P	M

IDEAL TROLLEY TRIPS

FAST DAILY ELECTRIC SERVICE FROM HAVANA TO

Arroyo Naranjo	12 cts.	Rancho Boyeros	19 cts.
Calabazar	13 "	Santiago de las Vegas	25 "
Rincon	30 cts.		

Leaving Central Station every half hour from 5.15 A.M. to 7.15 P.M. and every hour thereafter to 11.15 P.M.

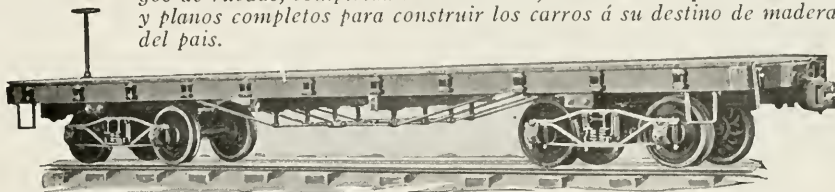
"WEEK-END" TICKETS FIRST AND THIRD-CLASS

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 and Monday, and are sold at the very low rate of one way fare plus 33 1/3 %.

RAMAPO Carros de Ingenios

Para todos usos y de todos tamaños, de los para caña con cuarto ruedas y capacidad de 1½ toneladas á los con juegos dobles de ruedas y capacidad de 30 toneladas.

Hacemos una especialidad de juegos de herrajes, incluyendo los juegos de ruedas, completamente armados, con todas las piezas de metal, y planos completos para construir los carros á su destino de maderas del país.



A 802

RAMAPO IRON WORKS, 30 Church St., NEW YORK, N. Y. Cable Address: RAMALIAM

HOLBROOK TOWING LINE, Inc.

W. S. HOLBROOK, Pres.

Sea Harbor and General Towing. Steamship Towing a Specialty
Boilers Tested for any Required Pressure

Phone Broad
4266-4267

15 WILLIAM ST., NEW YORK, U.S.A.

Night Phone
1105 Bay Ridge
1368 Richmond Hill

WILLETT & GRAY, Brokers and Agents

FOREIGN AND
DOMESTIC

SUGARS

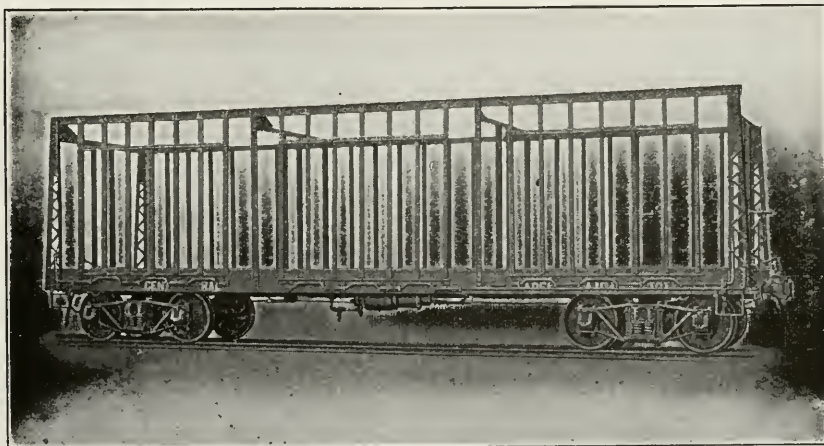
RAW AND
REFINED

82 WALL STREET, NEW YORK

Publishers of Daily and Weekly Statistical Sugar Trade Journal—the recognized authority of the trade.
TELEGRAPHIC MARKET ADVICES FURNISHED

PLANTATION CARS OF ALL KINDS

ALSO THE PARTS FOR SAME



El grabado enseña uno de nuestros carros, todo de acero, para caña.

Tenemos otros tipos de capacidades varias y hemos fabricado un gran numero de carros para caña para uso en Cuba, Puerto-Rico. América-Central y México, que tienen jaulas de acero ó de madera y conruidas para los distintos tipos de carga y descarga de la caña.

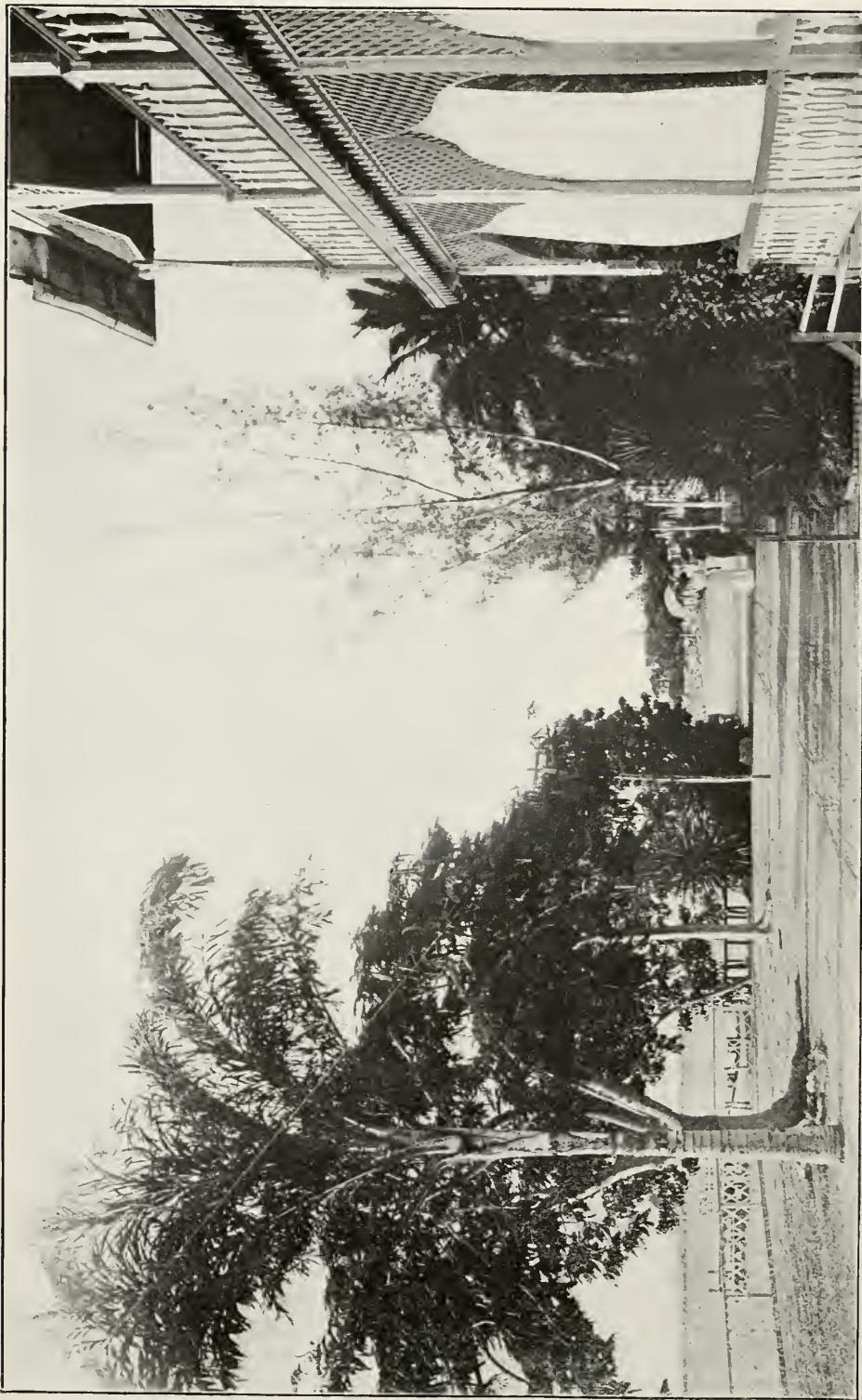
AMERICAN CAR & FOUNDRY EXPORT CO., NEW YORK, E. U. A.

Dirección telegráfica: NALLIM, New York.

Producción annual de más de 100,000 carros.

Representante para Cuba: OSCAR B. CINTAS, Oficios 29-31, Havana.

Please mention THE CUBA REVIEW when writing to Advertisers



Punta Gorda, Cienfuegos. (Courtesy of United Rys. of Havana.)

THE CUBA REVIEW

"ALL ABOUT CUBA"

Copyright, 1919, by the Munson Steamship Line

VOLUME XVII

JANUARY, 1919

NUMBER 2

CUBAN GOVERNMENT MATTERS

PRESIDENTIAL PALACE

According to press reports, designs have been made and a contract signed for the painting and decorating of the new Presidential Palace in Havana. This work, which will cost \$60,000, is to be completed in April, 1919. The designs submitted are allegorical. For instance, the decoration of the ceiling of the diplomatic reception room symbolizes in coloring and figure the Cuban nation in its period of triumph, supported by figures representing right and power. The total cost of the edifice will be \$1,199,393.

TRISCORNIA LAND

It has been decided to acquire by purchase from Messrs. Zaldo & Co. a parcel of land on the water front at Triscornia, measuring 49,353.50 metres, at the price of \$9.00 per metre, for naval purposes. \$250,000 was paid in cash and the remainder in bonds of the republic, of the last 6 per cent issue.

CUBAN DELEGATE TO PEACE CONFERENCE

Dr. Antonio Sanchez de Bustamante, professor of international law, formerly Senator, and at present acting as Alien Property Custodian, has been named as Cuba's representative to the peace conference at Paris.

CAMAGUEY-SANTA CRUZ ROAD

The Public Works Department of Camaguey has reported to the Secretary of Public Works that the road between the city of Camaguey and Santa Cruz del Sur has been commenced.

PUERTO PADRE

On the recommendation of the Secretary of Public Works, President Menocal has signed a decree ordering the payment of \$421,000 for the dredging of Puerto Padre.

COLONEL THEODORE ROOSEVELT

The passing of Theodore Roosevelt was greatly mourned in Cuba, for the people of Cuba looked upon Colonel Roosevelt in the light of a national hero because of his activity in the Spanish-American war. Upon his death the City Council of Havana sent a communication of condolence to Mrs. Roosevelt, the Congress of the Republic voted a day of national mourning and a movement was begun to erect in Havana a costly monument. It was also decided to have inscribed on a bronze tablet a copy of the Former President's letter to President Estrada Palma written on the institution of the Republic of Cuba. The tablet will be placed in the new capital building in Havana.

President Menocal addressed a message to the Cuban Congress, assembled in extraordinary session to give official expression to the sorrow felt by Cuba at the loss of its great friend. The message was as follows:

"It is with deep sorrow that I have to communicate to the Honorable Congress the sad news of the death of the great patriot and statesman, strong friend of Cuba at all times, Theodore Roosevelt, ex-President of the United States of America. It is unnecessary for me to relate the high appreciation in which he

was always held in Cuba, engraved in indelible characters in the hearts of the Cuban people. On our fields of battle he gallantly exposed his life, serving as a heroic soldier the glorious flag of his country and our own in the cause of our liberty and independence. A few years later as Chief of State of the great neighboring republic he, in conjunction with great legislators, constructed our constitution, proclaiming and instituting our independence, leaving our people guardians of our destinies, and putting an end to military occupation.

In the same manner and by an equally spontaneous and disinterested act, faithfully interpreting the feeling of his noble country, he caused the cessation within the time specified, without any delay whatever, of the intervention in our interior affairs which had been decreed on account of the turbulences of 1906. Twice he realized in the name of the American people the consecration and recognition of the national existence, free and independent, of Cuba. He was con-

sidered, for his high and singular merits, one of the best friends of our people, who have taken pleasure in signifying always, by means of their constitutional powers and by the acclamation of the multitude, the gratitude, the admiration and great love that they professed towards him.

His death is for Cuba, for more than one reason, a national loss and without prejudice to other dispositions I feel compelled to render to the great ex-president the official homage to which he is entitled and consider it my duty to call the attention of Congress to the loss of this great statesman and exemplary friend of our country, and ask to set aside for national mourning such day as it may see fit."

A delegation composed of Carlos Manuel de Cespedes, Cuban Minister at Washington, Alfonso Forcade, Secretary of Legation at London, and Cayetano de Quesado, Cuban Vice Consul in New York, called at Oyster Bay to express the grief of the Republic of Cuba.



Along the Road from Havana to Guines.

HAVANA CORRESPONDENCE

December 17th, 1918.

CONGRESS: Congress continues in session, but no new important legislation has been enacted so far, in fact, on many days there has not been a quorum present. The House of Representatives passed a bill abolishing the Food Administration Board here, which bill is now in the Senate, but has not yet received much consideration at their hands. Also efforts are being made in Congress to annul the Obligatory Military Service law.

The President's message to Congress, which appeared in the "Gaceta Oficial" of Nov. 22nd, contains some interesting data regarding Cuba, among which we might mention the following:

The foreign commerce of Cuba during the fiscal year ended June 30, 1918, including money, amounted to \$672,655,114 divided as follows: exportation \$370,481,762 and importation \$302,173,352. Comparing these figures with those of the fiscal year ended June 30, 1917, which total was \$618,417,017, an increase is shown in favor of the fiscal year ended June 30, 1918, of \$54,238,097, made up of importation \$40,796,118 and exportation \$13,441,979.

It is also stated in connection with these figures that there should be taken into account the fact that on June 30th of this year the mills were still grinding and there were large quantities of sugar in their warehouses as well as deposited in terminal warehouses awaiting export: further, that the above data is subject to some corrections as final figures for the fiscal year are not yet complete.

Mention is also made that the movement of passengers during the past fiscal year shows a considerable decrease, undoubtedly caused by war conditions, although while there arrived 22,284 persons less than the previous year, yet the number of those classified as immigrants landing during the fiscal year ending June 30, 1918, was 54,857 against 59,191 for the preceding year, showing a decrease of less than 5,000 immigrants, whereas the decrease in those listed as passengers was over 17,000.

HAVANA CUSTOM HOUSE COLLECTIONS: It is announced that the total for November was \$1,624,977 compared with \$2,593,438 the previous month, decrease being due to the strikes which have taken place here.

THANKSGIVING DAY PARADE: This parade in honor of the United States and its soldiers, mention of which was made in our last letter, was held in Havana and was a very imposing affair. The day was a beautiful one and the parade, which began to organize in the neighborhood of Central Park, got under way at 1 P. M. and was in movement until dark, something over five hours. It was made up of practically all the government, military and civil organizations in Havana as well as many from other towns, and was reviewed by President Menocal and the diplomatic corps from a reviewing stand built on Gulf Avenue for that purpose. The total number of participants was estimated as high as 40,000.

OBLIGATORY MILITARY SERVICE: Now that the armistice has been signed certain elements in Cuba are demanding a repeal of this law, as referred to elsewhere, but President Menocal is still firm in the stand previously taken by him that this law should be made effective, which will be the means of filling some 6,000 vacancies which have occurred in the Cuban army. Cuban registrants have been advised to carry necessary proof with them of their having registered, in case they are stopped on the street by the police or army representatives, and the Government has published a list of those who had not registered but should have done so which ran up into many thousands.

SHORTAGE OF FOODSTUFFS: In our previous letter mention was made of the continued scarcity of flour and bread in Havana. This situation was shortly

thereafter somewhat relieved by the distribution of flour here to the various bakeries and Havana was again enjoying bread in limited quantities until the general strike took place last week, but the bakers are now once more supplying bread.

Due to the general strike here there occurred a shortage of condensed milk and as a result the Food Administrator ordered the confiscation of all shipments on the wharves for the purpose of distributing the milk to the public hospitals and asylums.

CUBAN FOOD ADMINISTRATION: There have been no particular food regulations made effective since our last writing, although we have elsewhere referred to a decree issued by this body announcing that the licenses of public establishments such as cafés and restaurants would be revoked if they persisted in closing their doors during the general strike here. Also, another decree was published transferring imports of merchandise from the wharves to the former convents of Santo Domingo and Santa Catalina with the idea of thereby relieving congestion on the wharves caused by the general strike and inability to take the merchandise away. All shipments of flour from the United States to Cuba continue to be made by the Food Administration Grain Corporation consigned to their order notify Armando André, Cuban Food Administrator, although efforts are being made to get permission to allow the mills to ship direct to the importers, as formerly.

AMERICAN WAR TRADE BOARD: The Havana office of this Board has not announced any new regulations during the past month so far as we know, and it is understood that their staff will be considerably reduced as their work has been lessened since the signing of the armistice.

EDIFICE FOR THE INTERNATIONAL TRADE MARK REGISTRATION BUREAU: Newspaper advices from Washington are to the effect that a building to house this Bureau will be erected in Havana at a cost of approximately \$1,000,000. Several years ago this Bureau was organized by the various republics of North and South America in connection with the matter of registration of trade marks in these different countries and an agreement was reached with the South American republics that their headquarters would be located at Rio de Janeiro, to which end a building would be erected there, while the countries of North America would establish a similar center in Havana and an appropriate edifice would be built here for that purpose. This trade mark bureau has since been operating here and the building first referred to above will provide suitable quarters to carry on this work.

BANCO MERCANTIL AMERICANO DE CUBA: Announcement has been made that this new bank with a capital and surplus of \$2,500,000 organized by the Mercantile Bank of the Americas in connection with the Guaranty Trust Co. of New York, will shortly open for business in Havana.

STRIKES: In our last letter we referred to a strike of the various unions of bay workmen in Havana, which was called off on Nov. 18th. About the same time there was a strike of the employees of the Cuba Railroad with headquarters at Camaguey, due to their demanding the reinstatement of certain employees who had been discharged by the management and which the latter refused to consider. As an agreement could not be arrived at between the railroad and the strikers and the situation was daily becoming more acute, causing considerable prejudice, particularly in connection with the sugar mills whose grinding season begins in December, the Government appointed a committee to investigate the subject with the result that an understanding was arrived at between the two sides on Dec. 10th and the strike was declared ended. There had been talk of a general strike in Havana and other Island ports as well, if the demands of the Cuba Railroad strikers were not complied with, and an anonymous committee calling themselves the "Comite Circunstancial" which cannot be translated other than "Circumstantial Committee", announced that if the Cuba Railroad strike was not settled by the night of Dec. 9th, they would declare a general strike in Havana, this notice being given a couple of days before. Such did

not prove to be the case, and therefore upon the expiration of the date mentioned, this general strike became effective. The following day, however, the Government announced officially that the Cuba Railroad strike had been ended. Notwithstanding this the "Comite Circunstancial" chose to disbelieve this statement and continued with the general strike in Havana until the night of the 12th, when they gave out notice that having just learned that the strike at Camaguey was settled favorably to the labor cause, the strike in Havana should be also discontinued.

The general strike here, although of short duration, caused a large financial loss and great inconvenience to the public, as in addition to there being no street cars in operation, the numerous public automobiles, and the coaches, were also in the strike, and further because on the second day of this strike all cafés, restaurants and hotel dining rooms were closed up. The Government, however, forced the reopening of these latter, announcing their licenses would be revoked if they continued closed, and the following night the strike was ended. The stopping of all surface transportation forced the public to walk, with the exception of those who had their own automobiles, and the operation of these was seriously hindered by the fact that the strikers scattered large tacks over the principal streets, thus causing many punctures. Also on the two days that the cafés and restaurants were closed it was practically impossible to obtain a meal downtown. During the strike there was a great shortage of meat in Havana due to the fact that animals to be slaughtered could not be brought in town and in addition to this delivery of ice and milk as well as baking of bread was discontinued, also no newspapers were printed for two days. As no wagons were being operated, visitors to Havana arriving by steamer were forced to have their baggage trucked by hand to the hotel, and after arriving there found it pretty difficult to get anything to eat, which illustrates one of the many inconveniences Havana had to put up with during this general strike. The day before the strike here was settled President Menocal issued an appeal to his countrymen pointing out that there was no reason for this sympathetic general strike being continued in Havana when the Cuba R. R. strike was adjusted satisfactorily, and urging all parties, regardless of political affiliation, to work together for the good of their country and prevent such situations, which do great harm to Cuba in the eyes of the world, also indicating that the Government would, if necessary, take energetic means to restore and maintain order.

There have been many conjectures as to why the general strike should have continued at Havana after the Cuba R. R. strike was satisfactorily settled. The names of the members of the "Comite Circunstancial" have never been given out and apparently the various labor unions in Havana allowed themselves to be blindly led by this committee into the strike. Rumors were heard that the Liberal Party was behind this movement in an endeavor to discredit the present government, which is Conservative. Other reports were that certain interests were endeavoring to stir up trouble so as to cause another American intervention, while still further reports were that the strike was caused by the I. W. W. and enemy propaganda. However, as stated, to date just who were behind this movement in Havana still appears uncertain, but the fact remains that a great deal of inconvenience was caused to the residents here, also the striking unions prejudiced their own organizations by the fact that they deliberately continued with their sympathetic strike after being officially advised by the Government that the Cuba R. R. trouble was settled. Fortunately the strike in Havana was not characterized by any bloodshed and probably could not have been any quieter than it was. The only arrests made by the Government in connection with this movement were a few politicians, who we believe have since been released.

INFLUENZA: This epidemic, which, as previously stated, was far more virulent in interior Cuban towns than in Havana, has gradually decreased. We have men-

tioned that it was in a very mild form here, but there seems to have been a renewal of the outbreak and the fatalities appear to be greater than heretofore.

AMERICAN EXPORT LICENSES: Under date of Dec. 9th the American Minister at Havana made the following announcement in this connection:

"The Legation of the United States of America desires to announce for the benefit of importers of American merchandise in Cuba that, beginning Dec. 6, 1918, all export licenses issued after that date and all export licenses issued before that date which have not expired on or after Nov. 15, 1918, shall be valid until revoked."

AMERICAN PASSPORTS: The American Minister issued a notice on Dec. 4th giving the following information in regard to passports:

"For the convenience of reputable business men and others, who are residents in Cuba and who have need to make frequent visits to the United States, American Consuls to whom such facts are demonstrated will give a vise for six months at a time, which will, for that period, enable the holder of the passport to enter into and depart from the United States without other requirements."

WHARF STEALING: The theft of merchandise from the various wharves of the government and private warehouse companies has finally reached such proportions that active steps are being taken in order to stop this. When this stealing was unimportant no particular attention was paid to it, but as it has become so prevalent a committee has been formed by the Chamber of Commerce, insurance companies and other commercial organizations to develop plans to combat this evil. The harbor laborers have generally been charged with these shortages, but they in defending themselves allege the Custom House employees on the wharves are the guilty ones.

HORSE RACES: The opening of the winter meet at Oriental Park, Marianao, originally set for Thanksgiving Day, was postponed on account of the official parade to be held on that day in honor of the United States, but the meet opened on Dec. 8th with a very large attendance. The strike of transportation lines last week caused a suspension of the races for a couple of days, but the meet is now again under way.

CIGAR EXPORTS: We have referred to the constantly increasing quantities of cigars being exported. During the present year up to Oct. 31, the amount is given as 122,980,311 cigars as against 85,484,263 for the corresponding period of last year. During the same time in 1916 the total was 99,051,784 and correspondingly for 1915, 95,319,907. England continues to be the greatest market for Cuban cigars, her imports during the ten month period mentioned above being 49,064,947 cigars as against 17,726,438 during the same period of 1917.

Comparative figures of exports of cigars to the eight principal consuming markets from January 1st to Nov. 30th, 1918, as against those for the corresponding period of 1917 are as follows:

Destinations	Eleven months of 1918	Eleven months of 1917
England	54,248,652	23,173,682
United States	39,601,719	41,186,570
Canada	2,202,142	2,427,900
France	12,440,625	8,616,022
Australia	3,635,144	4,048,110
Argentina	2,854,928	2,243,897
Spain	10,780,877	8,029,045
Chile	3,245,703	2,443,477
Total.....	128,973,790	92,168,703

It was expected that November would continue to show a large increase but such did not prove to be case, due to the strikes which occurred last month, and as there was a continuation of the strike during the present month, this condition will also operate heavily against the December exports.

DIRIGIBLE BALLOON: On the afternoon of Dec. 9th the inhabitants of Havana were surprised to observe a large American dirigible balloon which maneuvered over the city, attracting considerable attention because it was the first one ever seen here. That night, which was a moonlight one, the airship again passed repeatedly back and forth over Havana and was a very pretty sight with its searchlights playing on the city. The object of the visit has never been announced, although presumably it was a practice trip, the dirigible coming over from Key West.

UNITED WAR WORK CAMPAIGN: Final results of this drive here showed that instead of Cuba's original quota of \$100,000, the total contributions reached the sum of \$278,836.36, or nearly three times the figures first cited. Cuba has oversubscribed handsomely to the different Liberty Loan drives and also has given heavily to other various relief organizations of the different Allies, so it was a matter of considerable satisfaction to all interested to see how generously the Island contributed to this last campaign.



Typical Cuban Highway.

TRADE PUBLICATIONS

Link-Belt Equipment for the Handling and Preparation of Coal at the Mine—Book No. 333, published by the Link-Belt Co., Philadelphia, Chicago, Indianapolis.

This book contains 88 pages showing the various types of coal mine equipment

furnished by the Link-Belt Co., and picturing many complete installments. The publication is profusely illustrated, covering coal tipples, conveyors, washeries and other equipment used at mines.

Zelnicker's Bulletin, No. 250, January, 1919, published by the Walter A. Zelnicker Supply Co., St. Louis, Mo.

CUBAN COMMERCIAL MATTERS

MARKET FOR AMERICAN STEEL AND IRON PRODUCTS IN CARDENAS

Cardenas, with a population of 32,000 inhabitants, is rated as one of the chief industrial centers of Cuba, and offers a favorable market for the sale of American iron and steel products, such as rails, plates, bars, angles, and galvanized sheeting. Three large machine shops and foundries located here employ approximately 500 skilled mechanics. These concerns specialize in the manufacture of boilers, tanks, conveyors, and other machinery used in the various sugar mills scattered throughout this consular district. There is also a recently established factory devoted to the construction of freight cars and similar railroad equipment. The "United Railways of Habana (Ltd.*)" maintains an important repair shop and construction staff in this city and uses considerable steel for bridges and new trackage. Purchases for this undertaking are made through the company's chief purchasing agent, located in Habana.

In addition to the above users, there are a number of local hardware houses which keep on hand considerable of steel bars and plates as well as galvanized sheeting. While these houses supply the usual city demands, the great bulk of their business is derived through orders received from the interior sugar estates. Although there is considerable new construction under way in Cardenas, these structures, as a rule, are neither very high nor very large, and as they are generally built of brick with tile roofs, the need for reinforcing bars and iron sheeting should not be overestimated.

In the past it has not been customary for local users and dealers to order direct from the mills. Several prominent American manufacturers maintain branch offices or resident agents in Habana, and it is through such channels that local orders are customarily placed. Although all of the resident industrial concerns have been working to full ca-

capacity for months and stocks are extraordinarily low, the impression prevails that large orders for raw materials will be deferred until next spring.—*Consular Assistant George A. Makinson, Cardenas, Cuba.*

WHEAT FLOUR IMPORTATION REGULATIONS

The War Trade Board announces in a new ruling (W. T. B. R. 464), after consultation with the United States Food Administration, that on and after February 1, 1919, applications will be considered for licenses to export wheat flour to Cuba.

Hitherto the regulations of the Board have required that shipments of wheat flour to Cuba should be made by the United States Food Administration Grain Corporation to the Director of Subsistence, Cuba. After February 1, 1919, this procedure will no longer be necessary. Applications for export licenses permitting individual shipments will then be considered when approved by the grain corporation; and to avoid any possibility of delay arrangements have been made by which this approval will be obtained by the War Trade Board in Washington.

CONTROL OF IMPORTATION OF SUGAR

The War Trade Board announces that hereafter licenses for the importation of sugar will be issued only to the Sugar Equalization Board, Incorporated, or its nominees. Applicants for import licenses will still be required to give the guaranty now in effect as to the disposition of the sugar.

In order that importers may be informed of the attitude of the Sugar Equalization Board as to proposed shipments, it is suggested that they submit their applications for import licenses to the International Sugar Committee at 111 Wall Street, New York City, for their approval, before forwarding the same to the War Trade Board at Washington.

CUBAN SHOE TRADE

The importation of shoes into Cuba is constantly increasing and the importance of this trade should be thoroughly realized and market conditions carefully studied by American manufacturers desirous of extending their foreign sales.

There are several ways of gaining a share in the Cuban field. Some manufacturers, especially those making well-known and extensively advertised brands, send salesmen direct from the factory, others have resident agents established in the principal cities of the Republic, still others sell through commission houses and jobbers. These latter are located in Habana, Santiago de Cuba, and Cienfuegos and maintain extensive sales forces which periodically cover the island. They usually give a discount (10 per cent), allow credit where necessary, and do a large volume of business.

How Payments Are Made—Packing Methods.

Many successful American manufacturers dealing through jobbers and commission merchants demand draft against bill of lading, others sell upon open credit with from 30 to 60 days from date of invoice. In some few exceptional cases consignees are allowed to make payment one, two, and even three months after the receipt of goods.

Shoes intended for Cuba should be packed in cases similar to those used in the United States for domestic shipments. An inside tar-paper lining is advisable to keep out dampness and cases are generally wire strapped to avoid possible breakage in transit.

The Cuban import duty on American footwear is as follows: Men's shoes, 10 per cent ad valorem plus \$0.15 per pair; women's shoes, 10 per cent ad valorem plus \$0.10 per pair; and children's shoes, 10 per cent ad valorem plus \$0.05 per pair. Footwear from other countries pays the above rate plus 30 per cent.

Retail prices average considerably higher than in the United States. However, since most stores do not maintain fixed prices, it is difficult to say just what the difference really amounts to; in some instances it appears to be about 25 per cent and in other cases considerably more.

Styles of Shoes in Demand.

Men's shoes.—Generally speaking, Cuba wants snappy, dressy styles similar to those worn in the United States. Appearance is more essential than wearing qualities. For men's wear Russia leather is generally preferred. Both high and low shoes are worn, but few with buttons. The call for kid leathers is very limited, while patent leathers are worn only during the winter. The sale of canvas shoes is almost negligible. In very high-grade goods there is a demand for genuine Cordovan with double soles, retailing from \$15 to \$18. In medium grades a shoe of average weight—not too heavy—in dark russet and made over English lasts with broad, low heels is decidedly popular. In the cheaper grades of men's shoes combination styles are in demand. A reliable seller is a shoe with light-colored leather or cloth tops having fancy eyelets or lace stays in combination with high heels and toes.

Women's shoes.—In women's footgear the demand is mostly for kid leathers in pumps and "Colonials." "Turns" are popular in the higher grades. In the lower grades McKay sewed shoes, with full Louis heels are in demand. Very few welts are sold. Although colors shift, a good business is done in white kid, especially during the summer months. There appears to be but little call for "Nubuck" or "Ooze" and few sales in canvas. Gray is incessantly called for, but for many months past dealers have not been able to supply this shade. There is an assured sale for fancy pumps and ties with bead embroidery where pleasing and attractive appearance is more of a requirement than durability.

American Shoes Have but Little Competition.

At present American-made shoes dominate the market. Until a comparatively recent date, however, Spanish and Austrian manufacturers offered slight competition in special lines.

Many dealers formerly carried limited stocks of men's light-weight kid shoes of Spanish origin. These were mostly high shoes in lace, button, and Congress, and sold for the same price as the average American product. Their manufacturers had no variety in lasts and patterns, their shoes were neither durable nor dressy, and because of their extreme light weight soon lost all shape. Their sales were confined almost exclusively to the Spanish population who, it would seem, were actuated somewhat by patriotic motives. The unfavorable exchange rate on the Spanish peseta which prevailed during the course of the war is credited with having put a stop to the importation of these goods. However, since Spanish exchange has recently dropped back to normal, dealers may consider placing further orders for these shoes.

Austrian manufacturers are said to have studied the Cuban market in 1914 and to have made some headway with women's pumps and ties. These goods sold for less than similar American articles, were made with light soles and high heels, and were attractive because of the good quality of the kid used and the dressy bead embroidery. Owing to the strong anti-Teuton sentiment developed throughout the Republic it is doubtful whether dealers would even consider handing such goods in the future.

Retail Stocks—National Economic Shoe.

Early in 1918 Cuban dealers, anticipating further price advances on the part of American factories, purchased heavily with the resultant effect that many houses now appear to be somewhat overstocked.

During the summer of 1918 the repeated and excessive advances in the retail shops caused such numerous protests from the laboring classes that the Government appointed a committee to investigate conditions. This committee was sent to the United States to arrange for the manufacture of cheap and medium-grade footwear which will be shipped to Cuba and sold as "National Economic Shoes." All retailers will be obliged to carry at least a nominal stock of these goods and to sell them at prices fixed by the commission. In return they will be allowed to continue the sale of their regular lines without having prices for these latter fixed by the national commission. To date the "National Economic Shoe" has not been placed on sale, although it is understood that the initial consignment reached Habana some few days ago.—*Consular Assistant George A. Makinson, Cardenas.*

PEPPER AND EGGPLANT HARVEST OF ISLE OF PINES

The harvesting of peppers and eggplants, the two products next in importance to grapefruit cultivated principally by Americans on this island, is now under way, and the first shipment of the season to the United States will soon be made.

Exports this winter will probably not exceed 4,000 crates for both vegetables, against about 1,000 crates of last year and 55,000 for the winter of 1916-17. The reason for this expected small export as compared with that of two years ago lies principally in the fact that fertilizers are now so expensive that they cannot be used for crops of this kind. Restrictions on shipping and the refusal of

navigation companies to accept such products for transportation except upon payment in advance of the freight are other factors affecting the situation.

When last year the transportation restrictions became such that, of a crop of large dimensions, only 1,000 crates could be exported, the farmers concluded to cultivate other and more profitable products this fall for the home market.

Were it not for these reasons, the 1918-19 crop of the two vegetables would probably have exceeded even that of two years ago, for climate conditions were exceptionally favorable for a large harvest.—*Consul W. Bardel, Nueva Gerona, Isle of Pines, Cuba.*

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE CUBA RAILROAD COMPANY

The earnings of the Cuba Railroad for the month of November and for the five months ended November 30th compare as follows:

	1918	1917	1916	1915	1914	1913
November gross	\$472,391	\$646,825	\$501,174	\$387,173	\$285,225	\$342,357
Expenses	505,045	544,544	421,616	241,406	166,577	195,210
November net.....	\$32,653	\$102,281	\$79,557	\$145,767	\$118,648	\$147,146
Other income	13,645	1,448	673	.....	.....	.....
Net income	19,008	103,730	80,231	145,767	118,648	147,146
Fixed charges.....	\$95,012	\$93,483	\$95,216	\$78,262	\$70,195	\$66,791
Other interest chgs...	19,799	.....	.....	.....	.....	.....
Surp. for month Dec.	\$133,820	\$10,246	\$14,985	\$67,505	\$48,452	\$80,355
From July 1st:						
Five months' gross ..	\$4,194,252	\$3,508,429	\$2,657,773	\$2,026,929	\$1,603,080	\$1,715,231
Five months' net	896,572	773,556	930,956	864,203	650,390	742,944
Other income	63,884	6,617	4,153	.....	.....	.....
Fixed charges	474,403	469,403	443,840	366,569	351,158	333,958
Other interest chgs...	59,624	.....	.....	.....	.....	.....
Five months' surp.	\$426,428	\$310,906	\$491,269	\$497,634	\$299,232	\$408,986

EARNINGS OF THE HAVANA ELECTRIC RAILWAY LIGHT & POWER CO.

	1918	1917	1916	1915	1914
Month of November:					
Gross earnings	\$690,704	\$643,403	\$517,627	\$481,315	\$461,788
Operating expenses	332,865	284,492	194,101	178,828	194,895
Net earnings	357,839	358,911	323,526	302,487	266,893
Miscellaneous income	5,220	9,961	16,676	32,704	3,240
Total net income.....	\$363,059	\$368,872	\$340,202	\$335,191	\$270,133
Surp. after deduct. fixed chgs....	201,747	218,532	206,385	227,442	157,864
11 months to Nov. 30:					
Gross earnings	\$7,466,653	\$6,315,811	\$5,457,438	\$5,053,635	\$4,939,430
Operating expenses	3,439,731	2,751,646	2,083,932	2,051,487	2,297,496
Net earnings	\$4,026,922	\$3,564,165	\$3,373,506	\$3,002,148	\$2,641,934
Miscellaneous income	120,024	128,320	127,620	124,705	96,606
Total net income.....	\$4,146,946	\$3,692,485	\$3,501,126	\$3,126,853	\$2,738,540
Surp. after deduct. fixed chgs....	2,558,274	1,994,373	2,080,108	1,934,769	1,557,226

EARNINGS OF THE UNITED RAILWAYS OF HAVANA

Weekly Receipts:	1918	1917	1916	1915	1914	1913
Week ending Nov. 23d.....	£36,569	£40,331	£35,160	£27,783	£21,244	£20,994
Week ending Nov. 30th.....	35,491	42,062	33,889	27,045	22,206	23,081
Week ending Dec. 7th.....	36,389	45,237	35,152	29,401	23,059	26,553
Week ending Dec. 14th.....	24,738	49,904	36,177	32,973	24,889	32,150

EARNINGS OF THE WESTERN RAILWAY OF HAVANA

Weekly Receipts:	1918	1917	1916	1915	1914	1913
Week ending Nov. 30th.....	£6,743	£6,919	£5,149	£4,886	£4,806	£5,033
Week ending Dec. 7th.....	6,529	7,661	4,690	4,842	5,030	5,140
Week ending Dec. 14th.....	3,491	7,974	5,739	5,107	.....	.....
Week ending Dec. 21st.....	8,405	8,223	3,582	4,857	4,567	4,920

EARNINGS OF THE CUBAN CENTRAL RAILWAY

Weekly Receipts:	1918	1917	1916	1915	1914	1913
Week ending Nov. 30th.....	£12,517	£12,747	£9,073	£9,789	£6,464	£6,789
Week ending Dec. 7th.....	12,360	12,588	8,788	9,026	6,028	7,043
Week ending Dec. 14th.....	11,637	12,356	9,564	10,247	6,683	8,139
Week ending Dec. 21st.....	15,809	12,558	9,647	10,139	6,997	7,911

CUBAN FINANCIAL MATTERS

THE PREVAILING PRICES FOR CUBAN SECURITIES

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

	Bid	Asked
Republic of Cuba Interior Loan 5% Bonds.....	82	84
Republic of Cuba Exterior Loan 5% Bonds of 1944.....	92	94
Republic of Cuba Exterior Loan 5% Bonds of 1949.....	89	92
Republic of Cuba Exterior Loan 4½% Bonds of 1949.....	82	83
Havana City First Mortgage 6% Bonds.....	99	103
Havana City Second Mortgage 6% Bonds.....	99	103
Cuba Railroad Preferred Stock.....	69	72
Cuba Railroad Co. First Mortgage 5% Bonds of 1952.....	78	83
Cuba Company 6% Debenture Bonds.....	85	100
Cuba Co. 7% Cumulative Preferred Stock.....	80	100
Havana Electric R'way Co. Consolidated Mtge. 5% Bonds.....	108	
Havana Electric R'way, Light & Power Co., Preferred Stock.....	87	91
Havana Electric R'way, Light & Power Co., Common Stock.....	100	
Matanzas Market Place 8% Bond Participation Certificates.....	100	none
Cuban-American Sugar Co. Preferred Stock.....		100
Cuban-American Sugar Co. Common Stock.....	150	
Guantánamo Sugar Company Stock.....	\$50 (par)	
Santiago Electric Light & Traction Co. 1st Mtge. 6% Bonds.....	80	85

STOCK EXCHANGE

About the middle of October, 1918, the new stock exchange in the national capitol in Havana opened for business. This stock exchange, which gives quotations of petroleum and mining shares, will doubtless be a factor in stimulating the development of the soil and mining business of the Republic. Recently steps have been taken to survey a number of asphalt, copper and petroleum claims in the provinces of Havana and Matanzas.

THE CUBAN-AMERICAN SUGAR COMPANY

Notice is hereby given that the First Lien Six Per Cent. Serial Gold Notes

(Series A) maturing January 1, 1919, together with coupons thereon, should be presented for payment to The National City Bank of New York, 55 Wall Street, New York City, on or after January 2, 1919.

SANTA CECILIA SUGAR CORPORATION
Preferred Stock Dividend No. 3

The regular semi-annual dividend of three and one-half per cent. upon the Preferred Capital Stock of this Company has been duly declared, payable February 1, 1919, to Preferred Stockholders of record at the close of business January 25, 1919.

Transfer books will not be closed.

THE PUBLIC DEBT OF CUBA

- No. 1. \$35,000,000.00 at 5%—May 11, 1914, has been reduced by amortizations and purchases to \$26,374,500.00.
- No. 2. Internal debt at 5%—August 29, 1905, issued for \$11,250,000.00 which has been reduced by amortization to \$10,518,500.00.
- No. 3. Loan of \$16,500,000.00 at 4½%—August 25, 1909, will not begin to be amortized until the year 1920.
- No. 4. Loan of \$10,000,000.00 at 5%—January 31st, 1914, will not begin to be amortized until the year 1920.
- No. 5. Issuance of Treasury Bonds for \$30,000,000.00 at 6%—July 31, 1917, of which there are in circulation, \$8,778,900.00 of Series "B" and \$10,000,000.00 of Series "A".
- No. 6. Increasing of the Internal Debt for \$7,000,000.00 at 5%, Presidential Decree No. 519, under date of April 2, 1918.

MESSAGE TO CONGRESS—NOVEMBER 4th, 1918 FINANCES

The credit of the Republic has been maintained at the high standard it has attained since its foundation. The bonds known as those of the Revolution, issued in 1896 and 1897, have been paid in full, with exception of \$8,015.00, the holders of which have not presented their claims for collection, notwithstanding that the above amount is in the hands of Messrs. Speyer & Co., at the disposal of the holders of the bonds. Since the 25th of May, 1918, Messrs. Speyer & Co. have had in hand \$1,336,964.03 wherewith to cover coupons No. 29 and No. 30 comprising interest up to the 1st of March, next, applying on the Loan of \$35,000,000.00. The amortization of this Loan continues rapidly by placing, as per contract, \$85,000.00 monthly for the purchase of bonds in the open market or redemption by lots of the corresponding obligations as the bonds are quoted above or below their par value. During the last few years, due to the World War, there has always been a margin in the Treasury wherewith to effect purchases in the open market at a considerable advantage. In the recent purchases of bonds, a profit of \$29,126.25 was secured owing to the difference between the par value represented by those acquired, totalling \$1,167,000.00 which cost \$1,137,873.75. It should be reported that by virtue of this amortization, which was effected on the 17th of April and 30th of August last, the debt originating from the loan of \$35,000,000.00 was reduced on August 30th last, to \$26,374,500.00.

The other loans which comprise our foreign indebtedness have not entered the period of amortization; their coupons have been promptly paid and they are quoted firm in all markets. Our foreign debt on August 30th last, stood as follows:

First Loan Speyer, of 1904	\$26,374,500.00
Second " " 4½% 1909	16,500,000.00
Morgan Loan, 5%	10,000,000.00
Total.....	\$52,874,500.00

The internal loan created to meet balance of the debt to the Army of Liberation, in the terms provided for by law, amounted to 105,685 bonds of \$100.00 amortizable for annual sums of \$50,000.00 at 5% interest; corresponding coupons having been paid with exception of 74,732, amounting to \$186,830.00 which have not been paid, as they have not been presented for collection. Of this debt, 5,895 bonds have been

amortized, nearly all of which have been redeemed in full as only 326 remain to be taken in—the holders not having presented them, but their amount is deposited to the order of the corresponding disbursing officer.

The internal debt was increased in 1915 by the issuance of \$5,000,000.00 authorized by the Law of Economic Defense of October, 1914, due to the sudden crisis originating from the great war. Issuance was made under date of January 1st, 1915, and these bonds at 6% were taken in the financial market here and in New York, obligations of the Treasury being given in payment at their par value. Six months after the issue, or in July, 1915, amortization began, which according to Law, should be completed by the 1st of July, 1918. This was a true floating debt and when the termination of its legal period was reached, of the authorized total, there was lacking in the vaults of the Treasury only a small balance of eleven bonds of Series "A" and 72 of Series "B". On their respective dates of maturity, the seven semi-annual coupons were paid, with exception of some not yet presented for collection which do not amount to over \$1,350.00.

All the bonds of the January 1, 1915, issue have been retired, as the balance existing on July 1st of the present year was paid with the proceeds of the first five million dollars, furnished by the Treasury of the United States, as per agreement with that Government, for the placing of the fifteen millions of the Series "A" of the issue of \$30,000,000.00 authorized by the Law of July 31, 1917.

It is known that by the offer of the President of the United States, Cuba having been put on the same footing as the other Allied nations in Europe, a transaction was agreed upon whereby the United States would advance Cuba five million dollars: value of Series "A" made up by the first half of the issue of \$30,000,000.00, Cuba paying the same interest which the United States pays to its bondholders and carrying an equal interest when the United States might have to pay a greater rate. From the time of that agreement up to the present, we have received five millions, of which almost three million were employed in taking in the balance of the issue of five millions and the remainder in extra expenses. We have an available balance of ten millions of the Series "A" in the Treasury of the United States. Of the five millions of Series "B", of the issue of thirty millions, up to the 4th of October last, there were placed in the market for their par value 8,743 bonds as payments: 1,486 on sale and 1,500 in loans, with a total of \$6,863,400.00 and to this is added the loans to railroads, already conceded, and the total of \$15,000,000 of the Series "B" is deducted, leaving a balance of approximately six and a half millions of these bonds, which together with the balance of the Series "A", make a total of about sixteen millions five hundred thousand dollars, to apply toward the purposes for which they were originated.

In Presidential decree of April 2nd of the present year, the issuance of seven millions of dollars of internal debt was authorized at 5% interest per annum, to be exchanged for bonds of the Compañía de los Puertos de Cuba in accordance with my recommendations on the subject and the Secretary of the Treasury was empowered to deliver to the bondholders temporary certificates while the regular bonds were being printed. In accordance with that disposition, 527 temporary certificates have been delivered by the general office of the Secretary of the Republic, representing twelve thousand nine hundred forty-four bonds of \$500.00 each, amounting to \$6,472,000.00 and certificates are still being delivered, provided they are solicited with the corresponding proofs, up to the \$7,000,000.00 agreed upon. The first coupon of this debt having become due, \$161,800.00 has been paid for account of same and the first amortization of temporary certificates in circulation has been made, resulting in forty-two certificates being amortized representing 1,000 bonds of \$500.00 that is a

total of \$500,000.00. It therefore appears that our internal debt is made up of the following items:

Annuities of the Army of Liberation 50%.....	\$10,568,500.00
1917 Issue, Series "A" 6%.....	5,000,000.00
Cash received from U. S. Bonds, Series "B", circulation 6%.....	6,863,400.00
Loans agreed upon	1,800,000.00
Issue of \$7,000,000.00, the \$500,000.00 amortized being deducted.....	6,500,000.00
Total	\$30,731,900.00

Adding both debts, the foreign and internal, they amount to \$83,606,400.00 which is a moderate amount compared with the national wealth and much less than half of the colonial debt.

*Data submitted by E. I. MONTOLIEU,
Havana.
Nov. 26, 1918.*

GADELOUPE SUGAR CROP

Although statistics for the sugar harvest of this colony, which began last January and ended in June, are not yet available, it is known that the crop has been less than the normal yield of about 40,000 tons. Weather conditions throughout the growing season were quite favorable for the growth of the plants, but the estates are beginning to feel the effects of the long-continued planting of cane, and the planters are finding it more necessary to use fertilizers. However, the high prices for sugar and rum have more than made up for the short crop and all concerned are content, the planters having received better prices for their cane and the laborers higher wages .

The 13 centrals of the colony having ceased grinding earlier than usual, the bulk of the sugar has already been shipped to France. The shortage of shipping and the high freight rates have delayed the exports of rum.

The prosperous condition of the planters is shown by the falling off during the year ended June 30, 1917, of the loans on crops by the Banque de la Guadeloupe. While 3,717,000 francs were loaned on growing crops during 1915-16, only 2,251,855 francs were required for this purpose during 1916-18, and of this latter amount all but 900 francs have been paid.
—*Consul Henry T. Wilcox, Guadeloupe, French West Indies.*

SUGAR AS A MEAT PRESERVATIVE

A note in the "Queensland Agricultural Journal," draws attention to the employment of sugar instead of salt, as a preservative for meat. It is stated that hams may be placed in a "pickle," if it is possible so to call it, of sugar and molasses. The fresh hams are first well rubbed with powdered sugar, and are then placed in the saccharine solution, and left undisturbed for some weeks. When cooked, the meat does not present the red appearance of the brine-cured article, but looks more like fresh pork. The taste, however, is said to be like that of ham, only a little sweeter. It is stated in the same journal that experiments have been made under the direction of the French Minister of Agriculture which demonstrate that sugar possesses some advantages over salt as an agent for preserving meat. It is pointed out that salt absorbs a portion of the nutritive substances and of the flavor of the meat, and the more deeply it enters the tissues so much the more readily does it deprive meat of some nutritive substances of genuine importance. Powdered sugar, on the contrary, forms round the meat a sort of solid crust, which removes very little juice from the meat, and does not alter its taste. It is sufficient to immerse the meat in water before cooking. It is true, however, that preserving meat by sugar costs a little more than its preservation by salt.

THE SUGAR INDUSTRY

GOVERNMENT-AIDED SUGAR CENTRAL FOR JAMAICA

On December 7, 1918, telegraphic authority was received by the Governor of Jamaica from Mr. Walter Long, Secretary of State for the Colonies, for the establishment of a sugar "central" with Government aid in the Parish of St. Thomas. This factory will probably be of 5,000 to 8,000 tons annual capacity. This is the first definite result of the campaign being waged by sugar planters of Jamaica for the development of the local sugar industry.

The increased interest in sugar here in Jamaica may be traced to two chief factors: the high prices and the great demand brought about by the war have made the industry extremely profitable. Moreover, severe hurricanes for three years in succession, 1915, 1916, and 1917, caused heavy losses to banana planters and led them to give more attention to sugar cane, a crop less easily destroyed.

Plan Meeting with Strong Local Support

The Jamaica Imperial Association and the Jamaica Sugar Committee, representing the greater part of the agricultural interests of the island, have been working for the establishment of central factories in the principal sugar districts, to be constructed with Government aid and operated under Government control. Meetings were held in the chief centers and pledges obtained from the planters and small farmers in order to assure the necessary acreage.

Because of labor and social conditions generally, it is believed that the output of sugar can best be increased and stabilized through the increased acreage planted on the small individual holdings. The larger planters, however, are chiefly interested, and one company has pledged itself to plant 10,000 additional acres when the "central" is assured.

The approval of the St. Thomas "central" scheme is taken as full assurance of the gradual extension of the subsidized factories over the island, and bids fair to

make Jamaica a strong factor in the sugar trade.—*Consul Charles E. Asbury, Port Antonio.*

THE WORLD'S PRICES OF SUGAR

The table printed below shows the enormous difference in the prices of sugar in the various countries. The prices are wholesale:

Country	£	s	d
Java	0	9	8
Denmark	1	15	0
United States	1	16	4
Germany	2	2	0
Sweden	2	3	9½
Holland	2	5	9
Switzerland	2	18	0
Spain	2	18	0
England	3	0	6
Poland	3	2	1¼
Austria	3	2	5
Norway	3	11	2
France	4	10	5
Hungary	4	11	10½
Italy	5	16	10½
The Ukraine	28	18	0

The striking difference between the prices in Java and the Ukraine is solely due to the question of supply and demand. In Java immense quantities of raw sugar are held up by the shortage of tonnage, and the supply exceeds the demand; in the Ukraine, on the other hand, not so much beet sugar is available as was at first supposed, and the demand exceeds the supply.—"The National Food Journal."

BET SUGAR CAMPAIGN IN SPAIN

According to statistics published by the Director General of the Spanish Customs, the quantity of sugar beet entered the sugar mills in Spain from July 1 to October 30, 1918, was 172,291 tons, while the sugar produced was 15,936 tons. These figures show a decrease, compared with the corresponding months of the year before, of 42,326 tons of sugar beet and 1,486 tons of sugar.—*Consul General C. B. Hurst, Barcelona.*

CUBAN CANE SUGAR INDUSTRY

By MR. P. K. REYNOLDS

PLANTATION, FACTORY AND REFINERY

The Island of Cuba is the chief source of the world's supply of cane sugar, and is often termed the "World's Sugar Bowl".

The United Fruit Company is one of the largest and best rounded out sugar propositions in the world. This fact is not generally known by the public, who are apt to consider this Company as chiefly a banana and steamship enterprise. The United Fruit Company owns some 75,000 acres of growing cane, together with available lands sufficient for nearly doubling this cane acreage, and two large sugar mills in Cuba at the seaboard—"Central Boston" and "Central Preston"—having a combined annual output of 1,000,000 bags of raw sugar. In connection with its sugar mills, the United Fruit Company also owns and operates more than 230 miles of railway in Cuba. It also owns the Revere Sugar Refinery, just completed, at the port of Boston, which is probably the most modern refinery in the world. This refinery has a daily output of 3,500 barrels of refined sugar and is so constructed as to permit of further expansion.

I.—PLANTATION

A stalk of sugar cane somewhat resembles a bamboo stick. The section (internode), or distance between the joints or nodes, is generally from four to eight inches and extends the whole length of the cane from the root to the top, where there is a mass of long, ribbonlike leaves. Unlike the remainder of the cane, the top sections are not sweet, containing glucose and being unfit for sugar making.

The height attained by cane varies considerably, depending upon the richness of the soil, the degree of cultivation received, the rainfall during the growing season, and the number of crops previously gathered from the same roots. A period of drought or heavy rains will leave its imprint unmistakably upon those sections of the cane which are being formed at that time, drought causing them to remain short and stunted, while heavy rains result in their growing long and rank. Fully matured cane in Cuba, grown under normal conditions, stands in the fields at an average height of from eight to twelve feet, although canes are sometimes seen growing to a height of twenty feet and over. A field of sugar cane, especially when the cane is still young, resembles a corn field. Later when the cane is fully grown and the leaves have attained their normal size, the resemblance is much less.

The principal seasons for planting cane in Cuba are spring and fall, the former extending from March to June and the latter from September to January. The cane takes from twelve to fifteen months to mature. After it has been cut down, new cane comes up from the same roots, and the field has to be weeded and cultivated as it was for the first crop. The second crop can be cut after twelve months and the operation repeated a year later. The number of crops which can be harvested from one planting differs according to the quality of the soil, varying from six to eight crops on medium lands to considerably more on the best lands, some areas having been known to produce profitably for twenty years or more. Virgin lands from which the forests have been cut, produce the heaviest cane, although it is not usually as rich in sucrose as is the case in the older lands. A yield of from thirty-three to forty-five tons (2,240 pounds each) of cane per acre may be obtained from virgin lands, sometimes even more, whereas the average yield in the Island probably does not exceed eighteen or twenty tons per acre.

In preparing virgin land for planting, the trees and underbrush are first cut down, and all good, hard timber is taken out and saved for building purposes. A certain portion of the other wood is cut up and delivered to the mill to be used later on as fuel. The remaining timber and bush which cannot be utilized in any way is



Burning underbrush on new land preparatory to planting.

allowed to dry out after being cut down and is then burnt. Patches that remain unburnt are piled in heaps and reburnt so as to clear the land as much as possible. The land is now in condition for planting and the fields are laid out generally in squares of about twenty acres each.

Ground for replanting is prepared by plowing first in one direction and then across; sometimes it is given a third plowing. Plowing is generally done with oxen or bulls; usually two yoke of oxen are used, sometimes as many as three to each plow. The United Fruit Company has in operation four large steam plows which are used principally in plowing the older fields. The field is then harrowed, and a light plow traces the furrows in which cane is to be planted.

The cane to be used for planting is selected and cut into lengths of two internodes, allowing three nodes to each length so as to have three buds or eyes, and is laid by hand in the bed of the furrow, lengthwise with it, sometimes end to end, and at other times a space of about twelve inches being left between the sticks. Occasionally two sticks of cane are laid in the furrow, parallel to each other and a few inches apart. A light plow is run alongside the furrow and the earth turned over to cover the cane. If the ground is damp and in good condition, the cane may be expected to show itself above ground in about three weeks' time. Weeds also soon make their appearance and the work of destroying them should not be delayed. This is done by hoes and by running a cultivator and a light plow between the rows of cane. Both oxen and mules are used in the cultivation. The operation of weeding must be repeated as often as necessary, never less than three times, until the cane leaves have grown so that they completely shade the ground and prevent the sun from penetrating to the soil.

On account of the stumps remaining in new land, even after burning, planting has to be done with hoes or else by means of a sharp pointed stick, in the hand of a man who walks across the field guided by stakes previously set at proper distances, the rows being lined out with a tape line, and who thrusts the stick in a slanting direction into the ground, making a hole into which one or two pieces of cane are inserted, and the earth is pressed tightly around it.



Cutting cane

The methods of planting cane vary considerably, as do also the distances between the rows; in Cuba, cane is generally planted in rectangles of 5 ft. x 5 ft. to 6 ft. x 8 ft.; 5 ft. x 5 ft. and 6 ft. x 6 ft. being used in old, plowed land, while 6 ft. x 7 ft., 6 ft. x 8 ft. and 7 ft. x 7 ft. are the custom in new forest land. Accidental fires due to sparks from locomotives and other causes constitute one of the most serious dangers to growing cane. In order to minimize the risk, fire lines are established with an average width of thirty yards which divide the cane fields into plots of about twenty acres.



Hauling cane by oxen to railroad siding

When the cane is ready for harvesting, it is cut by hand with a cane knife. The leaves are first stripped from the matured stalk by using the back of the cane knife. The green top is then cut off and the matured stalk is cut even with the ground into lengths of from three to four feet and thrown into heaps. This green top, with its mass of leaves, is left in the fields, forming an excellent mulch which prevents the growth of weeds and grass until such time as the new cane shades the ground. When the mulch decays, it is valuable as a fertilizer. This cane trash also forms an excellent fodder for cattle on the plantation, being, in fact, their principal article of food during the crop season.

Cane cutting is the most serious labor problem which confronts the sugar planter in Cuba. In the first place, to operate the mill economically, it is necessary to furnish it with sufficient quantity of cane to keep it running night and day, while the sugar content of the cane is at the maximum. In the second place, cane cutting is a laborious hand process and the supply of labor is not sufficient for the Island's needs. Thus far no mechanical cane cutting device has been invented which gives satisfactory results.



Thirty-car train of cane bound for mill

The two methods used for delivering cane from the field to the factory are animal and mechanical transportation. The piles of cut cane are loaded into two-wheeled bullcarts and hauled to the nearest railroad switch, where they are transferred to railroad cars by means of field cranes or sometimes by hand. The cane is then taken in train-loads to the mill, each car containing from ten to twenty tons of cane, depending on the gauge of the railroad—whether narrow or standard gauge. The floor of the cane cars is usually constructed so as to admit the passing of iron chains underneath the cane on arrival at the mill to facilitate unloading, and on some estates automatic dumping devices are used.

The United Fruit Company is now engaged in certain experiments which it is hoped will result in putting its agricultural department on a mechanical basis to a large extent, the idea being to eliminate as much as possible the use of hand labor and cattle.

It is the policy of most of the sugar companies in Cuba to purchase a considerable portion of the cane going through their factory from outside growers who live sufficiently near the sugar mill. This policy encourages the planting of cane by individuals within a convenient radius. These growers are called "Colonos".

At the beginning and close of the crop, the sugar content of the cane is usually at a minimum. It is always the endeavor to grind cane during the period of the maximum sugar content, although where large areas are involved, it is necessary to commence cutting in the early part of December and extend operations to the middle of September. The average crop season, however, may be considered as from the middle of December to the end of June. Weather conditions in Cuba, which vary considerably from year to year and also in different parts of the Island in any one year, materially affect the length of the grinding season and the sugar output of both the Island and the individual provinces.

II.—SUGAR FACTORY IN CUBA

A sugar factory in Cuba is termed a "Central". Without attempting to describe the many minor processes, the ordinary method of manufacturing raw sugar from cane may be considered under four general heads:

1. Extraction of the juice
2. Clarification
3. Evaporation
4. Separation of the crystals

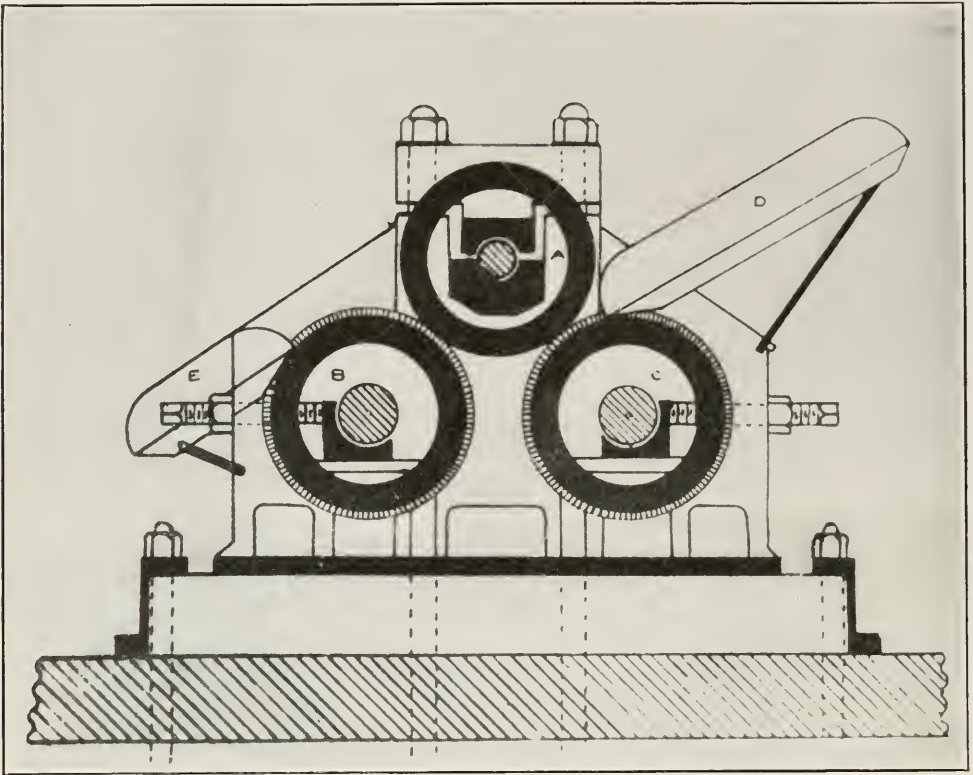
The term "sucrose" is a theoretical one, indicating a sugar content of 100% purity. The final product of a "Central" is raw sugar of a light brown color, polarizing 96°, or sugar 96% pure. Polarization is the method of determining the percentage of sucrose by the use of an instrument commonly known as the polariscope.

The percentage of juice extracted based on the total juice in the cane indicates the milling or grinding efficiency. The sucrose recovered from the sucrose extracted indicates boiling efficiency. The sucrose recovered in 96° test sugar from total sucrose in cane denotes general factory efficiency. These figures are of great value and interest to the factory management as they serve as a guide in the manufacturing operations.

On the arrival of the cane at the sugar mill, or "Central", it is lifted from the railroad cars by an electric crane and is weighed while suspended above the cane or feed hopper. After the cane has been weighed, it is dropped into the feed hopper and is passed to the crusher by means of a link belt conveyor, after which it goes through the mills.

The average milling plant consists of two grinding units or tandems paralleling each other, each comprising a crusher (consisting of two corrugated rolls) and three three-roller mills, each tandem being known as a nine-roller mill. Some of the most modern plants are equipped with three and, in some instances, four tandems, each tandem comprising a crusher and four three-roller mills (some tandems even having five three-roller mills). The crusher resembles a mill, but the surface of the rolls is corrugated, so as to cut and partly crush the cane. This crushing operation facilitates the work of the mills and the extraction of the juice. The United Fruit Company has adopted the double crusher and nine-roller mill, which is an original idea of its Superintending Engineer. Its Centrals at Banés and Preston are equipped with four and three tandems, respectively.

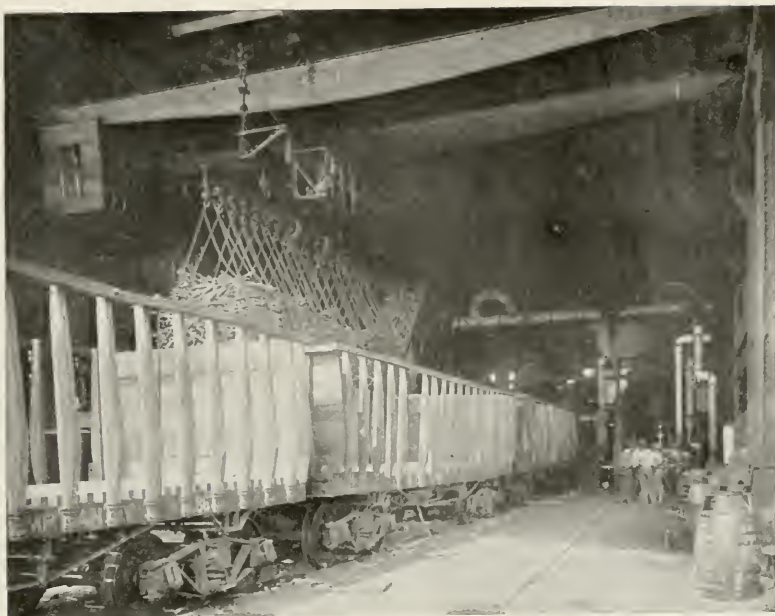
In the average "Central", each mill consists of three horizontal steel rolls from four and a half to seven feet long and from twenty-four to thirty-six inches in diameter, set with parallel axles as shown in the foregoing sketch. The rolls are set in adjustable bearings and the cane passes between the top roll (A) and the first bottom roll (C), and then between the top roll and the second bottom roll (B), which are set closer together so that the cane is actually crushed twice in each mill. The cane



passes through all of the mills in order that as much of the juice as possible may be extracted. The cane after it is crushed is termed "bagasse" and is conveyed by a carrier directly to the boiler furnaces where it is consumed as fuel. In many of the factories the cane leaving the second mill and sometimes that from the first mill is sprayed with hot water. This process of spraying water on the crushed cane is known as "maceration" and facilitates the extraction of the sucrose or sugar content in the cane.

The component parts of sugar cane are juice and fibre, the juice being known as the water or moisture of the cane with all its solids in solution. The juice is made up of sucrose, moisture and impurities, and these impurities, such as organic acids, nitrogenous bodies, etc., are partially removed from the raw extracted juice by the defecation or clarification process and in part accumulated in the final molasses.

The mixed juice coming from all the mills is first strained through wire screens or by Link-Belt strainers to remove particles of floating cane. It is then pumped to the top of the factory building and enters the liming tanks. Here milk of lime, about 15° Beaume, is added to neutralize the acids and is thoroughly mixed with the juice by means of compressed air. The limed juice is pumped into juice heaters where exhaust steam is used to raise the temperature of the juice to 215° to 220° F., and from these heaters the juice is discharged into settling tanks. The combined effect of the lime and the heat results in the formation of many mineral compounds which settle to the bottom of the tank, carrying down, also, some organic impurities which



Cane being lifted from cars at mill

envelop the mineral particles. The greater part of the insoluble organic impurities, being lighter than the juice, is driven to the top by the act of boiling, forming a blanket of scum which rests on the body of juice.

The clear juice now lies between two layers of impurities; one at the bottom and one at the top, and is drawn off by means of cocks until the two layers meet. Then entire mass of impurities, called "cachaza" is washed with water into the scum tanks below where it is heated and settled, and the clear juice drawn off while the cachaza remaining is sent to the mud or filter presses. Here some of the juice is extracted by about eighty pounds pressure, and the impure mass, called "filter press cake" has still about 45% or 50% moisture. This cake is dumped from the presses into a conveyor loaded into dump cars and sent to the fields where after a period of several months it is valuable as a fertilizer.

The juice, which has been referred to previously as being drawn off from the settlers by cocks, is clear juice, and together with the juice from the scum tanks and that from the presses, flows to the supply tanks of the evaporators. This clear juice is evaporated in a series of vessels, or "multiple effects", usually four in number and called "Quadruple Effects", from a water content of 80% to 85% to about 49% and is then called syrup or "meladura." This meladura flows into a tank on the ground floor and from there it is pumped continuously to the storage tanks on the pan floor to be used in the vacuum pans as needed.

The meladura is drawn into pans by means of vacuum force, and is boiled under a vacuum of 26° to 27°. When the meladura boils down to proper density, grains begin to form, and the quantity of grains and the building up of the grain is regulated by a well-trained man who is called the "sugar master", or "sugar boiler". When making first sugar, meladura is added as required until the pan is about seven-eighths full and then it is finished with first molasses to reduce the average purity, and to give color to the sugar. This pan full of grains and extracted liquor is called "massecuite", and it is dropped at a density of 92° to 94° Brix into a "mixer" above the



Central "Boston" at Banes, Cuba

centrifugals. It is run into these machines charge by charge and the crystals of sugar are separated from the molasses. Each charge of a centrifugal, usually forty inches in diameter, gives nearly a bag of sugar. This is strictly "first sugar" and the molasses is "first molasses". The first molasses is pumped to tanks above the pan floor where it is heated and diluted with water to a density of 30° Beaume, and then run into storage tanks on the pan floor to be used in making crystallizer sugar.

When sugar is boiled for the crystallizers the grain is made with meladura so as to have a good nucleus. A pan is run up about two-thirds full and half of the mass is cut over to another pan, making two pans one-third full, which is sufficient grain to build on. Diluted first molasses is boiled on this grain until the pan is filled, then it is discharged into crystallizers which are of the same capacity as the vacuum pan. The length of time this massecuite should remain in the crystallizer depends on the kind of crystallizer and the grade of the massecuite. At some mills it requires from four to five days to get the best results. These crystallizers revolve slowly and as they cool down the grain continues to grow until they reach the atmospheric temperature. This process might be said to be a mere continuation of the vacuum pan work, though it is much more economical and satisfactory than completing the work in the pan, a better separation of the grains from the molasses, and a better polarizing sugar being obtained. The crystallizer sugar gives an average polarization of 96° and sells as first sugar.

The crystallizers are situated above the centrifugals, and the massecuite when ready for drying is handled in the same manner as the first massecuite, described above. The molasses from the crystallizer massecuite is called "second molasses", and is pumped to the storage tanks on the pan floor where it is heated to dissolve the fine grains, if any, before being drawn into the vacuum pan again. This molasses, according to its sucrose, is used the same as the first molasses, being boiled back until no more sugar can be economically obtained, when it is sold as "final molasses" or "Black Strap".

Work in the sugar house goes on day and night during the crop season, with two gangs of men who usually work six hours on and six hours off.

III.—REFINERY

The refining of raw sugar is carried on in a refinery in distinction to a factory or "Central" where the sugar is extracted from the cane. These sugar factories send their product, consisting of raw sugar, more or less unsuitable for consumption, to the refineries, where it is purified and transformed into the different shapes as demanded by the individual taste or requirements of the consumer.

The cargoes of raw sugar are received at the refinery in jute bags holding about 325 pounds each. When discharged from the ships the sugar is weighed and sampled by employees of the government to determine the amount of import duty to be collected thereon. It is then weighed and sampled by the representatives of the seller and the refinery.

When the sugar enters the refinery, the bags are cut open and emptied and the sugar carried by conveyors to the sugar bins. The sugar is then washed with water in the centrifugal machines to remove the impurities (mostly molasses) adhering to the outer surface of the crystals. From here the sugar passes to the melting pans where it is dissolved in hot water.

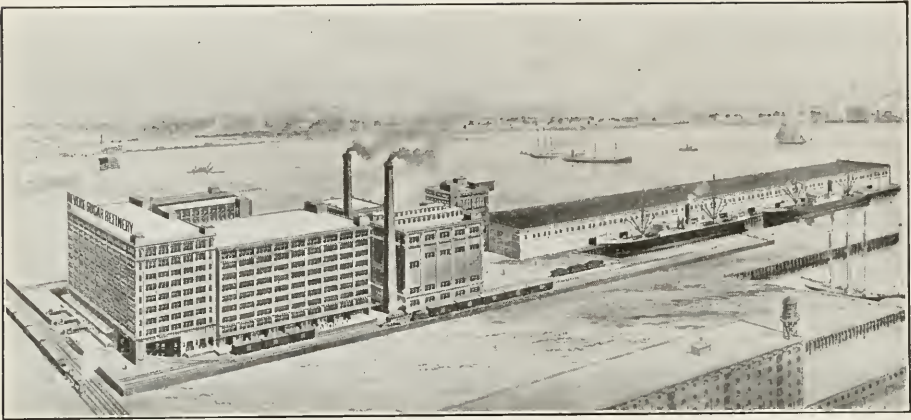
This sugar solution, which is a dark brown, cloudy liquor, is then pumped to the top of the filtering department, where the real refining commences. The solution is heated nearly to the boiling point in tanks called "blowups" and treated with a filtering medium to make it evenly filtered. It is then passed through mechanical filters, which remove the suspended impurities, leaving a clear brown colored liquor. This liquor is then passed through filters filled with bone charcoal which remove all coloring matter, leaving the liquor as clear and colorless as the purest spring water. This bone charcoal is thoroughly washed with boiling water and burned in special kilns and is used over and over again until worn out. The solution, after char filtration, is then pumped into the sugar house proper where it is drawn into vacuum pans and concentrated at a low temperature until it has formed a mass of crystals mixed with a small quantity of syrup. This is a very important stage of the refining, as the temperature at which the sugar is boiled and the method of forming the grain determine the grade of the finished sugar. The men who do this work, known as sugar boilers, are men of long experience and training and unless their work is properly done, the sugar will not be up to the required standard.

The crystals are then separated from the syrup in centrifugal machines, after which the sugar is passed through dryers and thoroughly dried. The dried sugar is separated in the various sizes by means of sieves and is ready to be put in barrels, bags or cartons and sent out to the consumer. Pressed cubes and tablets are made from moistened granulated sugar. The syrup taken from the centrifugal machines is reboiled and yields the soft or brown sugar, and the final residue is sold as refinery syrup.

REVERE SUGAR REFINERY

The new refinery of the United Fruit Company, which is operated by the Revere Sugar Refinery, is located on the Mystic River, Charlestown, Mass., and has sidetrack connection with the Boston & Maine Railroad, facilitating shipments of refined sugar throughout New England and the West.

The construction of the melter, filter, pan and boiler house is of steel and brick; the engine house and refined sugar warehouses being of reinforced concrete. Every precaution has been taken to make the plant as thoroughly fireproof as modern construction and equipment assure, and the buildings are constructed so as to permit of



Revere Sugar Refinery, Boston.

considerable expansion. The machinery and equipment for handling the various products are of the most modern and up to date type, all the finished products being handled by conveyors and automatic machinery. The sugar is not touched by human hands from the time it is boiled in the vacuum pans until it reaches the consumer in the various packages.

A permanent, fireproof wharf, 647 feet long by 130 feet wide, has been constructed and affords ample berth room for two steamers. The wharf is covered by a shed of steel and brick, having a storage capacity of 20,000 tons of raw sugar. This shed is equipped with overhead cranes ensuring quick, economical handling of raw sugar. The dock has been dredged to a depth of 30 feet, mean low water, and is connected with the main channel of the Mystic River, recently dredged to the same depth by the Commonwealth of Massachusetts.

All these features combine to make the new plant of the Revere Sugar Refinery the most modern and best equipped refinery in the world, capable of turning out 3,500 barrels of sugar daily. The Revere Sugar Refinery has always confined itself to the manufacture of the highest grades of refined sugar, which have been recognized as being unrivalled in purity and uniformity of quality.

EXCELLENT OUTLOOK FOR CUBAN TOBACCO

To date, Nov. 27, the various tobacco-growing districts of the Republic have shipped to the Habana market some 440,063 bales of tobacco of the new crop. Included in these shipments are 216,634 bales of the tobacco known in Cuba as "Remedios," the yield of which is unusually large this season.

At present there is plenty of tobacco offered for sale in the market and still a great deal left in the fields. However, as soon as maritime traffic becomes normal and the Scandinavian countries and South

America begin to place their orders, existing stocks will be quickly exhausted and prices may reach extraordinary levels. It is predicted that there will be keen rivalry between foreign consumers and Cuban manufacturers and that these latter will be obliged to bid high in order to secure the stocks necessary to fill orders lately received by cable and those which are expected to follow during the opening months of 1919. Orders are already on hand from Argentina, Chile, and Uruguay calling for 17,000 bales of leaf tobacco.—*Consular Assistant George A. Makinson, Cardenas.*

SUGAR REVIEW

Specialy written for "The Cuba Review" by Willett & Gray, New York.

Our last review was dated December 10th, 1918.

It is of interest at this time to make a few comparisons of the Sugar Crops of the World with the figures of pre-war production, using for the purpose the crops of 1913-14 when the total production of the World rose to 18,667,399 tons, which was the high point reached up to August, 1914, when the World was plunged into the greatest war of history. Our latest estimate for the 1918-19 crop is 16,740,635 tons.

During that crop year (1913-14) the production of cane sugar in the Americas amounted to 4,985,601 tons, of which quantity 2,597,732 tons were produced in Cuba. Asia outturned 3,992,917 tons, Australia and Polynesia 355,000 tons and Africa 474,664 tons. For 1918-19 the total in the Americas is estimated at 6,202,635 tons, at least 3,600,000 tons of which will be produced in Cuba. The production of Asia is expected to show an increase to 5,255,000 tons, the largest increase being accounted for in British India, where the crop is consumed locally, although the outturn of Java will be nearly half a million tons greater than 1913-14. The crop of Formosa and Japan has nearly doubled; the figure for the Philippines, however, is practically the same, although this crop in the meantime reached the figure of 332,158 tons in 1915-16, but owing to unfavorable weather and other causes has since dropped off to 230,000 tons. The production in Australia and Fiji, which in 1917-18 reached 440,887 tons will this year not exceed 336,000 tons, or slightly below the production in 1913-14. The crops of Africa, estimated at 585,000 tons, have increased somewhat over 100,000 tons during the war period. The total cane crop for 1918-19 of 12,384,635 tons compares with 9,821,413 tons in 1913-14, and the beet crop 4,356,000 tons this campaign against 8,845,986 tons in 1913-14. Of the latter the United States beet crop outturned 655,298 tons in 1913-14, against our present estimate of 635,000 tons for 1918-19, although this crop reached its highest figure in 1915-16, when 779,756 tons of sugar were made.

In Europe, Germany is expected to outturn during the campaign 1,400,000 tons of sugar according to most reliable reports, although German press reports give larger figures, against 2,720,000 tons in 1913-14. Germany's largest production before the war was reached in 1912-13 when 2,732,189 tons were produced. The crop of Austria is estimated at 700,000 tons against 1,703,000 tons in the campaign of comparison, although 1,919,853 tons had been outturned in the previous season. France, where so many of the factories have been destroyed, expects a crop not exceeding 150,000 tons this season, against 717,400 tons in 1913-14. France's largest production was in 1901-02 when 1,051,930 tons of sugar were produced. (It is interesting to note that the German wave of advance into France in 1914 had already enveloped 203 of the 213 usines when they suffered their first reverse at the Marne). Belgium has dropped to less than one-half of her 1913-14 production, which was 229,049 tons; the record production of recent years was in 1912-13 when 300,253 tons were produced. Holland's estimate of 200,000 tons compares with 230,000 tons in 1913-14, her high figure of 316,933 tons being reached in 1912-13. Russia with 700,000 tons will produce approximately one-third of the 1911-12 crop, which amounted to 2,058,635 tons; in 1913-14 the outturn had dropped to 1,687,799 tons.

First allotments of new crop Cuba sugars to the United States were made on December 20th, and since that date the Sugar Equalization Board has arranged for the early shipment of 140,000 tons of these sugars. According to latest advices from the Island the weather is cold and fine and 111 centrals are at work. We have today received from Messrs. Guma-Mejer their estimate of the new crop, which they place at 3,991,571 tons, as against Mr. Himley's earlier estimate of 4,010,571 tons.

The price of Porto Rico sugars has now been fixed at 7.28c c. i. f., New York. Some of these sugars, however, which were afloat had been originally contracted for at 6.90c, the Duty Paid valuation of Cubas, subject to adjustment, but these sugars were afterward arranged for at 7.28c.

The contract with the Canada Food Board for the San Domingo crop has been signed and the crop will be allocated among the Canadian refiners in accordance with its terms. The price is to be $\frac{1}{2}$ c per pound below Cuba cost and freight price, which at present equals 5.76c c. i. f., New York, with allowances up and down, the same as those obtaining for Cubas.

According to our latest advices from Louisiana the spell of cold weather has brought with it a temporary respite from the almost unprecedented rains, which had recently delayed grinding. Distribution of Plantation Granulated is still under restraint and factories' stocks are accumulating. Several Government contracts, however, have been received and these sales for shipment overseas will help the situation to some extent.

The domestic beet sugar crop has had a very favorable grinding season, as a result of which an outturn exceeding our last estimate of 635,000 tons is anticipated. A number of factories have now finished the campaign.

The effect of the drought in Hawaii during the Spring and Summer of 1917 is reflected in the results obtained from harvesting the crop, the total production for the past season amounting to 515,035 long tons, as against 575,510 tons in the preceding crop. The large deficiency in the crop in the Island of Hawaii is particularly noticeable, same being the smallest crop produced on that Island since 1910, while Oahu produced the largest outturn in its history. Preliminary estimate of the new crop indicates a yield of approximately 530,000 tons of sugar. There has been no immigration to Hawaii during the past year, other than from the Philippines, and this has been limited on account of the difficulties of transportation, with the result that the needs of the plantations as regards labor have not been met, so that they are now short many men of their normal requirements.

We have recently experienced a shortage of refined sugar stocks in refiners hands, owing to the slow arrival of raw supplies. It has been little felt, however, as the trade throughout the country were well supplied, and the consequent demand for sugars was very light. With the increasing supplies, however, the situation is showing rapid improvement and our refiners will doubtless soon be in position to take care of any increase in the demand, should same occur. While some of our refiners are still closed, they are expected to be running again within a short time. Quotation remains unchanged on the basis of 9c per pound f. o. b., for Fine Granulated.

New York, N. Y.

January 7th, 1919.

METHOD OF KILLING WEEDS IN HAWAII

An interesting method of killing weeds in sugar-cane fields in Hawaii, according to the "Queensland Agricultural Journal," consists in spreading over the fields, after the dormant canes have been manured, strips of tarred or asphalted felt paper (weighing 9 lb. to the 100 square feet). The pointed shoots of the young cane grow through the paper which is weighted with stones, and the

softer-tipped weeds, failing to penetrate it, are smothered. A similar practice has been employed in England for making lawns.

COLUMBIAN WORKMEN

It has been announced that about five thousand workmen from the Republic of Columbia will soon arrive in Cuba to work in sugar mills during the grinding season now under way.

REVISTA AZUCARERA

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

Nuestra última revista estaba fechada el 10 de diciembre de 1918.

Es interesante en esta ocasión hacer algunas comparaciones de las cosechas de azúcar del mundo con las cifras de esa producción antes de la guerra, tomando para ese objeto las cosechas de 1913-14, en que la producción total en el mundo ascendió á 18,667,399 toneladas, que fué el alto punto alcanzado hasta agosto de 1914, cuando el universo fué lanzado en la mayor guerra de las Historias. Nuestro último cálculo por las cosechas de 1918-19 es 16,740,635 toneladas de azúcar.

Durante la cosecha de 1913-14, la producción de azúcar de caña en las Américas ascendió a 4,985,601 toneladas, de cuya cantidad 2,597,732 toneladas fueron producidas en Cuba. El Asia produjo 3,992,917 toneladas, Australia y Polinesia 355,000 toneladas y el Africa 474,664 toneladas. Para el año 1918-19 el total en las Américas se calcula en 6,202,635 toneladas, de lo cual por lo menos 3,600,000 toneladas serán producidas en Cuba. La producción en el Asia se espera dé un aumento de 5,255,000 toneladas, el mayor aumento contándose en la India Británica, donde la cosecha es consumida localmente, aunque la producción de Java será cerca de medio millón de toneladas más que en 1913-14. La cosecha de Formosa y el Japón ha sido casi el doble; las cifras de las Filipinas son sin embargo las mismas, aunque esta cosecha en el entretanto llegó a la cifra de 332,158 toneladas en 1915-16, pero debido al tiempo desfavorable y a otras causas ha bajado desde entonces a 230,000 toneladas. La producción en Australia y Fiji, que en 1917-18 llegó a 440,887 toneladas, no pasará este año de 336,000 toneladas, ó algo más bajo de la producción de 1913-14. Las cosechas del Africa, calculadas en 585,000 toneladas, han aumentado en algo más de 100,000 toneladas durante el período de la guerra. La cosecha total de azúcar de caña para 1918-19 de 12,384,635 toneladas puede compararse con las 9,821,413 toneladas en 1913-14, y la mejor cosecha de azúcar de remolacha de 4,356,000 toneladas de este año contra 8,845,986 toneladas en 1913-14. De esta última la cosecha de azúcar de remolacha de los Estados Unidos produjo 655,298 toneladas en 1913,14, contra nuestro cálculo al presente de 635,000 toneladas para 1918-19, aunque este producto alcanzó su más alta cifra en 1915-16, en se elaboraron 779,756 toneladas de azúcar.

En Europa, es de esperarse que Alemania produzca durante la estación 1,400,000 toneladas de azúcar según los informes más verídicos, aunque los informes de la prensa alemana dan mayor cantidad, contra 2,720,000 toneladas en 1913-14. La producción más grande de Alemania antes de la guerra se consiguió en 1912-13, en que se produjeron, 2,732,189 toneladas. La cosecha de Austria se calcula en 700,000 toneladas contra 1,703,000 toneladas durante el año de comparación, aunque se produjeron 1,919,853 toneladas en la previa estación. En Francia, donde se han destruído tantas fábricas de azúcar, se espera esta estación una cosecha que no pasará de 150,000 toneladas, contra 717,400 toneladas en 1913-14. La producción más grande en Francia fué en 1901-02, en que se produjeron, 1,051,930 toneladas de azúcar. (Es interesante anotar que el avance de los alemanes en Francia en 1914 ya había cubierto 203 de las 213 fábricas cuando sufrieron su primer derrota en el Marne). Bélgica ha disminuído a menos de una mitad de su producción de azúcar en 1913-14, que fué de 229,049 toneladas; la mejor producción de años recientes fué en 1912-13, en que se produjeron 300,253 toneladas. El cálculo de 200,000 toneladas para Holanda puede compararse con 230,000 toneladas en 1913-14, su cifra más alta de 316,933 toneladas siendo alcanzada en 1912-13. Rusia, con 700,000 toneladas, producirá aproximadamente una tercera parte de la cosecha de 1911-12, que ascendió a 2,058,635 toneladas; en 1913-14 la producción había disminuído a 1,687,799 toneladas.

La primera repartición de los azúcares de Cuba a los Estados Unidos se hizo el 20 de diciembre, y desde esa fecha la Junta Distribuidora de Azúcar ha hecho arreglos para un pronto embarque de 140,000 toneladas de estos azúcares. Según los últimos avisos de Cuba el tiempo es frío y bonancible, habiendo en operación 111 centrales. Hoy hemos recibido de los Srs. Guma-Mejer su cálculo de la nueva zafra, la cual calculan en 3,991,571 toneladas, contra el cálculo anterior de Mr. Himely de 4,010,571 toneladas.

El precio de los azúcares de Puerto Rico se ha fijado ahora en 7.28c. costo, seguro y flete en Nueva York. Sin embargo, algunos de estos azúcares, que estaban a flete, habían sido contratados primitivamente a 6.90c., el avalúo de los azúcares de Cuba con derechos, á ajuste, pero estos azúcares fueron luego arreglados al precio de 7.28c.

Ya se ha firmado el contrato con la Junta de Subsistencias del Canadá para la cosecha de azúcar de Santo Domingo, y dicha cosecha será repartida entre los refinadores canadenses de acuerdo con las bases del contrato. El precio será $\frac{1}{8}$ c. la libra por bajo del costo del azúcar de Cuba y el costo de flete, que al presente equivale a 5.76c. costo, seguro y flete Nueva York, con concesiones sobre el alza y baja, lo mismo que las que se obtienen por los azúcares de Cuba.

Según los últimos avisos que hemos recibido de la Luisiana, el período de tiempo frío ha traído consigo por ahora una tregua en las lluvias casi sin precedente, lo cual había demorado la molienda recientemente. Todavía sigue la restricción del azúcar granulado en los ingenios, y se están acumulando las existencias en las fábricas. Sin embargo, se han recibido varias contrataciones del Gobierno, y estas ventas para el embarque allende los mares aliviarán algo la situación.

La cosecha del azúcar de remolacha del país ha tenido una estación muy favorable para la molienda, por lo cual se anticipa una producción que excederá nuestro último cálculo de 635,000 toneladas. Algunas fábricas han terminado ya sus operaciones.

El efecto de la sequía en Hawái durante la primavera de 1917 se dejó sentir en los resultados obtenidos de la recolección de la cosecha, la producción total por la estación pasada ascendiendo a 515,035 toneladas completas, contra 575,510 toneladas en la cosecha anterior. La grande deficiencia en la cosecha de la Isla de Hawái es notable en particular, pues es la cosecha más pequeña que se ha producido en esa Isla desde el año 1910, mientras que Oahu ha producido la cosecha más grande en su historia. Cálculos preliminares de la nueva cosecha indican una rindición de 530,000 toneladas de azúcar aproximadamente. No ha habido emigración a Hawái durante el año pasado excepto de las Filipinas, y ésta ha sido limitada a causa de las dificultades en el transporte, dando por resultado que las necesidades de los ingenios en lo que se refiere a trabajadores no se han podido llevar a cabo, así es que ahora están faltos de muchos hombres para sus requerimientos normales.

Hemos experimentado recientemente una merma de existencias de azúcar refinado en manos de los refinadores, debido a la paulatina llegada de azúcares crudos. Sin embargo, se ha dejado sentir poco pues el comercio por todo el país estaba bien provisto, y por consiguiente la demanda por azúcar fué muy escasa. Sin embargo, con el aumento de existencias la situación va mejorando rápidamente y nuestros refinadores indudablemente estarán pronto en posición de atender a cualquier aumento en la demanda, si ésta llegara a ocurrir. Aunque algunas de nuestras refinerías están aún cerradas, es de esperarse que volverán a estar en operación dentro de poco tiempo. La cotización del azúcar permanece sin cambio bajo la base de 9c. la libra por el azúcar fino granulado, libre a bordo.

Nueva York, enero 7 de 1919.

SUGAR CONSUMPTION OF THE UNITED KINGDOM

Figures just published place the consumption of sugar in the United Kingdom during 1918 at 941,000 tons against

1,099,000 tons in 1917. The stock on January 1, 1919, is reported as 348,000 tons of raw sugar and 34,000 tons of refined as compared with 135,000 tons and 62,000 tons, respectively, a year ago.

Cable Address "Turnure"

New York—64-66 Wall Street

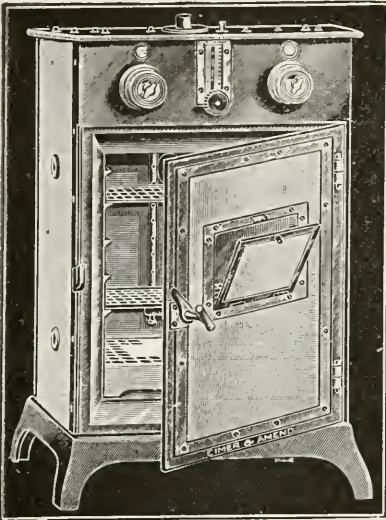
LAWRENCE TURNURE & CO.

Deposits and Accounts Current. Deposits of Securities, we taking charge of Collection and Remittance of Dividends and Interest. Purchase and Sale of Public and Industrial Securities. Purchase and Sale of Letters of Exchange. Collection of Drafts, Coupons, etc., for account of others. Drafts, Payments by Cable and Letters of Credit on Havana and other cities of Cuba; also on England, France, Spain, Mexico, Puerto Rico, Santo Domingo and Central and South America.

CORRESPONDENTS:

HAVANA—N. Gelats y Ca.
PUERTO RICO—Banco Comercial de Puerto Rico.

LONDON—The London Joint Stock Bank, Ltd.
PARIS—Heine et Cie.



FREAS ELECTIC OVEN

(Patented)

The most ACCURATE, RELIABLE, DURABLE and ECONOMIC Al Oven for exacting, constant temperature purposes.

Type R, for temperature up to 180°C is universally used in sugar laboratories for control work.

Approved by the National Board of Fire Underwriters.

Write for Booklet and Prices.

General Sales Agents:

EIMER & AMEND

Third Avenue, 18th and 19th Streets, New York, N. Y.

MAP OF CUBA

The Cuba Review now has ready for delivery a new and revised Map, showing the location of all the active sugar plantations on the Island of Cuba and giving other data concerning the sugar industry. Price \$1.00 postpaid.

THE CUBA REVIEW

82 BEAVER STREET

NEW YORK

Please mention THE CUBA REVIEW when writing to Advertisers

P. RUIZ & BROS.
Engravers—Fine Stationery
 Obispo 22 P. O. Box 608
 HAVANA, CUBA

JAMES S. CONNELL & SON
SUGAR BROKERS

Established 1836, at 105 Wall St.
 Cable Address, "Tide, New York"

Established 1876

N. GELATS & COMPANY
BANKERS

Transact a general banking business—Correspondents at all the principal places of the world

Safe Deposit Vaults

OFFICE: AGUIAR 108
 HAVANA

THE AMERICAN SUGAR REFINING COMPANY

Preferred Dividend
 Common Dividend

The Board of Directors has declared the following dividends:

On the Preferred Stock one and three-quarters per cent., being the 108th consecutive dividend thereon, payable on January 2nd, 1919, to the Stockholders of record on December 2nd, 1918.

On the Common Stock one and three-quarters per cent., being the 109th consecutive dividend thereon, payable on January 2nd, 1919, to the Stockholders of record on December 2nd, 1918.

On the Common Stock an additional three-quarters of one per cent., payable on January 2nd, 1919, to the Stockholders of record on December 2nd, 1918.

The Transfer Books will not be closed.

Bank of Cuba in New York

34 WALL ST. NEW YORK

General banking business transacted with special facilities for handling Cuban items through the National Bank of Cuba and its 40 branches. We are especially interested in discounting Cuban acceptance.

Your Account is Solicited

W. A. MERCHANT	- - -	President
J. T. MONAHAN	- - -	Vice-President
CHAS. F. PLARRE	- - -	Cashier
L. G. JONES	- - -	Asst. Cashier
L. R. DEVERE	- - -	Asst. Cashier

FIRST—Get bulletin 250 or wire
ZELNICKER IN ST. LOUIS

Before buying or selling

RAILS

Locomotives—Cars—Tanks
 Machinery, Pipe, etc.

What have you for sale?

BANK OF CUBA IN NEW YORK

The Annual Meeting of the Stockholders of Bank of Cuba in New York will be held at the office of the Bank, No. 34 Wall Street, January 14, 1919, at two o'clock P. M., for the purpose of electing Directors for the ensuing year, of determining whether the number of Directors of the Bank shall be increased from five to seven, and accordingly amending the organization certificate of the Bank, and of considering and acting upon such other matters as may come before the meeting, including amendment of the by-laws of the Bank.

POPULAR TROLLEY TRIPS

Via the HAVANA CENTRAL RAILROAD to

GUANAJAY

Trains every hour daily from CENTRAL STATION from 5 A.M. to 8 P.M. Last train 11.20 P.M.

Fare, 70 Cents

GUINES

Train every hour daily from CENTRAL STATION from 5.50 A.M. to 7.50 P.M. Last train 11.10 P.M.

Fare, 96 Cents

SUBURBAN SERVICE TO REGLA, GUANABACOA, AND CASA BLANCA (CABAÑAS FORTRESS) FROM LUZ FERRY, HAVANA, TO

Regla (Ferry)	\$0.05
Guanabacoa (Ferry and Electric Railway) .....	.10
Casa Blanca and Cabañas Fortress (Ferry) .....	.05

Ferry Service to Regla and car service to Guanabacoa every 15 minutes, from 5 A.M. to 10.30 P.M., every 30 minutes thereafter, up to 12 midnight, and hourly thence to 5.00 A.M. To Casa Blanca, every 30 minutes from 5.30 A.M. to 11.00 P.M.

HOME INDUSTRY IRON WORKS

ENGINES, BOILERS AND MACHINERY

Manufacturing and Repairing of all kinds. Architectural Iron and Brass Castings. Light and Heavy Forgings. All kinds of Machinery Supplies. Steamship Work a Specialty

A. KLING, Prop.
JAS. S. BOGUE, Supt.

MOBILE, ALA.

Telephone, 33 Hamilton. Night Call, 411 Hamilton. Cable Address: "Abiworks" New York.

ATLANTIC BASIN IRON WORKS

Engineers, Boiler Makers & Manufacturers. Steamship Repairs in all Branches
Heavy Forgings, Iron and Brass Castings, Copper Specialties, Diesel Motor Repairs, Cold Storage Installation, Oil Fuel Installation, Carpenter and Joiner Work

18-20 SUMMIT STREET
11-27 IMLAY STREET

} Near Hamilton Ferry

BROOKLYN, N. Y.

Agents for "Kinghorn" Multiplex Valve

IMPORTS AND EXPORTS

Total values of merchandise imported from and exported to Cuba during November and the eleven months ended November, 1918, compared with corresponding periods of the preceding year, have been made public by the Bureau of Foreign and Domestic Commerce, Department of Commerce, as follows:

	Month of November		11 months ended with November	
	1918	1917	1918	1917
Imports from Cuba.....	\$13,175,787	\$5,724,217	\$267,508,759	\$243,452,245
Exports to Cuba.....	\$20,594,046	\$24,957,648	\$207,808,387	\$171,217,556

S. F. HADDAD
 DRUGGIST
PRESCRIPTION PHARMACY
 "PASSOL" SPECIALTIES
 89 BROAD STREET, Cor. Stone
 NEW YORK

Sobrinos de Bea y Ca S. en C.

BANKERS AND COMMISSION MERCHANTS
*Importación directa de todas los
 centros manufactureros del mundo*
 Agents for the Munson Steamship Line,
 New York and Mobile; James E. Ward &
 Co., New York; Serra Steamship Company,
 Liverpool; Vapores Transatlánticos de A.
 Folch & Co. de Barcelona, España.
 Independencia Street 17/21.

MATANZAS, CUBA

JOHN W. McDONALD
 COAL, WOOD, LUMBER
 AND TIMBER
 OF EVERY DESCRIPTION

112 Wall Street, New York

Near South Street

Yard: 56-58 Beard Street, Erie Basin

Telephones:
 Office, 1905 John Yard, 316 Hamilton

THE SNARE AND TRIEST COMPANY
CONTRACTING ENGINEERS

STEEL AND MASONRY CONSTRUCTION
 Piers, Bridges, Railroads and Buildings

We are prepared to furnish plans and estimates
 on all classes of contracting work in Cuba.

New York Office:
 8 West 40th Street
 Havana Office: Zulueta 36 D.

HENRY E. WACK & CO., Inc.

Receivers—Exporters

GRAIN HAY FEEDS

209 Chamber of Commerce

Baltimore, Md., U.S.A

Correspondence with Merchants of
 West Indies solicited. Spanish
 correspondence when desired. . . .

John Munro & Son

**Steamship and
 Engineers' Supplies**

722 Third Ave., Brooklyn, N. Y.

Cable Address: Kunomale, New York
 Telephone, 2492 South

Telephone Box 186
 215 Hamilton Maritime Exchange

YULE & MUNRO
SHIPWRIGHTS

Caulkers, Spar Makers,
 Boat Builders, Etc.

No. 9 SUMMIT STREET

Near Atlantic Dock **BROOKLYN**

DANIEL WEILL S. EN C.
COMERCIANTE EN GENERAL

Especialidad en Ropa Hecha de Trabajo

*Am in a position to push the sales of
 American high class products. Would
 represent a first class firm.*

APARTADO 102 CAMAGUEY, CUBA

**M. J. CABANA COMMISSION
 MERCHANT**

P. O. Box 3, Camaguey

Handles all kinds of merchandise either on a
 commission basis or under agency arrangements.
 Also furnishes all desired information about lands
 in eastern Cuba.

F. W. Hvoslef E. C. Day R. M. Michelson

BENNETT, HVOSLEF & CO.

Steamship Agents & Ship Brokers

18 BROADWAY, NEW YORK

Cable "Benvosco"

UNITED RAILWAYS OF HAVANA

CONDENSED TIME TABLE OF DAILY THROUGH TRAINS

No. 11 P M	No. 1 P M	No. 7 P M	No. 5 P M	No. 3 A M	No. 9 A M	Mis:	Havana	No. 2 A M	No. 8 A M	No. 6 P M	No. 10 P M	No. 4 P M	No. 12 A M
10.31	10.01 A M	4.01	1.01	10.01	7.01	...	Lv. Central Station..Ar.	6.50	9.40	3.31	6.30	7.25	6.30
.....	12.17	6.40	3.23	11.54	9.25	58	Ar....Matanzas....Lv.	4.15	6.52	1.10	3.50	5.06	.....
.....	4.05	8.40 P M	5.50	2.00	12.37 P M	109	Ar....Cardenas....Lv.	12.05	5.00	10.00	1.20	.....	.....
.....	6.48	.....	9.22	4.45	.....	179	Ar....Sagua....Lv.	10.45	.....	6.45	.....	12.10 P M	.....
*	11.10	.....	.....	8.40	.....	230	Ar....Caibarien....Lv.	7.00	.....	.....	.....	8.15 A M	*.....
.....	6.00	.....	9.00	.....	.....	180	Ar....Santa Clara....Lv.	11.00	.....	7.40	.....	12.05 A M	.....
8.00 A M	.....	.....	.....	6.50 P M	.....	195	Ar....Cienfuegos....Lv.	.....	.....	.....	.....	11.20 A M	9.00 P M
.....	9.55	.....	.....	.....	.....	241	Ar....Sancti Spiritus..Lv.	4.45	.....	.....	.....	.....	.....
.....	11.35 P M	.....	2.55 A M	.....	.....	276	Ar....Ciego de Avila..Lv.	3.45	.....	12.40 A M	.....	.....	.....
.....	3.10 A M	.....	6.10	.....	.....	340	Ar....Camaguey....Lv.	12.15 A M	.....	9.00 P M	.....	.....	.....
.....	2.10 A M	.....	.....	.....	.....	520	Ar....Antilla....Lv.	1.30	.....	9.30	.....	.....	.....
.....	3.45 A M	.....	6.45 P M	.....	.....	538	Ar.Santiago de Cuba.Lv.	12.01 A M	.....	9.00 A M	.....	.....	.....

Sleeping cars on trains 1, 2, 5, 6, 11 and 12.

*Via Carreño.

SLEEPING CAR RATES—UNITED RAILWAYS OF HAVANA

From Havana to	Lower Berth.	Upper Berth.	Compartment.	Drawing-Room.
Cienfuegos	\$3.60	\$3.00	.....	\$10.00
Santa Clara	3.60	3.00	\$8.00	10.00
Camaguey	4.20	3.50	10.00	12.00
Antilla	6.00	5.00	14.00	18.00
Santiago de Cuba	6.00	5.00	14.00	18.00

ONE-WAY FIRST-CLASS FARES FROM HAVANA TO PRINCIPAL POINTS REACHED VIA

THE UNITED RAILWAYS OF HAVANA

	U. S. Cy.		U. S. Cy.
Antilla	\$27.99	Isle of Pines	\$7.00
Batabano	1.71	Madrugá	3.31
Bayamo	24.79	Manzanillo	26.42
Caibarien	11.71	Matanzas	3.52
Camaguey	18.59	Placetas	12.52
Cardenas	5.97	Remedios	12.49
Ciego de Avila	15.26	Sagua	9.29
Cienfuegos	9.59	San Antonio .....	.73
Colon	6.09	Sancti Spiritus	13.43
Guantanamo	30.70	Santa Clara	9.38
Holguin	25.44	Santiago de Cuba	28.94

Passengers holding full tickets are entitled to free transportation of baggage when the same weighs 110 pounds or less in first-class and 66 pounds or less in third-class.

“WEEK-END” TICKETS

FIRST AND THIRD CLASS

ARE on sale from Havana to all stations of the United Railways (except Rincon and such as are located at less than twenty kilometres from Havana) and vice versa, valid going on Saturdays and returning on any ordinary train the following Sunday or Monday at the very low cost of one-way fare plus 33 1/3%.

UNITED RAILWAYS OF HAVANA

FRANK ROBERTS, General Passenger Agent

PRADO, 118

HAVANA, CUBA

THE
TRUST COMPANY OF CUBA
HAVANA

CAPITAL.....\$500,000
SURPLUS.....\$500,000

TRANSACTS A

**GENERAL TRUST AND
BANKING BUSINESS
REAL ESTATE DEPARTMENT**

EXAMINES TITLES, COLLECTS RENTS
NEGOTIATES LOANS ON MORTGAGES

Correspondence Solicited from
Intending Investors

OFFICERS

Norman H. Davis.....President
Oswald A. Hornsby.....Vice-President
Claudio G. Mendoza.....Vice-President
J. M. Hapgood.....Treasurer
Rogelio Carbajal.....Secretary
W. M. Whitner.....Mgr. Real Estate Dept.

**A Weekly Publication of
International Interest**

It covers every field and
phase of the industry.
Write for Sample Copy.

SUBSCRIPTION - - \$3.00 PER YEAR

FACTS ABOUT SUGAR

82 Wall Street, New York

FORMOSAN SUGAR-CANE AREA

Investigations of the area under sugar-cane cultivation for this season by the different sugar companies in Taiwan have been completed and the result reported to the Formosan Government General. According to an estimate based on these returns, the area of sugar-cane cultivation in the island for this season will be 222,921 acres, a decrease of 10 per cent as compared with the 249,288 acres of the first investigation. The season's output is estimated at 4,200,000 piculs, or 560,000,000 pounds.—*Consul Max D. Kirjasoff, Taihoku, Taiwan.*

The Royal Bank of Canada

FUNDADO EN 1869

Capital Pagado	\$11,800,000
Fondo de Reserva	13,236,000
Activo Total	234,000,000

Trescientas Treinta y Cinco Sucursales
New York, corner William and Cedar Sts.
Londres, Bank Buildings, Prince St.
Veinte y Tres Sucursales en Cuba

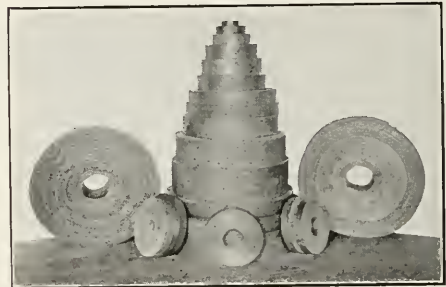
Corresponsales en España é Islas Canarias y Baleares y en todas las otras plazas bancables del Mundo.

En el Departamento de Ahorros se admiten depósitos á interes desde Cinco Pesos en adelante.

Se expiden Cartas de Credito para viajeros en Libras
Esterlinas ó Pesetas, valederas estas sin descuento alguno.

Sucursales en la Habana
Galiano 92, Monte 118, Muralla 52, Linea 67.
Vedado

Oficina Principal - - - OBRAPIA 33
Administradores
R. DE AROZARENA F. J. BEATTY



Correas de Cuero curtida especialmente para ingenios de Azúcar. Pidanse Precios

CONSOLIDATED BELTING COMPANY

108 WALL STREET, N. Y.

THE J. G. WHITE MANAGEMENT
CORPORATION

43 Exchange Place, New York

MANAGERS

CARDENAS-AMERICAN SUGAR COMPANY

The Board of Directors of Cardenas-American Sugar Company has declared a regular quarterly dividend of one and three-quarters per cent (1¾%) on the outstanding preferred stock of the Company for the quarter ending December 31, 1918, payable Thursday, January 2, 1919, to stockholders of record at the close of business Thursday, December 26, 1918.



S.S. MUNAMAR

NEW YORK—CUBA SERVICE

PASSENGER AND FREIGHT

	<i>New York Leave</i>	<i>Antilla Arrive</i>	<i>Antilla Leave</i>	<i>New York Arrive</i>
SS. "MUNAMAR"	Feb. 1	Feb. 5	Feb. 8	Feb. 12
SS. "MUNAMAR"	Feb. 15	Feb. 19	Feb. 22	Feb. 26

FREIGHT ONLY

Regular sailings for Matanzas, Cardenas, Sagua, Caibarien,
Pto. Padre, Gibara, Manati, Banes and Nuevitas.

MOBILE—CUBA SERVICE

FREIGHT ONLY

SS. "LAKE MARION"—Havana-Sagua	Feb. 7
SS. "MUNISLA"—Havana-Matanzas	" 14
A STEAMER—Caibarien-Cienfuegos-Santiago	" 18
SS. "TUSCAN"—Havana-Cardenas	" 21
A STEAMER—Havana-Matanzas	" 28

MOBILE—SOUTH AMERICA SERVICE

FREIGHT ONLY

A STEAMER—Buenos Aires	about Feb. 10th
------------------------------	-----------------

BALTIMORE—HAVANA SERVICE

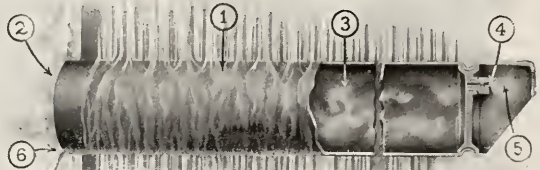
FREIGHT ONLY

Fortnightly sailings from Baltimore for Havana.

The line reserves the right to cancel or alter the sailing dates of its vessels or to change its ports
of call without previous notice.

MUNSON STEAMSHIP LINE

WHY IS THE "LILLIE" EVAPORATOR SO EFFICIENT



Film evaporation as employed in Lillie Evaporators, produces the highest co-efficient of heat transmission. As evidence of this, we are pleased to refer you to Prof. E. W. Kerr's paper in the 1916 Transactions of the A. S. M. E., page 98. Prof. Kerr shows the Lillie co-efficient to be much higher than any other.

Above is shown a typical Lillie Tube which is deluged by a shower of solution. There is no hydrostatic head as in submerged tube types. The film is in rapid motion. The disengaging surface is very large. The film is very thin. This kind of circulation is ideal.

Evaporation is effected by hot vapors entering the tube at 2, filling the tube as at 3.

To insure against "air pockets" the vent is provided which permits the escape of incondensable gases. This is another very important Lillie advantage possessed by no other evaporator. The heat contained in the escaped gas, however, is not lost, as it passes from the end 5 into the tube and is carried to the next cooler effect with the vapor arising from the juice. Condensation occurs constantly within the tube and the condensate flows out at 6 back into the steam end and thence through a steam trap into the steam end of the next cooler body and finally to the atmosphere from the coolest body in the case of multiple effects.

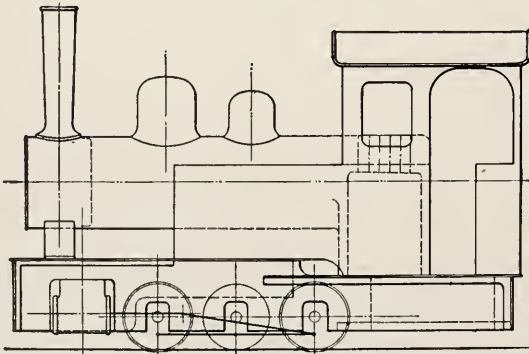
Vapor reversing is another EXCLUSIVE advantage of the Lillie evaporator. Multiple effects can be reversed at will and almost automatically, quickly changing the hottest effect into the coolest and the coolest into the hottest. This greatly lessens incrustation troubles.

Besides the Lillie occupies less space, units can be increased in size, more units can be added, etc.

WHEELER CONDENSER & ENGINEERING CO. CARTERET, NEW JERSEY

THE BALDWIN LOCOMOTIVE WORKS

PHILADELPHIA, PA., U. S. A.



Three tank locomotives of the general design shown in the sketch are offered for prompt delivery, subject to prior sale. These locomotives weigh 37,000 pounds each, and can be adapted to gauges of from 2' 0" to 3' 0". Couplers will be applied to suit the requirements of the purchaser; and the locomotives can be fitted for burning either coal, wood or oil.

Specifications and prices furnished on application.

REPRESENTATIVE FOR THE WEST INDIES:

G. R. PEREZ - - 520 National Bank of Cuba Building, Havana

REPRESENTATIVE FOR PORTO RICO AND SANTO DOMINGO:

R. CARRION - - American Colonial Bank Building, San Juan

Cable Addresses: "Baldwin, Philadelphia;" "Leebald, Havana."

THE CVBA REVIEW



1.00 A Year **FEBRUARY 1919** 10 Cents A Copy
Published by the Munson Steamship Line • 82-92 Beaver Street, New York City

LINK-BELT

ELEVATORS AND CONVEYORS

FOR BAGASSE, SUGAR ETC.

THROUGH long years of reliable service, Link-Belt Machinery has become a recognized standard for the handling of sugar cane, bagasse, etc., from the field to the finished product.

Our engineers are specialists in designing sugar handling machinery. Let them work out your problems. We make no charge for advice, layouts or estimates.

Link-Belt Machinery includes: Elevators and Conveyors for every service, Juice Strainers, Bagasse Carriers and Feeders, Field Transfers for Sugar Cane, Car Dumpers, Roller Chains, Link-Belt Sprocket Wheels, Transmission Machinery, etc., etc.

LINK-BELT COMPANY

299 BROADWAY

NEW YORK CITY

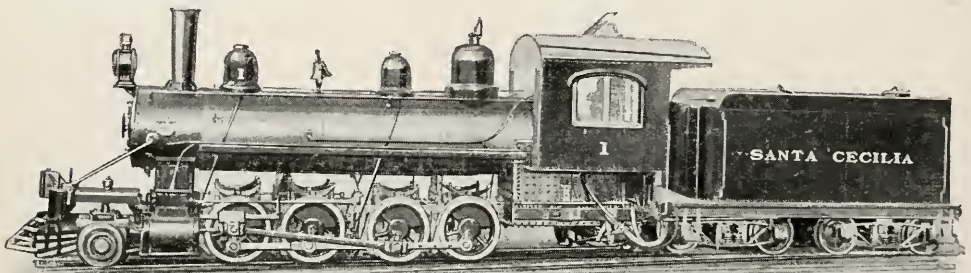
JAMES M. MOTLEY

71 BEAVER STREET
NEW YORK

Gerente del Departamento de Ventas en el Extranjero de

THE WEIR FROG COMPANY
PENNSYLVANIA BOILER WORKS
GLOVER MACHINE WORKS, INC.
THE RAHN-LARMON CO.

CLEVELAND PUNCH AND SHEAR WORKS CO.
DUNCAN, STEWART & CO., LTD.
STANDARD WATER SYSTEMS CO.
STANDARD SAW MILL MACHINERY CO.



Los productos de estas Fábricas abarcan:

Locomotoras
Gruas sobre Ruedas
Carros: Para Caña
Para Carga
Para Obras de Construcción
Carriles y accesorios

Via Portátil
Ranas y Chuchos
Puentes de Acero
Edificios de Acero
Maquinas de Izar
Aserraderos

Calderas
Máquinas á Vapor
Máquinas á Petroleo
Máquinas á Gasolina
Bombas
Tanques

Trapiches, Desmenzadoras y toda clase de Máquinaria para Ingenios de Azúcar
A solicitud se remiten catálogos y presupuestos.

Dirección cablegráfica: JAMOTLEY, New York (Se usan todas las claves.)

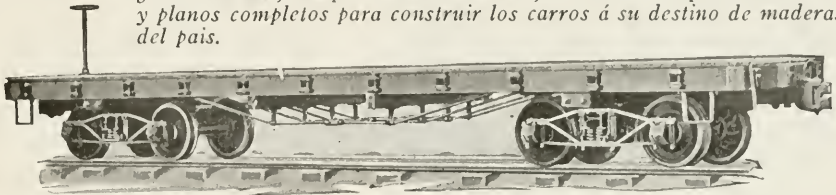
Please mention THE CUBA REVIEW when writing to Advertisers

RAMAPO

Carros de Ingenios

Para todos usos y de todos tamaños, de los para caña con cuarto ruedas y capacidad de 1½ toneladas á los con juegos dobles de ruedas y capacidad de 30 toneladas.

Hacemos una especialidad de juegos de herrajes, incluyendo los juegos de ruedas, completamente armados, con todas las piezas de metal, y planos completos para construir los carros á su destino de maderas del pais.



A 802
RAMAPO IRON WORKS, 30 Church St., NEW YORK, N. Y. Cable Address: **RAMALIAM**

HOLBROOK TOWING LINE, Inc.

W. S. HOLBROOK, Pres.

Sea Harbor and General Towing. Steamship Towing a Specialty

Boilers Tested for any Required Pressure

Phone Broad
4266-4267

15 WILLIAM ST., NEW YORK, U.S.A.

Night Phone
1105 Bay Ridge
1368 Richmond Hill

WILLETT & GRAY, Brokers and Agents

**FOREIGN AND
DOMESTIC**

SUGARS

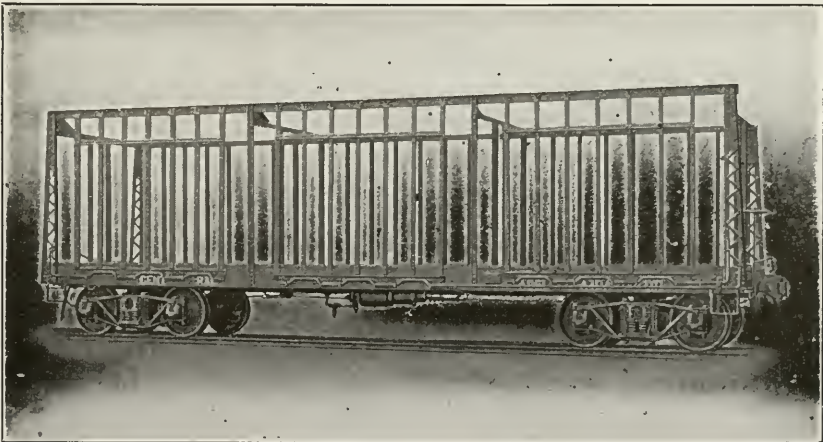
**RAW AND
REFINED**

82 WALL STREET, NEW YORK

Publishers of Daily and Weekly Statistical Sugar Trade Journal—the recognized authority of the trade.
TELEGRAPHIC MARKET ADVICES FURNISHED

PLANTATION CARS OF ALL KINDS

ALSO THE PARTS FOR SAME



El grabado enseña uno de nuestros carros, todo de acero, para caña.

Tenemos otros tipos de capacidades varias y hemos fabricado un gran numero de carros para caña para uso en Cuba, Puerto-Rico. América-Central y México, que tienen jaules de acero ó de madera y conruidas para los distintos tipos de carga y descarga de la caña.

AMERICAN CAR & FOUNDRY EXPORT CO., NEW YORK, E. U. A.

Dirección telegráfica: NALLIM, New York.

Producción anual de más de 100,000 carros.

Representante para Cuba: OSCAR B. CINTAS, Oficios 29-31, Havana.

Please mention THE CUBA REVIEW when writing to Advertisers

FOR MOLASSES USE STEEL TANKS

"THE SUN NEVER SETS ON HAMMOND TANKS"



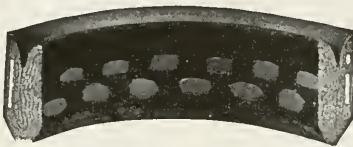
BUILT BY
HAMMOND IRON WORKS

WARREN, PA., U.S.A.

We furnish
**MATERIAL FABRICATED
OR ERECTED COMPLETE**

Tulsa Office: - - 314 Kennedy Building
New York Office: - 2728 Whitehall Bldg.

Agents for Cuba:
WONHAM, BATES & GOODE
Havana, Cuba



Insist upon

Walker's "LION" Packing

Avoid imitations, insist upon getting Walker's Metallic "Lion" Packing. Look for "The Thin Red Line" which runs through all the Genuine and the "Lion" Brass Trade Mark Labels and Seals attached.

Write for our
Descriptive Catalog

James Walker & Company, Ltd.

27 THAMES STREET, NEW YORK CITY

Sole Agent for Cuba

JOSÉ L. VILLAAMIL

Santa Clara 29, Havana, Cuba

WESTERN RAILWAY OF HAVANA

TRAIN SERVICE DAILY

P	M	P	M	P	M	A	M	A	M	Fare	Fare	A	M	A	M	P	M	P	M	P	M
6.15	2.55	1.45	10.15	6.55	5.45	1st cl.	Lv. Cen Sta., Havana. Ar.	3d cl.	7.20	11.09	12.01	3.20	7.09	8.00							
8.24	4.24	3.55	12.24	8.24	7.55	\$2.27	Ar. Artemisa. Lv.	\$1.37	5.15	9.40	9.45	1.15	5.40	5.45							
...	5.51	...	...	9.51	...	...	4.42	Ar. Paso Real. Lv.	2.52	...	8.05	...	4.05	...							
...	6.05	...	...	10.05	...	...	4.77	Ar. Herradura. Lv.	2.72	...	7.48	...	3.48	...							
...	6.56	...	...	10.56	7.30	5.70	Ar. Pinar del Rio. Lv.	3.23	...	6.55	...	...	2.55	6.00							
...	8.40	...	...	12.40	11.45	7.50	Ar. Guane. Lv.	4.20	...	5.20	...	...	1.20	2.00							
P	M	P	M	P	M	A	M	A	M	A	M	A	M	P	M	P	M	P	M	P	M

**IDEAL
TROLLEY
TRIPS**

FAST DAILY ELECTRIC SERVICE FROM HAVANA TO

Arroyo Naranjo	12 cts.	Rancho Boyeros	19 cts.
Calabazar	13 "	Santiago de las Vegas.....	25 "
Rincon.....	30 cts.		

Leaving Central Station every half hour from 5.15 A.M. to 7.15 P.M. and every hour thereafter to 11.15 P.M.

"WEEK-END" TICKETS FIRST AND THIRD-CLASS

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 and Monday, and are sold at the very low rate of one way fare plus 33 1/3 %.

THE CUBA REVIEW

"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. XVII

FEBRUARY 1919

No. 3

Contents of This Number

Cover Page—Street Scene in Santiago de Cuba.
Frontispiece—American Minister to Cuba and his Staff.

	Page
Cuban Commercial Matters:	
American Steel Office Furniture	20
Cuban Pyrites	20
Engineering in Cuba	21
English Chamber of Commerce	20
Exportation of Sugar	21
Exports from Nuevitás to the United States	21
Cuban Financial Matters:	
Appropriation Bills	24
Cuban Budget	24
National City Bank in Matanzas	24
Prevailing Prices for Cuban Securities	23
Report of the Guantanamo & Western R. R., 1918.....	25, 26, 27, 28
Traffic Receipts of Cuban Railroads	23
Treasury Bonds	24
Cuban Government Matters:	
Atlantic Fleet	7
Belgian Commission	7
Chinese Charge de'Affaires	7
Cuban Merchant Marine	7
Cuba's Delegation to Peace Conference	9
Gift of Cuba to U. S. Regiment	8
Prohibition	7
Proposed Commission to Arbitrate Strikes	8
Repeal of Military Service Law	7
Strike of Printers	8
War Orphans	8
Havana Correspondence	11, 12, 13, 14, 15
How to Make Cacao Growing a Success in Eastern Cuba, illustrated.....	15, 16, 17, 18, 19
The Sugar Industry:	
Carlos Alfert & Co.	29
Chinese Laborers	31
Cuban Export Committee on Sugar	29, 30
Estimate of Sugar Crop of Cuba, 1918-1919.....	32
Metallic Cloth for Use in Filtration Processes.....	29, 30
Porto Rican Laborers	31
Sugar Review, English	33, 34
Sugar Review, Spanish	35, 36



Group Comprising the American Minister to Cuba, Hon. Wm. E. Gonzalez, and his staff. This photograph was taken on the Legation Grounds, Havana.

AMERICAN PHOTO
CUBA

THE CUBA REVIEW

"ALL ABOUT CUBA"

Copyright, 1919, by the Munson Steamship Line

VOLUME XVII

FEBRUARY, 1919

NUMBER 3

CUBAN GOVERNMENT MATTERS

REPEAL OF MILITARY SERVICE LAW

A bill passed by congress and signed by President Menocal January 19th repeals the obligatory military service law, which made military service compulsory on the part of all male citizens of ages 21 to 28, inclusive. The measure does away with the office of provost general and also grants amnesty to all Cubans of military age who fraudulently evaded military service, as well as to their accomplices.

THE ATLANTIC FLEET

The Atlantic Fleet, as reconstituted with the return of the battle squadrons from overseas, was assembled at Hampton Roads and on the morning of February 4th departed for Guantanamo Bay, Cuba. Preceded by three giant seaplanes, the fleet, part of which served with the British Grand Fleet during the war, sailed for Cuba for winter maneuvers. The fleet was led by the dreadnought Pennsylvania, flagship of Admiral Henry T. Mayo, commander-in-chief of the Atlantic fleet. In the squadron, besides the flagship, were the Missouri, Oklahoma, Arizona, New York, Texas, Nevada, Utah, Arkansas, Florida, Michigan, Wyoming, Louisiana, Nebraska, New Jersey, the collier Prometheus and converted yachts Nokomis and Aris. Other vessels of the fleet are in Cuban waters. The squadron is composed of four divisions, each with ships of equal strength, and is in command of Admiral High Rodman, Rear Admiral E. W. Eberle, Rear Admiral R. E. Coontz and Vice Admiral H. B. Wilson.

BELGIAN COMMISSION

The Commissioners sent to Cuba by Belgium to thank Cuba for her assistance in the war were received by President Menocal December 18th. A speech of gratitude and appreciation was made by the head of the commission and replied to in terms of cordiality by President Menocal.

PROHIBITION

Prohibition of the manufacture, sale or consumption of alcoholic beverages in Cuba is provided by a bill prepared for introduction in the lower house of congress by Representative Acosta. The law, if passed by congress, would become effective one year from the date of its passage.

Imprisonment and a fine of \$500 is provided in cases of violation of the law on the part of brewers. Merchants breaking the law would be subject to imprisonment and a fine of \$250. The consumer may be fined \$50 and sent to jail. These amounts would be doubled for each succeeding offense.

CHINESE CHARGE D'AFFAIRES

The new Charge d'affaires of the Chinese Legation, Chun Ku Shen, presented his respects to President Menocal February 1st. He was accompanied by the Secretary of the Legation, Sr. Clarence Chat. The Chinese Minister to Cuba is expected to arrive in Havana soon.

CUBAN MERCHANT MARINE

President Menocal has sent a message to congress proposing an increase in the national marine.

CUBAN GOVERNMENT MATTERS

WAR ORPHANS

A resolution presented in the Senate by Senator Vidal Morales and adopted unanimously proposes an international league for the care of Allied war orphans.

The Chief Executive is authorized to propose to all the Allied Powers and all nations that severed relations with the Central Powers that plenipotentiaries be named by each to organize an international association for the protection, care and education of destitute children whose fathers met death fighting in the Allied ranks for the liberty of the world.

A fund, to be contributed to by each nation included in the organization according to its population and wealth, would be raised to carry on the work, to which fund any other organization or individual might contribute voluntarily.

The resolution suggests the name "The International League for the Protection of the Children of Liberty."

GIFT OF CUBA TO U. S. REGIMENT

The following letter has been received by the Cuban Secretary of Justice from Mr. Newton D. Baker, United States Secretary for War.

War Department,
Washington.

To his Excellency, The Secretary of Justice, Republic of Cuba.

Excellent Sir,

I have the honor to acknowledge the receipt of the hand-made silk flag presented by you to the American Minister to be presented to a Regiment of the line of the United States army on its return from Europe.

I have designated the Sixth Regiment of Field Artillery of the First Division to be the recipient of the flag for the reason that, being a regiment of the first American Division that went to France, it had the honor of firing the first shot against the enemy, of any American troops.

The Sixth Regiment of Field Artillery was organized in 1907 when field artillery was given a place apart in the organiza-

tion of the United States army. It has continuously taken part in the battles in Europe and is now a part of the Army of Occupation. For this reason it is impossible at present to present the flag, but I have given instructions that a cable shall be sent to the General in Command of the First Division notifying him of the designation of this regiment to receive the flag, and also informing him of its origin.

In the name of the War Department and of the Army, I beg permission to present my warmest thanks in recognition of this courtesy towards a distinguished Regiment of a distinguished Division of our service.

Cordially yours,

(Signed) Newton D. Baker.

STRIKE OF PRINTERS

Because of the refusal of printing companies to pay their employes double wages for work done on the day of the funeral of Ex-President Roosevelt, a general strike of printers was called in Havana. An agreement was reached on February 12th, granting an increase of ten per cent in the wages of men earning less than \$20 per week, and an increase of five per cent for those earning more than that amount weekly. This arrangement was suggested by President Menocal and was accepted by the members of the linotypist and typographical unions. The agreement reached also includes payment by the printing companies of double wages to the men who worked the day of Colonel Roosevelt's burial. This strike tied up the newspaper and job printing plants for more than a week.

PROPOSED COMMISSION TO ARBITRATE STRIKES

General Emilio Nuñez, vice-president of Cuba, has asked the president to send a message to congress suggesting the formation of an arbitration commission to act as a mediator in present and future strikes, and all other labor problems.



CUBA'S DELEGATION TO PEACE CONFERENCE

The above photograph was taken January 25th, 1919, just prior to embarkation of Cuba's delegate from Havana for the United States en route to France. Cuba's delegate to the Peace Conference, Dr. Antonio Sanchez de Bustamante can be seen in the center. On Dr. Bustamante's left is Dr. Pablo Desvernine, Cuban Secretary of State, and on his right is Dr. Gabriel Casuso, Rector of the National University, of which faculty Dr. Bustamante is a member. The group shown at the right hand is composed mainly of university students who went to the wharf to see Dr. Bustamante off.

Accompanying Dr. Bustamante to Paris are Guillermo de Blanck, secretary; Pedro Fraga and Louis Machaldo as attaches to the commission. The delegates sailed from New York on the United States transport Orizaba and reached Paris on February 8th. Prior to the arrival of Dr. Bustamante, Cuba was represented at the conference by Rafael Martinez y Ortiz, Minister to France.

President Menocal signed a decree authorizing a credit of forty thousand dollars, of which ten thousand dollars will be assigned to the personal expenses of the journey and the expenses for three months of the delegation from the Republic of Cuba to the Peace Conference, the other thirty thousand dollars to be used for whatever expenses may be incurred by the delegation while in Paris.

NIGHT SCHOOLS

Four night schools for the education of workingmen, the first of this class ever established in Cuba, have been opened by the department of public instruction. More than thirty men presented them-

selves for enrollment at each school on the opening date.

Special attention is to be given to instructions in drawing, a knowledge of which it is considered will be of great value to workingmen in many branches of the trade and industry.



Group of Workers at American Red Cross Headquarters, Havana.

PLANS FOR PARK IN HAVANA

The Cuban charge d'affaires in Paris, Senor Tejedor, has submitted to President Menocal plans drawn by the Chief of Parks and Promenades of Boulogne. These plans will be used for the new park and promenade that is to be constructed in the City of Havana, Cuba.

STEAMSHIP LINE TO MEXICO

Cuban capitalists have formed a corporation with a capital of \$5,000,000 to establish a steamship line between that republic and Mexico, according to reports published in the press. Agents have been sent to the United States, it is reported, to purchase or lease ships.

HAVANA KEY WEST AIR SERVICE

It is reported that a company with large capital has been formed in New York to establish an air service between Havana and Key West, to carry passengers and mail. The service will be daily

and the passenger fare will be \$50.00. Caproni machines will be used.

INTERCONTINENTAL TELEPHONE

President Menocal has signed a decree exempting from duties the apparatus brought to Cuba last September for the establishment of a submarine telephone and telegraph line between Cuba and the United States by the Intercontinental Telegraph and Telephone Company.

TREASURY DEPARTMENT

The Secretary of the Treasury has rearranged the personnel of the Departments under his charge, as follows:

Despaigne for the Intervention General of the State; Iribarren for the administration of Customs of Havana; Jimenez Rojo, Delegate Administrator; Yero Miniet, for the Customs in Cienfuegos and Escoto for the General Inspection of Customs.

HAVANA CORRESPONDENCE

January 16th, 1919.

CONGRESS: Since our last letter the Senate has approved the House bill repealing the Obligatory Military Service law and it will now be sent to the President, who is expected to sign it. The Senate has also passed a bill repealing what is known as the "Subsistence Law" doing away with the Food Administration Board and its rulings, and similar action is expected of the House of Representatives. However, it is rumored that the President will veto the bill on the grounds that the U. S. War Trade Board, a similar organization, is still in operation.

PEACE CONFERENCE OF THE ALLIES: Cuba has been allowed one delegate and it is reported that he will probably be Dr. Antonio Sanchez de Bustamante, one of the most noted and able lawyers in Cuba, and that he will leave here about the end of the present month.

BELGIAN MILITARY MISSION: Last month Havana was visited by this commission which arrived via the United States to thank the Cuban Government for the assistance rendered the Belgians on the part of the Cuban Red Cross and also because the Cuban Government had declared July 21st, the anniversary of Belgian independence, a national holiday. Members of this mission were the object of considerable attention on the part of the government during their brief stay here.

FOOTWEAR: Reference has previously been made to the establishing by the Cuban Food Administrator of standard types of shoes, to be manufactured and placed on sale for the purpose of supplying the demand for inexpensive grades of footwear, contracts for which have been let to American factories. These shipments have been coming forward in considerable quantities and the distribution of this footwear began this month to retailers throughout the Republic. The latter, however, apparently are not much interested in handling these goods as on account of the low fixed selling price which has been published by the Food Administrator the margin of profit on these shoes is of course smaller than dealers make on footwear imported directly by themselves.

WAR TRADE BOARD: The Havana office of the United States War Trade Board was closed on Jan. 1st, as there was no longer any necessity for its being conducted here.

UNITED STATES BLACK LIST: The American Minister here announced under date of Jan. 3rd the following addition to the American Black List: W. Armbrrecht, Amistad 108. This is the only change in the List since our last advices on the subject.

HARBOR CONGESTION: During the recent strike of the bay workmen there was naturally great delay in discharging vessels which were continually arriving, with the result that when accumulated cargoes were discharged, it caused a great congestion on all the wharves and warehouses around the bay. Import cargoes continue to be heavy and there is not yet much improvement in the situation as regards the clearing up of this congestion. With a view to relieving the congestion referred to above, the Food Administrator has issued a decree to the effect that if imports are not despatched and promptly taken away by consignees, he will arrange to have the goods stored in a warehouse designated by his administration or if necessary left in the public way without liability for any prejudice the consignee may thereby suffer.

CUBA'S FOREIGN TRADE: As a matter of interest we publish the following data taken from "Mercurio" of this city, showing the foreign trade between Cuba and the United States during the past five years:

1914	
Exportations	\$137,303,184.00
Importations	68,884,428.00
1915	
Exportations	\$185,706,901.00
Importations	75,530,382.00
1916	
Exportations	\$228,977,567.00
Importations	127,190,578.00
1917	
Exportations	\$253,395,410.00
Importations	176,292,328.00
1918	
Exportations	\$264,024,000.00
Importations	235,682,045.00

FLOUR IMPORTATIONS: Considerable discussion took place during the past month among the newspapers of Havana and the importers and selling agents of flour as to why Cuba could not receive larger imports of the commodity in view of the fact that the United States is imposing very few restrictions on its exportation, and rumors were current that this question of Cuban flour supply was not being handled here in the proper manner. Cuba is a very large consumer of wheat flour in proportion to her inhabitants, as bread is a great food staple, and claim was made that she was receiving a smaller amount than some of the European countries, also that Mexico was getting more consideration in this respect than Cuba. The subject was finally taken up by commercial organizations and newspapers here directly with the War Trade Board at Washington in an endeavor to get a definite statement as to what future prospects were for flour importations. In reply to this inquiry the Department of State at Washington cabled the American Legation on Dec. 26th that since October last, flour has been permitted to go to Cuba freely when purchased through the U. S. Food Administration Grain Corporation in quantities always in excess of the amounts which have been shipped, and 175,000 bags were then awaiting shipment, and that shortage in Cuba has therefore not been due to restrictions of the War Trade Board; further that they were informed there have been difficulties in the unloading of steamers at points of destination and consequently steamers refused to load cargoes here; also, it was stated that the War Trade Board are not only willing but anxious to assist in the supply of all Cuban requirements in foodstuffs and wish as soon as possible to have the flow of foodstuffs to Cuba assume normal proportions through customary channels, and that the War Trade Board will do everything to facilitate this. About the same time this assurance was received here, flour began to come forward in larger quantities, but due to the long continued congestion of the wharves referred to elsewhere in this letter, there has been a delay in the flour freely reaching the bakers to be made into bread. The distribution of flour imports is still being handled by the Cuban Food Administrator, but importers have recently commenced to send in orders direct to the mills in the North with the expectation that these shipments will come forward consigned directly to them as in former times.

AUTO OMNIBUS LINES: Several months ago we reported the establishment by Havana capital of several lines of auto omnibuses plying on the streets of Havana in competition with the street railway company. This new enterprise appears to be a success, as its proprietor, Francisco Mestre, has requested permission of the city to establish some nine new additional lines, on which the uniform fare of 5 cents will apply the same as is at present charged, with the exception of that operating to the suburb known as La Vibora, for which latter service on account of its distance a charge of 10 cents per passenger will be made.

PORTO RICAN CANE LABORERS: Mention was made a few months ago of an offer on the part of the American Representative of the U. S. War Trade Board to arrange to bring over laborers from Porto Rico to work in the cane fields of Cuba, which was favorably received here. Nothing further, however, has been done in this respect and the newspapers now state that the workmen referred to are needed at home, and, therefore, there will be very few, if any, brought to Cuba.

MAINE MEMORIAL MONUMENT: At the time the remains of the battleship "Maine" were taken out of Havana Harbor, towed out to sea and sunk several years ago, the American Government donated to Cuba a turret with its two cannons which were to form the principal part of the Maine Memorial Monument. A prize was offered for the best design and the award was made, a photograph of the model of the monument appearing in this magazine some time ago, but apparently there have never been funds free to prosecute this work to a finish, and as a result the relics have been stored at the entrance to the suburb of Vedado. Now that the Malecon drive is being extended out to and through Vedado, the Government has this question of erecting a monument up again and a contract has just been let for the construction of the foundation, base and pedestal of the monument, which will be placed at the intersection in Vedado of 17th and Linea streets, which latter street, however, has just been changed to Wilson Avenue.

BANCO MERCANTIL AMERICANO DE CUBA: In our last letter we mentioned that this new bank would shortly open here. On Jan. 15th they commenced business in temporary quarters at Amargura No. 23. Their permanent quarters will be located in the ground floor of the new Barraque building now nearing completion at the corner of Cuba and Amargura streets, which will be one of the largest of the downtown office buildings.

AMERICAN FOREIGN BANKING CORPORATION: The Havana branch of this bank opened for business during the present month, being located at O'Reilly No. 21. This banking corporation is made up of a number of national banks throughout the United States and operates under the control of the Federal Reserve Board, doing a general banking business, particularly in connection with the development of foreign trade.

NEW HAVANA HARBOR TARIFFS: In previous letters we have referred to strikes among the different bodies of harbor workmen employed here on the wharves and in the warehouses, as well as on lighters, tugs, etc., as a result of which increase in wages and other concessions were granted them. The employers of this labor have also been endeavoring to secure higher rates for their services and as a result of petitions made on their behalf by the Association of Commerce and Industry of the Bay of Havana, President Menocal signed three decrees on Jan. 13th, the first one establishing a new tariff of increased rates for the lightering of import and export cargo in Havana, as the present basis of charges dates back from 1899 and was not sufficient remuneration for the lighterage companies in view of the great increase in cost of operation, wages, etc., since that time; the second decree embodies a new and increased tariff of rates for the operation of tugs and making of tows, both in the Bay of Havana and outside, the rates effective up to now being established by the Spanish Government in 1894 and also not high enough at the present time; the third decree authorizing a 15% increase in the tariffs of the warehouse and wharf companies in the Bay of Havana, these increased charges being authorized temporarily pending the compiling of a new General Tariff embodying same.

NEW BUILDING FOR THE CUBAN RED CROSS: Due to the desire of the Cuban Red Cross to erect an edifice to be used exclusively by that body, same to be built at their own expense, a presidential decree was recently signed donating a piece of land in Havana located in the block bounded by Teniente Rey, Zulueta, Dragones and Monserrate streets. The building will be commenced by the Red Cross as soon as they secure possession of the grounds.

OIL WELLS: We might remark in passing that there have been no new developments in this connection since our last advices.

LABOR SITUATION: While there is no actual strike among the laborers in Havana at the present writing, with the exception of the Unions of linotype operators and job printers, the situation is uncertain as there is likelihood of strikes or even another general strike at any time. Both the United Railways and the Havana Central Railroad Co. have been treating with their employes for some time past in an endeavor to reach an agreement as to wages to be paid, etc., but have not yet arrived at a satisfactory settlement on all the various points at issue. The street railway company is also in a similar situation, although not so acute. Apparently what makes it difficult for employers to arrive at a satisfactory understanding with their labor is that the latter start out their negotiations by demanding the concession of certain points, which have often been yielded by the employers in the belief that this would avoid a strike, but no sooner have these been granted than the laborers come forward with additional and unreasonable demands. There also seems to be a disposition on the part of the laboring elements to have a continual state of strikes in effect, in other words, no sooner is one strike settled than another one comes up. The brick masons and their helpers, carpenters, etc., threatened a general strike, but in this instance their employers have gotten ahead of them in that they have declared a lockout in these building trades and have themselves shut down all construction work in Havana until a satisfactory agreement may be reached between the two sides.

AEROPLANE MAIL AND PASSENGER SERVICE: Newspapers have recently reported the organization of a company to operate such a service between Key West and Havana, although no definite details are yet available. However, in view of reports of similar services to be established in the United States, it is not beyond reason to expect something of the kind may be extended to Cuba.

CARNIVAL OF 1919: Havana has not held her usual winter Carnival since the Great War began, but it is announced that there will be such a season this year and the Mayor has appointed a committee to work on the program and report on same.

OIL BURNER STEAMERS: It is stated that the Empresa Naviera de Cuba, in view of the difficulty they have had with their firemen, will change all their steamers over into oil burners. The first of these, the "Santiago de Cuba", is now being altered to use oil burners.

ROOSEVELT MEMORIAL SERVICES: The news of the death of Ex-President Theodore Roosevelt was received here with genuine sorrow. Many places of business were closed for the balance of that day and Congress met in a special memorial session, the following day being declared by presidential decree one of national mourning. A bill was passed by Congress appropriating \$175,000 for a monument to be erected to the memory of Theodore Roosevelt symbolizing the establishment by him of the Republic of Cuba on May 20th, 1902, and a committee will be appointed to pass upon the competitive designs, for the presentation of which a period of one year will be allowed. It was further resolved by Congress to place a bronze tablet in a place to be later designated in the new Capitol building, on which tablet will be embodied the proclamation of President Roosevelt on May 10th, 1902, advising the President and Congress of the Republic of Cuba that on May 20th of that year the American intervention would cease and Cuba would be turned over to her own people for government. Also, an appropriation of \$12,000 was made to purchase a wreath of laurel to be cast in bronze and laid upon the tomb of the Ex-President, as well as another appropriation of \$5,000 to cover the cost of planting a tree beside his tomb from the historic Peace Tree on San Juan Hill in memory of the part taken by Colonel Roosevelt in the Spanish-American War.

At the same time Congress was making these appropriations, the City Council of Havana appropriated \$25,000 for the erection of a statue to Theodore Roosevelt,

ordered the purchase of floral tributes for his funeral at his former home and provided for the changing of the name of Tacon street to that of Roosevelt street.

On the afternoon of his burial, memorial services were held in the National Theatre and were attended by representatives of the Cuban Government and foreign diplomatic corps. The theatre was not large enough to accommodate the crowd which wished to attend. In this connection it is interesting to note that memorial services for President McKinley were held in the former National Theatre on this same site after his assassination, and now his successor in the presidential chair has been similarly honored.

HOW TO MAKE CACAO GROWING A SUCCESS IN EASTERN CUBA

By Alvin Fox, Horticulturist on Tropical Plants.

I have found in my experience that the main requirements of success in the growing of cacao in Eastern Cuba is that it must be vigorous, disease resistant, prolific, and producing beans of good quality. In selecting seeds the following precautions should therefore be taken:

1. The tree or trees from which the seeds are selected should be surrounded by no other cacao trees, except those of the same variety and they should fill the requirements as set forth above. If a tree is surrounded by other trees, the flowers should be hand pollinated and covered with cheesecloth to exclude pollen.
2. Selections should not as a rule be made from trees growing under unmaturing conditions, such as in back yards or close to barns where the abundance of plant food may be the entire cause of vigor and prolificness.
3. Selection should not be made from trees on the strength of one season's crop, but only after it has been proven that the vigor and prolificness are inherent qualities not caused by external influence.

PROPAGATION AND GRAFTING

Cacao is propagated almost entirely from seed, and until a few years ago, it was thought that it could be propagated in no other way. The seeds are sometimes taken from the best pods of the most vigorous or prolific trees, but often no such selection is made, and it is difficult to find a plantation in the Province de Oriente, Cuba, in which all the types, varieties and intermediate strains are not grown side by side. On account of this promiscuous planting, it is very difficult to secure seeds today of good type.

GRAFTING

A cut is then made in one side of the seedlings with a sharp knife, removing a thin slice of wood, with the adhering bark, from three to five inches long. A similar cut is made on a branch of the tree of the same size as the seedlings and the two cut surfaces placed together so that the bark of one touches the bark of the other; on one side at least, if they are not exactly the same size. They are then tied together with soft twine or raffia, and also tied to a stake in such a manner that the wind cannot swing them back and forth and thereby prevent them from growing together.

There are several methods of budding and grafting, some of which I explain below.

The only tool needed is a thin bladed knife, sharp as a razor, with which to cut the bud and some soft yarn raffia or tape with which to wrap the bud after it is inserted. It is especially necessary to be careful in cutting the bud so that it is smooth and straight. A ragged bud torn off or cut with a dull knife will not unite.



A Cacao Tree (Courtesy of United Fruit Co.)

SOIL AND CLIMATE

Cacao is of course grown on flat land best, and when the conditions are favorable it has many advantages. There have been, however, many mistakes made in selecting locations on the plains and it may be well to call attention to the folly of starting on a worn out "cane-sugar" land, or on poor sandy soil, or on hard clay soil or on a wind swept plain where it would be difficult to furnish adequate wind protection. It is true that such lands can be improved and made to produce cacao or any other crop, but it should certainly not be planted until such improvements have been made according to the conditions of the soil and other requirements necessary to make it a paying proposition.

The following points are of importance to make a success of cacao growing: temperature, rainfall, humidity and wind.

Cacao is at home in a moist wind sheltered valley with a day temperature of 80° and a night temperature of 65° to 75°. Trees are often found in the mountains where the temperature is much lower than this, but the lower altitude and higher temperature are well known to be most favorable. The amount of rain needed depends on the distribution, the physical condition of the soil, and on cultured methods, on flat land with friable soil on which the capillary action is maintained by mulch or cultivation. Two inches per month might be quite sufficient, while on a steep hillside, not cultivated, the trees might suffer from drought with twice or three times that amount. Generally the rainfall should be from 60 to 100 inches per year. The soil moisture is not depleted so rapidly and the trees may continue to grow where those not so protected would suffer. Where irrigation is available the cacao tree may bear good crops even though the air be dry, provided the plantation is adequately protected from the wind.

SHADE

Some say that shade is not necessary except for the first three to four years, and others say that shade is absolutely necessary, not alone for the young, but also for the older ones. Nevertheless it is not probable that, under the same conditions, a cacao tree needs a radically different treatment in other countries from what it does in Cuba.

Among the shade trees are the Erythinas. The *Gliricidia Maculata* is another tree frequently used, and this is also called the *Madie de Cacao*, or the mother of cacao, a name adopted by the Spanish people in Central and South America. *Pethecolibium Samen*, the Samen or Guango, as it is called, is also frequently used by cacao growers.

For wind protection of commercial crops the Central American rubber tree, "*Castilloa Elastica*," has been suggested, and it may be used for wind belts wherever it grows fast enough. It will not be satisfactory in all places, however, and it will probably never be satisfactory if planted alone, because it needs wind protection itself the first few years of its growth.

PLANTING

The preparation of the land, including digging holes, is necessary whether seeds are planted or nursery trees.

In planting trees from bamboo pots, the pot soil should be moistened to prevent it from crumbling, and the bamboo should be split open, leaving a cylindrical ball of earth containing the plant. This should be set in a hole previously prepared without breaking it or in any way exposing the roots. The plant should never be set without removing the bamboo, as that does not decay readily even when imbedded in the soil.

Immediately after the planting, whether seed or nursery trees, the surrounding soil should be covered with a thick layer of grass or weeds raked up on the ground. This will preserve the moisture and prevent the growth of weeds close to the plant.



Cacao. The photograph is about one-half the natural size. The shell of the fruit is of tough, fibrous nature and forms a good protection for the seeds. The seeds are of a brown chocolate color, covered by a thin white skin, and when eaten raw give a suggestion of the chocolate flavor.

It is also good practice to place a couple of palm leaves on the southeast side of the plants to protect them from the hot rays of the sun, until the surrounding plants become tall enough to give the necessary protection.

CULTIVATION

Cacao is seldom cultivated in some parts of Cuba in the sense in which that term is usually applied. In many plantations the cultivation consists entirely in cutting the weeds with machetes or cutlasses, although the more progressive planters fork the soil occasionally. Such a thing as plowing and cultivation in a cacao plantation in this Island is practically unknown. This is of course natural in view of the methods employed. It would be impossible to plow land full of stumps and roots, and by the time these obstructions have disappeared the soil could be plowed without doing great injury to the roots of the cacao trees.

In new plantations planted on level land and with the trees planted 20 feet apart the conditions are different. The soil may be plowed and cultivated year after year. In such plantations it is good practice to plant le gumes such as sword beans or cow peas at the beginning of the rainy season. Plow these crops in before the dry season begins, and after that, keep the soil pulverized and loose on the top by frequent stirring with a cultivator, such as the well known "Culte Packer."

As to fertilizer, it depends on the soil conditions, the location and rainfall, etc. The three elements used are nitrogen, potassium and phosphorus.

TREATMENTS

When the fruit has been picked it is broken open on the field and the beans are taken out. These are placed in heaps in so-called "sweating rooms." Every day the heaps are turned over with a wooden shovel in order to let sufficient air in, so that the sweating may be thorough. After being treated in this way for four or six days, the beans are laid in the sun to dry, during which process they must be regularly turned over and then, after five days, if the weather is good, they are ready for shipment.

Many plantations are also provided with drying machinery which, in the rainy season, is an absolute necessity when a large area is under cultivation.

Up-to-date plantations have washing machines for the washing of beans. A well cultivated plantation under good management, should produce from 500 to 600 lbs. to the acre of cacao.

CIENFUEGOS TO FOMENTO RAILROAD

The construction of a railway will soon be commenced, to run from Cienfuegos to Fomento.

This line will unite the following places with Cienfuegos: Guaos, Cumanayagua, Barajagua la Mosa and Manicaragua, which is a rich mineral zone.

PUBLICATIONS RECEIVED

"Mexico To-Day and To-Morrow", by E. D. Trowbridge. Published 1919 by the Macmillan Co., New York. Price \$2.00.

This is a comprehensive statement of the general situation in Mexico—political, social, financial and economic—with ancient Mexico and the Spanish conquest as the background. The events leading up to the recent revolution, and the social and economic troubles following the political upheaval are clearly set forth. A

graphic picture is painted of life in Mexico during the chaos following the fall of the Diaz regime. Mexico's new constitution and her international relations and attitude toward foreign capital are reviewed, and the financial, agrarian and educational problems which face her government are dealt with at length. The work is of timely interest as an up-to-date study of Mexican affairs.

The New Revenue Law, published 1919 by the Guaranty Trust Company of New York. This booklet contains 221 pages and gives the full text of the Act, together with a summary of its various provisions, and examples of the assessment of income and excess profits taxes.

The Guaranty Trust Company of New York will furnish copies of this booklet upon request.

CUBAN COMMERCIAL MATTERS

ENGLISH CHAMBER OF COMMERCE

It is reported that the English merchants of the city of Havana will open a chamber of commerce in Havana, with the object of giving every impulse possible to trade between Cuba and the British empire.

BRITISH HARDWARE

According to statistics published in The Hardware Trade Journal of London, hardware exports to Cuba during 1918 and the two preceding years, were as follows:

Quantity.			Value.		
1916	1917	1918	1916	1917	1918
16,375	12,223	5,966	\$237,592	\$209,464	\$143,912

AMERICAN STEEL OFFICE FURNITURE

Until recently, with the exception of small files, and in that particular to a very limited extent, all office furniture, whether constructed locally or imported, has been composed of wood, very little impression having been made upon the trade by steel furniture. Inquiry now elicits the fact that during the past six months there has been a perceptible development of both interest and inquiry to the extent that during the past month one local firm has sold steel furniture to the value of \$3,000, but is handicapped by failure to secure sufficient desks to meet the demand.

The equipping of this office with up-to-date steel furniture during the past year has been the means of bringing to the attention of merchants and others who have had occasion to visit the consulate, the desirability of durable furniture embodying modern conveniences heretofore practically unknown. No opportunity has been neglected to demonstrate the convenience and utility of a modern office equipped with steel furniture.

There is a determining factor, aside from the increase in the price of native furniture woods, in connection with the duration of furniture manufactured in the United States, which is now having great weight in the desirability of steel

as the component material. All northern woods, even many in Cuba, are susceptible to insects in a very short time.

Another noticeable factor in the making for efficiency is the absence, in the locally made office equipment, of many devices, simple in themselves, but of great convenience as well as of economy in time and labor, especial features of the modern steel equipment.

With respect to comparative price, steel furniture is more costly, but will prove more durable. If, however, the native woods continue in their upward tendency of price, a normalization of metal prices will eventually have a tendency to equalize prices.

The prospects seem bright for a very large business in equipping offices with modern steel furniture in this section of Cuba.—*Consul Charles S. Winans, Cienfuegos.*

CUBAN PYRITES

In the near future it is expected that supplies of Cuban pyrites will begin to move steadily into the United States. According to recent advices mines have been opened up by prominent sulphuric acid interests who have been producing acid from Southern sulphur since the cessation of Spanish pyrites shipments.

It is now intimated in the press that, with the output from Cuba assured, acid production in quantity is certain, and the valuable by-products are expected to completely offset the cost of the Cuban material.

FOREIGN RICE

The following table shows the exports of foreign rice from the United States to Cuba during the calendar year 1918, as compiled by the Division of Statistics of the Bureau of Foreign and Domestic Commerce:

Uncleaned.		Cleaned.		Rice, flour, meal, etc.
Pounds.	Value.	Pounds.	Value.	
3,326,230	\$244,276	78,495,029	\$5,499,870	None

ENGINEERING IN CUBA

Several of the sugar factories added to their plant and machinery during the year, and at least one new factory was erected and equipped. There was established a fibre factory at the instance of the Government, which is encouraging the cultivation of textile plants, as well as a factory at El Carno, near Havana, for the manufacture of vegetable fats from palmiche, or the fruit of the palm tree. New machinery and equipment were ordered for a cordage factory, and heavy machinery and equipment were introduced on the oilfields of Bacuranao, where a fourth well was opened with a flow of 125 barrels a day.

The extensive docks and warehouses belonging to the United Railroads were very largely refitted with machinery and plant for loading and unloading steamers of the Ward Line. Work was begun upon the new water supply for the city of Habana, and other towns in the Republic for which efficient installations were arranged were Santiago de Cuba and Camaguey. New national highways were started in the Provinces of Pinar del Rio, Habana, Matanzas, Santa Clara, and Oriente. The total length of the public roads and highways of the Republic exceeded 1,250 miles. Congress authorized the immediate construction of an aqueduct at Santiago de Cuba at a cost of £500,000. A public dock was begun at the port of Matanzas, and new sewerage works at the city of Camaguey. A new shipyard has been authorized at Cabañas Bay, near the city of Habana, equipped to construct vessels of from 8,000 to 10,000 tons displacement. The plant is being provided with facilities for building six vessels at one time. A contract was signed for the construction of 10 sailing vessels each of 500 tons burden, to be employed upon the coastwise trade of the Republic.

A Commission was dispatched by the Government to the United States for the purpose of studying the types of agricultural machinery suitable for use in the Republic. One of the most notable events was the increased use of the plantation tractor, in place of the time-honored ox

team. A sugar-mill company working near Cienfuegos, which had employed two tractors as an experiment, increased its equipment to six machines. The shortage of labor in Cuba is very severely felt, and the tractor and steam cable-plough now fill the place of human workers. The fuel used is petrol and kerosene. Work was started on the new wireless telegraph station at Nuéva Gerona, Isle of Pines.

EXPORTATION OF SUGAR

The War Trade Board announces in a new ruling (W. T. B. R. 527), after consultation with the United States Food Administration, that applications will now be considered for licenses to export sugar after February 1, 1919, to all destinations, except the United Kingdom, France, and Italy. Purchases of sugar for shipment to the United Kingdom, France, and Italy will continue to be made by the Allied Provisions Export Commission, acting in behalf of the Governments of these countries.

Exporters should acquaint themselves with the import requirements of the country of destination before consummation of their business, as in some countries the regulations which were in force prior to the signing of the armistice are still in effect.

EXPORTS FROM NUEVITAS TO UNITED STATES

Declared exports from Nuevitas, Cuba, to the United States during 1918 were valued at \$15,893,575. Sugar, of which 339,966,786 pounds valued at \$15,501,761, were exported, was the principal item. Returned American goods amounted to \$14,799.

RUBBER TIRES

Rubber tire exports from the United States to Cuba during the fiscal year ended June 30, 1918, were:

For automobiles	All other tires
\$1,336,233	\$116,859

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE CUBA RAILROAD COMPANY

The earnings of the Cuba Railroad Company for the month of December and six months ended December 31, 1918, compare as follows:

	1918	1917	1916	1915	1914	1913
December gross	\$772,172	\$1,043,086	\$517,402	\$513,369	\$403,377	\$458,343
Expenses	649,663	680,369	465,280	265,990	186,850	219,360
December net	\$122,508	\$362,716	\$52,122	\$247,378	\$216,527	\$238,982
Other income	12,580	1,305	901	.....	.....	.....
Net income	135,088	364,022	53,024	.....	.....	.....
Fixed charges	\$95,191	\$166,370	\$95,133	\$86,179	\$70,195	\$66,791
Other interest chgs..	12,041	.....	.....	.....	.....	.....
December surplus ...	\$27,855	\$197,651	\$42,109	\$161,199	\$146,331	\$172,191
<i>From July 1st:</i>						
Six months' gross	\$4,966,425	\$4,551,515	\$3,175,176	\$2,540,298	\$2,006,458	\$2,173,574
Six months' net	1,019,080	1,136,273	983,087	1,111,582	866,918	981,927
Other income	76,465	7,923	5,055	.....	.....	.....
Fixed charges	569,595	635,638	538,973	452,748	421,354	400,750
Other interest chgs..	71,666	.....	.....	.....	.....	.....
Six months' surplus..	\$454,284	\$508,558	\$449,159	\$658,834	\$445,563	\$581,177

EARNINGS OF THE HAVANA ELECTRIC RAILWAY LIGHT & POWER CO.

<i>Month of December:</i>	1918	1917	1916	1915	1914
Gross earnings	\$709,891	\$673,789	\$560,270	\$487,667	\$457,284
Operating expenses	335,090	295,086	212,438	186,031	203,530
Net earnings	374,801	378,703	347,832	301,636	253,754
Miscellaneous income	20,743	21,434	16,942	29,616	5,514
Total net income.....	395,544	400,137	364,774	331,252	259,268
Surplus after deduct. fixed chgs.	239,914	240,586	234,293	205,793	154,555
<i>12 months to December 31st:</i>					
Gross earnings	\$8,176,545	\$6,989,599	\$6,017,709	\$5,541,303	\$5,396,714
Operating expenses	3,774,821	3,046,733	2,296,370	2,237,518	2,501,026
Net earnings	4,401,724	3,942,866	3,721,339	3,303,785	2,895,688
Miscellaneous income	140,766	149,755	144,561	154,321	102,119
Total income	4,542,490	4,092,621	3,865,900	3,458,106	2,997,807
Surplus after deduct. fixed chgs.	2,798,189	2,214,959	2,314,401	2,140,562	1,711,780

EARNINGS OF THE UNITED RAILWAYS OF HAVANA

<i>Weekly receipts:</i>	1918-19	1918	1917	1916	1915	1914
Week ending Dec. 28th....	£60,338	£54,965	£40,885	£40,742	£27,789	£36,732
Week ending Jan. 4th.....	60,210	56,416	44,987	50,780	33,212	43,580
Week ending Jan. 11th....	72,303	66,306	52,145	55,487	38,277	40,429
Week ending Jan. 18th....	45,896	77,401	54,824	55,475	39,996	47,084

EARNINGS OF THE WESTERN RAILWAY OF HAVANA

<i>Weekly receipts:</i>	1919	1918	1917	1916	1915	1914
Week ending Jan. 4th.....	£8,496	£8,079	£6,655	£5,759	£4,571	£5,406
Week ending Jan. 11th....	7,916	8,692	6,461	6,504	4,831	4,826
Week ending Jan. 18th....	5,763	9,944	6,234	6,479	4,811	5,173
Week ending Jan. 25th....	4,297	10,919	6,122	6,629	4,434	5,305
Week ending Feb. 1st.....	12,138	11,713	7,223	6,707	5,185	5,400

CUBAN FINANCIAL MATTERS

EARNINGS OF THE CUBAN CENTRAL RAILWAYS

<i>Weekly receipts:</i>	1919	1918	1917	1916	1915	1914
Week ending Jan. 4th.....	£19,209	£17,906	£16,106	£15,896	£9,438	£12,291
Week ending Jan. 11th....	23,081	23,558	19,802	21,373	13,570	14,190
Week ending Jan. 18th....	25,063	28,120	25,521	23,562	17,553	16,804
Week ending Jan. 25th....	29,256	27,600	25,975	26,134	18,510	17,707

THE PREVAILING PRICES FOR CUBAN SECURITIES

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

	Bid	Asked
Republic of Cuba Interior Loan 5% Bonds.....	82	88
Republic of Cuba Exterior Loan 5% Bonds of 1944.....	93	95
Republic of Cuba Exterior Loan 5% Bonds of 1949.....	90	92
Republic of Cuba Exterior Loan 4½% Bonds of 1949.....	83	84
Havana City First Mortgage 6% Bonds.....	100	103
Havana City Second Mortgage 6% Bonds.....	98½	100
Cuba Railroad Preferred Stock.....	65	72
Cuba Railroad Co. First Mortgage 5% Bonds of 1952.....	77	82
Cuba Company 6% Debenture Bonds.....	90	100
Cuba Company 7% Cumulative Preferred Stock.....	85	95
Havana Electric Railway Co. Consolidated Mortgage 5% Bonds.....	82	89
Havana Electric Railway, Light & Power Co., Preferred Stock.....	107	109
Havana Electric Railway, Light & Power Co., Common Stock.....	97	99
Matanzas Market Place 8% Bond Participation Certificates.....	100	
Cuban-American Sugar Co., Preferred Stock.....	-----	-----
Cuban-American Sugar Co., Common Stock.....	154	155
Guantanamo Sugar Company Stock.....	50	52
Santiago Electric Light & Traction Co., 1st Mortgage 6% Bonds.....	82	85

THE CUBAN-AMERICAN SUGAR CO.

Preferred and Common Dividend.

The Board of Directors have declared the following dividends, payable April 1st, 1919, to stockholders of record at the close of business March 14th, 1919:

On the Preferred Stock a quarterly dividend of 1¾%.

On the Common Stock a quarterly dividend of 2½%.

Checks for the payment of the dividends will be mailed.

The transfer books will not be closed.

CUBA CANE SUGAR CORPORATION

A special meeting of the stockholders of the Cuba Cane Sugar Corporation was held at the office of the Company, New

York, on Tuesday, February 11th, for the purpose of considering and acting upon upon the recommendation of the Board of Directors that the Company issue and sell not to exceed \$25,000,000 of its first mortgage bonds in order to reimburse the treasury of the Company for a part of the expenditures made in the purchase of new properties and for additions and extensions to, and improvements of, existing properties, and in order to pay off the floating debt incurred in connection therewith.

The proportion of stock, favorable to the proposition, represented at the meeting was sufficient to carry out this recommendation but it was subsequently decided to postpone the issue of bonds until after the close of the Victory Drive.

NATIONAL CITY BANK IN MATANZAS

The National City Bank of New York opened a branch in the city of Matanzas, Cuba, January 2, 1919. This is the third branch said bank has opened in Cuba, the other two being at Habana and Santiago de Cuba. Within a few days, the writer is informed, additional branches will be opened in Cienfuegos, Camaguey, and Ciego de Avila.

The banks now doing business in the city of Matanzas, with the dates of their establishment and the number of branches in the entire island, are as follows:

Established in Matanzas.	Name.	Branches in Cuba.
July 17, 1901.	Banco Nacional de Cuba.....	44
Sept. 4, 1905.	The Royal Bank of Canada.....	26
June 10, 1911.	Banco Español de la Isla de Cuba	41
Jan. 2, 1919.	The National City Bank of New York	7

There are also five commercial houses in the city who do a private banking business. They are:

Name.	Address.
Arechavaleta Amézaga y Ca.....	Independencia 1
Casalins Maribona y Ca.....	Independencia 4
Silveira Linares y Ca.....	T. Lamar 3
Sobrinos de Bea y Ca.....	Independencia 17
Urréchaga y Ca.....	Independencia 63

—Vice Consul Paul L. Clugston, Matanzas.

CUSTOM HOUSE COLLECTIONS

In November last the collections of the Havana Custom House aggregated \$1,624,977, as compared with \$2,593,438 in the preceding month. The decrease is attributed to the harbor workers' strike.

MATANZAS STREET RAILWAY MORTGAGE

The Tramway Company of Matanzas have been authorized to mortgage their property for the sum of one million dollars, for a period of fifty years.

APPROPRIATION BILLS

The president has sanctioned the law passed by congress conceding a credit of \$60,000, destined to complete the road from San Antonio de los Baños to Coli-

seo, as far as the junction with the road that goes in the direction from the latter place to Palacios, which is situated on the central road.

Another credit of \$14,000 is provided for the construction in a suitable place for peons' houses for the men working on the road in its entire length from the central road to San Antonio de los Baños.

Also, the president has signed a law conceding a credit of \$150,000 to complete the works on the aqueduct in San Luis, Oriente.

CUBAN BUDGET

President Menocal has submitted to congress a tentative budget for the coming fiscal year showing receipts of approximately \$66,621,155 and governmental expenses of about \$67,403,100.

Included in the expenditures are amounts for the amortization of the loans of 16½ and 10 millions and \$3,000,000 for current amortization charges on the recent loan of \$30,000,000 which was obtained from the United States to attend to the needs arising out of Cuba's entry into the world war. Another item in the list of expenditures is \$600,000 for the pension list of Revolutionary veterans.

TREASURY BONDS

The treasury department has asked for funds to cover the cost of freight and insurance for sending to the United States the sum of five millions of dollars in treasury bonds on account of the loan of thirty millions that the Republic of Cuba has arranged for. This request has to be passed to the general intervention department.

The Official Gazette publishes a decree of the President conceding to the municipality of Havana an advance of five hundred thousand dollars in bonds of the emission of the thirty millions above alluded to. Of this sum three hundred and fifty thousand will be for the purchase of the land for the new market and one hundred and fifty thousand is for the indemnification of the concessionaries of the Purísima Concepcion market.

GUANTANAMO & WESTERN RAILROAD COMPANY

ANNUAL REPORT & GENERAL BALANCE SHEET

1918

New York, December 12, 1918.

The following report on operations of the Company for fiscal year ended June 30, 1918, has been submitted.

Additions to Capital Account amounted to \$120,472.94, net, of which \$97,439.05 were account of Road and \$23,033.89 were account Equipment. Capital expenditures aggregated \$159,443.63, as compared with \$325,457.60 in 1917 and \$285,376.58 in 1916. Of this amount \$60,379.65 was for new rolling stock, \$19,263.77 for stations, freight sheds and additions to shops and terminal facilities, \$68,642.98 for track betterments and extensions and \$11,157.23 for improvements not completed.

Railway operating revenues were \$748,664.08, as compared with \$555,949.57 in 1917; and operating expenses \$761,342.04, as compared with \$526,220.10 in 1917. The deficit of \$12,677.96 compares with a net operating income of \$25,918.20 in 1917.

Of the increased revenue of \$192,714.51 over the previous year, \$141,281.90 was from freight and \$49,863.68 from passenger traffic, both due about equally to a larger volume of business and an increase in rates authorized by the Cuban Government and effective since November, 1917.

Of the increase over the previous year of \$235,121.94 in operating expenses, \$129,756.92 was in the cost of maintenance, \$88,024.15 in cost of conducting transportation and \$17,340.87 in general expenses.

The increase in maintenance charges was due to higher wages, increased cost of all materials used, a considerable amount of special maintenance work on both road and equipment, and \$23,499.83 written off for damaged and condemned cars. The increased cost of conducting transportation was due entirely to higher costs for labor and fuel, the latter largely because of the enormous advance in marine freight rates.

All these costs are expected gradually to become lower, and as the heavy expenditures for betterments and special maintenance are now beginning to reduce operating expenses and the volume of business continues to increase, much better results for the current year seem assured. The first quarter, July 1 to September 30, showed a net operating income of \$9,356.63, compared with a deficit of \$16,392.74 in 1917.

Since June 30 five new coaches and twenty-five new steel box cars have been put in service; three new coaches will be added to the passenger equipment in January, and a large steel warehouse for sugar at the Boqueron Terminal is under construction. Special maintenance work continues, and by next year the railroad will be in good condition and should thereafter produce substantial and continuously increasing profits. The large part of its territory not now developed will unquestionably become so as rapidly as the necessary transportation facilities are assured.

To make ample provision for present and future requirements of the Company, including the refunding or payment of all funded and floating debt, was the purpose of the refunding 6% mortgage which was authorized by the stockholders and subsequently executed as of February 1, 1918.

Since June 30, bonds aggregating \$1,400,000 of the \$6,000,000 issue authorized by this mortgage have been sold and delivered. By June 30 next it is expected to receive proceeds of \$600,000 more of these bonds, which will meet all anticipated necessary requirements to that time and provide a working cash balance after the payment of all floating debt.

INCOME ACCOUNT

FOR THE YEAR ENDED JUNE 30, 1918

RAILWAY OPERATING REVENUES:

Transportation:

Freight		\$501,453.04
Passenger		220,711.82
Excess Baggage		1,454.27
Mail		4,825.09
Express		11,511.05
Special Trains		208.01
Station and Train Privileges		975.00
Storage		194.80
Demurrage		3,451.02
Miscellaneous		3,879.98
		\$748,664.08

RAILWAY OPERATING EXPENSES:

Maintenance of Ways and Structures.....		\$214,867.61
Maintenance of Equipment, including \$50,530.17 for depreciation charges and equipment written off.....	190,158.83	
Conducting Transportation	279,858.56	
Miscellaneous Expenses	9,204.29	
General Expenses	67,252.75	761,342.04
		\$12,677.96

RAILWAY TAXES:

Cuban		\$1,271.66
American	617.00	1,888.66
		\$14,566.62

NET REVENUES FROM MISCELLANEOUS OPERATIONS:

Rent of Properties		\$9,370.79
Profit of Boqueron Terminal	23,675.45	
Profit on Materials Sold	13,581.70	46,627.94
		\$32,061.32

NON-OPERATING REVENUES:

Rent of Locomotives		\$20,585.00
Hire of Cars	5,133.58	
Miscellaneous Rent Income	3,025.00	28,743.58
		\$60,804.90

DEDUCTIONS FROM GROSS INCOME:

Rent of Locomotives		\$3,220.00
Hire of Cars		5,040.60
Interest on Funded Debt:		

First Mortgage Bonds	\$36,000.00	
Equipment Trust Bonds	18,481.66	
One-Year Gold Coupon Notes	10,125.00	64,606.66
		<hr/>
Interest on Unfunded Debt		69,687.76
Amortization of Discount and Expenses on Funded and Unfunded Debt:		
Equipment Trust Bonds	\$3,988.38	
One-Year Gold Coupon Notes	6,075.00	10,063.38
		<hr/>
Total Deductions from Gross Income.....		152,618.40
		<hr/>
Net Loss Transferred to Deficit Account.....		\$91,813.50

GENERAL BALANCE SHEET

JUNE 30, 1918

ASSETS.

Investments:

Cost of Road (including Boqueron Terminal).....		\$6,617,556.57	
Free Equipment	\$ 309,090.51		
Equipment—Lease No. 1....	\$183,881.96		
Equipment—Lease No. 3....	173,655.98		
Equipment—Lease No. 4....	175,684.43	533,222.37	842,312.88
			<hr/>
			\$7,459,869.45

Other Investments:

Paid on Subscription to 4¼ % Liberty Bonds (total subscription \$30,000.00)		\$7,750.00	
United States Liberty Bonds 4¼ %.....		500.00	8,250.00
			<hr/>

Current Assets:

Cash in Banks and on Hand.....		\$124,219.94	
Special Deposits		8,000.00	
Traffic and Car Service Balances Receivable.....		9,173.66	
Net Balances Receivable from Agents and Con- ductors		3,237.28	
Custom House Deposits		1,297.38	
Accrued Storage on Sugar		7,328.48	
Miscellaneous Accounts Receivable		161,034.32	
Cuban Government—for Transportation Services Rendered		12,472.38	
Materials and Supplies		137,478.49	
Accrued Interest		27.21	464,269.14
			<hr/>

Claims Against Cuban Government.....			152,870.56
--------------------------------------	--	--	------------

Unadjusted Debits:

Expense Account Refunding Bond Issue.....	\$5,833.72	
Discount and Expense on Funded Debt.....	15,524.31	
Interest and Other Items.....	9,615.87	

Capital Stock of the par value of \$618,900 issued and included in cost of Road, held in Treasury, unpledged, at nominal value of.....	1.00	30,974.90
Deficit June 30, 1917	\$23,337.09	
Adjustments During Year	6,743.42	
Deficit for year ended June 30, 1918.....	91,813.50	121,894.01
		<hr/> \$8,238,128.06

LIABILITIES.

Capital Stock:

Common—Issued		\$2,750,000.00	
Common—In Treasury	\$232,300.00		
Preferred—1st 7% Non-Cumulative ...		2,750,000.00	
Preferred—1st 7% Non-cumulative in Treasury.....	233,600.00		
Preferred—2nd 5% Non-Cumulative....		250,000.00	\$5,750,000.00
Preferred—2nd 5% Non-Cumulative in Treasury.....	153,000.00		

Long Term Debt:

First Mortgage 6% Bonds due 1929.....		\$600,000.00	
Equipment Trust Bonds:			
First Series	\$55,000.00		
Third Series	112,000.00		
Fourth Series	126,000.00		
		<hr/> \$293,000.00	\$893,000.00

Current Liabilities and Reserves Against Current Assets:

Notes payable	\$1,224,644.55	
Traffic and Car Service Balances Payable.....	2,597.68	
Audited Accounts and Wages Payable.....	45,694.93	
Miscellaneous Accounts Payable.....	47,125.93	
Unmatured Interest Accrued.....	9,365.20	
Reserve for Doubtful Accounts.....	2,086.58	1,331,514.87

Deferred Liabilities:

Liability for Provident Funds.....	\$1,834.86	
Other Deferred Liabilities.....	100.00	1,934.86

Unadjusted Credits:

Insurance Reserve	\$6,910.36	
Advance from Cuban Government, Repayable in services	115,533.74	
Reserve against Sundry Claims.....	47,515.99	
Accrued Depreciation—Equipment	91,637.24	
Other Deferred Credits.....	81.00	261,678.33

\$8,238,128.06

MEXICAN SUGAR DUTY

The Government of Mexico has issued a decree announcing the re-establishment

from January 1 of the import duty on sugar of 2½ cents per kilo, United States money (approximately 1.1 cents per pound).



Sugar Warehouse, Sagua La Grande, Cuba.

CARLOS ALFERT & CO.

The above photograph shows the new warehouse of Carlos Alfert & Co. at Sagua la Grande, Cuba. This is one of the largest sugar warehouse in Cuba, having a capacity of 125,000 bags. It is of concrete and steel construction and was completed in May, 1918. Steamers load alongside dock.

CUBAN EXPORT COMMITTEE ON SUGAR

Action was taken by the Sugar Equalization Board on February 6 looking to the authorization of sales of Cuban raw sugar direct to countries other than the United States and the Allies. For this purpose a special committee was appointed consisting of Robert B. Hawley and Manuel Rionda, both members of the Cuban Commission, and Edwin P. Shattuck, of counsel to the Sugar Equalization Board.

The committee will have its headquarters in Havana and transactions under its authority will be handled direct with the purchasing countries, but will be subject to the authorization of the Sugar Equalization Board in order that such sales may not interfere with the pro-

vision of adequate supplies of Cuban sugar for the United States and the allied nations.

An announcement was issued by the Sugar Equalization Board on February 7th relating to this action, as follows:

“At the earnest request of the Cuban Government the Equalization Board has appointed a committee, to be known as the Cuban Export Committee, consisting of Mr. Robert B. Hawley, Mr. Manuel Rionda, members of the Cuban Commission, and Mr. Edwin P. Shattuck, to act in behalf of the Equalization Board in the matter of shipments of raw sugar direct from Cuba to nations other than the United States and those represented by the Royal Commission on the Sugar Supply.

"As this business will be purely local to Cuba and will be conducted in close conjunction with the Cuban Government, the office of the committee will be located on the sixth floor of the Robins Building, corner of Havana and Obispo streets, Havana, Cuba.

"Exports by the committee will be regulated from time to time by the United States Sugar Equalization Board, Inc., and will be dependent upon the national requirements of the United States, due regard being given to the necessities of other nations.

"The arrangements are made at the earnest request of the Cuban Government in order that it may continue its reciprocal trade relations with countries that have in the past carried on commercial intercourse with the Republic of Cuba.

United States Sugar
Equalization Board, Inc."

At the time when the contract covering the purchase of the Cuban crop was made it was the desire of Cuba to retain the privilege of selling limited quantities of raws to various countries which had formerly purchased supplies in that market. At that time the war was still in progress and was expected to last another year. For that reason it was felt to be essential that the United States and the Allies should be in a position to control the entire Cuban output. With the changed conditions that have followed the cessation of hostilities it is now considered feasible and an act of commercial courtesy to Cuba to permit sales of raws to some of the countries with which Cuba is in direct commercial relations.

The committee appointed to deal with this subject will make recommendations from time to time providing for such transactions. No definite limit has been set as to the volume of raws which can be handled in this way, but, on the basis of the present situation, the Equalization Board is reported to be unwilling to authorize sales of more than 75,000 tons to outside customers. If Cuban production and the supply situation in the United States and among the Allies make it

possible, this authorization may be increased later on to as much as 200,000 tons.

METALLIC CLOTH FOR USE IN FILTRATION PROCESSES

One of the most serious problems which beet sugar manufacturers of the United States have to face in connection with factory operating expenses is that of the increasing cost of the cotton cloth used in the Steffens house. To-day the price of this cloth has almost reached a prohibitive figure; by next year, if the cost continues to mount as it has in the year past, the price will have reached a point where further use will be practically forbidden, and the manufacturers will have to look about for a substitute.

Searching for Substitute.

The search for a substitute is, in fact, already going on, and one of its results has been to direct increasing attention to the possibilities of the use of metallic filter cloth, which has already been tried to some extent in the sugar manufacturing industry and has met with immediate favor wherever introduced.

Metallic filter cloth is not a new invention, having been introduced on the market five years ago by Ernest J. Sweetland, the inventor of the Sweetland filter press. It was devised, not as a substitute for cotton, but to do work that could not be done with cotton cloth, viz., the filtration of caustic materials, which are so destructive to organic fabrics as almost to prohibit their use.

Trial of the metallic cloth demonstrated that it filled a long-felt want in this connection. It was found that in processes where cotton cloth would last but a few days, the metallic cloth would in many cases last for years, thereby effecting an enormous economy in material and a considerable saving in labor, as well as a large one in cost.

Used in Chemical Industries.

Its adoption by the chemical industries was general within a short time. That up to the present little attention has been given to the possibilities of its use in sugar manufacture has been due to the

fact that its manufacturers have been working to their full capacity filling the orders received from the chemical industries, and that the sugar factories have only recently been brought face to face with the necessity of finding some other material than cotton for use in filtration.

The chemical industries have to deal with a much wider range of difficult filtering problems than the sugar manufacturers, and their uses of filter cloth are accordingly more diverse; few of them, however, are confronted with the necessity for filtration of such quantities of strong alkaline solutions as the process of beet sugar manufacture requires, or use such large amounts of material. Both hot and cold saccharate solutions are handled in enormous volumes in the Steffens house departments of the factories.

The problem of adapting the metallic cloth to the uses of the sugar industry is not, however, an entirely simple one. It is complicated by the fact that metallic cloth is not readily adaptable to plate and flame filters, such as are employed in many sugar factories. Its introduction, therefore, must be accompanied in those plants by a change in the filtering machines used. This condition is not without its advantages, however, for metallic cloth is too high in its first cost to be profitably used except in modern leaf filters which are rapid in operation and of large capacity, and thus possess the maximum usefulness per unit of filter area.

It is not good economic practice to install metallic cloth in an inefficient machine, because only one-third to one-fourth as much cloth is required in one of modern type, and the saving in first cost of the cloth will go toward paying for one of more efficient modern type far greater convenience and economy of labor result from the use of modern equipment.

Simple in Construction.

In its construction the metallic cloth which has proved such a marked success in its field, where ordinary wire gauge had been found entirely inadequate, is as

simple as it is novel. It is made of extremely fine Monel wire, which is non-corrosive, and the wires are first stranded before weaving, just as the threads of cotton are stranded and twisted into cords before weaving. Stranding the tiny wire into loosely twisted cables before it enters into the warp and weft of the cloth has the effect of giving great strength and flexibility, as well as fitness of texture, to the cloth, and filtration takes place through the strands as well as through the interstices between them. The finishing touch is put on the fabric by running it between calendaring rolls which reduces the size of the openings and gives it a smooth surface which is easily cleaned, and from which the filter cake slides readily in discharging.

This metallic cloth, which seems to offer great promise in reducing Steffens house operating expenses, is broadly covered by United States patent No. 1,147,279, and is sold solely by the United Filters Corporation, or its accredited agents. Incidentally, the Franklin Institute of Philadelphia recently awarded Mr. Sweetland a certificate of merit for his cloth.—*Facts About Sugar.*

PORTO RICAN LABORERS

Efforts of Cuban planters to import Porto Rican labores for work in Cuban cane fields have failed. The Cuban planters offered \$2.00 per day with no extra pay for overtime work. The Porto Rican employment service replied demanding time and half pay for overtime, free transportation to Cuba and return, free housing and no discrimination as regards color. Cuban planters characterize these terms as prohibitive.

CHINESE LABORERS

Of two hundred Chinese laborers who were taken to Cuba under the new law of immigration a short time ago to work at the Central Santa Lucia in Oriente, there remain eighty in the Immigration Camp at Triscornia who refuse to work and who will be deported.

ESTIMATE OF THE SUGAR CROP OF CUBA OF 1918-1919

(Provided Labor and Weather Conditions Are Normal During the Grinding Season)

RECAPITULATION

Ports	Centrals	Bags	
Matanzas	26	3,671,000	
Cárdenas	18	2,840,000	
Cienfuegos	19	2,510,000	
Havana	23	2,279,000	
Sagua	20	1,875,000	
Caibarién	15	1,766,000	Tons
	<hr/>	<hr/>	<hr/>
Six Ports	121	14,941,000	2,134,428
			<hr/>
Nuevitas	17	3,310,000	
Júcaro	9	2,505,000	
Antilla & Nipe Bay	10	1,554,000	
Puerto Padre	2	1,200,000	
Guantánamo	12	933,000	
Manzanillo	10	893,000	
Santiago de Cuba	7	840,000	
Banes	1	540,000	
Manatí	1	500,000	
Santa Cruz del Sur	1	370,000	
Gibara	1	310,000	
Trinidad	1	110,000	
Zaza.....	2	68,000	
	<hr/>	<hr/>	
Outports	2	68,000	1,876,143
			<hr/>
Total.....	195	28,074,000	4,010,571
			<hr/>

TONS: 4,010,571

NOTE:

Bags 320 lbs.

Tons 2,240 lbs.

The above is a conservative estimate of the crop, taking as a basis the amount of cane existing in Cuba and the prevalence of normal labor and weather conditions during the harvesting season. Labor conditions do not open favorably; time alone will tell what the weather will be.

Havana, December 27th, 1918.

H. A. HIMELY

IMPORTS INTO BRITISH INDIA

The India Trade Journal reports the sugar imports into India during the month of October, 1918, as 5,161 tons of raw sugar and 32,947 tons of white sugar from Java, 155 tons from China and

2,557 tons of sugar from Mauritius. Total 38,519 tons.

In November the total has been 28,894 tons, of which 18,746 tons were white sugar from Java, 5,178 tons brown sugar from the same source and 4,895 tons were from Mauritius.

SUGAR REVIEW

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

Since we wrote you last on January 7th, we have issued our Annual Statistics of the sugar business of the United States for the year 1918.

Total receipts of raw sugar at the United States Atlantic Ports during the entire year amounted to 2,169,076 tons as against 2,346,104 tons in 1917 and 2,714,051 tons in 1916. Of the quantity imported in 1918, 1,720,917 tons came from the Island of Cuba, 300,096 tons from Porto Rico, 104,673 tons from Hawaii, 19,930 tons Domestic (Louisiana) 6,486 tons from the Philippines and the remaining 16,974 tons in small lots from other West Indian, Central and South American countries.

We make the average cost and freight quotation of 96° Cuba sugars to New York for the year 1918 5.014c, against 5.208c in 1917 and 4.767c in 1916.

We figure the consumption of the entire United States for the year 1918 as 3,495,606 tons, based on refined value of sugar consumed, a decrease of 5.104% from 1917 when 3,683,599 tons were consumed. The per capita consumption is 73.36 pounds for the year against 78.58 pounds in 1917. Of the total consumption for the year 1,881,244 tons consisted of Cuba sugars, against 1,506,876 tons in 1917.

According to advices from the Island of Cuba the crop conditions as regards the weather, etc., continue very satisfactory, and at this writing there are 187 centrals at work. The arrivals of these sugars are increasing weekly at the Atlantic Ports and are being absorbed by our refiners.

Grinding season in Louisiana is now in its final stages and all factories will be closed down within another week or two. The unfavorable weather that prevailed practically throughout the entire month of January led to the abandonment of more or less cane. It is likely, however, that the final figure will be in the neighborhood of our estimate of 244,000 tons.

Our domestic beet crop is likewise nearing its end with only a few factories still at work. We have revised our estimate of the crop, increasing our previous figure by some 30,000 tons, and now look for a final outturn of approximately 665,000 tons.

Owing to the small demand from Canada the Food Board has been having difficulty in disposing of the full duty sugars arriving here in transit, Canadian refiners being well supplied at present and importers here have been requested to temporarily stop the importation of such sugars, San Domingos, etc., unless same have already been sold, or seller is willing to assume all risk for same, as regards storage charges, etc.

All domestic restrictions on the consumption of refined sugar have been removed, including the zone system, whereby Eastern refiners were restricted to the selling of their product on the Eastern Seaboard. The demand, however, for refined sugars continues very light, the trade apparently still being well covered in their requirements, particularly in sections where beet sugars have been selling and our refiners would doubtless be hard put to dispose of their accumulations of refined sugar were it not for the fact that some of them are working on export orders for the British Royal Commission, under the option whereby they agreed to refine 300,000 tons of Royal Commission Cubas on a toll basis during the year 1919. On this basis quota for January-March would be about 75,000 tons which option has been taken up by the Commission and against which our refiners have been shipping. The export price of refined sugar to neutral countries has been fixed at 7.82c, say the domestic price 9c less 2% and with benefit of 1c per lb. drawback on Cuba sugars, and with the removal of the restrictions on exports to the neutral countries there is a moderate business doing from day to day, although same is by no means as large as it would be were the price not so high, many of the European neutrals having bought Java

and other sugars at prices much under our market. We have recently learned through our correspondents in Mauritius of the sale of 15,000 tons of their sugars to Spain. This is the first time, in recent years anyway, that any of these sugars have been shipped to Spain, although other European countries besides the United Kingdom have been buyers of these sugars in normal years including France, Belgium and Italy.

Under the direction of the Food Administration a plan has been devised by which the export business in Refined Sugar to the Allies and Neutrals will be conducted on the following percentage basis:

	British Commission	Neutrals
American S. R. Co.	42.456%	44.268%
National S. R. Co.	13.340%	15.676%
Arbuckle Bros.	7.388%	8.684%
Warner S. R. Co.	6.912%	8.124%
Colonial S. R. Co.	2.441%	2.868%
Federal S. R. Co.	9.659%	11.352%
W. J. McCahan S. R. Co.	2.781%	.....
Pennsylvania Sugar Co.	5.069%	5.956%
Revere S. R. Co.	3.335%	.....
Savannah S. R. Co.	2.401%	.....
Leon Godchaux	1.601%	.....
William Henderson	1.363%	1.600%
Imperial Sugar Ref. Co.	1.254%	1.472%

New York, N. Y., February 10, 1919.

MAURITIUS SUGAR

In previous reports from this office it was made known that the British Government would likely not take a very large portion of the Mauritius sugar crop for 1918-19, estimated at about 255,000 tons, although the Royal Sugar Commission had already arranged to purchase 50,000 tons thereof.

With a view to aiding the planters under the circumstances, the Governor of Mauritius, on September 7, issued an ordinance, with the advice of the Council of Government, whereby the government of the colony will advance 7.50 rupees (\$2.43) per hundredweight, taking over the whole of the vesou (cane) sugar of the 1918-19 crop coming within certain grades, except the 50,000 tons already sold to the Royal Sugar Commission and that intended for local consumption. The sugar so taken over will be sold by the Government to the best advantage and the profits obtained, after repayment in principal and interest of the sums borrowed by the Colonial Government, will

be distributed to the sellers. Article 6 of the ordinance provides that funds for the advances made may be borrowed by the Colonial Government through the Crown agents, the amount not to exceed 1,570,000 pounds sterling.

The Royal Sugar Commission offered on July 23 for the first 50,000 tons, 17s. 6d. per hundredweight as middle price, with variations of 4d. up and down for superior and inferior grades, and for any further purchases, not then anticipated, 6d. less. By a telegram of September 6, the British Government advised the Governor of Mauritius that in the event of any future purchases by the Royal Sugar Commission, the prices would be the same as for the first 50,000 tons. According to the Mauritius Commercial Bulletin and Comparative Statement of Sugar, the local sugar committee has recently arranged a private sale of 7,000 tons of sugar at the same prices offered by the Sugar Commission, and another sale of 4,500 tons at 17s. 8d. per hundredweight, f. o. b. Port Louis, Mauritius.—*Consul J. G. Carter, Tananarive, Madagascar.*

REVISTA AZUCARERA

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

Desde que publicamos nuestra última reseña el 7 de enero ppdo., hemos expedido nuestra Estadística Anual del negocio de azúcar en los Estados Unidos para el año 1918.

La cantidad total de azúcar crudo recibida en los puertos del Atlántico en los Estados Unidos durante todo el año ascendió á 2,169,076 toneladas, contra 2,346,104 toneladas recibidas en 1917 y 2,714,051 toneladas en 1916. De la cantidad importada en 1918, 1,720,917 toneladas vinieron de la Isla de Cuba, 300,096 toneladas de Puerto Rico, 104,673 toneladas de Hawaii, 19,930 toneladas del país (Luisiana), 6,486 toneladas de las Filipinas, y el resto de 16,974 toneladas en pequeños cargamentos de las Antillas y otros países de Centro y Sur América.

Calculamos la cotización por término medio del costo y flete de los azúcares de Cuba de 96° para Nueva York por el año 1918 en 5.014c., contra 5.208c. en 1917 y 4.767c. en 1916.

Calculamos el consumo en todos los Estados Unidos por el año 1918 en 3,495,606 toneladas, basado en el valor del azúcar refinado consumido, una disminución de 5.104% del de 1917, en que se consumieron 3,683,599 toneladas. El consumo por persona es 73.36 libras durante el año contra 78.58 libras en 1917. Del consumo total por el año, 1,881,244 toneladas consistió de azúcares de Cuba, contra 1,506,876 toneladas en 1917.

Según noticias de la Islas de Cuba, el estado de la zafra, respecto al tiempo, etc., continúa muy satisfactorio, y al escribir esta reseña hay 187 centrales en operación. Las llegadas de estos azúcares están aumentando semanalmente en los puertos del Atlántico y son absorbidas por nuestros refinadores.

La estación de la molienda en la Luisiana está ahora en sus períodos finales, y todas las fábricas de azúcar se cerrarán dentro de una ó dos semanas. El tiempo desfavorable que ha prevalecido verdaderamente durante todo el mes de enero hizo que se abandonara más ó menos caña. Sin embargo, es probable que la cifra final de la producción venga á ser aproximadamente nuestro cálculo de 244,000 toneladas.

Igualmente nuestra cosecha de azúcar de remolacha del país está tocando á su fin, con solamente unas pocas fábricas aún en operación. Hemos revisado nuestro cálculo de la cosecha, aumentando nuestras cifras anteriores en unas 30,000 toneladas, y ahora esperamos una producción final de 665,000 toneladas aproximadamente.

Debido á la poca demanda del Canadá, a Junta de Subsistencias ha tenido dificultades en disponer de los azúcares con todos los derechos que han estado llegando aquí en tránsito, pues los refinadores del Canadá están bien provistos de azúcar al presente, y á los importadores de este país se les ha recomendado que cesen por ahora la importación de tales azúcares, de Santo Domingo y otros puntos, á menos que esos azúcares ya hayan sido vendidos, ó á menos que el vendedor quiera asumir todo el riesgo por dicho azúcar, en lo que se refiere á almacenaje, gastos y demás.

Se han revocado todas las restricciones en el país sobre el consumo de azúcar refinado, incluyendo el sistema de zonas, por el cual á los refinadores de los estados del este sólo se les permitía vender su producto en el litoral del este. Sin embargo, la demanda por azúcares refinados continúa muy escasa, pues al parecer el comercio está aún bien surtido para atender á sus requerimientos, especialmente en puntos donde se han estado vendiendo azúcares de remolacha, y nuestros refinadores indudablemente tendrían dificultad en disponer de su azúcar refinado acumulado á no ser por el hecho de que algunos de ellos están trabajando en pedidos de exportación para la Comisión Real Británica, bajo la opción por la cual convinieron en refinar 300,000

toneladas de azúcar para la Comición Real bajo base de privilegio durante el año 1919. Bajo esta base la cuota para enero febrero sería de unas 75,000 toneladas, cuya opción ha sido aceptada por la Comición y bajo la cual nuestros refinadores han estado haciendo los embarques. El precio de exportación de azúcar refinado á países neutrales se ha fijado en 7.82c., es decir el precio de 9c. del país menos 2% y con el beneficio de 1c. la libra de reintegro por los azúcares de Cuba, y con la revocación de las estrictiones en la exportación á países neutrales se están efectuando moderadas transacciones de día, aunque éstas no son en modo alguno tan grandes como debieran serlo si los precios no fueran tan altos, pues muchos de los países neutrales de Europa han comprado azúcar de Java y otros azúcares á precios mucho más bajos que los de nuestro mercado. Recientemente hemos sabido por nuestros corresponsales en la isla de Mauricio que se ha efectuado la venta de 15,000 toneladas de sus azúcares con destino á España. Esta es la primera vez en años recientes que azúcares de esa procedencia hayan sido embarcados para España, aunque otros países de Europa además de la Gran Bretaña han sido compradores de dichos azúcares en años normales, incluyendo Francia, Bélgica e Italia.

Bajo la dirección de la Administración de Subsistencias se ha formulado un plan por el cual el negocio de exportación de azúcar refinado á los aliados y países neutrales se llevará a cabo bajo la base siguiente del tanto por ciento:

	Comisión	
	Británica	Neutrales
American S. R. Co.	42.456%	44.268%
National S. R. Co.	13.340%	15.676%
Arbuckle Bros.	7.388%	8.684%
Warner S. R. Co.	6.912%	8.124%
Colonial S. R. Co.	2.441%	2.868%
Federal S. R. Co.	9.659%	11.352%
W. J. McCahan S. R. Co.	2.781%	.....
Pennsylvania Sugar Co.	5.069%	5.956%
Revere S. R. Co.	3.335%	.....
Savannah S. R. Co.	2.401%	.....
Leon Godchaux	1.601%	.....
William Henderson	1.363%	1.600%
Imperial Sugar Ref. Co.	1.254%	1.472%

Nueva York, Febrero, 10 de 1919.

SUGAR IMPORTS INTO CHINA

Sugar imports into China during 1917 were larger by nearly 20 per cent than during the preceding year, according to the statistics of the Chinese Maritime Customs as reported from Shanghai by Consul General Thomas Sammons, the increase amounting to 68,404 tons. Japan and Hongkong, Mr. Sammons reports, were the principal competitors for this trade. The following table shows the amounts of the various grades imported for the two years:

	1917, tons	1916, tons
Brown	125,367	126,995

White	74,074	62,063
Refined	198,691	143,925
Confectioners'	15,007	11,752

Total.....413,139 344,735

From this table it appears that the increased trade was entirely in the better grades of sugar, and principally in refined, the import of which showed a gain of 38 per cent.

At the same time there was a corresponding increase in the export of sugar from China, this amounting in 1917 to 30,758 tons of all grades, as against 22,891 tons in 1916.

Cable Address "Turnure"

New York—64-66 Wall Street

LAWRENCE TURNURE & CO.

Deposits and Accounts Current. Deposits of Securities, we taking charge of Collection and Remittance of Dividends and Interest. Purchase and Sale of Public and Industrial Securities. Purchase and Sale of Letters of Exchange. Collection of Drafts, Coupons, etc., for account of others. Drafts, Payments by Cable and Letters of Credit on Havana and other cities of Cuba; also on England, France, Spain, Mexico, Puerto Rico, Santo Domingo and Central and South America.

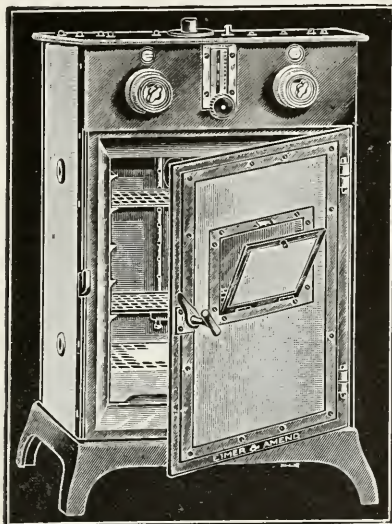
CORRESPONDENTS:

HAVANA—N. Gelats y Ca.

LONDON—The London Joint Stock Bank, Ltd.

PUERTO RICO—Banco Comercial de Puerto Rico.

PARIS—Heine et Cie.



FREAS ELECTIC OVEN

(Patented)

The most **ACCURATE, RELIABLE, DURABLE** and **ECONOMICAL** Oven for exacting, constant temperature purposes.

Type R, for temperature up to 180°C is universally used in sugar laboratories for control work.

Approved by the National Board of Fire Underwriters.

Write for Booklet and Prices.

General Sales Agents:

EIMER & AMEND

Third Avenue, 18th and 19th Streets, New York, N. Y.

MAP OF CUBA

The Cuba Review now has ready for delivery a new and revised Map, showing the location of all the active sugar plantations on the Island of Cuba and giving other data concerning the sugar industry. Price \$1.00 postpaid.

THE CUBA REVIEW

82 BEAVER STREET

NEW YORK

Please mention THE CUBA REVIEW when writing to Advertisers

P. RUIZ & BROS.

Engravers—Fine Stationery
 Obispo 22 P. O. Box 608
 HAVANA, CUBA

JAMES S. CONNELL & SON
SUGAR BROKERS

Established 1836, at 105 Wall St.
 Cable Address, "Tide, New York"

Established 1876

N. GELATS & COMPANY
BANKERS

Transact a general banking business—Correspondents at all the principal places of the world

Safe Deposit Vaults

OFFICE: AGUIAR 108
 HAVANA

There is a
JACKSON
 Wheelbarrow
 for
 every purpose



*Price,
 Quality,
 Service,
 and Variety*

WRITE FOR CATALOG NO. 10

It's just fresh from the press — Ask for a Jackson
The Jackson Manufacturing Co. Harrisburg, Pa.

Bank of Cuba in New York

34 WALL ST. NEW YORK

General banking business transacted with special facilities for handling Cuban items through the National Bank of Cuba and its 40 branches. We are especially interested in discounting Cuban acceptance.

Your Account is Solicited

W. A. MERCHANT - - - President
 J. T. MONAHAN - - - Vice-President
 CHAS. F. PLARRE - - - Cashier
 L. G. JONES - - - - - Asst. Cashier
 L. R. DEVERE - - - - - Asst. Cashier

FIRST—Get bulletin 250 or wire
ZELNICKER IN ST. LOUIS

Before buying or selling

RAILS

Locomotives—Cars—Tanks
 Machinery, Pipe, etc.

What have you for sale?

CANADIAN IMPORTS

The official Canadian figures showing imports of sugar through the United States in the winter include Cubas, Perus, San Domingos and other sugars.

The total imports during November, 1918, were 20,848 tons as compared with 23,757 tons last November. The total from April 1 to November 30, 1918, was 206,399 tons against 252,525 tons during the corresponding eight months last year.

POPULAR TROLLEY TRIPS

Via the HAVANA CENTRAL RAILROAD to

GUANAJAY

Trains every hour daily from CENTRAL STATION from 5 A.M. to 8 P.M. Last train 11.20 P.M.

Fare, 70 Cents

GUINES

Train every hour daily from CENTRAL STATION from 5.50 A.M. to 7.50 P.M. Last train 11.10 P.M.

Fare, 96 Cents

SUBURBAN SERVICE TO REGLA, GUANABACOA, AND CASA BLANCA

(CABAÑAS FORTRESS) FROM LUZ FERRY, HAVANA, TO

Regla (Ferry)	\$0.05
Guanabacoa (Ferry and Electric Railway) .....	.10
Casa Blanca and Cabañas Fortress (Ferry) .....	.05

Ferry Service to Regla and car service to Guanabacoa every 15 minutes, from 5 A.M. to 10.30 P.M., every 30 minutes thereafter, up to 12 midnight, and hourly thence to 5.00 A.M. To Casa Blanca, every 30 minutes from 5.30 A.M. to 11.00 P.M.

HOME INDUSTRY IRON WORKS

ENGINES, BOILERS AND MACHINERY

Manufacturing and Repairing of all kinds. Architectural Iron and Brass Castings. Light and Heavy Forgings. All kinds of Machinery Supplies. Steamship Work a Specialty

A. KLING, Prop.
JAS. S. BOGUE, Supt.

MOBILE, ALA.

Telephone, 33 Hamilton. Night Call, 411 Hamilton. Cable Address: "Abiworks" New York.

ATLANTIC BASIN IRON WORKS

Engineers, Boiler Makers & Manufacturers. Steamship Repairs in all Branches

Heavy Forgings, Iron and Brass Castings, Copper Specialties, Diesel Motor Repairs, Cold Storage Installation, Oil Fuel Installation, Carpenter and Joiner Work

18-20 SUMMIT STREET
11-27 IMLAY STREET

} Near Hamilton Ferry

BROOKLYN, N. Y.

Agents for "Kinghorn" Multiplex Valve

IMPORTS AND EXPORTS

Total values of merchandise imported from and exported to Cuba during December and the twelve months ended December, 1918, compared with corresponding periods of the preceding year, have been made public by the Bureau of Foreign and Domestic Commerce, of the Department of Commerce, as follows:

	Month of December		12 months ended with December	
	1918	1917	1918	1917
Imports from Cuba.....	\$11,126,268	\$5,053,741	\$278,635,027	\$248,505,986
Exports to Cuba.....	\$19,347,660	\$24,653,710	\$227,156,047	\$195,871,266

THE
TRUST COMPANY OF CUBA
HAVANA

CAPITAL.....\$500,000
SURPLUS.....\$500,000

TRANSACTS A

**GENERAL TRUST AND
BANKING BUSINESS
REAL ESTATE DEPARTMENT**

EXAMINES TITLES, COLLECTS RENTS
NEGOTIATES LOANS ON MORTGAGES

Correspondence Solicited from
Intending Investors

OFFICERS

Norman H. Davis.....President
Oswald A. Hornsby.....Vice-President
Claudio G. Mendoza.....Vice-President
J. M. Hapgood.....Treasurer
Rogelio Carbajal.....Secretary
W. M. Whitner.....Mgr. Real Estate Dept.

**A Weekly Publication of
International Interest**

It covers every field and
phase of the industry.
Write for Sample Copy.

SUBSCRIPTION - - \$3.00 PER YEAR

FACTS ABOUT SUGAR

82 Wall Street, New York

INDIA'S SUGAR FACTORIES

Although British India is the second largest sugar producing country in the world, it contains very few factories which in any sense approach the centrales of more advanced countries.

The Department of Statistics recently made an inquiry into the number of fair-sized factories operating in the country and reported that there were 46. Thirty of these turn out a total of 533 tons of sugar per day and 181 tons of molasses. Of the other factories, 6 did not reply to the inquiry, 6 were closed and not in

The Royal Bank of Canada

FUNDADO EN 1869

Capital Pagado \$11,800,000
Fondo de Reserva 13,236,000
Activo Total 234,000,000

Trescientas Treinta y Cinco Sucursales
New York, corner William and Cedar Sts.
Londres, Bank Buildings, Prince St.
Veinte y Tres Sucursales en Cuba

Corresponsales en España é Islas Canarias y Baleares y en todas las otras plazas bancables del Mundo.

En el Departamento de Ahorros se admiten depósitos á interes desde Cinco Pesos en adelante. Se expiden Cartas de Credito para viajeros en

Libras Esterlinas ó Pesetas, valederas estas sin descuento alguno.

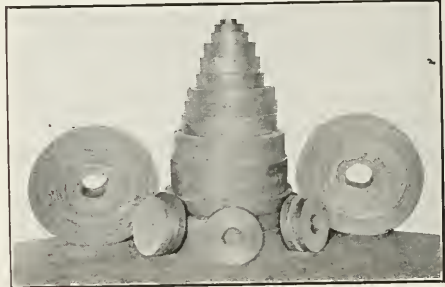
Sucursales en la Habana

Galiano 92, Monte 118, Muralla 52, Linea 67.

Vedado

Oficina Principal - - - OBRAPIA 33

Administradores
R. DE AROZARENA F. J. BEATTY



Correas de Cuero curtida especialmente para ingenios de Azúcar. Pidanse Precios

CONSOLIDATED BELTING COMPANY

108 WALL STREET, N. Y.

working order. One was opened only for a short time in August and one produced nothing but molasses.

It is easily seen that by far the largest portion of the Indian crop of about 3,000,000 tons of sugar is not produced in these factories, and it is well known that the production of sugar is most extensively carried on in small mills, largely driven by animal power, which one finds in every field in some sections of the country. The sugar made in these mills is called "ghur"—from which our word "sugar" is derived—and is merely concentrated unpurified cane juice.

UNITED RAILWAYS OF HAVANA

CONDENSED TIME TABLE OF DAILY THROUGH TRAINS

No. 11 P M	No. 1 P M	No. 7 P M	No. 5 P M	No. 3 A M	No. 9 A M	Mi.	Havana	No. 2 A M	No. 8 A M	No. 6 P M	No. 10 P M	No. 4 P M	No. 12 A M
10.31	10.01 A M	4.01	1.01	10.01	7.01	...	Lv. Central Station .Ar.	6.50	9.40	3.31	6.30	7.25	6.30
.....	12.17 A M	6.40	3.23	11.54	9.25	58	Ar. Matanzas .Lv.	4.15	6.52	1.10	3.50	5.06	.....
.....	4.05 P M	8.40 P M	5.50	2.00	12.37 P M	109	Ar. Cardenas .Lv.	12.05 P M	5.00 A M	10.00	1.20 P M	.....	.....
.....	6.48	.....	9.22	4.45	.....	179	Ar. Sagua .Lv.	10.45	.....	6.45	.....	12.10 P M	.....
*.....	11.10	.....	.....	8.40	.....	230	Ar. Caibarien .Lv.	7.00	.....	.....	.....	8.15 A M	*.....
.....	6.00	.....	9.00	.....	.....	180	Ar. Santa Clara .Lv.	11.00	.....	7.40	.....	12.05 P M	.....
8.00 A M	.....	.....	.....	6.50 P M	.....	195	Ar. Cienfuegos .Lv.	.....	.....	.....	.....	11.20 A M	9.00 P M
.....	9.55	.....	.....	.....	.....	241	Ar. Sancti Spiritus .Lv.	4.45	.....	.....	.....	.....	.....
.....	11.35 P M	.....	2.55 A M	.....	.....	276	Ar. Ciego de Avila .Lv.	3.45	.....	12.40 A M	.....	.....	.....
.....	3.10 A M	.....	6.10	.....	.....	340	Ar. Camaguey .Lv.	12.15 A M	.....	9.00 P M	.....	.....	.....
.....	2.10 A M	.....	.....	.....	.....	520	Ar. Antilla .Lv.	1.30	.....	9.30	.....	.....	.....
.....	3.45 A M	.....	6.45 P M	.....	.....	538	Ar. Santiago de Cuba .Lv.	12.01 A M	.....	9.00 A M	.....	.....	.....

Sleeping cars on trains 1, 2, 5, 6, 11 and 12.
*Via Carreño.

SLEEPING CAR RATES—UNITED RAILWAYS OF HAVANA

From Havana to	Lower Berth.	Upper Berth.	Compartment.	Drawing-Room.
Cienfuegos	\$3.60	\$3.00	.....	\$10.00
Santa Clara	3.60	3.00	\$8.00	10.00
Camaguey	4.20	3.50	10.00	12.00
Antilla	6.00	5.00	14.00	18.00
Santiago de Cuba	6.00	5.00	14.00	18.00

ONE-WAY FIRST-CLASS FARES FROM HAVANA TO PRINCIPAL POINTS REACHED VIA

THE UNITED RAILWAYS OF HAVANA

	U. S. Cy.		U. S. Cy.
Antilla	\$27.99	Isle of Pines	\$7.00
Batabano	1.71	Madrugá	3.31
Bayamo	24.79	Manzanillo	26.42
Caibarien	11.71	Matanzas	3.52
Camaguey	18.59	Placetas	12.52
Cardenas	5.97	Remedios	12.49
Ciego de Avila	15.26	Sagua	9.29
Cienfuegos	9.59	San Antonio .....	.73
Colon	6.09	Sancti Spiritus	13.43
Guantanamo	30.70	Santa Clara	9.38
Holguin	25.44	Santiago de Cuba	28.94

Passengers holding full tickets are entitled to free transportation of baggage when the same weighs 110 pounds or less in first-class and 66 pounds or less in third-class.

"WEEK-END" TICKETS

FIRST AND THIRD CLASS

ARE on sale from Havana to all stations of the United Railways (except Rincon and such as are located at less than twenty kilometres from Havana) and vice versa, valid going on Saturdays and returning on any ordinary train the following Sunday or Monday at the very low cost of one-way fare plus 33 1/3%.

UNITED RAILWAYS OF HAVANA

FRANK ROBERTS, General Passenger Agent

PRADO, 118

HAVANA, CUBA

S. F. HADDAD
 DRUGGIST
PRESCRIPTION PHARMACY
 "PASSOL" SPECIALTIES
 89 BROAD STREET, Cor. Stone
 NEW YORK

Sobrinos de Bea y Ca S. en C.

BANKERS AND COMMISSION MERCHANTS
*Importación directa de todas los
 centros manufactureros del mundo*

Agents for the Munson Steamship Line,
 New York and Mobile; James E. Ward &
 Co., New York; Serra Steamship Company,
 Liverpool; Vapores Transatlánticos de A.
 Folch & Co. de Barcelona, España.
 Independencia Street 17/21.

MATANZAS, CUBA

JOHN W. McDONALD
 COAL, WOOD, LUMBER
 AND TIMBER

OF EVERY DESCRIPTION

112 Wall Street, New York

Near South Street

Yard: 56-58 Beard Street, Erie Basin

Telephones:

Office, 1905 John

Yard, 316 Hamilton

THE SNARE AND TRIEST COMPANY

CONTRACTING ENGINEERS

STEEL AND MASONRY CONSTRUCTION
 Piers, Bridges, Railroads and Buildings

We are prepared to furnish plans and estimates
 on all classes of contracting work in Cuba.

New York Office:

8 West 40th Street

Havana Office: Zulueta 36 D.

HENRY E. WACK & CO., Inc.

Receivers—Exporters

GRAIN HAY FEEDS

209 Chamber of Commerce

Baltimore, Md., U.S.A

Correspondence with Merchants of
 West Indies solicited. Spanish
 correspondence when desired. . . .

John Munro & Son

**Steamship and
 Engineers' Supplies**

722 Third Ave., Brooklyn, N. Y.

Cable Address: Kunomale, New York

Telephone, 3300 South

Telephone
 215 Hamilton

Box 186
 Maritime Exchange

YULE & MUNRO
SHIPWRIGHTS

Caulkers, Spar Makers,
 Boat Builders, Etc.

No. 9 SUMMIT STREET

Near Atlantic Dock **BROOKLYN**

DANIEL WEILL S. EN C.

COMERCIANTE EN GENERAL

Especialidad en Ropa Hecha de Trabajo

*Am in a position to push the sales of
 American high class products. Would
 represent a first class firm.*

APARTADO 102

CAMAGUEY, CUBA

**M. J. CABANA COMMISSION
 MERCHANT**

P. O. Box 3, Camaguey

Handles all kinds of merchandise either on a
 commission basis or under agency arrangements.
 Also furnishes all desired information about lands
 in eastern Cuba.

F. W. Hvoslef

E. C. Day

R. M. Michelson

BENNETT, HVOSLEF & CO.

Steamship Agents & Ship Brokers

18 BROADWAY, NEW YORK

Cable "Benosco"



S.S. MUNAMAR

NEW YORK—CUBA SERVICE

PASSENGER AND FREIGHT

	<i>Leave New York</i>	<i>Arrive Antilla</i>	<i>Leave Antilla</i>	<i>Arrive New York</i>
SS. "MUNAMAR"	March 1	March 5	March 8	March 12
SS. "MUNAMAR"	March 15	March 19	March 22	March 26

FREIGHT ONLY

Regular sailings for Matanzas, Cardenas, Sagua, Caibarien,
Pto. Padre, Gibara, Manati, Banes and Nuevitas.

MOBILE—CUBA SERVICE

FREIGHT ONLY

SS. "MUNISLA"—Havana-Sagua	Mar. 7
SS. "TUSCAN"—Havana-Matanzas	" 14
A STEAMER—Caibarien-Santiago-Cienfuegos	" 18
A STEAMER—Havana-Cardenas	" 21
SS. "MUNISLA"—Havana-Matanzas	" 28

MOBILE—SOUTH AMERICA SERVICE

FREIGHT ONLY

A STEAMER—Buenos Aires	about	March 15th
------------------------------	-------	------------

NEW YORK—SOUTH AMERICAN SERVICE

FREIGHT ONLY

Frequent sailings for River Plate and Brazilian Ports.

BALTIMORE—HAVANA SERVICE

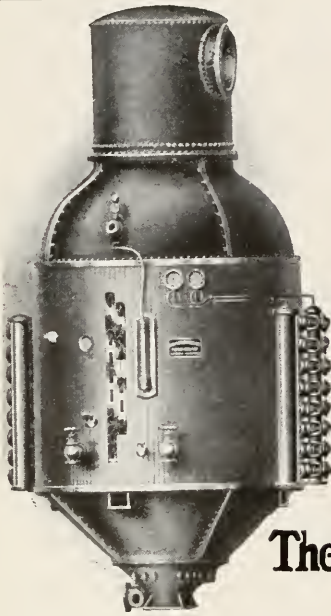
FREIGHT ONLY

Fortnightly sailings from Baltimore for Havana.

The line reserves the right to cancel or alter the sailing dates of its vessels or to change its ports of call without previous notice.

MUNSON STEAMSHIP LINE

The Krajewski Improved Coil Vacuum Pan



This pan has excellent circulation of the masecuit. Its sectional coils insure quick drainage; its large discharge opening, and its efficient separator on the vapor outlet,—are all features that appeal to discriminating engineers and owners of sugar cane centrals.

Built in various sizes from 5 ft. diameter up to 14 ft. or more if required.

We also build vacuum pans with calandrias and coils and triple and quadruple effects ranging in size from 1500 sq. ft. to 26,000 sq. ft. of heating surface.

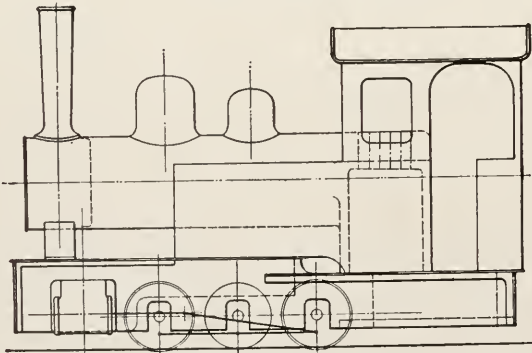
Prompt and courteous response to inquiries will be made by our engineers.

The United States and Cuban Allied Works Engineering Corporation

OWNING AND OPERATING.
Krajewski-Desant Corporation
Bradford Works *Havana Dry Dock Co*
Blaissell Machinery Co. *Havana Iron Works*
 WORKS: BRADFORD, PA. — AND — HAVANA, CUBA
NEW YORK OFFICES: **50 BROAD STREET**
 CABLES: "IDOLWAX" NEW YORK and HAVANA

THE BALDWIN LOCOMOTIVE WORKS

PHILADELPHIA, PA., U. S. A.



Three tank locomotives of the general design shown in the sketch are offered for prompt delivery, subject to prior sale. These locomotives weigh 37,000 pounds each, and can be adapted to gauges of from 2' 0" to 3' 0". Couplers will be applied to suit the requirements of the purchaser; and the locomotives can be fitted for burning either coal, wood or oil.

Specifications and prices furnished on application.

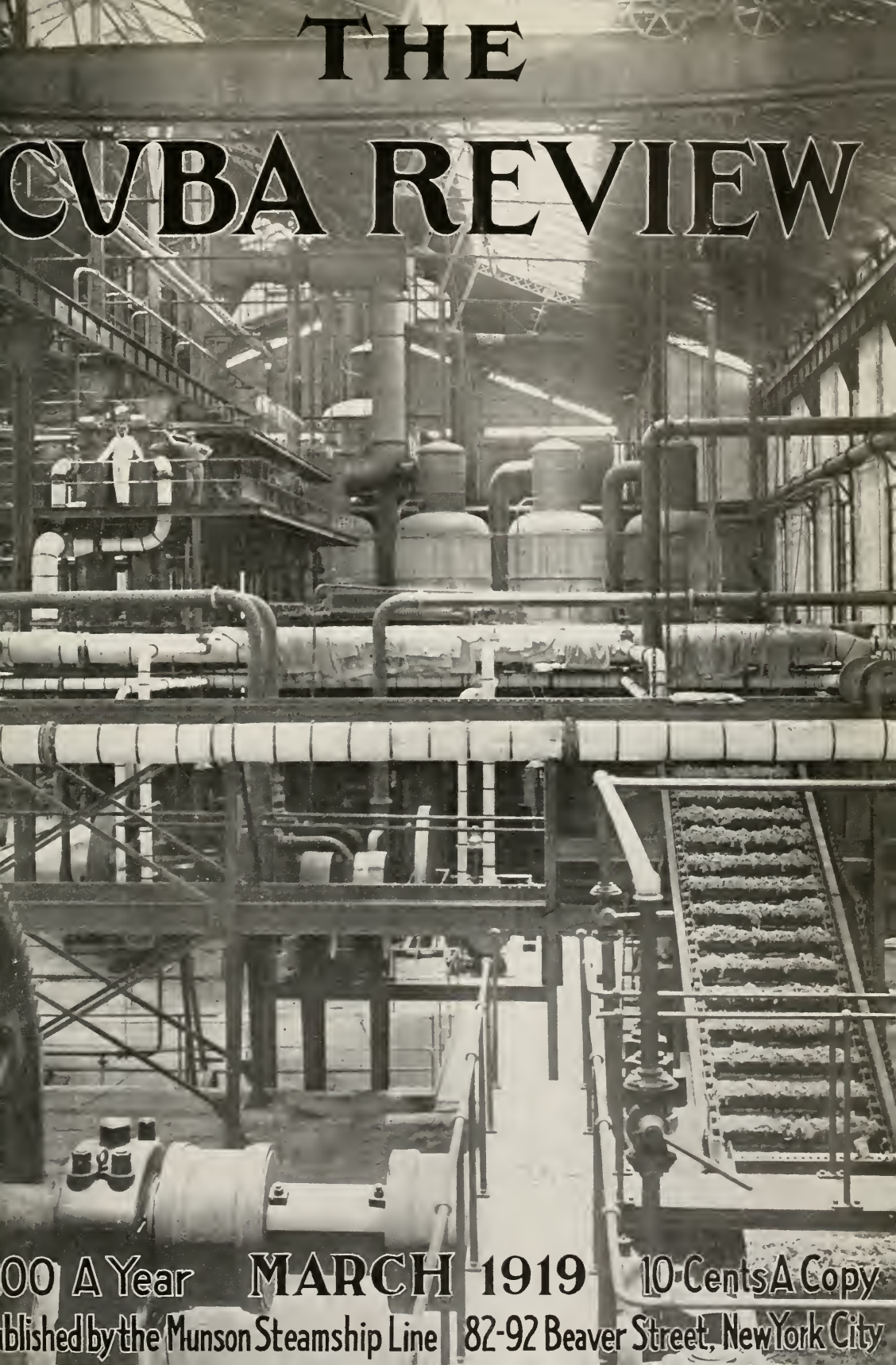
REPRESENTATIVE FOR THE WEST INDIES:

G. R. PEREZ - - 520 National Bank of Cuba Building, Havana

REPRESENTATIVE FOR PORTO RICO AND SANTO DOMINGO:

R. CARRION - - American Colonial Bank Building, San Juan

Cable Addresses: "Baldwin, Philadelphia;" "Leebald, Havana."



THE CVBA REVIEW

00 A Year **MARCH 1919** 10-Cents A Copy
Published by the Munson Steamship Line | 82-92 Beaver Street, New York City

LINK-BELT ELEVATORS AND CONVEYORS FOR BAGASSE, SUGAR ETC.

THROUGH long years of reliable service, Link-Belt Machinery has become a recognized standard for the handling of sugar cane, bagasse, etc., from the field to the finished product.

Our engineers are specialists in designing sugar handling machinery. Let them work out your problems. We make no charge for advice, layouts or estimates.

Link-Belt Machinery includes: Elevators and Conveyors for every service, Juice Strainers, Bagasse Carriers and Feeders, Field Transfers for Sugar Cane, Car Dumpers, Roller Chains, Link-Belt Sprocket Wheels, Transmission Machinery, etc., etc.

LINK-BELT COMPANY

299 BROADWAY

NEW YORK CITY

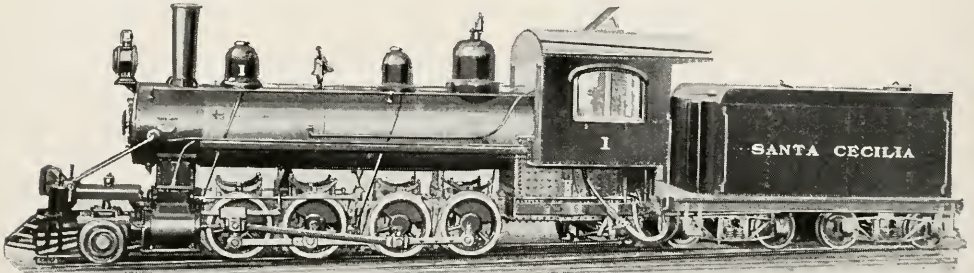
JAMES M. MOTLEY

71 BEAVER STREET
NEW YORK

Gerente del Departamento de Ventas en el Extranjero de

THE WEIR FROG COMPANY
PENNSYLVANIA BOILER WORKS
GLOVER MACHINE WORKS, INC.
THE RAHN-LARMON CO.

CLEVELAND PUNCH AND SHEAR WORKS CO.
DUNCAN, STEWART & CO., LTD.
STANDARD WATER SYSTEMS CO.
STANDARD SAW MILL MACHINERY CO.



Los productos de estas Fábricas abarcan:

- | | | |
|--|--------------------|---------------------|
| Locomotoras | Via Portátil | Calderas |
| Gruas sobre Ruedas | Ranas y Chuchos | Máquinas á Vapor |
| Carros: Para Caña | Puentes de Acero | Máquinas á Petroleo |
| Para Carga | Edificios de Acero | Máquinas á Gasolina |
| Para Obras de Construcción | Maquinas de Izar | Bombas |
| Carriles y accesorios | Aserraderos | Tanques |
| Trapiches, Desmenuzadoras y toda clase de Máquinaria para Ingenios de Azúcar | | |

A solicitud se remiten catálogos y presupuestos.

Dirección cablegrafica: JAMOTLEY, New York (Se usan todas las claves.)

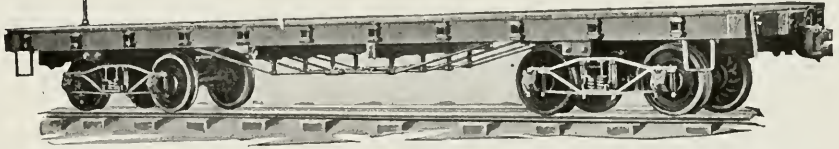
Please mention THE CUBA REVIEW when writing to Advertisers

RAMAPO

Carros de Ingenios

Para todos usos y de todos tamaños, de los para caña con cuarto ruedas y capacidad de 1½ toneladas á los con juegos dobles de ruedas y capacidad de 30 toneladas.

Hacemos una especialidad de juegos de herrajes, incluyendo los juegos de ruedas, completamente armados, con todas las piezas de metal, y planos completos para construir los carros á su destino de maderas del país.



A 802

RAMAPO IRON WORKS, 30 Church St., NEW York, N. Y. Cable Address: RAMALIAM

HOLBROOK TOWING LINE, Inc.

W. S. HOLBROOK, Pres.

Sea Harbor and General Towing. Steamship Towing a Specialty

Boilers Tested for any Required Pressure

Phone Broad
4266-4267

15 WILLIAM ST., NEW YORK, U.S.A.

Night Phone
1105 Bay Ridge
1368 Richmond Hill

WILLETT & GRAY, Brokers and Agents

FOREIGN AND
DOMESTIC

SUGARS

RAW AND
REFINED

82 WALL STREET, NEW YORK

Publishers of Daily and Weekly Statistical Sugar Trade Journal—the recognized authority of the trade.
TELEGRAPHIC MARKET ADVICES FURNISHED

POPULAR TROLLEY TRIPS

Via the HAVANA CENTRAL RAILROAD to

GUANAJAY

Trains every hour daily from CENTRAL STATION from 5 A.M. to 8 P.M. Last train 11.20 P.M.

Fare, 70 Cents

GUINES

Train every hour daily from CENTRAL STATION form 5.50 A.M. to 7.50 P.M. Last train 11.10 P.M.

Fare, 96 Cents

SUBURBAN SERVICE TO REGLA, GUANABACOA, AND CASA BLANCA

(CABAÑAS FORTRESS) FROM LUZ FERRY, HAVANA, TO

Regla (Ferry)	\$0.05
Guanabacoa (Ferry and Electric Railway) .....	.10
Casa Blanca and Cabañas Fortress (Ferry) .....	.05

Ferry Service to Regla and car service to Guanabacoa every 15 minutes, from 5 A.M. to 10.30 P.M., every 30 minutes thereafter, up to 12 midnight, and hourly thence to 5.00 A.M. To Casa Blanca, every 30 minutes from 5.30 A.M. to 11.00 P.M.

FOR MOLASSES USE STEEL TANKS

THE SUN NEVER SETS ON HAMOND TANKS



BUILT BY
HAMMOND IRON WORKS

WARREN, PA., U.S.A.

We furnish
**MATERIAL FABRICATED
OR ERECTED COMPLETE**

Tulsa Office: - - 314 Kennedy Building
New York Office: - - 2728 Whitehall Bldg.

Agents for Cuba:
WONHAM, BATES & GOODE
Havana, Cuba

There is a
JACKSON
WHEELBARROW
for
EVERY PURPOSE



*Price,
Quality,
Service,
and Variety*

WRITE FOR CATALOG NO. 10

It's just fresh from the press—Ask for a Jackson Barrow
THE JACKSON MANUFACTURING CO.

HARRISBURG, PA.

WESTERN RAILWAY OF HAVANA

TRAIN SERVICE DAILY

P	M	P	M	A	M	A	M	1st cl.	Fare	A	M	A	M	P	M	P	M	P	M
6.15	2.55	1.45	10.15	6.55	5.45	7.55	\$2.27	Lv. Cen Sta., Havana. Ar.	3d cl.	7.20	11.09	12.01	3.20	7.09	8.00				
8.24	4.24	3.55	12.24	8.24	7.55	4.42	Ar. Artemisa. Lv.	\$1.37	5.15	9.40	9.45	1.15	5.40	5.45					
...	5.51	...	...	9.51	...	4.77	Ar. Paso Real. Lv.	2.52	...	8.05	...	...	4.05	...					
...	6.05	...	...	10.05	...	5.70	Ar. Herradura. Lv.	2.72	...	7.48	...	...	3.48	...					
...	6.56	...	...	10.56	7.30	5.70	Ar. Pinar del Rio. Lv.	3.23	...	6.55	...	...	2.55	6.00					
...	8.40	...	...	12.40	11.45	7.50	Ar. Guane. Lv.	4.20	...	5.20	...	...	1.20	2.00					
P	M	P	M	P	M	A	M			A	M	A	M	P	M	P	M	P	M

**IDEAL
TROLLEY
TRIPS**

FAST DAILY ELECTRIC SERVICE FROM HAVANA TO

Arroyo Naranjo	12 cts.	Rancho Boyeros	19 cts.
Calabazar	13 "	Santiago de las Vegas.....	25 "
Rincon.....30 cts.			

Leaving Central Station every half hour from 5.15 A.M. to 7.15 P.M. and every hour thereafter to 11.15 P.M.

"WEEK-END" TICKETS FIRST AND THIRD-CLASS

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 and Monday, and are sold at the very low rate of one way fare plus 33 1/3 %.

TWINES-CORDAGE

THREADS

Y ARNS

*Write us for
Quotations*

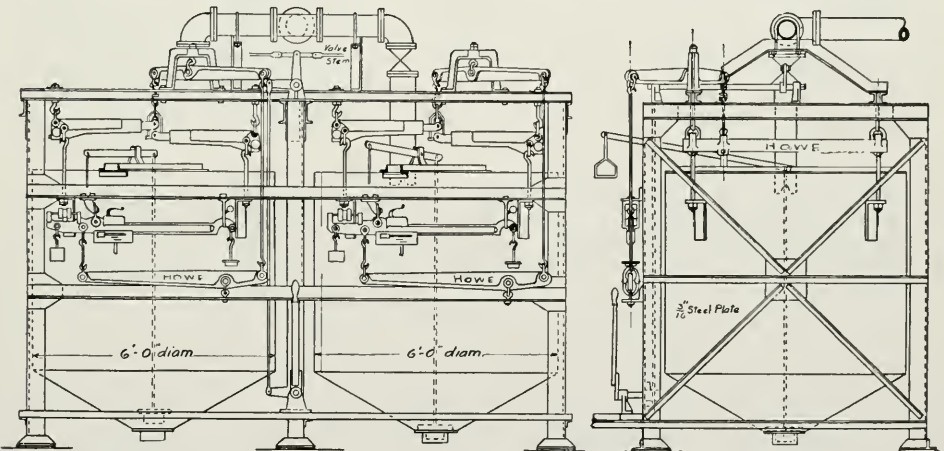


*Special Twines
made to order*

M. J. GRADY COMPANY, Inc.
110 Reade Street, New York, U. S. A.

Codes: A. B. C. 5th Edition, Bentleys

Cable Address: Gradyarn, New York



Romanas Howe De Suspensión Para Guarapo

Con brazos de registro que estampan los pesos sobre papeletas. Graduados en tipo métrico. Libras Americanas ó Españolas. Brazo que no es de registro y pesos en tipo que no sea el de brazo de registro, si se desea.

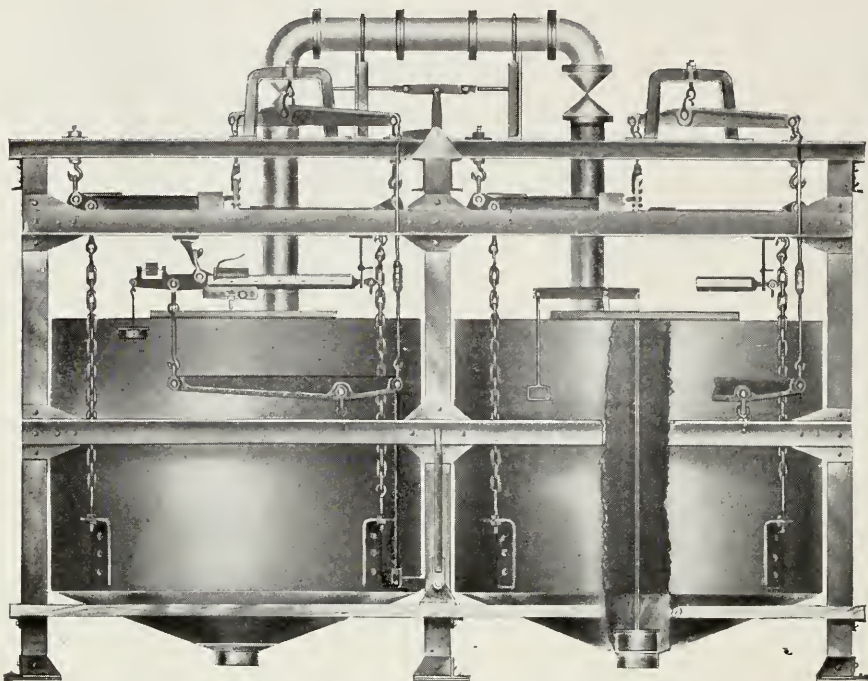
Aparatos de Tanques Sencillos para Miel.

Otras Romanas de todos tamaños y descripciones

THE HOWE SCALE CO. OF NEW YORK, NEW YORK

ROMANAS BENNINGTON DE SUSPENSION

PARA GUARAPO y MIEL



ROMANAS PARA TODO USO INDUSTRIAL y MERCANTIL

BENNINGTON SCALE CO.
29 Broadway, New YorkZayas-Abreu Commercial Company, Havana
Representantes Exclusivos en CubaCable Address
"BELIRON"Code: Western Union
Five-Letter Edition

BELMONT IRON WORKS

Philadelphia

New York

Eddystone

Engineers, Contractors, Exporters

STRUCTURAL STEEL

Complete Industrial Buildings

ESPECIALLY FOR SUGAR MILLS

New York Office
32 BROADWAYPhiladelphia Sales Office
LAND TITLE BLDG.

Main Office Warehouse and Works on PENNA. R. R.

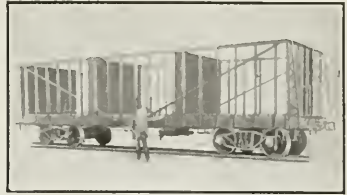
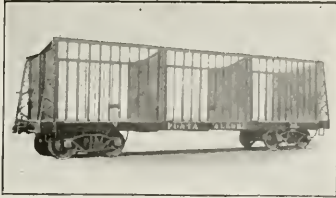
22nd and Washington Ave., Philadelphia, Pa.

Bridge and Structural Plant and Warehouse, EDDYSTONE, PA.

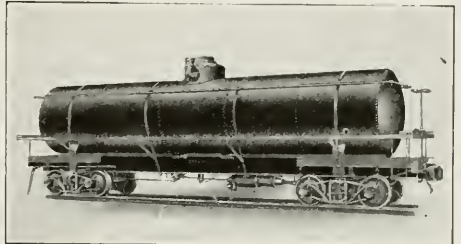
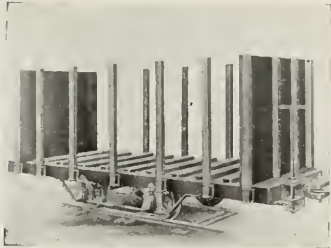
Penna. R. R. and Phila. & Reading R. R. Connections and Tidewater

Illustrated Catalog in 3 Languages Mailed on Request.

**CARROS
PARA
CANA**



Construccion de primera clase enteramente de acero ó en parte de madera segun se desee. Cualquier tamaño; cualquier estilo. Tipos de descargar, por el costado. Tipos de descargar, por la cabeza. Tipos de descargar, con grua.



TANQUES PLATAFORMAS CASILLAS

Para mieles Para cualquier tamaño Para azucar y aceites ó agua Cualquier estilo mercancías

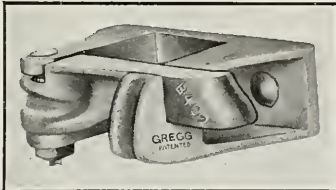


THE GREGG COMPANY, Ltd.

64 Wall Street, New York

y

Hackensack, New Jersey



GREGG

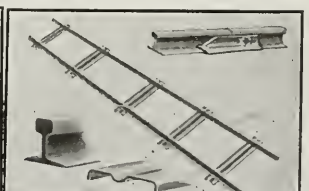
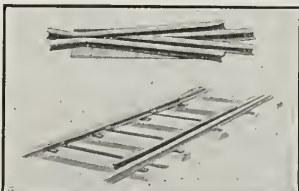
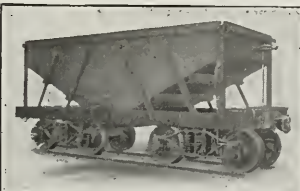
LA CA. GREGG DE CUBA

OFICINA Y ALMACEN CALLE AGUIAR 118, HABANA

WM. C. GREGG, Presidente BURR GREGG, Vice-Pres.
W. G. WOODSIDE, Vocal LOUIS D. GREGG, Tesorero
O. T. GREGG, Secretario



Tenemos existencia completa para embarque inmediato.



"LION" PACKING

Is Well Named
"KING OF ALL PACKINGS"



For Steam

See the
Studs



For Water

There are some unique features that distinguish Lion Packing from the many imitations offered. For instance, it does not fray or shed, as the fibres are never subjected to friction of the rod, being protected by small metallic studs. These studs tend to sustain the frictional stress of contact pressure with the rod, leaving to the fibrous part the simple duty of sealing the rod against leakage.

LION PACKING WILL GIVE 100% LONGER SERVICE

than ordinary packing, but be sure to get the genuine; so look for the red line running through every piece and our trade mark in every package.

Send for the Lion Catalogue

JAMES WALKER & CO., Ltd., 27 Thames St., N. Y.

MAP OF CUBA

The Cuba Review now has ready for delivery a new and revised Map, showing the location of all the active sugar plantations on the Island of Cuba and giving other data concerning the sugar industry. Price \$1.00 postpaid.

THE CUBA REVIEW

82 BEAVER STREET

NEW YORK

THE CUBA REVIEW

"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. XVII

MARCH 1919

No. 4

Contents of This Number

LIBRARY
NEW YORK
BOTANICAL
GARDEN

Cover Page—Interior of Central JOBABO (To the right may be seen the cane stalks ground to a pulpy mass.)

Frontispiece—View of Park in Batey of Cunagua Estate.

Cuban Government Matters:

Page

Belgium	11
Cuban Bureau in Paris	11
Cuban Exposition	12
General E. H. Crowder	11
Geological Survey	12
Havana Market	12
Interchange of Students and Professors	12
Labor Situation	12
Minister from Switzerland	11

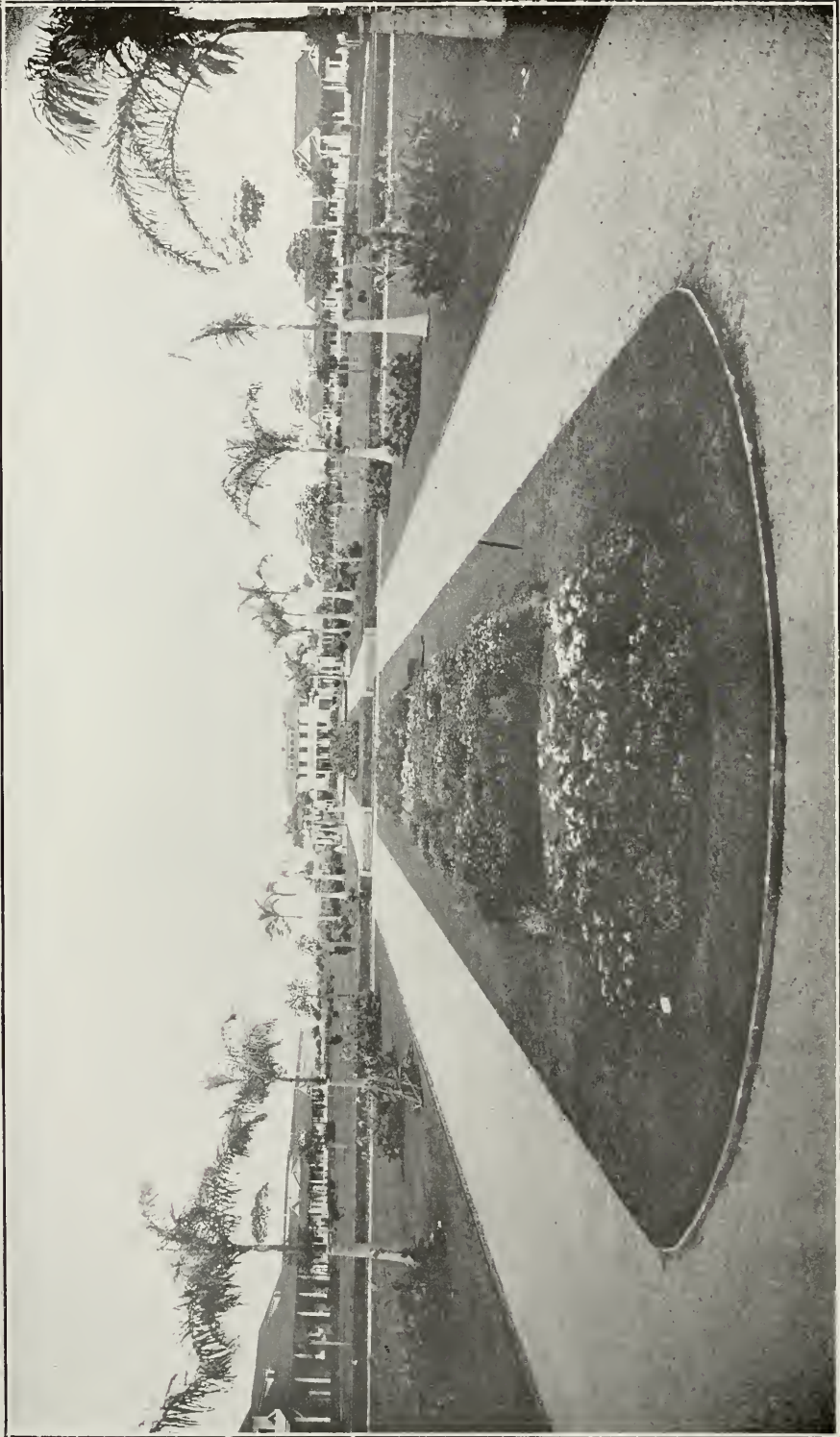
Cuba's Sugar Industry—A Contrast. by H. C. Neville (Illustrated).....13, 14, 15, 16
17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28.

The Sugar Industry:

General Goethals	28
Oil for Sugar Mills	28
Prices of Sugar in Principal Counties	47
Refined Sugar Exports from United States	33
Standardization of Molasses	40
The Sugar Industry of Brazil	40
Sugar Estate Statistics of the Island of Cuba.....	29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39

The Sugar Review, English	41, 42
The Sugar Review, Spanish	42, 43

APR 26 1919



(No. 13) View of Park in Batey of Cunagua Estate—Manager's Residence in Background. (See article, Page 13)

THE CUBA REVIEW

"ALL ABOUT CUBA"

Copyright, 1919, by the Munson Steamship Line

VOLUME XVII

MARCH, 1919

NUMBER 4

CUBAN GOVERNMENT MATTERS

GENERAL E. H. CROWDER

General E. H. Crowder, Provost Marshal General of the United States Army, was invited by the Cuban Government to go to Cuba to assist in an advisory capacity in the reformation of the country's election laws.

President Menocal is determined to remove the source of constant irritation, criticism and mortification to which Cuba has been subjected by the way in which recent elections have been carried on, and at the beginning of the next session of congress he will again urge such amendments to the election laws and such census revision as will enable honest elections to be held. As the existing election laws of Cuba were drawn partly under the direction of Major General E. H. Crowder President Menocal invited General Crowder to advise and give the government of Cuba the benefit of his experience and ability in suggesting such amendments to the election laws of Cuba as will meet the needs of the present and future.

The invitation was accepted and General Crowder arrived in Havana March 18th.

CUBAN BUREAU IN PARIS

Secretary Agramonte of the Department of Agriculture, Commerce and Labor, has presented to the chamber of commerce and to the advisory committee a bill proposing the creation in Paris of

a Cuban bureau of commercial information for the purpose of strengthening relations between the two republics and to prepare the ground for the establishment of similar bureaus in England, Belgium, Switzerland, Holland and Spain.

BELGIUM

The Cuban Charge d'Affaires in Belgium, Senor Portela, has informed the Secretary of State that King Albert has bestowed by decree the Grand Cordon Order of St. Leopold upon the President of the Republic of Cuba, and the Grand Cross with Cordon of the Crown upon the Chairman of the Committee on Foreign Affairs of the Cuban senate, Senor Torriente.

MINISTER FROM SWITZERLAND

Mr. Hans Sulzer, the new Envoy Extraordinary and Minister Plenipotentiary of the Swiss Government, presented his credentials to President Menocal of Cuba on February 13th. The formalities incident to the occasion lent great interest to the meeting. The Swiss Minister was accompanied by Presidential aids in his carriage and escorted by a detachment of cavalry detailed from Camp Columbia. In front of the palace two companies were drawn up in honor of the Swiss diplomat and the regimental band furnished music for the occasion.

THE LABOR SITUATION

The third general strike that Cuba has faced within the last six months began at midnight on March 5th, when it was estimated that 75,000 men quit work. The strike was a result of the failure of the building trades unions to effect a settlement of their demands for an eight-hour day, a Saturday half-holiday, and a considerable increase in wages. Traffic in Havana was paralyzed except for a few taxicabs and private automobiles. The employes of the government-controlled railways and ferries were out and work in the harbor was at a standstill.

President Menocal met the labor leaders on March 7th and recommended that the strikers return to their work, leaving to him the settlement of their difficulties, but, while many strikers favored this course, it was decided to continue striking until a decision was reached regarding the masons, who had been out for two months. The unions demanded further that all non-union railroad employes be discharged. On March 10th, the joint committee representing unions involved in the strike voted to accept the proposal presented by President Menocal, thus terminating the conflict. The vote was taken after a heated debate lasting eight hours.

HAVANA MARKET

A model market, to cost \$2,400,000, is to be constructed in Havana to take the place of the old-time market places and street markets scattered about the city. The new market will be constructed of marble.

Havana now has only one central building, the Colon Market, located in the heart of the city, but dark, poorly ventilated and unsanitary. The other, the "Plaza de Vapores", or "Tacon" market was closed recently by the city health authorities because of unsanitary conditions.

GEOLOGICAL SURVEY

In order to determine more closely the extent of deposits of copper, manganese and chrome in the Island of Cuba, the Department of Agriculture, Commerce and Labor of Cuba is endeavoring to ob-

tain the co-operation of the United States Geological Survey. Sr. George Reno, Chief of the Bureau of Information of the Department, has been sent to the United States by the Cuban Secretary of Agriculture to present a plan for this co-operation to Mr. Franklin K. Lane, Secretary of the Interior.

If the plan meets with Mr. Lane's approval, it will enable the Cuban Government to have the co-operation of the Geological Survey in organizing along proper lines a careful survey of Cuba's mineral resources. It is especially desirable to make adequate maps of the more important zones in the mineral districts of Cuba.

CUBAN EXPOSITION

According to press reports the Cuban Government has practically perfected arrangements for holding a mammoth Pan-American exposition in Havana. It expects to begin operations April 1st and to open early next fall, with the idea of making the exposition a permanent affair. The local government has appropriated \$20,000,000 for permanent buildings and it is rumored that the Ritz-Carlton Hotel Syndicate has signified a willingness to erect a \$1,000,000 hotel on the grounds. All the nations of the world will be asked to participate in the exposition with official exhibits.

INTERCHANGE OF STUDENTS AND PROFESSORS

The Cuban department of public instruction is greatly interested in the plans for interchange of students and professors between American universities and Cuban educational institutions. The presence of Dr. Schofield of Harvard University, chairman of the committee on foreign relations of the American Educational Council, has led the secretary of public instruction to propose the departure of two Cuban educators for the United States.

The Cuban professors chosen are Dr. Carlos de la Torre of the University of Havana, and Ramiro Guerra, who will represent the normal schools and primary instruction. They expect to sail for the United States in August.

CUBA'S SUGAR INDUSTRY — A CONTRAST

H. O. Neville.

The production of sugar in Cuba in the early years of the Eighteenth Century of some 40,000 tons, the further production towards the close of the War of Independence in 1898 of some 300,000 tons, and the tremendous contrast between these moderate quantities and the over 4,000,000 tons predicted as the crop of 1918-1919, gives an invitation to look back over the history of this by far the most important of Cuba's industries, upon which the welfare and happiness of fully nine-tenths of her inhabitants depend, to note the different conditions under which sugar has been produced and the methods which have been employed at different periods.

Imagination, naturally, carries us back to the days of Columbus's discovery of the Island, when, beyond a doubt, the eyes of those on board his vessels, if a bird's-eye view of the Island had been permitted them, would have seen a vast semi-tropical forest extending from Cape Maisí to Cape San Antonio and broken in large areas only in the central portions of Camagüey Province, the western part of Santa Clara Province, the eastern part of Matanzas Province, and the western portion of Pinar del Río Province, where the sandy soils are found which have since been so successfully used for the production of Cuba's famous tobacco. These clearings left by nature were undoubtedly augmented, though only to a very small extent, by the small openings in the forest made by the native Indians in carrying on their crude agriculture.

History indicates that at this time sugar cane was unknown to Cuba, but also informs us that not many years after the occupation of the Island by the Spaniards and at about the time Diego Velazquez had been made Governor, sugar cane had been introduced and its production was being given considerable attention, its plantings being doubtless confined largely to the eastern portion of the Island. Thus it was that in 1792 some 493 small mills produced about 14,600 tons of sugar, while in 1802, only 10 years later, the number of mills had increased to 870, producing approximately 40,800 tons, while in 1870 some 1,200 mills produced about 610,000 tons of sugar, thus showing an average of about 500 tons or 3,500 of the present-day bags per mill. As has always been the case in conquered countries occupied by a foreign race, the number of natives in the Island decreased steadily after the advent of the Spaniards, so that it was found necessary to introduce slaves. This was done about 1834, and was continued until well along in the Nineteenth Century, and the conditions under which the slaves were housed and fed doubtless influenced greatly the character of mill and mill surroundings found by the Americans during the period of American occupation.

The earliest mills used in the Island were the very crudest of affairs. Short vertical or horizontal rollers were used, moved by animal power, and the canes were inserted between the rollers, one or two at a time, by a man employed for this purpose. Frequently it was found necessary to bruise the ends of the cane in order to allow it to be inserted and grasped promptly by the roller. The juice extracted was carried by hand to the evaporating kettles, large open affairs somewhat similar to, though much larger than, those in which clothes are boiled in the country districts of the United States, and here over a fire maintained by the use of wood and the refuse cane, stoked by a human attendant, the juice was evaporated to as great a degree as possible without burning. The material thus secured was taken from these kettles and placed in hogsheads, in the bottom and top of which holes had been bored and stalks of cane inserted, these openings thus allowing the molasses with which the sugar was mixed to drip out gradually. Later on animal power was substituted by steam and more perfect grinding was accomplished, but even under the best circumstances sugar was obtained only to the extent of 5 or 6% of the weight of the cane ground, as compared with from 12 to 14% in our modern mills. During this period



Small Cuban Central.



Los Canos, near Union de Reyes, now abandoned and dismantled.



Boiler House of Small Cuban Central.

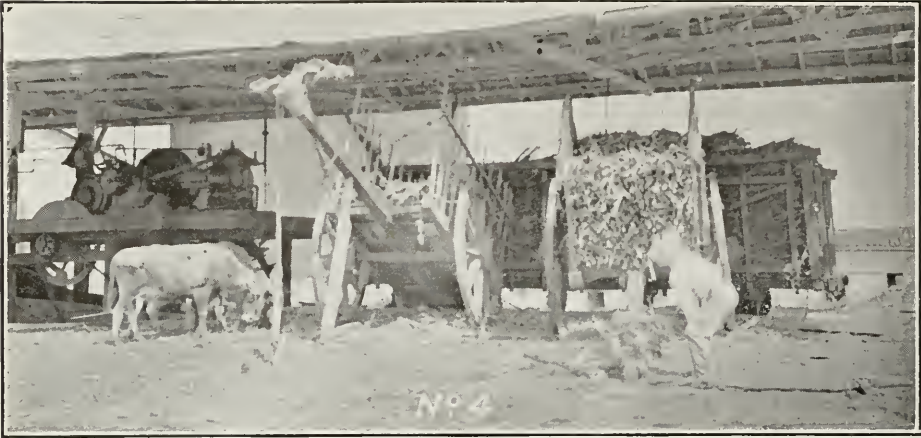
the imperfect crushing of cane left a bagasse which was filled with moisture, making it necessary to have a considerable force of laborers who would remove this material, spread it out over a large area close to the mill, leaving it to dry in the sun, after which it was again brought to the mouths of the furnaces to be used as fuel. Upon indications of a shower, the whole mill force was hurried into the drying field to pile this bagasse into ridges, thus permitting only a relatively small portion to become wet.

During this period, lands in Cuba were, of course, plentiful. When a field became exhausted or began to yield poor crops, there was very little necessity of plowing it, harrowing it, and going through the various processes which are to-day utilized for careful preparation of the land for planting, as it was easier to fell another small stretch of forest in which the cane was planted and which would produce for many seasons without other care than the keeping down with the cane knife and crude hoe employed at this period, the vines and weeds that would appear. Hauling of cane was done entirely by the two-wheel cart still much in evidence in Cuba, and the process of loading and unloading was carried on entirely by hand. The mills themselves were housed in low, rambling buildings of the most non-descript characters, and the slaves lived in quarters little better than those which nature had provided. The profits, however, which the utilization of slave labor had allowed the planters to obtain, had made many of them wealthy, so that their living quarters at the mills were comfortable, and, in many cases, luxurious.

We regret that we have not been able to obtain any photographs of the very old "bull mills", or even the smallest steam mills formerly operated in Cuba. We have, however, photographs showing two of the smallest mills existing in Cuba at the time of early American occupation, (Nos. 1 and 2). The general surroundings of such mills are shown by photographs No. 3, in which the boiler house is shown; by No. 4 in which the method is shown by which cane is received at the mill and dumped from the cane carts onto the carriers, and in which also appears the engine used to move the carrier, this system being now practically obsolete; by No. 5 showing the Manager's and Owner's home; and by No. 6 showing the laborers' quarters and store at which they obtained their supplies.

The contrast between the surroundings and conditions shown in the photographs just mentioned and the gradual change as evidenced by many of our Cuban mills from these conditions to those found at our most up-to-date factories, are clearly shown by photographs No. 7 showing the "San Ramón" mill in Pinar del Río Province; No. 8 showing "El Pilar" also in Pinar del Río Province; No. 9 showing Central "Artemisa", now "Lincoln", also in Pinar del Río Province, but built only in 1917 and grinding for the first time in the 1917-1918 crop; by No. 10 showing Central "Agramonte", one of the new and largest factories in Camagüey Province; and by Nos. 11, 12, 13, 14, 15, 16 and 17, showing various views of Central Cunagua and its surroundings. We use this mill as the highest type of Cuban sugar factory, not only on account of the character of the buildings and machinery employed in the manufacture of sugar, but also on account of the attention and care given to the housing of its employes, their welfare and contentment. Nowhere else in the Island are such pleasant surroundings found, and nowhere else is the eye greeted by the pleasing color of flowers and the helpful influence of the knowledge that the wants and even pleasures of the employes have been considered. That places of beauty were, however, not entirely lacking is shown by photograph No. 18 showing the garden of the residence of the owner of "Conchita", Sr. Baró, before this became one of the Cuba Cane properties.

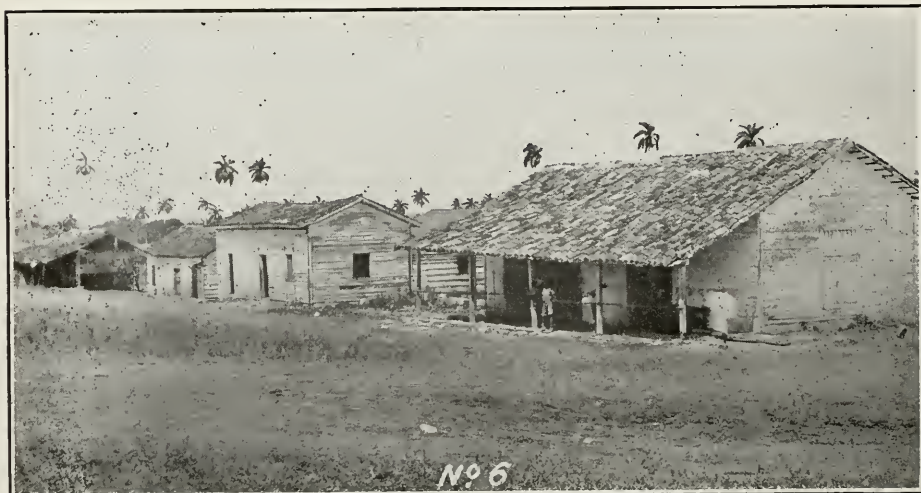
If great changes have come over the characters of the buildings in which our sugar factories are housed and of those provided for their employes and in their general surroundings, others fully as great and of tremendous importance to the stability of the sugar industry have occurred within the mills themselves. The old system of two or three rolls in which the cane was very imperfectly crushed, has



A Small Cuban Central, showing delivery of cane to carrier and engine used to move the carrier.



Home of Manager and Owner, Small Central.



Laborers' Quarters, Small Cuban Central.



San Ramon, Pinar del Rio.



El Pilar, Pinar del Rio.



Central Lincoln, formerly Artemisa.

given place to the modern train of mills, sometimes consisting of as many as six mills composed of 18 rolls preceded by one or two sets of crushers. To the crushers the cane is brought by carriers, and the bagasse as it proceeds to the last mills is treated with water and a combination of water and juice, so that the greatest possible percentage of the sugar content may be extracted. From this point the juice no longer goes to the old open kettle, but is carried to tanks in which it is treated with milk of lime, in order to destroy its acidity and coagulate certain albuminous impurities, this preventing the sucrose contained therein from reverting to glucose, and thus being lost to the factory. From these tanks the juice proceeds to preheaters, where it is heated to a temperature of about 215 Fahrenheit. From here the juice is run into large settling pans where the solid and coagulated impurities sink to the bottom and other substances float to the surface forming a scum. After this juice has settled for a short time the clear juice is drawn off, and the settlings and scum and a small portion of cloudy liquid are left in the tank. These are drawn off into other tanks where they are further treated with lime, and then passed through filters under heavy pressure, the clear juice coming from these being added to the clear juice drawn off from the settling tanks.

This now is conducted to the "effects". In the old system of boiling in open kettles, it was very difficult to prevent the burning of the sugar after the syrup had evaporated to a certain point, and furthermore the consumption of fuel was great. It is well known that water will boil at lower temperatures on the top of a high mountain than at sea level, that is, that the lower the atmospheric pressure on water the lower the temperature required to cause it to boil or evaporate. This principle has been taken advantage of in the sugar industry by the introduction of "effects", composed of from three to six vessels, each receiving the vapor produced by the evaporation of a liquid in the preceding vessel, and the air pressure in each being less than that in the preceding vessel, these partial vacuums being produced by means of air or "vacuum pumps". The lower portion of these vessels is provided with a system of copper tubes spaced at regular intervals, the whole being called a calandria, and either live or exhaust steam is permitted to enter into the calandria of the first vessel, thus causing the clear juice which is brought in from the settling tanks and filter presses to boil and partially evaporate. The vapor thus produced is conducted into the calandria of the second vessel, into which is introduced the partially evaporated liquid from the first vessel, and a portion of the air is extracted, thus causing the heat in the vapor in the calandria to boil and further evaporate the liquid contained in the vessel, this process being continued until the last vessel is reached where a vacuum of about 26 inches is required, and where the final boiling temperature is brought down to about 150 degrees Fahrenheit, and in which the juice is boiled down to a syrup containing about 35% of water and 65% of solid material. It is thus seen that the heat contained in the steam introduced into the calandria of the first vessel, and for the production of which consumption of fuel was required, provides the necessary heat for the evaporation of the juice to the consistency just mentioned, and that thus a great saving in fuel is effected over that that would be required were each vessel boiled direct, as was required in the old open kettle system.

From the last effect the syrup is now pumped into the receiving tanks for the vacuum pans. In these a vacuum of from 25 to 27 inches is maintained, in order to reduce the quantity of steam required for boiling and remove the possibility of the burning of the sugar as it is formed. At regular intervals from the top to the bottom of the vacuum pans there are series of copper coils connected with a steam line at one end and a drainage line at the other. As the syrup is drawn into the pans, steam is allowed to enter into the coils, and as evaporation takes place, small grains of sugar begin to form in the syrup. It is now the duty of the operator to cause these grains to become larger, but to limit the number of grains that are formed, and by proper manipulation of the contents of the pans and additions of fresh syrup at



Agramonte, Camaguey Province.



General View of Central Cunagua.



View of Park in Batey, Cunagua. (For View No. 13, See Frontispiece)



Manager's Residence, Cunagua.



Homes of Higher Employes and Colonos Having Families, Cunagua.



Homes of Bachelor Employes, Cunagua.

proper intervals, he can control within very narrow limits the size of the grain produced. Evaporation is here continued until a thick, viscous, semi-fluid mass called "massecuite" results, containing just enough liquor to enable it to flow from the pan by gravity, as, were it left in the pan until all the moisture were evaporated, all the impurities still contained in the liquor would be boiled into the sugar, making it unsalable; it would be difficult to prevent burning during the final stages of evaporation; and the grains would stick to one another and form a solid mass which would have to be removed from the pan by mechanical means. When the material within the pan has reached the proper consistency, the sugar boiler in attendance opens a valve, admits air into the pan, and then opens a valve in the pan's bottom allowing the massecuite to drop into canals leading to crystallizers from which it enters a long tank with a rounded bottom called the "mixer", in which a shaft provided with paddles is revolving.

From the mixer the massecuite runs through spouts into centrifugal machines. These are cylindrical shaped, perforated lining of the brass baskets hung on a central shaft, by which the baskets are caused to revolve very rapidly, reaching as many as 1,000 revolutions per minute. Through the openings in the brass basket the liquor is thrown out by centrifugal force, but the sugar is retained, the openings being too small for the grains to pass. After the liquor has been sufficiently removed from the sugar by this process, the centrifugal is stopped and the sugar caused to drop through a valve in the bottom of the machine into bins, from which it is either passed through drying tubes where it is more thoroughly dried by means of a current of hot air, or else is passed directly to the automatic weighing machines and bagged. From here it is taken by means of conveying machinery to the warehouse, where it is stored until taken away to the port.

The processes just described are carried on through machinery illustrated in the case of "Cunagua" by No. 19, which shows the boiler room still unfinished, though in operation; No. 20 which shows the electric generating plant, as "Cunagua" is practically entirely electrified; No. 21 showing the excellent view of one of the two "tandems" or trains of mills electrically operated; No. 22 showing preheaters; No. 23 showing the filter presses; by No. 24 showing the two sets of quadruple effects with which "Cunagua" is equipped; by No. 25 showing an excellent view of the crystallizers into which the massecuite is drawn from the vacuum pans shown above, and the centrifugals in which the sugar is purged and whitened after being taken in from the crystallizers. At the extreme right of this photograph is also seen the automatic bagging scales, and at the edge of the picture the mechanical conveyor, more clearly shown in No. 26, which carries the sugar from the factory across a narrow passage-way into the warehouse, where it is piled for storage, as shown in No. 27.

We have mentioned only briefly the agricultural side of the sugar industry, but changes have occurred here that correspond in importance to those brought about in the factories themselves. The first cane of the Island was undoubtedly produced on lands from which the forests had been felled, and with the aid of only the cane knife or "machete" and the hoe. This system is still employed in those parts of Cuba where virgin forest abounds, and is practically the most economical and satisfactory method of producing sugar cane, as when planted on fertile virgin soil of this character, the cane stools ratoon and produce crops for many years without the necessity of new plantings. Unfortunately, however, many years ago the three western Provinces were practically denuded of their forests, with the result that cane now must be planted on more modern lines on lands which have been prepared by plowing and harrowing, and the weeds which always follow agriculture must be held in check by cultivation.

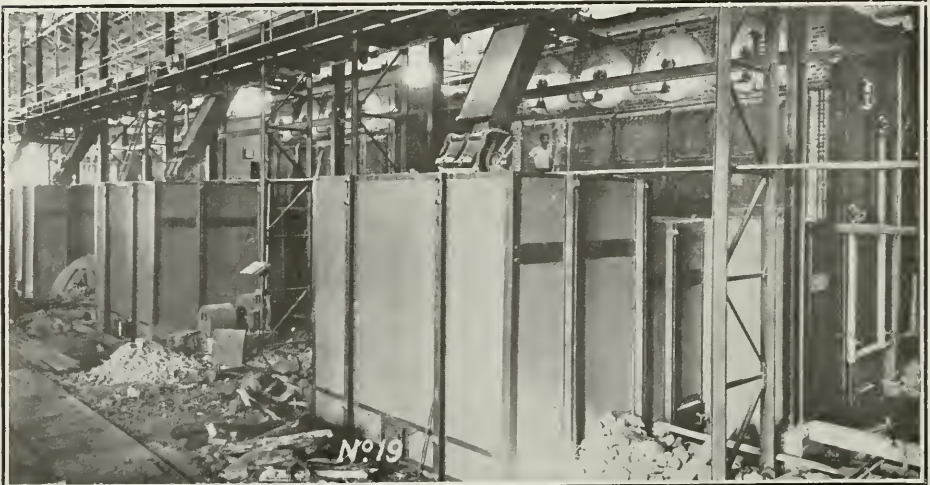
The first plows to be used in Cuba were beyond a doubt composed of crooked sticks and doubtless were without a metal point of any description. At a later date the rounded metal instrument with extended point was added, and a means of lower-



Baseball Park, Grandstand, and Moving Picture Theatre, Cunagua.



Manager's and Owner's Residence, Conchita.



Boiler Room, Cunagua.

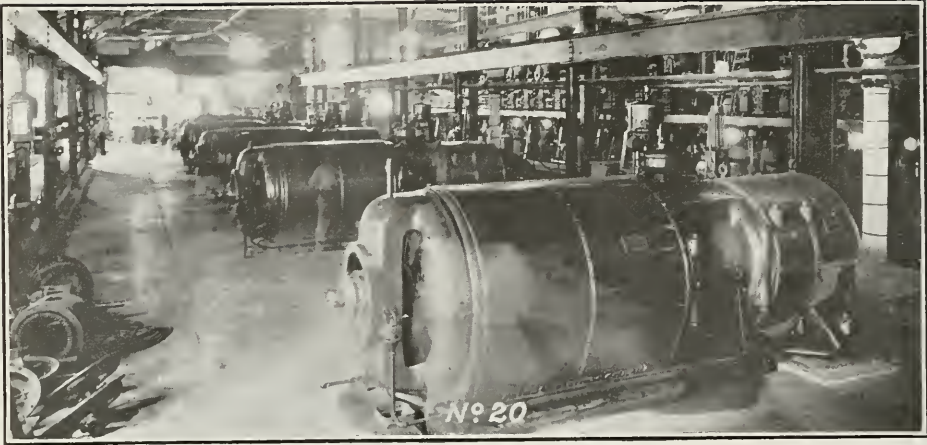
ing and raising the "plow point", thus enabling deeper and shallower plowings to be effected. By means of this instrument excellent plowing can be done, and the writer knows of no other so thoroughly capable of producing the very best of seed beds, but the work is very slow and entirely inadequate to the preparation and planting of the tremendous areas required for replanting cane each year. The introduction, therefore, of the modern American plow was a boon to the sugar planter. The extremely heavy soils utilized for cane planting in Cuba rendered it necessary to use from two to three pairs of oxen on each plow, requiring two men to each outfit. Also even with this instrument the preparation for planting was slow, though much more rapid than with the native plow. Consequently, it was quite natural that shortly after the American occupation the idea should be conceived that the tractor as used in the United States should be introduced into Cuba. This was done, and after years spent in remodelling and adapting both tractors, plows, and harrows, to the tremendous strains caused by the intractable nature of our soils, instruments have been perfected by means of which satisfactory work can be done. In addition to, in fact preceding, the introduction and successful use of the American tractor, there was employed here an English system, expensive and heavy, it is true, but productive of good results, and enabling the planter to plow to practically any depth that he might desire. The system referred to consisted of two tractors, each containing a large drum around which is drawn a cable extending to the gang plow, usually made up of three shares, from which the cable continues to the other tractor on the other side of the field. Thus these tractors practically stand still, the plow being pulled alternatively from one side of the field to the other, while the idea sought in the American tractor is to produce an instrument which, drawing the plows after it, would work economically and successfully.

These American tractors, and also smaller ones hardly capable of turning over the soil, have been utilized for harrowing and cross-plowing, and, where special machines have been adapted to this purpose, for cultivation of the growing cane, as also for drawing the wagons and carts loaded with cane at the harvest time, and their work has proved to be labor-saving and very economical, so we predict a great future for them in our cane fields.

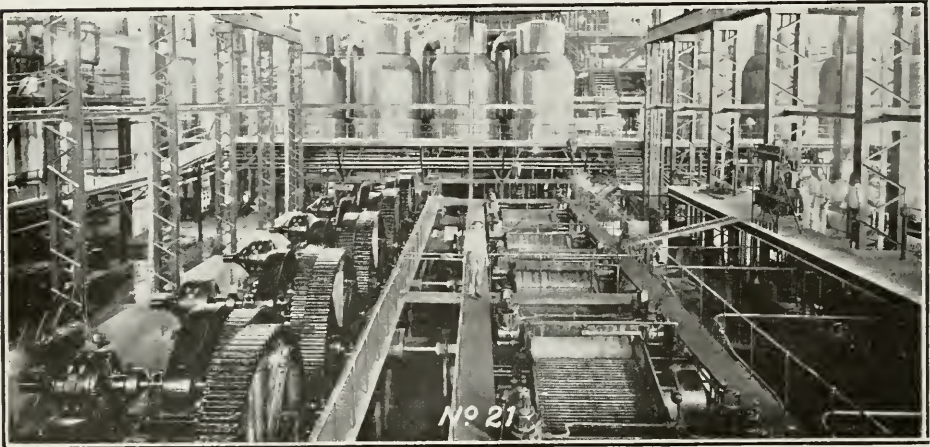
Besides the means of hauling already mentioned, other improvements on the old carts and oxen, such as four-wheel wagons drawn by both oxen and mules; portable tracks laid down at intervals in the cane fields, over which small cars are drawn by animals; and four-wheel trailers to be drawn by the tractors have been introduced with success.

A further step, still rather in the experiment stage, although practical and very advantageous results have been secured with the one machine of this nature which has been introduced, has been taken through the invention of a tractor with which a number of demountable beds are employed. The tractor is made in such a way that the power required for its movement from place to place can be thrown out of gear with the rear wheels, and thrown into gear with a set of winches which control and operate a cable which, when fastened to the demountable bed after the same is loaded with cane, raises and drags it upon the body of the tractor. Trials made with this machine at "Manatí" last year demonstrated that as many as 10 loads per day could be made with a $2\frac{1}{2}$ kilometer haul, at a cost per 100 arrobas of cane of about 25c, but we understand that the same machine this year has shown a cost of 21c, these figures comparing with costs by oxen varying from \$1.00 to as high as \$2.00 per 100 arrobas. That this machine has a great future if present indications regarding its advantages prove true, there can be no doubt.

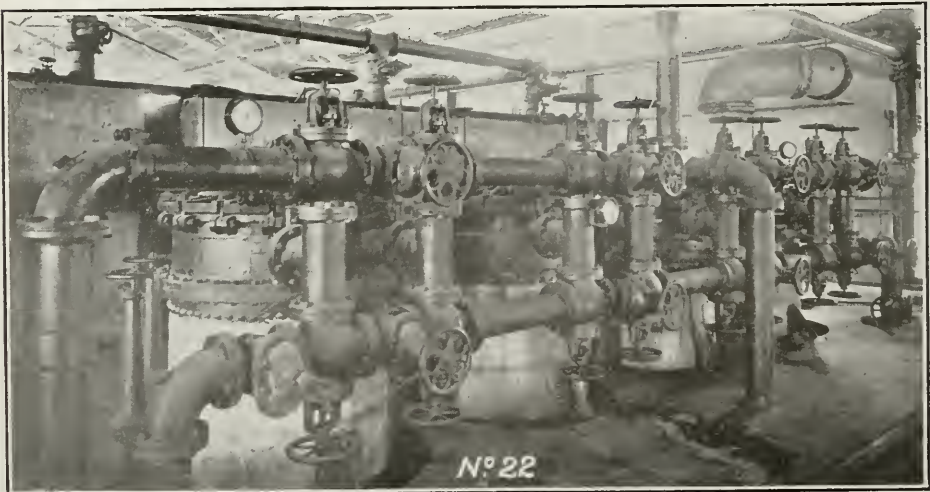
Under the present system of cane growing in Cuba, by which fully nine-tenths of the product is produced by colonos who are paid in sugar a certain percentage of the weight of their cane, it is essential that the cane coming from each planter's property be weighed. As the railroad cars are loaded many times with cane coming



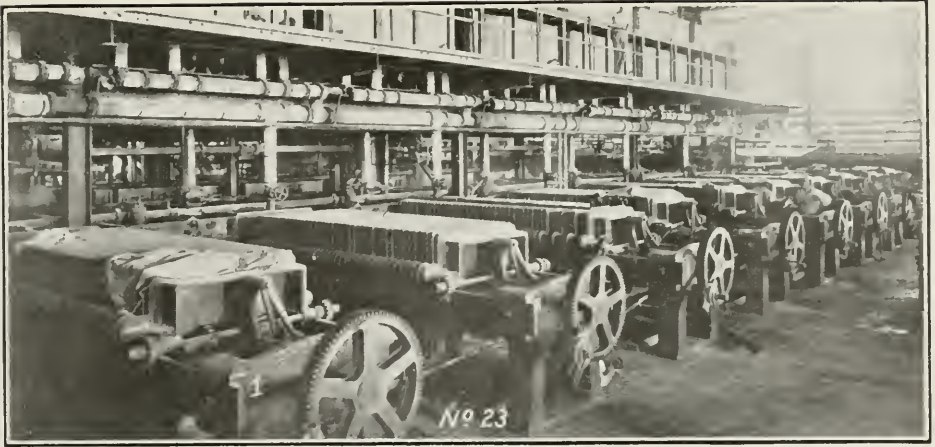
Electric Generating Plant, Cunagua.



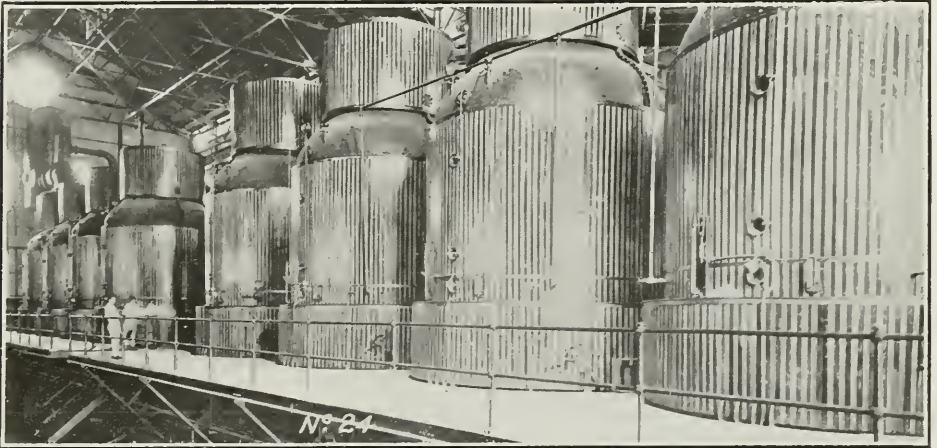
View of one set of the electric driven mills, Cunagua.



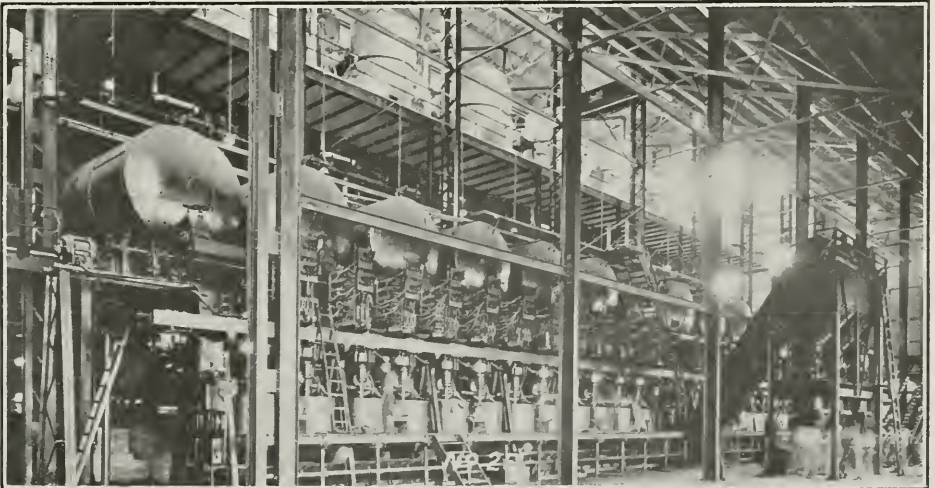
Juice Heaters, Cunagua.



Filter Presses, Cunagua.



Two Sets Quadruple Effects, Cunagua.



Interior View, showing crystallizers and electric driven centrifugals, Cunagua.

from various planters, it is frequently necessary to weigh each cart, wagon or trailer load, either before or as it is unloaded into the railroad car. Formerly this was done exclusively by running the vehicle unto a platform scale where it was weighed, and the weight noted by an attendant, but within a comparatively short period an automatic weighing device has been attached to the hoist which raises the load, and by this means the double operation is unnecessary, and the weight of the cane is noted at the same time that it is lifted from the cart and placed in the railroad car.

Thus not only have improvements been effected in what may be termed the land haul or planter's haul of the cane, but in the railroads themselves improvements have taken place through the increase in capacity of the present day car, as compared with the small cars formerly used. This has also involved an increase in the capacity of the engines used. A different character of engine also has lately appeared upon the scene, necessity therefor being indicated by tremendous fires in the cane fields in the past and at present in those localities where the ordinary railroad engine is used, the difference consisting in that the new engine does not use fire for steam generation purposes. It is our understanding that in steam generation these engines operate on lines somewhat similar to those under which storage batteries work, with the difference that the engine is filled at the mill with superheated water under pressure, and as the pressure diminishes the latent heat in the water transforms it gradually into steam, which is used as in the ordinary engine. An illustration of this machine is given herewith. (No. 28).

We have passed over the harvesting practice as observed here and in all other cane producing countries wherein the cane is still cut by laborers, each employing a cane knife varying in shape and character with each country, but usually consisting of a heavy blade from 16 inches to 2 feet in length, usually with a slight crook in the blade, designed to enable the cutter to more easily cut the stalks low or at the surface of the ground, this being essential to the continuous production for a number of years of good ratoon crops. Attempts have been made to perfect a machine that will cut cane, but the great variety of conditions under which this is produced, of character of land upon which cane is grown, and, consequently, of the condition of the cane at the time of cutting, has rendered this a task which no one has yet been able to accomplish. A machine has been made by which straight growing cane can be handled with reasonable satisfaction, but when the cane, on account of heavy growth, falls down and extends itself along the ground forming practically a tropical jungle, as is the case in the fertile lands of Cuba, it has been found impossible to handle it this way. Work has been continued on the improvement of these machines, and the increasing scarcity of laborers to handle the ever-increasing areas planted, will at some date bring about the desired result, as necessity will prove in this case as in others the "mother of invention".

We thus observe from what has been written that there has never been a time when Cuba's sugar mills and her planters have had at their disposal the means for the economical production and advantageous grinding of her cane that exist today, and, therefore, with the probabilities of increasing improvement, especially in the field of production, we can look forward with hope to the future. That the present abnormal prices of sugar will continue cannot, of course, be believed, but with almost the same security we can take for granted that the cost of production will gradually lower, probably the fall in price and the lowering costs of production keeping pace with each other in such a manner as to provide for equivalent profits under the new prices that will prevail. Of course, this is conjecture, but it seems reasonable that with the more economical devices at the control of the planter he will be able to lower his production cost. There is no doubt that the majority of Cuba's sugar mills are now in a position to produce sugar at much lower costs than formerly, but they are also in a position to grind very much heavier harvests, and if when normal returns again come, the profits to the planter should not prove satisfactory, our mills will find



Automatic Bagging and Weighing Scales, Cunagua.



Sugar in Warehouse, Cunagua.



Fireless Locomotive, Cunagua.

themselves short of cane and under the necessity of providing it. It would not, therefore, be surprising to see in the not distant future a considerable increase in the area of cane produced by "administration", that is, at the expense of and under the management of the mills themselves, a practice which heretofore in Cuba has been very limited, and when this occurs we will then see the scientific improvements which have taken place in our mills extended to agriculture. Where irrigation is possible, it will be given a prominent part in this work, as with the decrease in the forest area there has come a decrease in the total annual rainfall, and a much less even distribution than formerly, resulting in comparatively dry weather during late July and August, the two months of heaviest growth of our cane under proper conditions. Doubtless we will be subjected in the future to about the same competition from beet sugar as formerly occurred, and for at least a number of years, to that of a very great increase of the area planted to sugar cane, but we believe that the conditions prevailing throughout at least the three eastern Provinces of Cuba are sufficiently favorable to offset this competition, and to enable our planters and factory owners to show satisfactory profits under any circumstances. Doubtless, however, many factories in the western portion of the Island, where high percentages must be paid the growers, in order to induce them to grow cane, will find this an obstacle that will be difficult to overcome.

A few words in regard to the present crop are in order. The prediction has been made that the crop will amount to 4,000,000 tons, and we believe that sufficient cane is in the fields to enable not only this quantity of sugar to be made, but considerably more. Complaints have been heard of labor shortage, and weather conditions since the harvest commenced in December have not been favorable, while the complete tie-up of railroad communication in the four western Provinces has proved another hindrance, yet, notwithstanding these, we believe that production is well advanced, the producing schedule has been well kept, and that counting upon a normal beginning of the rainy season, we will produce very close to the 4,000,000 ton estimate. There exist in Cuba three large sugar Companies: The Cuba Cane Corporation, the Cuban-American Sugar Co., and the Punta Alegre Sugar Co., and we are informed that each of these Companies is well ahead of last year's production at the present time.

The sugar deliveries as of the week ending March 22nd at all ports in Cuba amounted to 167,358 tons, making total deliveries at ports up to that date 1,541,156 tons. The railroad strike ending about March 18th, left at least 600,000 bags of sugar, equivalent to about 90,000 tons, at the various mills tributary to the United Railways; doubtless similarly large quantities are held at the mills tributary to the Cuban Central Railways, so that all indications point to the fact that Cuba's production to the present time has been about 2,000,000 tons.

GENERAL GOETHALS

According to a report circulated in financial circles, General George W. Goethals, the noted builder of the Panama Canal, will become associated with the Cuba Cane Sugar Corporation. It is understood that his connection with this corporation is to be of an advisory nature and only for a temporary period, during which his wide engineering experience and remarkable administrative capabilities will be utilized in constructive surveys and betterments of the corporation's properties.

OIL FOR SUGAR MILLS

Oil may supplant coal as fuel for many sugar mills in Cuba, according to the "Wall Street Journal," which states that ten of the seventeen estates of the Cuba Cane Sugar Corporation are now equipped to burn oil and that other plantations are looking into its possibilities. Bagasse, the dried cane from which juice is extracted, will still be used to supplement oil or coal, as its use decreases the necessary amount of other fuel.

TABLE OF ACTIVE SUGAR PLANTATIONS IN THE PROVINCE OF PINAR DEL RIO

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags in Crop	Output in Bags in Crop	Output in Bags in Crop	Output in Bags in Crop	Estimated 1919 Crop
Lincoln	Artemisa	Cia. Azuc. Cent. Lincoln	Obispo 53, Havana	Cuban	Jose Manuel Casanovas	46,584	38,881	72,951	110,000	a
a Asunción	Quebra Hacha	Cuba Cane Sugar Corp.	110 Wall St., N. Y. City	American						
Bramales	Cabañas	Comp. Azuc. Nacional	Banco Nacional, Altos Havana, Room 403	French	Jose M. Casanovas	27,388	23,500	34,434	140,000	**
El Pilar	Artemisa	Pedro Laborde	O'Reilly 11, Havana	French	G. Martinto	63,939	64,890	128,445	75,000	**
Galope	San Juan y Martínez	Comp. Azuc. Cent. Galope	Cuba 120, Havana	Cuban	Gil Fernandez de Castro			21,940		
Gerardo	Bahia Honda	Sociedad Azuc. Hispano-Cubana Nueva Era	Lamparilla 1, Havana	Cuban	R. Salavarría	5,110	3,386	7,885	50,000	
Mercedes	Maríel	Humberto	Balsinde Aguiar 116, Hav.	Cuban		92,297	75,443	151,121	4,000	
Mercedita	Cabañas	Cuban-Amer. Sugar Co.	129 Front St., N. Y. City	American	E. A. Longa			109,147	115,000	
Orocoz ^b	Cabañas	Cia. Azucarera Nacional	Banco Nacional-Havana	Cuban	Cipriano Pizarra	42,462	36,483	62,109	90,000	
San Ramón	Maríel	A. Balsinde	Prado 37, Havana	Cuban	A. Balsinde	54,820	59,000	90,000	100,000	
La Francia	Los Palacios	Cuba Sugar Mills Corp.	Obispo 59, Havana	American	Juan A. Adams			147	100,000	
Totals						332,620	301,583	496,081	521,051	784,000

**Not grinding. *Includes Bramades for 1910. ^bBegins grinding 1918. ^aWill be ground by Cent. Mercedita.

TABLE OF ACTIVE SUGAR PLANTATIONS IN THE PROVINCE OF HAVANA

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags 1915 (Crop)	Output in Bags 1916 (Crop)	Output in Bags 1917 (Crop)	Output in Bags 1918 (Crop)	Estimated Crop
Amistad	Guines	Cia. Azucarera Andros Gómez Mena	Guines	Spanish	J. Gomez	175,250	260,000	273,410	203,967	250,000
Fajardo	Gabriel	Benito Arxer	Banco Nac. Havana	Spanish	Benito Arxer	36,676	56,540	82,515	70,781	85,000
Fortuna	Alquizar	V.D.A. de Garcia Barbon	Obispo 53, Havana	Cuban	Palmer y Ferrera	17,829	35,096	92,516	57,889	60,000
Gomez Mena	San Nicolas	Andres Gómez Mena	Havana	Spanish	A. Gomez Mena	260,550	355,000	339,527	304,715	390,000
Guira de Melena	Guira de Melena	Compania Azucarera Guira de Melena	Obispo 53, Havana	Cuban	Eduardo Beato	8,221	34,679	44,666	52,540	55,000
Havana	Hoyo Colorado	Havana Sugar Co.	Aguar 74, Havana	American	Rafel Montalvo	39,765	60,125	98,250	89,041	100,000
Hershey	Sta Cruz del Norte	Hershey Corp.	Prado 33, Hav	American	W. B. Conder					70,000
Jobo	Vegas	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	Martin Martinto	93,563	104,279	76,877	93,745	90,000
Josefita	Los Palos	S. Calavechchia	Havana	Italian	S. Calavechchia	82,115	98,576	78,286	54,527	90,000
La Julia	Duran	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	Gerónimo Martinto	186,843	216,777	219,943	191,000	170,000
Loteria	Jaruco	Compania Anonima Pedro Fernández de Castro	Mercederes 36, Havana	Cuban	P. F. de Castro	19,397	25,788	26,580	**	**
Mercedita	Melena del Sur	Enrique Pascual	Aguar 98, Havana	Spanish	Lemos Pascual	173,648	205,000	165,000	138,600	150,000
Nuestra Señora del Carmen†	Jaruco	Compania Azue Pedro Fernández de Castro	Mercederes 36, Havana	Cuban	R. Fernandez de Castro	29,632	47,039	52,250	55,910	70,000
Nombre de Dios	Guines	Cia. Cen. Nombre de Dios	Obropia 33, Havana	Cuban	J. Izquierdo			29,520	62,701	70,000
*Nueva Paz	Nueva Paz	Sociedad Anonima Cen. Nueva Paz	Havana	Cuban	M. A. Castillo	85,540	116,639	101,618	93,300	*
Occidente	Quivican	Cen. Occidente S. A.	Banco Nac. Havana	Cuban	Gonzalo Galvo	16,542	16,542	40,855	40,855	60,000
Portugalete	San José de las Lajas	Manual Otaduy	San Ignacio 72, Havana	Spanish	Vicente Gatochea	51,136	73,814	78,000	70,326	75,000
Providencia	Guines	Cia. Azucarera de Guines	Cuba 76, Havana	Cuban	A. R. de Blanck	146,942	190,370	196,644	172,184	180,000
Rosario	Aguacate	R. Pelayo	Aguacate	Spanish	Ramon Pelayo	180,408	214,394	252,987	196,646	230,000
San Augustin	Quivican	Cia. Azuc. Cen. Toledo	Mercederes 21	American	J. Bolanos	64,408	94,457	91,465	71,224	***
San Antonio	Madruca	Compa Azucarera Gomez Mena	Havana	Spanish	G. Gonzalez	131,500	152,000	160,700	151,384	150,000
†Toledo	Marianoa	Compania Azucarera Central Toledo	Mercederes 21, Havana	Spanish	Mmanuel Aspuru	150,346	207,702	244,620	270,260	350,000
		Totals				1,942,969	2,566,275	2,721,916	2,446,505	2,695,000

*Mill has been demolished. †Has been purchased by Cent. Toledo.

Not grinding ‡Grinds Loteria cane 1918, 1918. *Will be ground by Central Toledo.

TABLE OF ACTIVE SUGAR PLANTATIONS IN THE PROVINCE OF MATANZAS

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags		Output in Bags		Estimated 1919 Crop
						1915 Crop	1916 Crop	1917 Crop	1918 Crop	
Alava	Banaguises	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	A. Zuñillaga	208,854	265,627	294,857	236,624	320,000
Araujo	Mianguito	Cia. Azuc. Ing. Araujo	Havana	Cuban	Feliciano Risech	62,750	64,010	41,686	69,642	100,000
Armonia	Bolondrón	Cia. Azucarera Armonia	Bolondrón	Cuban	J. Olano	77,872	81,09	76,869	72,976	85,000
Australia	Jaquey Grande	Cia. Azuc. Ing. Australia	Havana	Spanish	Mario Paez	28,500	104,313	104,313	170,985	165,000
Carolina	Coliseo	Manuel Flores	Coliseo	Cuban	Manuel Flores	72,000	82,33	83,231	77,000	90,000
Conchita	Union de Reyes	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	L. Alzugaray	292,661	324,000	289,183	243,253	260,000
Cuba	Pedro Betancourt	Central Cuba Sugar Co.	Havana	Cuban-Spanish	Luis Tarafa	206,820	200,025	178,839	156,239	150,000
Dolores	Joyellanos	Melchor Gaston	Vedado 7a 76, Havana	Cuban	Aurelio Martinez	64,307	71,800	60,071	60,807	50,000
Dos Rosas	Cardenas	Cardenas—Amer. Sugar Co.	43 Exchange Place, N. Y. C.	American	Santiago Estevez	45,000	70,804	47,299	41,583	45,000
Dulce Nombre	Macaigua	S. A. Cent. Dulce Nombre	Macaigua	Spanish	Enrique Garcia	50,107	59,724	52,483	40,097	60,000
Elena	Ceiba Mocha	Jaen, Oteiza y Hermanos	Matanzas	Spanish	A. Oteiza	157,164	147,283	207,550	16,881	15,000
Espana	Altamisal	Jose L. Rodriguez	Havana Obispo No. 135	Spanish	R. Eleortegui	82,014	67,941	75,167	108,007	100,000
Esperanza	Calimete	Comp. Azuc. Cent. Esper	Pinillos 10, Cardenas	Cuban	C. La Rosa	145,438	141,181	142,706	136,328	130,000
Feliz	Union de Reyes	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	A. Padron	109,432	101,534	110,288	104,694	95,000
Flora	Guira de Macuriques	Cent. Cuba Sugar Co.	Havana	Spanish-Cuban	Julio Tarafa	54,459	120,208	135,463	133,000	125,000
Guipuzcoa	Hato Nuevo	Sobrinos de Aroceña	Hato Nuevo	Spanish	Ramon Aroceña	42,512	67,239	81,600	87,796	90,000
Jesus Maria	Cidra	Matanzas-Amer. Sugar Co.	43 Exchange Place, N. Y. C.	American	R. Laine	84,800	120,000	148,686	148,040	240,000
Limones	Limonar	J. Y. Lezama	Havana	Cuban	R. Orrantia	23,804	31,500	40,743	34,700	40,000
Luisa (Condesa)	Limonar	J. Y. Lezama	Havana	Cuban	D. Gomez	301,116	308,219	224,601	362,101	340,000
Mercedes	Sabanilla de Guareiras	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	R. Carrillo	66,085	69,500	69,274	95,486	100,000
Por Fuerza	Calimete	La Paz Sugar Co.	Calimete	American	J. Pedemonte	20,000	19,000	21,000	20,816	22,000
Porvenir	Cidra	Wenceslao Fagundo	Cidra	Spanish	W. Fagundo	143,406	153,899	129,850	125,000	150,000
Progreso	Cardenas	Laurentino Garcia	Matanzas	Spanish	E. Bermudez	23,143	23,750	26,560	27,665	30,000
Puerto	Canasi	José Avendaño	Inquisidor 20, Havana	Spanish	José A. Fernandez	97,117	100,577	87,526	87,876	95,000
Reglita	Perico	Jose L. Rodriguez	Havana Obispo 135	Spanish	S. Sardiña	47,133	45,086	50,836	34,500	*
San Cayetano	Cidra	J. I. Lezama	Havana	Cuban	E. Madariaga	120,491	116,071	75,000	99,529	100,000
San Ignacio	Agramonte	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	J. Aguirre					

*Mill has been demolished.

PROVINCE OF MATANZAS—Continued*

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags in 1915 Crop	Output in Bags in 1916 Crop	Output in Bags in 1917 Crop	Output in Bags in 1918 Crop	Estimated 1919 Crop
San Juan Bautista	Canasi	Hershey Corp.	Prado 33, Havana	American	W. B. Condet	20,992	28,199	28,750	42,018	*
San Vicente	Jovellanos	The Cuban Commercial & Industrial Co.	Banco Nac. Havana	American	Placido Alonso	97,584	90,731	65,902	94,692	100,000
Santa Amalia	Coliseo	L. Garcia	Matanzas	American	L. Garcia	44,150	69,132	121,700	102,273	120,000
Santa Gertrudis	Banaguises	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	Spanish	Felix Cossio	204,677	202,161	196,122	183,513	200,000
Santa Rita	Baró	Compania Caobillas	Havana	American	J. G. Guma	79,557	70,917	75,743	90,519	110,000
Santo Domingo	Unión de Reyes	Central Cuba Sugar Co.	Havana	Cuban	Gerardo Gutierrez	79,120	79,232	80,385	70,153	50,000
Saratoga	Bolondron	Central Cuba Sugar Co.	Havana	Cuban-Spanish	G. Sanchez	54,938	44,000	43,015	44,104	40,000
Socorro	Pedroso	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	J. Syme	338,780	338,000	257,821	290,949	300,000
Soledad	Jovellanos	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	Alfredo F. Marlbona	136,087	156,415	129,406	141,601	125,000
Tingüaro	Perico	Cuban Am. Sugar Co.	129 Front St., N. Y. City	American	J. W. Caldwell	231,983	245,042	243,550	240,856	258,000
Triunfo	Limonar	Juan Menendez	Limonar	Spanish	J. Menendez	21,960	18,600	30,803	30,470	34,000
Trinvirato	Cidra	Antonio M. Prieto	Cidra	Spanish	Antonio M. Prieto	26,316	32,550	28,586	30,470	34,000
Union	Agramonte	José J. Lezama	Havana	Cuban	J. Mercade	188,079	172,150	198,675	201,409	250,000
					Totals	4,200,345	4,532,288	4,387,142	4,834,325	5,098,000

*Will not grind.

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 1915		Output in Bags 1916		Output in Bags 1917		Output in Bags 1918		Estimated 1919	
						Crop	Crop	Crop	Crop	Crop	Crop	Crop	Crop	Crop	Crop
Adela	Renuecios	Zarragay y Rodriguez S. & C.	Caibarién	Cuban	Enrique Alvarez	83,688	100,044	98,808	83,359	85,000					
Altamira	Camajuaní	Compania Azucarera Altamira	Hav. Nat. Bank Bldg., No. 404	Cuban	Antonio Ortiz	65,181	78,793	84,855	53,708	65,000					
Andretta	Mal Tiempos Cruces	Central Andretta Cia. Azucarera	Cienfuegos	Cuban-Spanish	David Suero	177,544	198,158	191,427	192,378	190,000					
Cabaiguan	Sancti Spiritus	Cia. Azuc. Cabaiguan	Cabaiguan Apartado 26	Cuban	Cesar Rodriguez			20,644	61,416	100,000					
Caracas	Santa Isabel de las Lajas	Caracas Sugar & RR. Co.	Cruces	British	T. Brooks	199,872	159,628	204,328	192,873	190,000					
Caridad	Rancho Veloz	Domingo Leon	Havana	Spanish	Gregorio Godoy	14,500	38,025	22,190	25,208	*					
Carnita	Vega Alta	Gerardo Machado	Vega Alta	Cuban	Gerardo Machado	9,246	15,668	15,000	9,308	23,000					
Cieneguita	Abreu	Cieneguita Comp. Azuc.	Cienfuegos	Spanish-French	Juan Roman	93,896	98,500	75,204	62,483	85,000					
Constancia	Constancia	Cuban-Amer. Sugar Co.	129 Front St., N. Y. City	American	H. M. Remy	194,851	172,682	166,682	137,030	180,000					
Constancia	Encrucijada	Constancia Sugar Co.	Encrucijada	Cuban-Amer.	Eduardo Curvelo	99,221	136,176	146,900	126,226	130,000					
Corazon de Jesus	Sitiefcto	M. V. De Oma Amezaga	Carmen Ribalta 103, Sagua	Cuban	Ignacio Aguirre	48,057	65,783	73,598	68,405	90,000					
Covadonga	Carreño	Sociedad Anonima Central Covadonga	Carreno	Spanish	Alejo Carreno	155,079	149,009	162,248	187,422	200,000					
Dos Hermanas (Fowler)	Cruces	Dos Hermanas Sugar Co.	Havana	British	A. E. Marti	96,632	98,294	109,726	96,223	100,000					
Dos Hermanas (Acau)	Arango	Albaceas F. Postes	Cienfuegos	Cuban	Oscar Beyrayarza	74,068	36,419	29,415	25,238	25,000					
El Salvador	Cent. Salvador	Cent. Salvador Cia. Azuc.	Havana	Cuban	J. Rodriguez-Lanza	27,990	32,545	1,379	1,600	*					
Fe	Salamanca	Central Sugar Corp.	43 Exchange Place, N. Y. C.	American	H. A. Herbert	90,069	150,646	161,025	146,489	175,000					
Fidencia	Placetas	Domingo Leon	Placetas	Cuban	L. Fernandez	81,563	121,957	125,822	86,328	110,000					
Hormiguero	Paradero Hormiguero	Central Hormiguero Co., S.A.	69 Wall St., N. Y. City	American	E. Ponvert	219,457	191,000	213,423	208,391	200,000					
Juragua	Castillo de Jagua	Santa Clara Sugar Co.	A. DeBays, 25 Broad St. N. Y. Cienfuegos	American	Santiago G. Murray	55,129	62,819	56,436	48,167	55,000					
Julia	Camajuaní	Est. of Pestre Sisters	Taguavabon	Cuban-Spanish	José de Goncer	8,708	10,000	11.0.3	7,133	9,000					
La Vega	Cruces	La Vega Sugar Co.	Cuba 72 & 74, Havana	Cuban	I. Cartaya	52,000	95,001	101,374	110,705	120,000					
Lequeitio	Cartagena	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	Alberto Gou	160,800	175,120	174,000	154,893	160,000					

* Will not grind 1919.

PROVINCE OF SANTA CLARA—Continued

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags in Crop 1915	Output in Bags in Crop 1916	Output in Bags in Crop 1917	Output in Bags in Crop 1918	Output in Bags in Crop 1919	Estimated 1919 Crop
Luisa y Antonia	Corralillo	H. F. Cabello	Corralillo	Cuban		**	6,953	6,824		**	*
Lutgardita	Carabatas	Cia. Azucarera de Sagua	Sagua La Grande	Cuban-Spanish	Mario de la Vega	56,175	66,249	68,307	62,638		*
Macagua	Mata	Heirs of Manuel C. Vda, de Bethart	Mata	Cuban	Domingo Bethart	57,237	53,781	51,507	44,344		60,000
Manuelita	Arango	Central Manuelita, S. A.	Cienfuegos	Spanish-Cuban	E. Gonzalez	106,567	125,798	108,416	102,888		110,000
Mapos	Tunas de Zaza	American Stock Co.	Phila., Pa.	American	Geo. P. Anderton	59,088	53,426	35,500	44,495		40,000
Maria Antonia	Santo Domingo	Heirs of Arche Alba y Gonzalez	Sagua La Grande	Cuban	Ramon Alba	18,912	26,000	40,236	47,836		60,000
Maria Victoria	Aguada de Pasajeros	Cuba Cane Sugar Corp	112 Wall St., N. Y. City	American	Mariano-Martinez	90,481	96,794	120,758	122,887		140,000
Narcisa	Yaguajay	North-American Sugar Co.	Yaguajay and National Bk. Bldg., Rms. 400-401, Hav.	American	R. Berrayaza	116,018	125,513	118,907	136,683		300,000
Natividad	Guasimal, Santo Espirita	Francisco L. del Valle	Box 646, Havana	American	F. Gomez	22,347	31,927	23,080	25,306		28,000
Parque Alto	Congojas	Parque Alto Sugar Co	Cienfuegos	British	Isidro Perez	77,354	79,197	75,838	87,044		100,000
Pastora	Bernia	Central Pastora, S. A.	Santa Clara	Cuban	F. Marmello	62,851	72,133	69,091	64,458		65,000
Patrio	Encrucijada	Patricio Sugar Co.	Cienfuegos	Cuban-Spanish	Juan Arenalde	100,593	133,065	128,453	114,844		160,000
Perseverancia	Real Campiña	Cuba Cane Sugar Corp	112 Wall St., N. Y. City	American	John Clark	192,072	130,186	181,552	18,723		185,000
Portugalete	Palma	Estate de Escarza	Cienfuegos, Apartado 210	Cuban-Spanish	Sotero E. Escarza	112,000	106,011	109,000	103,674		110,000
Purio	Calabazar	Viuda De Ona E. Hijos	Sagua la Grande	Cuban	R. Tomasino	77,840	89,548	91,800	85,000		85,000
Ramona	Rancho Veloz	Domingo Leon	Havana	Spanish	José Galban	52,950	70,000	95,797	77,275		110,000
Retorma	Caibarien	Cia. Azuc. Cent. Ref. S. A.	Caibarien	Cuban	T. A. Montalban	109,724	124,000	137,834	154,537		170,000
Regla	Cienfuegos	F. Silvae/ Augustin Alfonso	Cienfuegos	Cuban	Augustin Alfonso	6,200	5,000	**	**		*
Resolucion	Carabatas	Rodda & Molina S. en C.	Ramona	Cuban-Spanish	Rodda y Molina	45,897	55,151	56,276	47,351		60,000
Resulta	Sagua	Jorge de Oña	Sagua La Grande	Spanish	Jose Calvo	76,622	104,251	106,847	79,310		115,000
Rosalia	Taguavabón	Central Rosalia, S. A.	Remedios	Cuban	Juan Vilardebo	5,144	48,209	58,987	38,770		45,000
Rosa Maria	Mayajigua	Patricio Suarez	Mayajigua	Cuban	P. Suarez	6,945	39,000	26,827	51,236		60,000
San Agustín	Caibarien	Compania Anonima Central San Agustín	Caibarien	Cuban	Juan J. Ariosoa	74,651	102,147	130,590	112,446		120,000
San Agustín	Lajás	Nicolas Castano	Cienfuegos	Spanish	E. Betancourt	140,000	141,299	152,000	149,305		150,000
San Antonio	Santa Clara	Vicente G. Abreu	Santa Clara P. O., Box 81	Cuban	Vicente G. Abreu	68,000	66,379	71,813	65,525		70,000
San Cristóbal	Seibabo	E. Cardosa	Central San Cristóbal	Cuban	E. Cardosa	20,769	19,106	23,681	20,950		25,000
San Francisco	Cruces	Suc. de Marta Abreu	Cruces	Cuban	Rafael Guardado	88,936	89,604	91,200	86,052		100,000

*Will not grind 1919.

**Did not grind.

PROVINCE OF SANTA CLARA—Continued

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags Crop 1915	Output in Bags Crop 1916	Output in Bags Crop 1917	Output in Bags Crop 1918	Output in Bags Crop 1919	Estimated Crop
San Francisco Asis.	Carabatas.	Compania Azucarera de Sagua	Sagua La Grande	Cuban-Spanish	Mario de La Vega.	29,191	36,255	43,369	*	*	*
San Isidro.	Quemado de Guines.	Compania Azuc. de Sagua	Sagua La Grande	Cuban-Spanish	Mario de la Vega	41,179	44,994	46,907	85,279	160,000	160,000
San Jose.	Placetas.	Giocochea Hermanos.	Placetas.	Cuban	A. F. Giocochea	84,631	124,625	130,625	122,120	135,000	135,000
San Lino.	Medidas.	S. Balbin y Valle.	Cienfuegos	Spanish	Leopoldo Suro	64,662	87,292	139,200	150,383	200,000	200,000
San Pablo.	Remedios.	Centra l San Pablo, S. A.	Zulueta	Cuban	Jose Iglesias.	35,084	39,941	41,706	26,875	35,000	35,000
San Pedro.	Sierra Morena.	Domingo Leon.	Havana	Spanish	J. A. Coto.	48,315	51,510	69,006	73,497	100,000	100,000
Santa Catalina.	Cruces.	E. Abreu c/o Diaz y Artime	Cruces	Cuban	Ricardo Diaz.	95,219	104,018	117,820	117,429	115,000	115,000
Santa Lutgarda (Gamba).	Sierra Morena.	F. Gamba & Co.	Sierra Morena.	Spanish	F. Gamba.	28,603	26,418	14,348	*	*	*
Santa Lutgarda (Lopez).	Mata.	Jose M. Lopez.	Mata	Cuban	Antonio G. Solis.	72,672	112,330	122,565	86,944	120,000	120,000
Santa Maria.	Pozo de la China.	E. Cacicado.	Cienfuegos	Spanish	E. Cacicado, Jr.	92,935	101,355	103,774	117,521	130,000	130,000
Santa Rosa.	Sitio Viajo.	R. G. Abreu.	Ranchuelo.	Cuban	J. A. Arguelles.	118,849	133,000	137,973	108,486	120,000	120,000
Santa Teresa.	Siticoito.	Santa Teresa Sugar Co.	Siticoito.	Cuban	E. Ledon.	137,703	182,921	169,597	161,700	130,000	130,000
Santisima Trinidad	Lajas.	Ajuria Hermanos.	Ajuria.	Cuban	E. Blanco.	63,533	61,000	50,000	48,526	*	*
Soledad	Cienfuegos.	E. Atkins & Co.	10 Broad St., Boston, Mass.	American.	L. F. Hughes.	128,900	142,533	116,309	108,011	130,000	130,000
Trinidad.	Trinidad.	Trinidad Sugar Co.	E. Atkins & Co., Agts., 10 Broad St., Boston, Mass.	American.	W. G. Pullum.	96,974	85,877	79,335	81,524	130,000	130,000
Tuinuéc.	Sancti Spiritus.	The Tuinuéc Sugar Co.	112 Wall St., N. Y. City.	American.	Jose B. Rionda	178,000	164,526	183,582	228,043	265,000	265,000
Ulacla.	Rodrigo.	Ulacla Hermanos.	Rodrigo	Cuban	Joaquin Gorris.	91,772	115,403	107,488	78,835	130,000	130,000
Unidad	Cifuentes.	Cuban-Amer. Sugar Co.	129 Front St., N. Y. City.	American.	Robert Mculloch.	86,897	114,904	106,411	61,884	100,000	100,000
Violeta.	Aguada de Pasajeros	Violeta Sugar Co.	Hav. Nat'l Bk. Bldg., Hav.	Cuban	J. Perez Aguila.	73,809	73,809	120,486	145,720	140,000	140,000
Vitoria.	Yaguajay.	Juan Pablo Ruiz de Gámiz.	Cuba 138, Havana & Yaguajay.	Spanish	Marcos Larralde.	140,358	163,985	133,960	157,508	170,000	170,000
Washington	Hatuey.	Washington Sugar Co.	112 Wall St., N. Y. City.	American.	Carlos Boche	180,174	179,541	169,165	162,642	140,000	140,000
Zaza.	Placetas.	Viuda de Zulueta.	Cuba 20, Havana.	Spanish.	Gabriel Muntaner.	101,593	122,093	113,851	88,990	110,000	110,000
Totals						5,739,938	6,515,698	6,744,235	6,395,926	7,320,000	7,320,000

*Not grinding.

TABLE OF ACTIVE SUGAR PLANTATIONS IN THE PROVINCE OF CAMAGUEY

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags 1915 Crop	Output in Bags 1916 Crop	Output in Bags 1917 Crop	Output in Bags 1918 Crop	Estimated 1919 Crop
Adelaida	Falla	Cia. Azuc. Adelaida	Havana	Spanish	L. Del Calvo	112,716	141,183	140,815	154,720	150,000
Agramonte	Florida	Cia. Azuc. Vertientes	San Fernando 127 (Altos) Cienfuegos	Cuban	C. Alvarez	60,601	64,809	64,809	239,244	350,000
Algodones	Guayacanes	Cia. Azuc. Algodones	Cuba 72, Havana	Cuban	I. Cartaya	106,229	106,229	48,132	120,670	180,000
Baragua	Baragua	Baragua Sugar Co.	Baragua	American	E. P. Cobb	99,286	106,000	73,784	200,618	375,000
Camaguey	Piedresitas	Cia. Azucarera Camaguey	O'Reilly 11, Havana	Cuban	Ramón L. Quiñonez	30,071	30,071	32,605	146,335	150,000
Cespedes	Ciego de Avila	Perez y Gonzalez Sen C. Ciego de Avila Cia. Azucarera	Cespedes	Spanish	J. M. Garcia Lavín	112,716	141,183	140,815	92,238	120,000
fCunagua	Ciego de Avila	Central Cunagua S. A.	53 Obispo, Havana	Cuban	Juan Mederos	90,829	23,877	65,404	48,000	150,000
Elia	Elia	Cia. Azucarera Elia	Hav. Amargura 23	Cuban	Antonio Mendoza	100,292	238,297	84,748	128,131	130,000
El Lugareño	Nuevitas	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	M. J. Amezaga	258,967	302,051	196,070	48,000	150,000
El Senado	Senado	Bernabé Sánchez y Adam	112 Wall St., N. Y. City	Cuban	Alberto du Bouchet	225,705	286,319	155,676	117,200	300,000
Florida	Florida	Cia. Azucarera Florida	Central Senado	American	Pedro Sanchez, Batista	175,542	170,263	181,322	198,587	200,000
Francisco	Francisco	Francisco Sugar Co.	10 Broad St., Boston, Mass.	American	H. J. B. Baird	258,967	302,051	196,070	145,295	275,000
Jagueyal	Jagueyal	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	Leandro J. Rionda	298,000	286,319	155,676	315,230	375,000
Jatibonico	Jatibonico	Cuba Co.	52 William St., N. Y. City	American	M. B. de Marchena	175,542	170,263	181,322	326,200	400,000
Moron	Ciego de Avila	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	H. Pettit	460,000	489,054	375,983	262,876	270,000
Patria	Moron	Cia. Azucarera Patria	Havana	American	J. F. Ponce	32,485	32,485	40,000	315,439	450,000
Punta-Alegre	San Juan	Cia. Azucarera Patria	Calbarrien c/o E. Atkins & Co., Boston, Mass.	Cuban	M. Galdo	54,534	54,534	215,187	101,062	110,000
†Redoncion	Nuevitas	Central Reduccion S. A.	Obraipia 32, Havana	American	A. A. Van Patten	15,554	15,554	46,270	215,187	275,000
Santo Tomas	Ciego de Avila	Cent. Santo Tomas C. A.	112 Wall St., N. Y. City	Cuban	J. A. Agüero	460,000	489,054	375,983	46,270	60,000
Stewart	Stewart	Cuba Cane Sugar Corp.	112 Wall St., N. Y. City	American	Octavio E. Davis	1,821,337	2,341,905	2,054,468	416,560	525,000
Totals	Totals	Totals	Totals	Totals	Totals	1,821,337	2,341,905	2,054,468	3,735,130	5,065,000

†New. f Began grinding 1918.

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		Output in Bags		Esti- mated 1919 Crop
						1915 Crop	1916 Crop	1917 Crop	1918 Crop			
Almeida	Hatilloote	Federico Almeida	Santiago	Spanish	Jose Salis	58,000	84,000	37,319	97,632	110,000		
Alto Cedro	Alto Cedro	Alto Cedro Sugar Co.	129 Front St., N. Y. City	American	F. H. Warmouth	72,000	70,000	44,410	179,125	170,000		
America	Contra Maestre Ote	Fernandez Rosillo	Santiago	Spanish	F. Fernandez Casas	47,500	67,000	45,000	116,555	150,000		
Baguanos	Cuefo	Cia. Azuc. Baguanos	Cuefo	Cuban	G. Mauriño	392,822	513,028	60,700	80,200	135,000		
Borjita	Dos Caminos Ote	Ingenio Cent. Borjita, S. A.	Santiago	Cuban	Luis de Hechavarria	99,903	130,000	602,639	493,310	550,000		
Boston	Banes	United Fruit Co.	131 State St., Boston, Mass.	American	Harold Hartly	517,210	613,454	40,820	36,340	75,000		
Chaparrá	Cacocum	Cent. Azuc Cacocum	Havana Banco Nac.	Cuban	J. Laine	52,223	130,000	55,066	60,000	60,000		
Cape Cruz	Chaparra	Cuban-American Sugar Co.	129 Front St., N. Y. City	American	E. Molinet	312,403	430,168	73,488	120,426	650,000		
Confluyente	Ensenada de Mora	Cape Cruz Co.	138 Front St., N. Y. City	American	G. R. Buchanan	65,767	72,176	71,455	111,612	120,000		
Cupey	Guantanamo	J. Sanchez de Toca	Madrid, Spain	Spanish	M. Orta	80,000	57,000	72,346	62,837	70,000		
Delicias	Cupey	Cupey Sugar Co.	129 Front St., N. Y. City	American	J. Hanselman	151,551	151,000	544,924	615,360	675,000		
Dos Amigos	Champechuela	Cuban-American Sugar Co.	129 Front St., N. Y. City	Spanish	Ernesto Brooks	68,000	55,400	73,269	70,000	70,000		
Ermita	Ermita	Ermita Sugar Corp	Cienfuegos	American	Maximiliano Gonzalez	268,000	240,254	82,542	114,206	120,000		
Esperanza	Guantanamo	Cia. Azuc. Oriental Cubana	Ermita	Spanish	Antonio Arias	63,757	72,176	73,488	151,044	155,000		
Isabel	Media Luna	Beattie & Co.	Santiago	British	T. Beattie	11,500	15,000	62,988	98,285	105,000		
Isabel	Guantanamo	Guantanamo Sugar Co.	Manzanillo	American	Wm. Robertson	279,401	279,401	39,231	39,231	50,000		
Jibacoa	Calicito	M. B. de Marchena	129 Front St., N. Y. City	Cuban	L. Elgarresta	268,000	240,254	81,151	306,401	315,000		
Jobabo	Jobabo	Cuba Co.	52 William St., N. Y. City	American	J. R. Bullard	63,757	72,000	71,406	71,406	95,000		
Los Canos	Guantanamo	Guantanamo Sugar Co.	129 Front St., N. Y. City	American	H. R. Muschett	11,500	15,000	23,360	39,350	50,000		
Madrazo	Calicito	Cia. Azuc. Madrazo	Manzanillo	Cuban	L. Elgarresta	199,354	279,401	385,095	394,257	550,000		
Manati	Manati	Manati Sugar Co.	112 Wall St., N. Y. City	American	Eduardo D. de Ulzurron							
Mariman	Guantanamo	Cia. Azuc. Oriental Cubana	Place de la Synagogue 6 Ginebra Suiza	American	J. Boche							
Miranda	Bayate	Miranda Sugar Co.	New York	Cuban	L. M. A. Evans							
				American					4,823	120,000		
									147,470	150,000		

PROVINCE OF ORIENTE—Continued

Name of Plantation	Location	Owners	Owners' Address	Nationality of Owners	Administrator	Output in Bags 1915		Output in Bags 1916		Output in Bags 1917		Output in Bags 1918		Esti- mated 1919	
						Crop	Crop	Crop	Crop	Crop	Crop	Crop	Crop	Crop	Crop
Monona.....	Guantanamo.	Louis E. Simon.....	Calle Marti y Crombet.	French.....	Louis E. Simon.....	168,355	3,384	5,000	3,725	5,000	3,725	13,000	13,000	13,000	13,000
Niquero.....	Niquero.	New Niquero Sugar Co.....	129 Front St., N. Y. City.	Cuban-Amer.....	Ricardo Narganes.....	168,355	176,546	168,359	182,560	168,359	182,560	185,000	185,000	185,000	185,000
Oriente.....	Xavier Ote.....	Cia. Azuc. Oriente, S. A.....	Santiago.....	Cuban.....	Elmo J. Miller.....	.....	.....	9,749	80,251	9,749	80,251	120,000	120,000	120,000	120,000
Palma.....	Palma.....	Palma Sugar Co.....	129 Front St., N. Y. City.	American.....	R. Aguirre.....	.....	73,000	79,353	200,253	79,353	200,253	300,000	300,000	300,000	300,000
Palmarito.....	Palmarito de Cauto.	Miranda Sugar Co.....	79 Wall St., N. Y. City.	American.....	L. M. A. Evans.....	34,000	45,200	32,000	20,775	32,000	20,775	35,000	35,000	35,000	35,000
Preston.....	Preston.....	United Fruit Co.....	131 State St., Boston, Mass.	American.....	F. W. B. Hodge.....	344,450	385,526	350,165	369,870	350,165	369,870	360,000	360,000	360,000	360,000
Rey.....	San German.	Cia. Azuc. Cent. Rey.....	Cuba 47, Hav.....	Cuban.....	J. C. Pagliery.....	.....	.....	.....	.....	.....	.....	175,000	175,000	175,000	175,000
Rio Cauto.....	Oriente.	Rio Cauto Sugar Co., Inc.....	68 William St., N. Y. City.	American.....	E. G. Miller.....	72,811	68,884	84,200	150,245	84,200	150,245	150,000	150,000	150,000	150,000
Romelie.....	Guantanamo.	Brooks & Co.....	Santiago.....	British.....	Francisco de Pando.....	49,300	28,500	34,500	37,004	34,500	37,004	50,000	50,000	50,000	50,000
Salvador.....	Guantanamo.	G. Maceo & Co.....	Manzanillo.....	Cuban.....	G. Maceo & Co.....	42,446	54,100	59,032	69,031	59,032	69,031	75,000	75,000	75,000	75,000
San Antonio.....	Guantanamo.	Sucrs. Lutz Redor.....	St. Etienne de Montluc.	French.....	M. La Barraque.....	55,000	52,500	54,000	62,315	54,000	62,315	70,000	70,000	70,000	70,000
San Miguel.....	Guantanamo.	Cia. Azuc. Oriental Cubana.....	Santiago.....	Spanish.....	Antonio Arias.....	31,800	29,000	13,518	.....	13,518	.....	100,000	100,000	100,000	100,000
San Ramon.....	San Ramon.	Vazquez y Cia.....	Manzanillo.....	Cuban.....	Genaro Fernandez.....	76,659	97,500	90,000	91,809	90,000	91,809	100,000	100,000	100,000	100,000
Santa Ana.....	Auza.....	F. Almeida.....	Santiago.....	Spanish.....	F. Almeida.....	50,000	60,000	60,000	73,000	60,000	73,000	95,000	95,000	95,000	95,000
Santa Cecilia.....	Guantanamo.	Santa Cecilia Sugar Corp.....	44 Whitehall St., N. Y. C.....	American.....	H. Haget.....	60,111	51,200	71,635	71,645	71,635	71,645	80,000	80,000	80,000	80,000
Santa Lucia.....	Guantanamo.	Santa Lucia Co.....	Santa Lucia, Oriente.	Cuban.....	Rafael F. Sanchez Aballi.....	240,065	324,821	338,421	301,094	338,421	301,094	310,000	310,000	310,000	310,000
Santa Maria.....	Guantanamo.	Santa Maria Sugar Co.....	2 Rector St., N. Y. C.....	American.....	Guido Nasi.....	28,778	33,358	30,200	58,600	30,200	58,600	65,000	65,000	65,000	65,000
Sofia.....	Veguita.....	Sucrs. de J. Alsina.....	Manzanillo.....	Cuban.....	Juan Alsina.....	32,444	35,170	40,000	26,438	40,000	26,438	35,000	35,000	35,000	35,000
Soledad.....	Guantanamo.	Guantanamo Sugar Co.....	129 Front St., N. Y. City.	American.....	Joseph W. McCracken.....	115,000	104,467	114,000	137,283	114,000	137,283	150,000	150,000	150,000	150,000
Tacajo.....	Tacajo.....	Tacajo Sugar Corp.....	New York.....	American.....	G. G. Trowbridge.....	85,654	92,500	78,000	169,307	26,689	169,307	250,000	250,000	250,000	250,000
Teresa.....	Ceiba Hueca.....	The Central Teresa Sugar Co.....	129 Front St., N. Y. City.	American.....	James R. Biggar.....	50,000	65,000	52,000	76,500	52,000	76,500	80,000	80,000	80,000	80,000
Union.....	San Luis.....	José Rousseau.....	Santiago.....	French.....	J. Rousseau.....	.....	.....	.....	.....	.....	.....	75,000	75,000	75,000	75,000
Totals.....						4,097,093	4,793,489	4,762,266	6,171,832	4,762,266	6,171,832	7,608,000	7,608,000	7,608,000	7,608,000

† And heirs of J. F. McKimlay. * Not grinding 1919—cane will be ground by Esperanza. f Didnot grind 1918—cane was ground by Esperanza.

SUMMARIES OF ACTIVE PLANTATIONS BY PROVINCES

Output Figured in Bags

Province	European Ownership		American Ownership		Cuban Ownership		Totals	
	1918	Est. 1919	1918	Est. 1919	1918	Est. 1919	1918	Est. 1919
Pinar del Rio....	91,400	140,000	145,547	215,000	284,104	429,000	521,051	784,000
Havana.....	1,466,206	1,770,000	445,010	430,000	535,279	495,000	2,446,595	2,695,000
Matanzas.....	1,382,801	1,497,500	2,316,329	2,368,000	1,135,195	1,232,500	4,834,325	5,098,000
Santa Clara.....	1,903,309	2,168,500	1,863,114	2,293,000	2,629,503	2,858,500	6,395,926	7,320,000
Camaguey.....	237,316	340,000	2,314,605	2,795,000	1,183,209	1,930,000	3,735,130	5,065,000
Oriente.....	842,203	973,000	4,469,502	5,287,500	860,127	1,347,500	6,171,832	7,608,000

NATIONALITY OF OWNERS

	European	American	Cuban	Totals
Pinar del Rio.....	1	2	6	9
Havana.....	9	5	6	20
Matanzas.....	14	13	11	38
Santa Clara.....	15	16	31	62
Camaguey.....	2	9	10	21
Oriente.....	11	22	12	45
Total 1919.....	52	67	76	195
Total 1918.....	52	66	88	206

REFINED SUGAR EXPORTS FROM UNITED STATES

There is given below figures showing the exports of refined sugar from the United States for the calendar year 1918 by countries of destination, as compiled by the Division of Statistics of the Bureau of Foreign and Domestic Commerce:

Destination	Pounds	Value	Destination	Pounds	Value
Belgium.....	31,889,726	\$2,197,656	Danish West Indies.....	138,952	\$11,158
Denmark.....	56	6	Haiti.....	536	55
France.....	187,503,043	12,705,003	Dominican Republic.....	109,173	7,058
Gibraltar.....	112,000	7,056	Argentina.....	60	17
Greece.....	1,000	72	Brazil.....	74,612	5,690
Iceland.....	67,200	4,571	Chile.....	21,505	1,823
Italy.....	29,731,759	1,940,998	Colombia.....	169	14
Malta.....	224,000	14,112	Peru.....	412	70
Norway.....	10,090,012	1,109,747	Uruguay.....	22,400	1,668
Russia in Europe.....	10,751,722	693,740	China.....	1,528	149
Sweden.....	7,170	550	Chosen.....	6,010	451
Switzerland.....	28,100	2,065	British India.....	1,524	122
England.....	39,607,678	2,558,558	Straits Settlements.....	1,100	106
Scotland.....	8,983	747	Hongkong.....	232	25
Ireland.....	2,000	175	Japan.....	150	13
Canada.....	70,941,139	4,003,318	Russia in Asia.....	12,250	1,673
Costa Rica.....	160	18	Siam.....	210	20
Guatemala.....	2,572	207	Other British Oceania.....	1,764	161
Honduras.....	2,005	164	French Oceania.....	26,134	2,164
Nicaragua.....	28,463	2,403	German Oceania.....	500	35
Panama.....	1,178,860	91,877	Philippine Islands.....	12,580	1,118
Mexico.....	3,211,794	271,901	Belgian Congo.....	270,154	21,729
Miquelon, Langley, etc.....	87,075	7,211	British West Africa.....	958,212	77,884
Newfoundland and Labrador.....	6,001,228	454,403	British South Africa.....	8,500	912
Jamaica.....	897	83	French Africa.....	646,224	52,764
Trinidad and Tobago.....	1,240	140	Liberia.....	45,876	4,200
Other British West Indies.....	74,225	5,148	Morocco.....	13,084,500	755,828
Cuba.....	293,950	18,831			
			Total.....	107,296,324	27,038,667

STANDARDIZATION OF MOLASSES

The *Louisiana Planter* has something to say about the standardization of molasses. The advice given is sound and is worth being noted by sugar makers in the West Indies. The molasses from some of them has already a good reputation in the market, but the standard must be maintained if the market is to be retained.

The article referred to says that there is a considerable need of standardizing first molasses. By a very simple change of method it is possible to turn out a first molasses corresponding to any desired requirement. First molasses may be met with which would pass for syrup, with a purity of over 60, and also first molasses with a purity of about 45. It is possible to make this purity anything by capping off first strikes with greater or less quantities of first molasses. In dealing with high purity juices, it is necessary to do this to some extent as a rule, even in making granulated sugar, and if the wash is separated from the molasses proper, the purity of the latter can be materially reduced. First molasses with a purity of about 50-53 when made from sugarcane is an excellent, palatable foodstuff, and might be used in every household, if it were not for the peculiar fact that you cannot buy it in the grocery stores. Molasses of this type is usually sold at about 42 Be. or 78 Bx. and under ordinary circumstances is not particularly subject to fermentation. There seems to be no good reason why it could not be made in standard quality, and sold in gallon cans in almost unlimited quantity direct to the consumer. As matters stand, the entire crop of first molasses goes direct to large molasses houses, who blend it and treat it in various ways, and eventually send it to the very homes where it should have gone at the outset at a considerably reduced price, and of considerably better quality.

It is also possible to turn out a second molasses with any purity from about 32 to 40. When this purity is allowed to rise to about 38, it is possible to get a second molasses also which is well adapted to human consumption. For this

article there seems to exist no present market—a state of affairs, however, which is by no means necessary. As a step forward towards creating a direct market for both first and second molasses, these articles should be standardized, particularly as to purity. Buyers have hitherto attached entirely too much importance to color. What the consumer mostly desires, however, is flavor, and this seems to be mostly dependent upon purity.

THE SUGAR INDUSTRY IN BRAZIL

The problem of the sugar industry in Brazil is at present attracting the widest attention among both planters and exporters of this country. No Brazilian industry seems at this time to be in a more precarious condition, due mainly to two reasons—the lack of modern industrial equipment and the need of a highly specialized administration of exportation.

As a remedy for the first condition, it is becoming patent to the sugar growers in Brazil that larger mills, capable of the greatest production, and equipped with the most modern machinery, must be substituted for the present small and antiquated types; and that the cultivable portions of sugar land, especially in such localities as Campos, State of Parahyba, must be more fully developed by the introduction of modern agricultural machinery.

In the matter of exportation of sugar, it is considered of vital importance, in view of the inevitable post-bellum commercial expansion and competition, that means be taken—possibly in a national conference called to discuss the problem—to coordinate all activities in this direction. Attention is being called to the fact that the United States is erecting large sugar mills in the Philippine Islands, in addition to those already in operation in Hawaii and Porto Rico; that Cuba, under the influence of the best of market prices, is developing its sugar plantations proportionately beyond expectation; and that both Germany and Austria will very soon have reestablished their formerly extensive beet-sugar industries.

SUGAR REVIEW

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

Our last review for this magazine was dated February 10th.

Regarding the New York market Cuba sugars continue to be accepted by the Equalization Board under the Cuban Agreement at 5.88c c. & f. (These sugars are turned over to refiners at 7.28c). Up to this writing shipments arranged for March total about 215,000 tons of Cubas besides some few Porto Ricos, and it is also of interest to note that some 10,000 bags of Haytian sugars have also been accepted at the full duty quotation of 5.64c c. i. f., the regular quotation for full duty paying raws. This is the first lot of Haytian sugars that have ever come to this country with the exception of an occasional very small lot imported in earlier years. With the revival of the industry in Hayti, and the erection of a modern sugar mill, further importations of these sugars will probably be made from time to time.

The demand for refined sugars has continued light during most of the period under review, but has revived somewhat during the past few days owing to the fact that there has been a strike among the harbor men in the port of New York, which has more or less tied up deliveries of refined sugars to the different railroads, and consequently some buyers thought it best to book some sugars in the event of possible shortage caused by a further tie-up. This situation, however, is now partially cleared up owing to the return to work of many of the men, but conditions as regards exporting remain unchanged, private lighters being still tied up, and the delivery of export refined to steamers is consequently handicapped. The amount of export business doing has been only moderate. While numerous inquiries have been received the high export price as fixed at 7.82c Net Cash in Bond for Fine Granulated, has prevented business, although for a time there was a fair amount being consummated for Spain, etc. Owing to the cheap prices prevailing for Java and Mauritius sugars, foreign buyers have naturally turned to these markets, and we learn of the sale of Java sugars to several of the European neutrals, and sale is also reported of 5,000 tons of these sugars to Argentina, which country is now eliminated as far as the demand that we might otherwise have experienced from there is concerned. Mauritius sugars to the extent of 5,000 tons have been sold to Belgium, and ship has been chartered to carry same, March shipment, at freight rate of 250 shillings per ton. The value of this cargo delivered at Antwerp is approximately 8.05c per lb.

The importation of raws since our last report included 5,264 bags of Java sugars, consigned to the Equalization Board, and same have been allocated to The American Sugar Refining Co. The Equalization Board has further commitments of these sugars, and according to our cable of February 22nd an additional 5,000 tons were shipped during January for New York.

Our latest cable advices from Cuba report 192 centrals now at work in the Island under favorable weather conditions. Arrivals of raws at the shipping ports have continued in large volume, the figure for the week ending February 22nd, say 170,163 tons, being the largest arrivals on record for any one week. We are today informed that the general strike which has prevailed in Cuba during the past week, and had threatened to greatly involve the situation, has not been settled, contrary to the reports which have been received here during the past day or two.

Our regular cable from the Philippines reports no exports of sugar to the U. S. Atlantic Ports during January, but 4,300 tons were exported to San Francisco during that month. Grinding operations in the Islands have been considerably delayed by the epidemic of influenza which had been exceedingly prevalent.

Our Domestic Beet Sugar Campaign of 1918-19 is practically over, and we are now assembling the statistics of the final outturn, our last estimate of which was 665,000 tons and which figure will undoubtedly prove nearly correct.

The Louisiana planters are being hindered in their field work by the persistent downpours of rain. Seed cane is sprouting considerably in the windrows, and there is considerable anxiety for the 1919 prospects.

The resignation of Mr. Rolph from the Presidency of the U. S. Sugar Equalization Board, has been announced, his position having been taken by Mr. George A. Zabriskie. Mr. Rolph has been associated with the Food Administration since its inception, his first appointment being as Chairman of the International Sugar Committee, which had charge of the distribution of the 1917-18 Cuba crop. The 1918-19 Cuba crop is, of course, being handled by the Sugar Equalization Board. As the active head of both of these organizations, Mr. Rolph was called upon to devote practically all his time to matters pertaining to the sugar situation, many of which entailed considerable labor. Mr. Rolph put his entire heart into the many questions at issue, and now that he is obliged to rest from his labors the entire Sugar Trade greatly regret his retirement.

New York, N. Y.

March 10, 1919.

REVISTA AZUCARERA

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

Nuestra última reseña para esta publicación estaba fechada el 10 de febrero de 1919.

Respecto al mercado de Nueva York, los azúcares de Cuba continúan siendo aceptados por la Junta Distribuidora bajo el Convenio Cubano a 5.88c. la libra costo y flete. (Estos azúcares son transferidos á los refinadores á 7.28c.) Al escribir esta reseña los embarques dispuestos para marzo dan un total de unas 215,000 toneladas de azúcares de Cuba además de algunos azúcares de Puerto Rico, y asimismo es interesante mencionar que también han sido aceptados unos 10,000 sacos de azúcares de Haití á la cotización de 5.64c. c. s. y f. con todos los derechos, la cotización regular de los azúcares crudos con todos los derechos. Este es el primer lote de azúcares de Haití que hasta ahora haya venido á este país, á excepción de algún pequeño cargamento que por casualidad se importara en años anteriores. Con la restauración de la industria en Haití, y la construcción de una fábrica moderna de azúcar, probablemente tendrán lugar mayores importaciones de estos azúcares de vez en cuando.

La demanda por azúcares refinados ha continuado escasa durante la mayor parte del período bajo reseña, pero se ha avivado algo durante estos últimos días debido al hecho de que ha tenido lugar una huelga entre los barqueros en el puerto de Nueva York, lo cual ha paralizado más o menos las entregas de azúcares refinados á los diferentes ferrocarriles, y por consiguiente algunos compradores creyeron que lo mejor sería proveerse de algunos azúcares en la eventualidad de que tuviera lugar alguna escasez de azúcar causada por más larga paralización. Sin embargo, esta situación se ha mejorado ahora en parte debido á que muchos de los huelguistas han vuelto á su trabajo, pero el estado de las cosas en lo que se refiere á la exportación permanece sin cambio, pues los lanchones particulares están aún paralizados, y la entrega de azúcar refinado á los vapores con destino á la exportación está por consiguiente entorpecida. La cantidad de azúcar en el negocio de exportación ha sido sólo moderada. Aunque se han recibido numerosos pedidos, el alto precio de exportación según se ha fijado en 7.82c. pago neto al contado en depósito por el azúcar fino granulado ha impedido se hicieran transacciones, aunque por algún tiempo se realizó una buena cantidad para España, etc. Debido á los bajos precios que prevalecen

para los azúcares de Java y la isla de Mauricio, los compradores extranjeros naturalmente han acudido á estos mercados, y tenemos conocimiento de la venta de azúcares de Java á varios países neutrales de Europa, así como también se ha anunciado la venta de 5,000 toneladas de estos azúcares á la Argentina, cuyo país se ha eliminado ahora en lo que se refiere á la demanda que de otro modo hubiéramos experimentado de dicho país. A Bélgica se le han vendido azúcares de la isla de Mauricio hasta la cantidad de 5,000 toneladas, habiéndose fletado un buque para llevarlo, á embarcar en marzo, á un costo de flete de 250 chelines por tonelada. El valor de este cargamento entregado en Amberes es aproximadamente 8.05c. por libra.

La importación de azúcares crudos desde nuestra última reseña ha incluido 5,264 sacos de azúcares de Java, consignados á la Junta Distribuidora, y esto ha sido asignado á la American Sugar Refining Company. La Junta Distribuidora tiene derecho á que se le consignen más cantidades de estos azúcares, y según avisos que recibimos por cable el 22 de febrero, 5,000 toneladas más fueron embarcadas durante enero para Nueva York.

Los últimos avisos que hemos recibido por cable de Cuba manifiestan que ahora hay 192 centrales en operación en la Isla bajo un tiempo favorable. Las llegadas de azúcares crudos á los puertos de embarque han continuado en grandes cantidades, la cifra durante la semana que terminó en 22 de febrero, es decir 170,163 toneladas, siendo las llegadas más grandes de azúcar en cualquier otra semana. Hoy se nos ha informado que la huelga general que tuvo lugar en Cuba durante la semana pasada y que amenazaba complicar en gran manera la situación, no se ha aplacado, en contradicción á las noticias que se han recibido aquí durante los dos últimos días.

Las noticias de nuestro cable regular de las Filipinas no da cuenta de exportaciones de azúcar a los puertos de los Estados Unidos en el Atlántico durante enero, pero durante ese mes se exportaron 4,300 toneladas á San Francisco de California. La mollienda en dichas Islas se ha demorado considerablemente á causa de la epidemia de influenza, que ha prevalecido extensamente.

La campaña azucarera de nuestro azúcar de remolacha del país de 1918-19 puede decirse que ha terminado, y ahora estamos recopilando las estadísticas de la producción final, de la cual nuestro último cálculo era 665,000 toneladas y cuyas cifras indudablemente probarán ser casi correcto.

Los plantadores de la Luisiana se ven entorpecidos en sus trabajos en los campos por los continuos aguaceros. La caña de semilla está brotando considerablemente en los surcos, y se deja sentir grande ansiedad hacia la expectativa para 1919.

Se ha anunciado la dimisión de Mr. Rolph de la Presidencia de la Junta Distribuidora del Azúcar de los E. U., habiendo ocupado su puesto Mr. Jorge A. Zabriskie. Mr. Rolph había estado asociado con la Administración de Subsistencias casi desde su fundación, su primer nombramiento habiendo sido el de Presidente del Comité Internacional del Azúcar, que tenía á su cargo la distribución de la zafra de Cuba de 1917-18. Por supuesto, la zafra de Cuba de 1918-19 está bajo la administración de la Junta Distribuidora de Azúcar. Como cabeza principal de ambas organizaciones, Mr. Rolph se veía precisado á dedicar prácticamente todo el tiempo á asuntos pertenecientes á la cuestión del azúcar, muchos de los cuales requerían considerable trabajo. Mr. Rolph se dedicó concienzudamente á los muchos asuntos en disputa, y ahora que se ve obligado á descansar de sus labores, todo el comercio azucarero siente grandemente se haya retirado.

Nueva York, marzo 10 de 1919.

JOURNAL DES FABRICANTS DE SUCRE

Publication of the Journal des Fabricants de Sucre, the organ which for almost sixty years past has represented the

French sugar industry, was resumed on January 15, after a suspension of six months caused by the difficulties arising from war-time conditions.

Cable Address "Turnure"

New York—64-66 Wall Street

LAWRENCE TURNURE & CO.

Deposits and Accounts Current. Deposits of Securities, we taking charge of Collection and Remittance of Dividends and Interest. Purchase and Sale of Public and Industrial Securities. Purchase and Sale of Letters of Exchange. Collection of Drafts, Coupons, etc., for account of others. Drafts, Payments by Cable and Letters of Credit on Havana and other cities of Cuba; also on England, France, Spain, Mexico, Puerto Rico, Santo Domingo and Central and South America.

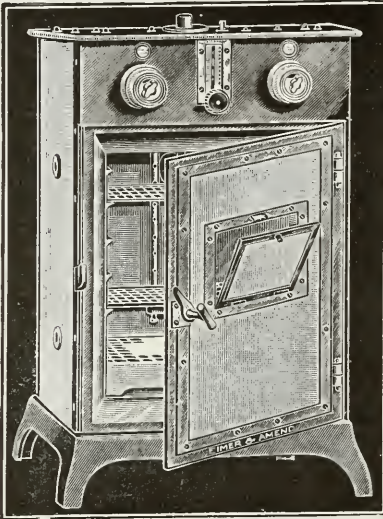
CORRESPONDENTS:

HAVANA—N. Gelats y Ca.

LONDON—The London Joint Stock Bank, Ltd.

PUERTO RICO—Banco Comercial de Puerto Rico.

PARIS—Heine et Cie.



FREAS ELECTIC OVEN

(Patented)

The most **ACCURATE, RELIABLE, DURABLE** and **ECONOMICAL** Oven for exacting, constant temperature purposes.

Type R, for temperature up to 180°C is universally used in sugar laboratories for control work.

Approved by the National Board of Fire Underwriters.

Write for Booklet and Prices.

General Sales Agents:

EIMER & AMEND

Third Avenue, 18th and 19th Streets, New York, N. Y.

COMMERCE IN 1918

Total values of merchandise imported from and exported to Cuba during 1918, compared with the preceding year, were as follows:

	1918	1917
Imports from Cuba.....	\$278,635,027	\$248,505,986
Exports to Cuba.....	227,136,047	195,871,266

METAL-WORKING MACHINERY

Value of the exports of lathes, sharpening and grinding machines, and other metal-working machinery from the United States to Cuba during the calendar year 1918, was as follows:

Lathes	Other machine tools	Sharpening and grinding machines	All other metal working
\$81,758	\$97,610	\$12,565	\$117,685

Please mention THE CUBA REVIEW when writing to Advertisers

You Cannot Go Back

Do you remember when the American First army met the war-worn French at Chateau Thierry and the French Commander besought them to go back?

The American Commander's laconic reply was "Go back—hell! We just got here and my orders are to go forward."

Has somebody said to you "The war is over. Now you can go back to your old life?"

Don't believe it. There is no going back. The old order has changed. What you learned from the war, what you did and thought and sacrificed for the war and during the war has become now your everyday life. You cannot help it.

When the armistice was signed, was that the end? Was that our goal? Was that what we had fought and saved and worked and suffered for—just to make Germany stop fighting, just to get an armistice signed?

"Go back now! We only just got here! The orders are to go forward."

What you did and gave during the war was only the beginning of what you will do and give from now on.

The Fifth—the Victory Liberty Loan—will soon be here. Don't think you will ignore it. You will not. Don't think you have lost your interest in it. You have not. Your honor—the honor of your country is bound up in it.

Men of vision—you cannot go back to the old unheeding way. You are called to take your stand with a regenerated world. So much of sacrifice and pain and suffering do not belong alone to the yesterday of war that is past. They are the foundation upon which the reborn world is building its future—its hope of happiness, its guarantee of prosperity and peace.

GOVERNMENT LOAN ORGANIZATION
Second Federal Reserve District
LIBERTY LOAN COMMITTEE
120 Broadway - - - New York

*The
Victory
Liberty
Loan
represents
America's
share—
and your
share—
in the
future*

P. RUIZ & BROS.
Engravers—Fine Stationery
 Obispo 22 P. O. Box 608
 HAVANA, CUBA

JAMES S. CONNELL & SON
SUGAR BROKERS

Established 1836, at 105 Wall St.
 Cable Address, "Tide, New York"

Established 1876

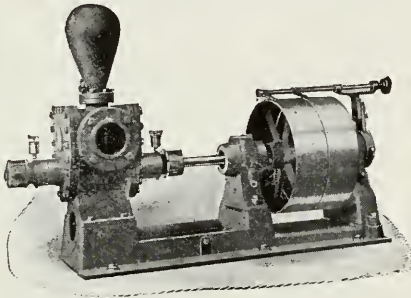
N. GELATS & COMPANY
BANKERS

Transact a general banking business—Correspondents at all the principal places of the world

Safe Deposit Vaults

OFFICE: AGUIAR 108
 HAVANA

BOMBA KINNEY PARA MIELES



Presión Positiva. Envolos Rotatorios, Sin Muelles ni Valvúlas. Forrada interiormente de Bronce. La Más económica para bombear líquidos espesos, como mirles, aceites, guarapos, etc. Funciona actualmente con el mejor éxito en muchos ingenios y refinerías. Capacidades de 50 á 800 galones por minuto.

Pídanse precios y pormenores á

NEWELL MANUFACTURING COMPANY

Singer Building : : New York
 Agentes para Cuba y la demás Antillas

Bank of Cuba in New York

34 WALL ST. NEW YORK

General banking business transacted with special facilities for handling Cuban items through the National Bank of Cuba and its 40 branches. We are especially interested in discounting Cuban acceptance.

Your Account is Solicited

W. A. MERCHANT	- - -	President
J. T. MONAHAN	- - -	Vice-President
CHAS. F. PLARRE	- - -	Cashier
L. G. JONES	- - -	Asst. Cashier
L. R. DEVERE	- - -	Asst. Cashier

RIELES

Nuevos y usados-de todas formas y tamaños

8000 toneladas	60 lb. usados
2000 toneladas	85 lb. nuevos
100 toneladas	30 lb. usados
75 toneladas	16 lb. usados

Una locomotora "Bell" nueva, de 7 toneladas, que consume aceite.

Una locomotora Baldwin de 28 toneladas.

LEROY COVENTRY

200 West 72nd St. Nueva York

BANCO INTERNACIONAL OF HAVANA

The Banco Internacional of Havana reports total deposits of \$6,624,281 at the end of its first year of operation. A dividend of 8 per cent. was paid during the year.

Please mention THE CUBA REVIEW when writing to Advertisers

HOME INDUSTRY IRON WORKS

ENGINES, BOILERS AND MACHINERY

Manufacturing and Repairing of all kinds. Architectural Iron and Brass Castings. Light and Heavy Forgings. All kinds of Machinery Supplies. Steamship Work a Specialty

A. KLING, Prop.
JAS. S. BOGUE, Supt.

MOBILE, ALA.

Telephone, 33 Hamilton. Night Call, 411 Hamilton. Cable Address: "Abiworks" New York.

ATLANTIC BASIN IRON WORKS

Engineers, Boiler Makers & Manufacturers. Steamship Repairs in all Branches
Heavy Forgings, Iron and Brass Castings, Copper Specialties, Diesel Motor Repairs, Cold Storage Installation, Oil Fuel Installation, Carpenter and Joiner Work

18-20 SUMMIT STREET
11-27 IMLAY STREET

} Near Hamilton Ferry

BROOKLYN, N. Y.

Agents for "Kinghorn" Multiplex Valve

PRICES OF SUGAR IN PRINCIPAL COUNTRIES

Dr. H. C. Prinsen Geerligs compiled for the Indische Mercuur, of Amsterdam, a list of wholesale prices of sugar as quoted in the principal producing and consuming countries on October 1, 1918. The list is reprinted below, with equivalent prices in United States currency per 100 pounds. The prices include excise taxes and other imposts. It seems, however, that in the case of Poland all imposts have not been included, as the retail prices of sugar in that country on the same date was 2.80 marks per kilo, or 30.23 cents per pound.

The foreign prices have been converted at the par value of the foreign moneys, no regard being paid to exchange. In the case of several countries the influence of currency inflation is strikingly noticeable.

Country.	Original quotation.	Price per 100 pounds.
Java	7.75 florins per picul ¹	\$2.29
Denmark	55 crowns per 100 kilos ²	6.69
Cuba	7.25 cents per pound.....	7.25
United States	7.50 cents per pound.....	7.50
Germany	30 marks per 50 kilos.....	7.70
Sweden	74 crowns per 100 kilos.....	9.00
Netherlands	51.50 florins per 100 kilos.....	9.39
Switzerland	112 francs per 100 kilos.....	9.80
United Kingdom	57s. 9d. per hundredweight ³	12.55
Poland	120 marks per 100 kilos.....	12.95
Norway	110 crowns per 100 kilos.....	13.37
Spain	155 pesetas per 100 kilos.....	13.57
Austria	149 crowns per 100 kilos.....	13.72
France	173 francs per 100 kilos.....	15.15
Hungary	212 crowns per 100 kilos.....	19.52
Italy	225 lire per 100 kilos.....	19.70
Belgium	286 francs per 100 kilos.....	25.04
Ukraine	72 rubles per pood ⁴	102.68
Turkey	300 piasters per oke ⁵	454.20

¹ Picul=136 pounds.

² Hundredweight=112 pounds.

³ Oke=2.81857 pounds.

⁴ Kilo=2.2046 pounds.

⁵ Pood=36.112 pounds.

Please mention THE CUBA REVIEW when writing to Advertisers

THE
TRUST COMPANY OF CUBA
HAVANA

CAPITAL.....\$500,000
SURPLUS.....\$500,000

TRANSACTS A

**GENERAL TRUST AND
BANKING BUSINESS**
REAL ESTATE DEPARTMENT

EXAMINES TITLES, COLLECTS RENTS
NEGOTIATES LOANS ON MORTGAGES

Correspondence Solicited from
Intending Investors

OFFICERS

Norman H. Davis.....President
Oswald A. Hornsby.....Vice-President
Claudio G. Mendoza.....Vice-President
J. M. Haggood.....Treasurer
Rogelio Carbajal.....Secretary
W. M. Whitner.....Mgr. Real Estate Dept.

**A Weekly Publication of
International Interest**

It covers every field and
phase of the industry.
Write for Sample Copy.

SUBSCRIPTION - - \$3.00 PER YEAR

FACTS ABOUT SUGAR

82 Wall Street, New York

APARATO NUEVO

para trasbordar y

**PESAR CAÑA
NETO**

Sistema nueva patentada por Horace F. Ruggles,
108 Wall St., N. Y., constructor de trasbordadores
superiores.

Funciona por motor, levantando, pesando, tras-
bordando y disparando la caña por un hombre y
imprime billetes duplicadas del peso neto.

Pidanse informes del modelo "La Victoria".

The Royal Bank of Canada

FUNDADO EN 1869

Capital Pagado \$11,800,000
Fondo de Reserva 13,236,000
Activo Total 234,000,000

Trescientas Treinta y Cinco Sucursales
New York, corner William and Cedar Sts.
Londres, Bank Buildings, Prince St.
Veinte y Tres Sucursales en Cuba

Corresponsales en España é Islas Canarias y Ba-
leares y en todas las otras plazas bancables del
Mundo.

En el Departamento de Ahorros se admiten depo-
sitos á interes desde Cinco Pesos en adelante.
Se expiden Cartas de Credito para viajeros en

Libras
Esterlinas ó Pesetas, valederas estas sin descuento
alguno.

Sucursales en la Habana
Galiano 92, Monte 118, Muralla 62, Línea 67.
Vedado

Oficina Principal - - - OBRAPIA 33
Administradores

R. DE AROZARENA F. J. BEATTY

Casa Turull

Merchants, Importers, Exporters.

We have always specialized in
Sugar Mill requirements and en-
deavor to make our service in this
field as complete as possible.

Our main office in Havana and branch
offices at Santiago, Cienfuegos, Camaguey,
Matanzas and Pinar del Rio give careful
attention to every inquiry and order re-
ceived.

Traveling representatives cover outlying
districts in all the provinces.

Three large warehouses in Havana carry at
all times stocks of material for immediate
shipment.

Our New York Office is in a position to
procure materials at lowest prices and as-
sure prompt shipment and we are sole dis-
tributors for some of the largest manufac-
turers.

If not already dealing with us may we not
be favored with your inquiries?

Write for our latest catalogue and
quotations.

THOMAS F. TURULL & CO.

Raw materials for all Industries
Acids, Chemical Products, Oils, Greases,
Fertilizers.

NEW YORK HAVANA
170 Broadway Muralla 2 & 4
Telephones—A7751-A6368-A4892

RAILS-TANKS

LOCOMOTIVES-CARS

ZELNICKER IN ST. LOUIS

GET BULLETIN 250 (250,000 CIRC.) 88 PAGES
FOR OUR COMPLETE LINE

UNITED RAILWAYS OF HAVANA

CONDENSED TIME TABLE OF DAILY THROUGH TRAINS

No. 11 P M	No. 1 P M	No. 7 P M	No. 5 P M	No. 3 A M	No. 9 A M	Mile	Havana	No. 2 A M	No. 8 A M	No. 6 P M	No. 10 P M	No. 4 P M	No. 12 A M
10.31	10.01	4.01	1.01	10.01	7.01	...	Lv. Central Station . Ar.	6.50	9.40	3.31	6.30	7.25	6.30
.....	12.17	6.40	3.23	11.54	9.25	58	Ar. . . . Matanzas . . . Lv.	4.15	6.52	1.10	3.50	5.06	.....
.....	4.05	8.40	5.50	2.00	12.37	109	Ar. . . . Cardenas . . . Lv.	12.05	5.00	10.00	1.20	.....	.....
.....	6.48	.....	9.22	4.45	.....	179	Ar. . . . Sagua Lv.	10.45	.....	6.45	.....	12.10	.....
.....	11.10	.....	.....	8.40	.....	230	Ar. . . . Caibarien . . . Lv.	7.00	.....	.....	.....	8.15*	.....
.....	6.00	.....	9.00	.....	.....	180	Ar. . . . Santa Clara . . . Lv.	11.00	.....	7.40	.....	12.05	.....
.....	8.00	.....	.....	6.50	.....	195	Ar. . . . Cienfuegos . . . Lv.	.....	.....	.....	.....	11.20	9.00
A M	.....	.....	.....	P M	.....	241	Ar. . . . Sancti Spiritus . Lv.	.....	.....	.....	.....	A M	P M
.....	9.55	.....	.....	.....	.....	276	Ar. . . . Ciego de Avila . Lv.	4.45	.....	.....	.....	.....	.....
.....	11.35	.....	A M	.....	.....	340	Ar. . . . Camaguey . . . Lv.	12.15	.....	12.40	.....	.....	.....
.....	3.10	.....	2.55	.....	.....	520	Ar. . . . Antilla Lv.	A M	.....	A M	.....	.....	.....
.....	A M	.....	6.10	.....	.....	538	Ar. Santiago de Cuba . Lv.	1.30	.....	P M	.....	.....	.....
.....	2.10	.....	.....	.....	.....	.....	.....	12.01	.....	9.00	.....	.....	.....
.....	3.45	.....	6.45	.....	.....	.....	.....	A M	.....	A M	.....	.....	.....
.....	A M	.....	P M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Sleeping cars on trains 1, 2, 5, 6, 11 and 12.
*Via Carreño.

SLEEPING CAR RATES—UNITED RAILWAYS OF HAVANA

From Havana to	Lower Berth.	Upper Berth.	Compartment.	Drawing-Room.
Cienfuegos	\$3.60	\$3.00	.....	\$10.00
Santa Clara	3.60	3.00	\$8.00	10.00
Camaguey	4.20	3.50	10.00	12.00
Antilla	6.00	5.00	14.00	18.00
Santiago de Cuba	6.00	5.00	14.00	18.00

ONE-WAY FIRST-CLASS FARES FROM HAVANA TO PRINCIPAL POINTS REACHED VIA

THE UNITED RAILWAYS OF HAVANA

	U. S. Cy.		U. S. Cy.
Antilla	\$27.99	Isle of Pines	\$7.00
Batabano	1.71	Madrugá	3.31
Bayamo	24.79	Manzanillo	26.42
Caibarien	11.71	Matanzas	3.52
Camaguey	18.59	Placetas	12.52
Cardenas	5.97	Remedios	12.49
Ciego de Avila	15.26	Sagua	9.29
Cienfuegos	9.59	San Antonio .....	.73
Colon	6.09	Sancti Spiritus	13.43
Guantanamo	30.70	Santa Clara	9.38
Holguín	25.44	Santiago de Cuba	28.94

Passengers holding full tickets are entitled to free transportation of baggage when the same weighs 110 pounds or less in first-class and 66 pounds or less in third-class.

“WEEK-END” TICKETS

FIRST AND THIRD CLASS

ARE on sale from Havana to all stations of the United Railways (except Rincon and such as are located at less than twenty kilometres from Havana) and vice versa, valid going on Saturdays and returning on any ordinary train the following Sunday or Monday at the very low cost of one-way fare plus 33 1/3%.

UNITED RAILWAYS OF HAVANA

FRANK ROBERTS, General Passenger Agent

PRADO, 118

HAVANA, CUBA

S. F. HADDAD
 DRUGGIST
PRESCRIPTION PHARMACY
 "PASSOL" SPECIALTIES
 89 BROAD STREET, Cor. Stone
 NEW YORK

Sobrinos de Bea y Ca S. en C.

BANKERS AND COMMISSION MERCHANTS
*Importación directa de todas los
 centros manufactureros del mundo*
 Agents for the Munson Steamship Line,
 New York and Mobile; James E. Ward &
 Co., New York; Serra Steamship Company,
 Liverpool; Vapores Transatlánticos de A.
 Folch & Co. de Barcelona, España.
 Independencia Street 17/21.
MATANZAS, CUBA

JOHN W. McDONALD
**COAL, WOOD, LUMBER
 AND TIMBER**

OF EVERY DESCRIPTION
112 Wall Street, New York
 Near South Street
Yard: 56-58 Beard Street, Erie Basin
 Telephones:
 Office, 1905 John Yard, 316 Hamilton

THE SNARE AND TRIEST COMPANY
CONTRACTING ENGINEERS

STEEL AND MASONRY CONSTRUCTION
 Piers, Bridges, Railroads and Buildings

We are prepared to furnish plans and estimates
 on all classes of contracting work in Cuba.
 New York Office:
 8 West 40th Street
 Havana Office: Zulueta 36 D.

HENRY E. WACK & CO., Inc.

Receivers—Exporters

GRAIN HAY FEEDS

209 Chamber of Commerce

Baltimore, Md., U.S.A

Correspondence with Merchants of
 West Indies solicited. Spanish
 correspondence when desired. . . .

John Munro & Son

**Steamship and
 Engineers' Supplies**

722 Third Ave., Brooklyn, N. Y.

Cable Address: Kunomale, New York
 Telephone, 3300 South

Telephone Box 186
 215_Hamilton Maritime Exchange

YULE & MUNRO
SHIPWRIGHTS

Caulkers, Spar Makers,
 Boat Builders, Etc.

No. 9 SUMMIT STREET

Near Atlantic Dock **BROOKLYN**

DANIEL WEILL S. EN C.

COMERCIANTE EN GENERAL

Especialidad en Ropa Hecha de Trabajo

*Am in a position to push the sales of
 American high class products. Would
 represent a first class firm.*

APARTADO 102

CAMAGUEY, CUBA

**M. J. CABANA COMMISSION
 MERCHANT**

P. O. Box 3, Camaguey

Handles all kinds of merchandise either on a
 commission basis or under agency arrangements.
 Also furnishes all desired information about lands
 in eastern Cuba.

F. W. Hvoslef

E. C. Day

R. M. Michelson

BENNETT, HVOSLEF & CO.

Steamship Agents & Ship Brokers

18 BROADWAY, NEW YORK

Cable "Benvosco"



S.S. MUNAMAR

NEW YORK—CUBA SERVICE

PASSENGER AND FREIGHT

	<i>Leave New York</i>	<i>Arrive Antilla</i>	<i>Leave Antilla</i>	<i>Arrive New York</i>
SS. "MUNAMAR"	April 12	April 16	April 19	April 23
SS. "MUNAMAR"	April 26	April 30	May 3	May 7

FREIGHT ONLY

Regular sailings for Matanzas, Cardenas, Sagua, Caibarien,
Pto. Padre, Gibara, Manati, Banas and Nuevitas.

MOBILE—CUBA SERVICE

FREIGHT ONLY

SS. "TUSCAN"—Havana-Sagua	April 4
A STEAMER—Havana-Matanzas	" 11
A STEAMER—Caibarien-Santiago-Cienfuegos	" 15
SS. "MUNISLA"—Havana-Cardenas	" 18
SS. "TUSCAN"—Havana-Matanzas	" 25

MOBILE—SOUTH AMERICA SERVICE

FREIGHT ONLY

A STEAMER—Buenos Aires	April
------------------------------	-------

NEW YORK—SOUTH AMERICA SERVICE

FREIGHT ONLY

Frequent sailings for River Plate and Brazilian Ports.

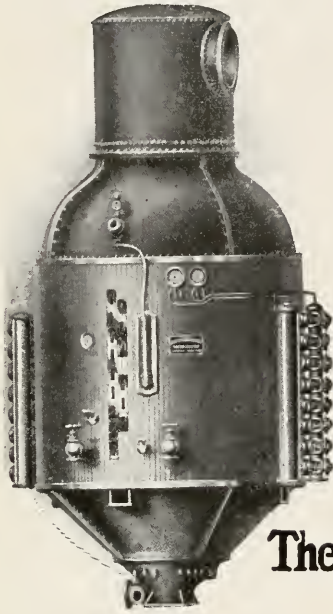
BALTIMORE—HAVANA SERVICE

FREIGHT ONLY

A STEAMER	April 3
A STEAMER	" 17
A STEAMER	May 1

The line reserves the right to cancel or alter the sailing dates of its vessels or to change its ports of call without previous notice.

MUNSON STEAMSHIP LINE



The Krajewski Improved Coil Vacuum Pan

This pan has excellent circulation of the masecuit. Its sectional coils insure quick drainage; its large discharge opening, and its efficient separator on the vapor outlet,—are al features that appeal to discriminating engineers and owners of sugar cane centrals.

Built in various sizes from 5 ft. diameter up to 14 ft. or more if required.

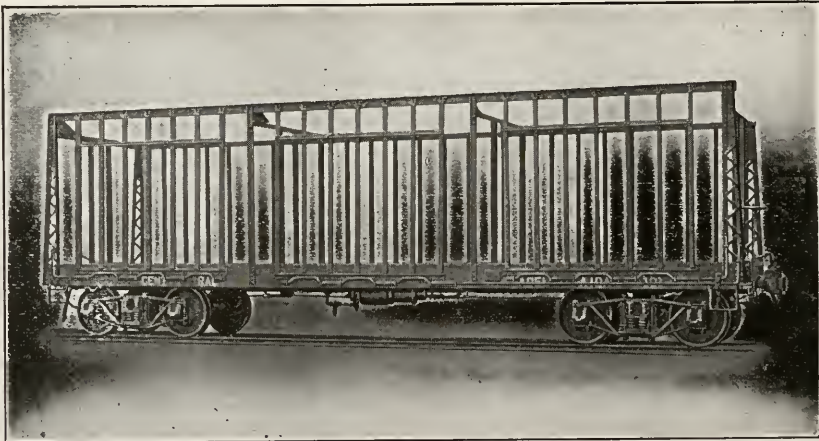
We also build vacuum pans with calandrias and coils and triple and quadruple effects ranging in size from 1500 sq. ft. to 26,000 sq. ft. of heating surface.

Prompt and courteous response to inquiries will be made by our engineers.

The United States and Cuban Allied Works Engineering Corporation

OWNING AND OPERATING.
Krajewski-Pesant Corporation
Bradford Works *Havana Dry Dock Co*
Blaisdell Machinery Co. *Havana Iron Works*
 WORKS: BRADFORD, PA. — AND — HAVANA, CUBA
NEW YORK OFFICES: **50 BROAD STREET**
 CABLES: 'IDOLWAX' NEW YORK and HAVANA

PLANTATION CARS OF ALL KINDS ALSO THE PARTS FOR SAME



El grabado enseña uno de nuestros carros, todo de acero, para caña.

Tenemos otros tipos de capacidades varias y hemos fabricado un gran numero de carros para caña para uso en Cuba, Puerto-Rico. América-Central y México, que tienen jaules de acero ó de madera y conruidas para los distintos tipos de carga y descarga de la caña.

AMERICAN CAR & FOUNDRY EXPORT CO., NEW YORK, E. U. A.

Dirección telegráfica: NALLIM, New York.

Producción anual de más de 100,000 carros.

Representante para Cuba: OSCAR B. CINTAS, Oñcios 29-31, Havana.

THE CVBA REVIEW



.00 A Year **APRIL 1919** 10 Cents A Copy
Published by the Munson Steamship Line 82-92 Beaver Street, New York City.

LINK-BELT

ELEVATORS AND CONVEYORS

FOR BAGASSE, SUGAR ETC.

THROUGH long years of reliable service, Link-Belt Machinery has become a recognized standard for the handling of sugar cane, bagasse, etc., from the field to the finished product.

Our engineers are specialists in designing sugar handling machinery. Let them work out your problems. We make no charge for advice, layouts or estimates.

Link-Belt Machinery includes: Elevators and Conveyors for every service, Juice Strainers, Bagasse Carriers and Feeders, Field Transfers for Sugar Cane, Car Dumpers, Roller Chains, Link-Belt Sprocket Wheels, Transmission Machinery, etc., etc.

LINK-BELT COMPANY

299 BROADWAY

NEW YORK CITY

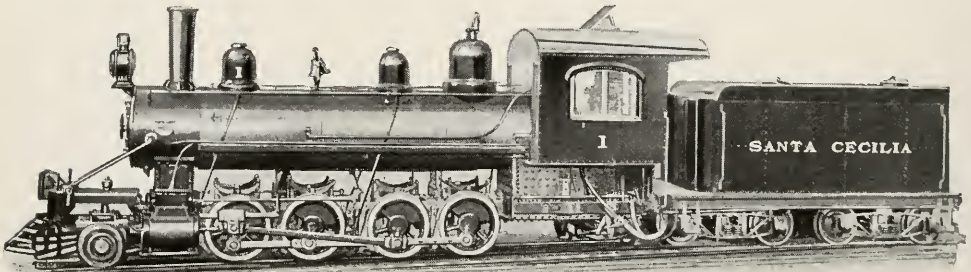
JAMES M. MOTLEY

71 BEAVER STREET
NEW YORK

Gerente del Departamento de Ventas en el Extranjero de

THE WEIR FROG COMPANY
PENNSYLVANIA BOILER WORKS
GLOVER MACHINE WORKS, INC.
THE RAHN-LARMON CO.

CLEVELAND PUNCH AND SHEAR WORKS CO.
DUNCAN, STEWART & CO., LTD.
STANDARD WATER SYSTEMS CO.
STANDARD SAW MILL MACHINERY CO.



Los productos de estas Fábricas abarcan:

Locomotoras

Gruas sobre Ruedas

Carrros: Para Caña

Para Carga

Para Obras de Construcción

Carriles y accesorios

Trapiches, Desmenuzadoras y toda clase de Máquinaria para Ingenios de Azúcar

A solicitud se remiten catálogos y presupuestos.

Dirección cablegráfica: JAMOTLEY, New York (Se usan todas las claves.)

Via Portátil

Ranas y Chuchos

Puentes de Acero

Edificios de Acero

Maquinas de Izar

Aserraderos

Calderas

Máquinas á Vapor

Máquinas á Petroleo

Máquinas á Gasolina

Bombas

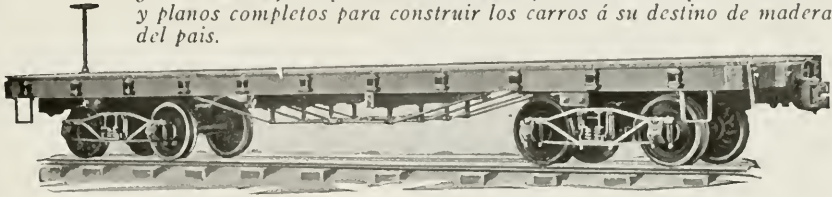
Tanques

Please mention THE CUBA REVIEW when writing to Advertisers

RAMAPO Carros de Ingenios

Para todos usos y de todos tamaños, de los para caña con cuarto ruedas y capacidad de 1½ toneladas á los con juegos dobles de ruedas y capacidad de 30 toneladas.

Hacemos una especialidad de juegos de herrajes, incluyendo los juegos de ruedas, completamente armados, con todas las piezas de metal, y planos completos para construir los carros á su destino de maderas del país.



A 802

RAMAPO IRON WORKS, 30 Church St., NEW YORK, N. Y. Cable Address: **RAMALIAM**

HOLBROOK TOWING LINE, Inc.

W. S. HOLBROOK, Pres.

Sea Harbor and General Towing. Steamship Towing a Specialty

Boilers Tested for any Required Pressure

Phone Broad
4266-4267

15 WILLIAM ST., NEW YORK, U.S.A.

Night Phone
1105 Bay Ridge
1368 Richmond Hill

WILLETT & GRAY, Brokers and Agents

**FOREIGN AND
DOMESTIC**

SUGARS

**RAW AND
REFINED**

82 WALL STREET, NEW YORK

Publishers of Daily and Weekly Statistical Sugar Trade Journal—the recognized authority of the trade.
TELEGRAPHIC MARKET ADVICES FURNISHED

POPULAR TROLLEY TRIPS

Via the HAVANA CENTRAL RAILROAD to

GUANAJAY

Trains every hour daily from CENTRAL STATION from 5 A.M. to 8 P.M. Last train 11.20 P.M.

Fare, 70 Cents

GUINES

Train every hour daily from CENTRAL STATION form 5.50 A.M. to 7.50 P.M. Last train 11.10 P.M.

Fare, 96 Cents

SUBURBAN SERVICE TO REGLA, GUANABACOA, AND CASA BLANCA

(CABAÑAS FORTRESS) FROM LUZ FERRY, HAVANA, TO

Regla (Ferry)	\$0.05
Guanabacoa (Ferry and Electric Railway) .....	.10
Casa Blanca and Cabañas Fortress (Ferry) .....	.05

Ferry Service to Regla and car service to Guanabacoa every 15 minutes, from 5 A.M. to 10.30 P.M., every 30 minutes thereafter, up to 12 midnight, and hourly thence to 5.00 A.M. To Casa Blanca, every 30 minutes from 5.30 A.M. to 11.00 P.M.

FOR MOLASSES USE STEEL TANKS

THE SUN NEVER SETS ON HAMOND TANKS



BUILT BY
HAMMOND IRON WORKS

WARREN, PA., U.S.A.

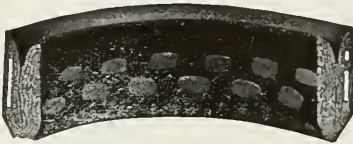
We furnish
**MATERIAL FABRICATED
OR ERECTED COMPLETE**

Tulsa Office: - - 314 Kennedy Building
New York Office: - 2728 Whitehall Bldg.

Agents for Cuba:
WONHAM, BATES & GOODE
Havana, Cuba

Insist upon

Walker's "LION" Packing



Avoid imitations, insist upon getting Walker's Metallic "Lion" Packing. Look for "The Thin Red Line" which runs through all the Genuine and the "Lion" Brass Trade Mark Labels and Seals attached.

Write for our
Descriptive Catalog

James Walker & Company, Ltd.

27 THAMES STREET, NEW YORK CITY

WESTERN RAILWAY OF HAVANA

TRAIN SERVICE DAILY

P M	P M	P M	A M	A M	A M	Fare		Fare	A M	A M	P M	P M	P M	P M	P M
6.15	2.55	1.45	10.15	6.55	5.45	1st cl.	Lv. Cen Sta., Havana.	Ar.	3d cl.	7.20	11.09	12.01	3.20	7.09	8.00
8.24	4.24	3.55	12.24	8.24	7.55	\$2.27	Ar. Artemisa. Lv.	\$1.37	5.15	9.40	9.45	1.15	5.40	5.45	
....	5.51	....	....	9.51	....	4.42	Ar. Paso Real. Lv.	2.52	....	8.05	....	....	4.05	....
....	6.05	....	....	10.05	....	4.77	Ar. Herradura. Lv.	2.72	....	7.48	....	....	3.48	....
....	6.56	....	....	10.56	7.30	5.70	Ar. Pinar del Rio. Lv.	3.23	....	6.55	....	....	2.55	6.00	
....	8.40	....	....	12.40	11.45	7.50	Ar. Guane. Lv.	4.20	....	5.20	....	....	1.20	2.00	
P M	P M	P M	P M	P M	A M				A M	A M	A M	P M	P M	P M	P M

**IDEAL
TROLLEY
TRIPS**

FAST DAILY ELECTRIC SERVICE FROM HAVANA TO

Arroyo Naranjo	12 cts.	Rancho Boyeros	19 cts.
Calabazar	13 "	Santiago de las Vegas.....	25 "
Rincon.....	30 cts.		

Leaving Central Station every half hour from 5.15 A.M. to 7.15 P.M. and every hour thereafter to 11.15 P.M.

"WEEK-END" TICKETS
FIRST AND THIRD-CLASS

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 and Monday, and are sold at the very low rate of one way fare plus 33 1/3 %.

THE CUBA REVIEW

"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. XVII

APRIL 1919

No. 5

Contents of This Number

LIBRARY
NEW YORK
BOTANICAL
GARDEN

Cover Page—On the way to Fermeza, Juragua, from mines near Santiago.

Frontispiece—Circular Pergola Surrounding Flagstaff in Gonzalo de Quesada Park, Vedado, Havana.

	Page
Cuban Financial Matters:	
Prevailing Prices for Cuban Securities	22
Santa Cecilia Sugar Corporation	23, 24, 25
Traffic Receipts of Cuban Railroads	21, 22
Cuban Government Matters:	
American Passports	7
Cuban Air Mail Service	7
Department of Agriculture	7
England	7
France	7
New Presidential Palace	7
Ninth Congress	7
Havana Correspondence	8, 9, 10, 11, 12, 13
Market Demands and Selling Methods in Cuba	17, 18, 19, 20
The Sugar Industry:	
Available 1919 Supplies of U. S. Market	26, 27
Cane Syrup	28
Exports from Dutch East Indies	28
French Sugar	27
Guadeloupe's Crop	25
Mauritius Crop	25
Peruvian Sugar Situation	29, 30
Reexport of Jamaican Sugar to China	30
Sugar and Prohibition	29
Sugar Production in Jamaica	25
Sugar Review, English	31, 32, 33
Sugar Review, Spanish	34, 35, 36

MAY 8 - 1919



Circular Pergola Surrounding Flagstaff in Gonzalo de Quesada Park, Vedado, Havana

THE CUBA REVIEW

“ALL ABOUT CUBA”

Copyright, 1919, by the Munson Steamship Line

VOLUME XVII

APRIL, 1919

NUMBER 5

CUBAN GOVERNMENT MATTERS

NINTH CONGRESS

The first session of the ninth Cuban congress opened April 7th. It is figured the conservatives will have a majority of about nine members. The senate continues with a small conservative majority.

The president in his message to congress called attention to frequent labor troubles the country has experienced and expressed confidence that legislation would be adopted looking to the necessary reforms which the condition of the workers and the public peace and order demand. He announced his purpose to later send to the congress a special message containing recommendations which he may judge opportune, based on the information and recommendations which he has solicited from Major General Crowder, U. S. A., who, by authority of his government, is now making a study of the subject.

AMERICAN PASSPORTS

The American Consulate General of Havana now has instructions from Washington that the verification of passports of American citizens returning to the United States is no longer necessary.

CUBAN AIR MAIL SERVICE

Three aviators recently released from service at Carlstrom Field, Fla., will go to Cuba shortly to put into execution an agreement with the Cuban Republic for aerial mail service between Havana and Santiago. The men are Durston Richardson, New York City; Paul K. Craig, Kansas City, and H. Horn, Haverhill, Mass.

NEW PRESIDENTIAL PALACE

Painters working on the new presidential palace report that the work is complete with the exception of the decoration of the ceilings. This will be finished within a short time.

It is expected that the entire building will be ready for delivery by the end of April and the inauguration will probably be set for May 20.

FRANCE

Señora Mariana Seva de Menocal, wife of President Menocal, and Mesdames Ricardo Dolz and Cosme de la Torriente have received decorations at the hands of the French government in recognition of the splendid patriotic labors in which they and many other Cuban ladies engaged during the war. The decoration took the form of the medal “Reconnaissance Francaise,” currently termed the civilian war cross. Among the first to receive this decoration after it was established were the Queen of Belgium and the King of Spain.

ENGLAND

The Secretary of Public Instruction has been informed that two cases of souvenirs of the great war have been shipped by the English government to the Museum of the Republic of Cuba.

DEPARTMENT OF AGRICULTURE

The Secretary of Agriculture has appointed Señor Harriman I. de Mesa as emissary of the Cuban government to undertake at its expense a trip through all European countries to study their commercial methods.

HAVANA CORRESPONDENCE

February 21st, 1919.

CUBAN CONGRESS: In our last letter we mentioned that Congress had approved the bill repealing the obligatory military service law and we would now add that upon reaching the President the bill was signed by him and became a law. The President, however, vetoed the bill repealing the subsistence law doing away with the Food Administration Board. In explanation of this action he informed Congress that he did so because of the immense quantities of flour which have been coming consigned to the Food Administration Board and also on account of the large stocks of the footwear known as "National Economical Footwear" made up in line with the specifications of the Cuban Government for the purpose of supplying an inexpensive grade. The President further stated that the repealing of the present law would cause a large loss to the Cuban Government in connection with these two articles, but that if this could be avoided in some manner on the part of Congress, then there would be no objection to making operative a law repealing the subsistence law. There has been presented in the House of Representatives the text of a bill prohibiting the manufacture or sale of alcoholic beverages in Cuba. The bill is similar to the prohibition measure recently approved in the United States, but no definite action has yet been taken regarding same.

CUBAN FOOD ADMINISTRATION BOARD MATTERS: Various restrictions placed by this Board upon the handling of foodstuffs have been modified since our last advices. Breadless Mondays became a thing of the past in line with a decree signed by the Food Administrator on Jan. 17th, but Havana continued for a while without bread on that day as the bakers refused to bake on Sunday the bread required for Monday's consumption.

Also, merchants here are now allowed to import flour in their own names and shipped by the mills instead of having it come through the United States Food Administration Grain Corporation consigned to the Food Administration Board here, as has been the case for some time past, although export licenses are still required to be taken out in the United States before making shipment.

There is still a very large quantity of flour on hand which came consigned to the Food Administration Board, the amount of which at one time recently was reported to be as high as 300,000 sacks. In order to use up this stock the Food Administrator has just signed a decree that the flour importers must take out two sacks of the Food Administration flour for each sack which they import direct.

The control exercised by the Food Administration Board over the handling of coal has also lately been relinquished and importers can now supply their customers without securing approval of the Board.

PROPOSED GOVERNMENT WHARF: The Cuban Government has recently been importing supplies for its army in full cargo lots consigned directly to the army. Due to the great congestion at all wharves and warehouses located around the Bay, these cargoes have been deposited in the former San Ambrosio hospital, which building is being occupied by the army as its storehouse, and it is stated that a wharf will be built at that point to accommodate steamers when discharging similar cargoes here.

RIVER PLATE SERVICE: A British steamer arrived here the latter part of January directly from Buenos Aires and Montevideo with a large cargo of *tasajo*, corn, etc. Shortly after the war broke out this service operating with British ships was discontinued, although from time to time sailing vessels have arrived with such cargoes.

CUSTOM HOUSE RECEIPTS: As a result of very heavy imports of late the Custom House receipts here have reached larger figures than ever. The total amount for the month of January was \$3,077,138.35, the largest amount heretofore being that of November, 1917, with \$3,074,201.17, whereas for the month of January, 1918, the figures were \$2,852,879.06. These very heavy receipts for January may, however, be partly accounted for by the fact that due to the recent strikes of harbor workmen a vast amount of imports accumulated on the wharves and in the warehouses which the merchants were slow in taking away and the Custom House has been actively working to relieve this congestion by despatching shipments as promptly as possible and in fact insisting that merchants clear and take away their goods, instead of holding them as is sometimes done.

Robberies of merchandise awaiting Custom House clearance still continue to be a subject of considerable concern both to the Custom House authorities here and the importers, although energetic steps are being taken by the former to keep a closer watch upon goods while on the wharves and in the warehouses with a view to reducing complaints on this score. It is announced that these receipts for the month of February, which although a short month, reached the figure of \$2,887,592.55 as against \$2,201,877.53 for the corresponding month of last year.

SHIPBUILDING: We have made mention during the past year of the construction here of sizeable sailing vessels for domestic and foreign traffic. These ships continue to be built here, but nothing has been done in the way of turning out steel vessels, although it was reported plants would be equipped for this purpose.

SUGAR PRODUCTION: The Secretary of Agriculture advises that up to March 17th there had arrived at different Cuban ports, for shipment therefrom, 1,373,778 long tons of sugar of the present crop, and that notwithstanding some of the mills, had to stop grinding for a time on account of lack of space to store their product because of inability to ship it out due to the recent railroad strike, it is certain that this latter sugar together with what has already reached the ports, will amount to more than 2,000,000 tons produced during the present crop up to the date mentioned.

REPORTED NEW HOTELS: Last month several high officials connected with the Florida railroad and steamship line visited here and the newspapers reported that they had under consideration the construction of hotels at Havana and one or two other points on the Island to link up with the chain of hotels now in operation along the east coast of Florida, but no definite statements in this respect have as yet been made public.

CUBAN ARTILLERY: The Cuban Government had in course of training at Fort Barrancas near Pensacola, Fla., a number of artillery officers. The epidemic of influenza there caused the death of several of these officers and sickness of others, with the result that it was deemed expedient to bring the entire number back to Cuba and for this purpose the cruisers "Cuba" and "Patria" were sent the latter part of January to Pensacola and returned with the bodies of the deceased officers and the balance of the men.

WINTER TOURISTS: This movement has so far not materialized to much extent and it is almost too late to expect much in this direction as the American Government is still rigid in the granting of passports for travel from the United States to Cuba. The hotels, however, may be described as full for there has been a considerable influx to Havana of interior residents of the better classes who come to Havana as the metropolis of Cuba to spend all or part of the winter season. The racetrack followers seem to be here as strong as ever and the races themselves are very well patronized, even without the customary tourist element.

CUBAN OIL INDUSTRY: There has been no particular development in the production of crude oil here, although work continues to proceed. Last month a party composed of the heads of the Sinclair oil interests made an inspection trip of their holdings near here, but the result was not made public.

The use of crude oil for fuel purposes is on the increase and it is stated that the United Rys. will arrange to use crude oil instead of coal for their locomotives. The Regla Coal Co., one of the largest importers of coal here, who have a contract for supplying the railroads with coal, have recently changed their name to Regla Coal & Oil Company of Cuba, and they are putting up storage tanks on their property for the purpose of importing crude oil and supplying consumers here.

NEW OIL REFINERY: The Cuban Motor Spirits Co. has been formed with a capital of \$1,000,000 for the purpose of erecting and operating a refinery for the production of gasoline near the neighboring town of Marianao. It is stated that crude petroleum will be brought here in tank cars belonging to the new company and an output of 5,000 gallons daily is expected. The only other refinery of gasoline in Havana is the plant of the West India Oil Refining Co. located at Belot in Havana Bay, which is operated by the Standard Oil Co. They have been unable at various times in the past to furnish a sufficient quantity to take care of the demands of this locality. This new plant is now in course of construction but we have not learned when it is expected to begin actual operation.

PROPOSED ZOOLOGICAL AND BOTANICAL PARK: The newspapers report an offer made by Señora Rosalia Abreu, who has a magnificent estate at Palatino, on the outskirts of Havana, to set aside a large tract of her land for the city on condition that they spend the necessary money in making improvements and agree to establish a zoological and botanical park thereon. The City Council has not yet accepted the offer but the matter is receiving consideration at their hands.

STRIKES IN HAVANA: In our December letter we gave details regarding the general strike which occurred in Havana the forepart of that month. We had reported previous strikes on the part of various union labor organizations, and also have since made mention of later strikes. As a matter of fact, during the past six months, there has hardly been a time but what Havana has suffered from a strike of some sort.

The most serious one, however, was the general strike here which began at midnight on March 4th and lasted for an entire week, which strike later extended to other ports in Cuba, although we understand they were not general strikes and did not inconvenience the public in general as much as was the case in Havana.

This general strike was again a sympathetic one on account of the lockout which had been in effect for some time on the part of the builders and contractors of Havana against the brick masons, carpenters, etc., due to the former being unable to reach a satisfactory understanding with the latter in regard to hours of work, pay, etc. It is not necessary to give details of how Havana lived during this week of general strike as this would largely be a repetition of what we reported in connection with the former one. The street car company was allowed to run one car each on their different lines, but such a service could not accomplish much. While the public automobiles and coaches were not operated, most of the private chauffeurs continued to work and the strewing of large tacks over the streets, as was done during the last strike, was repeated, although some ingenious owners attached brooms directly before the front wheels of their cars which swept the ground, thus preventing punctures.

Sunday, March 9th, was the second Carnival Sunday but the parade was called off on account of the strike. There were no races held at the racetrack for eight days as a result of the strike and the meet will, therefore, be extended accordingly, thus running over into the month of April. Tourists were again greatly incommoded by the strike and some returned by the following steamer while others made the best of it. During the former general strike in December the absence of ice was not so much felt, but during the present warm weather ice is practically a necessity in Havana but there is none. The garbage collectors and street sweepers also struck, with the result that there was no collection of garbage, and an endeavor to burn it

in the streets only made matters worse. However, after a few days the city manned the garbage wagons with prisoners from the jails and managed to maintain some kind of a service.

The Government promptly offered to arbitrate the points at issue between capital and labor, but would not do so unless the strikers would return to their customary work during the arbitration, to which the strikers were not agreeable, with the result that a week elapsed before a satisfactory adjustment was reached. There was no bloodshed on account of the strike until the last days when, in view of the street car company resuming service with strikebreakers, who were stoned by the strikers, shots were fired between the latter and the police with some casualties on both sides. A policeman was killed later.

During the progress of the strike an American cruiser and two gunboats accompanied by some ten submarine chasers came over from Key West, and it was rumored that marines would be landed to patrol the city and assist in maintaining peace, but fortunately the situation did not become serious enough to necessitate such action. It was also reported that the Liberal party was anxious to cause embarrassment to the Conservative party, which is the one in power, and that they would submit to an intervention on the part of the American Government or even take such steps as might be necessary to provoke such action.

As a result of the discontinuance of all kinds of transportation, with the exception of the few street cars previously referred to, the wharves became congested with imports which could not be taken care of and a large number of steamers were tied up in the bay on account of inability to discharge. The employment of prisoners to work on the wharves was not attempted as was done during the former strike, for their work does not appear to have been satisfactory, and, therefore, the warehouse companies did not care to make use of them. In view of this situation on Mar. 13th the American Minister, Hon. Wm. E. Gonzales, issued the following notice to the newspapers of Havana:

"I have recommended to my government that it suspend the departure of cargo boats for the harbor of Havana until the present congestion of the wharves is relieved, notifying it at the same time that in other harbors of the Republic present conditions are not as serious as in this.

"The present strike has aggravated the congestion of the docks in this harbor but it has not been the direct or the principal cause thereof. A very serious congestion existed prior to the strike so that many steamers of American registry were in harbor from five to fifteen days without being able to start unloading.

"It is my opinion that this uneconomic and wasteful condition will recur frequently as long as the direct cause is not removed, which is that the majority of merchants who import bulky merchandise have not premises adequate for storing their goods and hence they continue using the wharves and adjacent warehouses which, with the slow withdrawals, prove insufficient for the commerce of the harbor. The present system may be convenient for a few, but in natural consequence must redound to the harm of all."

Harbor conditions have, of course, eased up some since the strike ended but there is still considerable congestion.

As this last general strike lasted several days longer than the former one, many of the unions which went out from a sympathetic standpoint finally began to realize that they were prejudicing themselves without any corresponding gain, therefore, no time was lost in returning to work when a basis of settlement was finally arrived at between employers and laborers through the mediation of President Menocal. Also it is generally predicted that it will not be an easy matter to bring on a general strike again, as many of the unions have had all they want of striking merely to assist other similar elements to make gains at their expense. The railroad workmen, however, were not satisfied with the situation and service on rail lines was not normal until a few days after the other workers had returned to their places. There is still dis-

satisfaction on the part of the railroad unions and it is reported that they will endeavor to bring on another general strike, but the consensus of opinion here is that they will not be successful for the reason mentioned above.

During the strike, the newspaper "Heraldo de Cuba" appeared with articles which attacked the present administration, with the result that they were informed by the Government that it would be necessary for them to submit copies of each issue for approval before it was placed on sale, but rather than comply with same, the "Heraldo de Cuba" together with "La Nacion" and "El Triunfo" organized what might be called a strike of their own, and none of them are being issued at the present writing.

NEW BUILDINGS: On account of the lockout of the building trades which was in effect for two months, there have naturally been little developments in the building line. This work was, however, resumed upon termination of the general strike referred to elsewhere in this letter and a number of office edifices reported in previous communications should shortly be ready for occupancy.

While there is continued talk of new hotels to be built in Havana by interests operating the winter resort hotels in Florida, we are still unable to ascertain anything positive regarding same. However, the "Compañia Urbanizadora del Parque y Playa de Mariano" announce that they will put up a large hotel on their property now being developed at Marianao Beach.

ARRIVAL OF MAJOR-GENERAL CROWDER: We mentioned last month that Major-General E. H. Crowder would come to Havana to assist the Cuban Government in making necessary amendments to the present election laws. General Crowder arrived on Wednesday, March 19th, by aeroplane from Key West and will establish his office here preparatory to taking up the work in question.

CUBAN SUBMARINES: Some time ago we reported a popular subscription initiated by the magazine "Bohemia" which received Government approval, for the purpose of securing funds to purchase six submarines to be named after the six provinces of Cuba. Now that the war is over we are informed this project has been abandoned and funds already collected are being returned to their respective donors.

UNITED STATES ENEMY TRADING LIST: Since writing last the American Minister here advised the newspapers under date of Feb. 20th that the name of W. O. Fromm of Santiago de Cuba, was added to the Enemy Trading List of the United States on Feb. 6th, 1919, but that the inclusion of Mr. Fromm in the Enemy Trading List does not affect in any way the status of the Cuba Coffee & Trading Co., which Company is not included in this Enemy Trading List.

On March 13th he gave notice to the press that the name of Rene Berndes & Co., Havana, had been added to the Enemy Trading List of the United States.

NEW TYPE OF POLICE STATION: The various police stations in Havana are housed in buildings which have been made over to meet their requirements, but a new edifice is going up in the same block as that on which will be erected the new home of the Cuban Red Cross previously reported. This new building will house the Third Police Station and will be a handsome one, the material being imported American ornamental brick decorated with native cut stone. We make mention of this building because of the fact that while brick is the principal material used in construction work here, it is a native product and invariably coated over with plaster, so that this American brick building will attract attention and we believe admiration also, because of its class of construction.

AMERICAN PASSPORTS: Under date of March 23rd, the papers here published the following notice received from Consul-General H. W. Harris:

"The American Consulate-General of Havana now has instructions from Washington that the verification (visa) of passports of American citizens returning to the United States is no longer necessary."

HORSE RACES: The race meet being held at Oriental Park, Marianao, originally announced to be for one hundred days racing, has been extended up to April 6th on account of time lost due to the general strike. The meet appears to have been a successful one and it is reported that the race track has recently changed hands. The new purchasers are interests connected with the Havana Electric Railway, Light & Power Co., which operates a line reaching the race track, and others.

NEW INDUSTRY: The newspapers report the incorporation of a new company whose name is not given, to manufacture jute sacks in accordance with a patent taken out by a Cuban inventor, with the idea of thereby furnishing a considerable number of the sugar sacks which now have to be imported from India.

SPORTS: We have reported elsewhere regarding the race meet at Marianao. It was hoped that some of the American League teams would come down here to train this Spring, but apparently such will not be the case. At the present time the baseball season is in full progress among the native teams and recently a nine from the Naval Aviation Camp at Key West played here against the University of Havana baseball team and lost by a score of 8 to 2. Also the former's basketball team played different games with the local clubs here.

IMPROVEMENTS AT MARIANAO BEACH: Previous reference has been made to the pretentious plans under way looking towards the beautifying and developing of the bathing beach near Havana known as the "Playa de Marianao". In addition to the high grade residential subdivision now being started, there will later be constructed a sort of Coney Island and a hippodrome for the holding of horse races and other sports, as well as a large hotel, etc. To accomplish this purpose the real estate company interested in this proposition has had to purchase practically all buildings comprising the present bathing beach with the exception of the Havana Yacht Club building and the majority of these have now been torn down to be succeeded by the new subdivision. To those who remember the former appearance of the "Playa", its aspect at present is that of a town which has been demolished by a cyclone and as a result accommodations for bathing are at present very limited although naturally during the winter season there is not so much demand for same.

CARNIVAL: Havana is again enjoying a Carnival after an interval of three years during which it was discontinued on account of the war. The present carnival season takes in all the Sundays in March, but on account of there being no parade on Sunday, March 9th, because of the general strike, the celebration was postponed to Saturday, March 22nd, in order to complete the scheduled number of days. The weather of the carnival days has been very favorable and as a result very large crowds took part and the sidewalks were thronged with spectators.

In the days of horse-drawn vehicles, the carnival parade took in the Prado only, but with the advent of the automobile it was necessary to extend same to include Gulf Avenue, and beginning with this year the parade continued to Vedado before returning to Havana, there being at times three almost solid files of vehicles going down one side of the driveways mentioned and returning on the other. In addition to handsomely decorated private automobiles there have been many autotrucks transformed into floats for the carnival, as well as advertising floats. There are also the usual number of masquerade balls which generally are held on carnival Sundays by the different Spanish and Cuban clubs, as well as many private affairs.

The selection of the Queen of the Carnival was left to a voting contest organized by the different newspapers of Havana, the winner being Srita. America Valdes Vidal, a worker in one of the cigarette factories of Havana. The official coronation of the Queen, attended by her Maids of Honor, took place at the City Hall on the first carnival Sunday. After this they took part in the parade in a break drawn by four horses furnished by the City Council, and they are similarly taking part in all the other carnival parades. Various functions have been held in honor of the Queen such as a special day at the race track, band concerts and other entertainments.



(See page opposite for description of photographs.)



CELEBRATION OF THE GRITO DE BAIRE.

The three preceding photographs were taken on February 24th, when Havana celebrated the national holiday, "Grito de Baire."

The upper photograph on page 14 shows the laying of the cornerstone of the mausoleum to be erected by the Cuban War Veterans in Colon Cemetery, Havana. In the center of this photograph appears Vice-President, General Emilio Nunez, with General Loynaz del Castillo on his right and General Alfonso on his left.

The lower photograph shows the students of Havana University marching along the Prado, carrying an immense Cuban flag, which they later presented to the Rotary Club of Havana in return for a similar flag which the Rotary Club gave them on the 10th of October last year, while celebrating the "Grito de Yara."

The photograph above on this page shows an auto-truck conveying ladies of the Cuban Red Cross, followed by a detachment of Boy Scouts and other participants in the parade, enroute along the Prado.

STEAMSHIP SERVICE BETWEEN CORUNA AND HABANA.

Consul W. Bruce Wallace, of Coruna, Spain, reports that the Koninklijke Nederlandsche Lloyd Steamship Co. of Amsterdam, Holland, will establish service from Coruna to Cuba as soon as peace is signed. The steamship *Frisia* of this line, the first foreign boat that has called here since the war began, arrived at Corunna on February 15 to take on passengers and cargo for South America. The Dutch company has had the plan of a Corunna-Cuba line in view for several years.

The Hamburg-American Line before the war had a regular monthly service of fast boats from Corunna to Habana and also a slower service calling at Vigo as well. It is apparently the intention of the Dutch company to secure traffic lost by the German line.

NEW STEAMSHIP LINE BETWEEN SPAIN AND CUBA

The Cuban consul at Santa Cruz de Tenerife, Canary Islands, notified the state department that the society *Hijos de Taya* steamship company, established at Barcelona, is projecting the establishment of a line from that port to Havana, stopping at Luz, Canary Islands.



The Queen of the Carnival, Senorita America Valdes Vidal (seated in center) with her Maids of Honor, chosen among the working girls of Havana by a voting contest held by one of the newspapers of Havana.



The Queen of the Carnival with her Maids in the break in which they rode during the Carnival parades.



A Cuban "volanta", a two-wheeled vehicle in common use here years ago over country roads where a four-wheeled rig could hardly go. The volanta is drawn by one horse, accompanied by an outrider as shown in the photograph.



One of the decorated trucks appearing in the parade.



A decorated truck filled with merry-makers in front of the Hotel Inglaterra.



Another decorated truck in the parade.

MARKET DEMANDS AND SELLING METHODS IN CUBA.

The movement to and from the United States of many persons interested in Cuban trade, as well as printed matter and correspondence, tend to show a growing interest in the trade of the Republic. The old questions of what will sell and how best to secure a market are arising more and more with manufacturers and exporters.

As the manufacturers of Cuba, outside of sugar and cigars, are relatively limited in extent it follows that a very wide range of products used by the people are imported. These imports include nearly all kinds of merchandise required by a rich and prosperous State, modified somewhat by climatic conditions under which frost is never seen and where, during the ordinary winter months, the temperature is frequently at or above 80 degrees. These conditions affect the character of clothing required, the question of fuel, the construction and furnishings of residences, and have their effect in various other directions.

Agricultural Products Imported—Demand for General Merchandise.

Though an agricultural State, there are important branches of agriculture that are all but wanting in Cuba. Thus cereals are not raised on a large scale, the hay crop is unimportant, and large quantities of flour, potatoes, meats, beans, canned goods, apples, and other agricultural products are imported. Though many cattle are raised on the island the dairy industry is as yet undeveloped, and much milk, butter, and cheese are brought from the United States and other countries. The rural population largely engaged on the great sugar plantations is essentially different from an agricultural State of the United States. From all this it follows that the market in Cuba for harvesting machinery, thrashers, cream separators, and many other kinds of tools and appliances is as yet not a large one and that the rural population furnishes a limited market as compared with that of American farming classes.

As to a very wide range of general merchandise, however, the demands are large and tend to increase. The stores and business houses of Habana, with nearly 400,000 population, display large quantities of practically the same kinds of merchandise displayed in similar stores in the United States. Thus there is clothing and textiles of all grades and prices, fancy goods, shoes, jewelry, fans in great variety, chinaware, toys, furnishings for residences and offices, musical instruments of all kinds, automobiles and automobile trucks displayed in attractive show rooms, sewing machines, cash registers, electrical appliances, sanitary plumbing, tools used in various industries of the island, books, pictures, photographic supplies, stationery, canned and bottled foodstuffs, fresh fruits, drugs, toilet articles, etc. In a lesser degree similar merchandise is found in other cities and towns of the country, of which there are several of importance. An essential feature of this merchandise is that it is practically all imported. With the merchant in the United States domestic goods are ordinarily the rule; with the Cuban merchant the reverse is the case. It follows that the island, with an area slightly larger than that of the State of Pennsylvania and a population of about 2,500,000, furnishes a valuable market for many classes of merchandise.

Selling Methods.

The methods employed in selling goods in Cuba are essentially the same as those employed in other countries where imports are on a large scale. Several well-known American concerns have branch houses at Habana in charge of American managers. Some of these branches have ample facilities for storing and handling foodstuffs and other merchandise in quantities. This method is expensive and is adapted only to a somewhat limited range of products.

The much larger number of American concerns have their merchandise in the hands of sales agents—sometimes American and sometimes of Cuban or other foreign nationality. In some instances these sales agents carry a single line and in other cases several lines, usually related, as in the case of office supplies, electrical goods of various kinds, sanitary plumbing, musical instruments, etc. In the case of such agents and of importing houses the tendency has sometimes been to take on too many lines and to push only those lines that sell most easily. The man who has studied a single line of merchandise and devotes his time and energy to that line may develop a market that would not be discovered by the agent carrying several lines, perhaps unrelated. Much care is called for in the selection of selling agents and in seeing to it that the line in question is to be pushed.

The experience of a great American agricultural concern in foreign trade is understood to have shown that the best agents to sell its implements in the many countries into which these implements have gone have been young men reared on farms, educated in the country schools, without special polish or knowledge of foreign ways, but quick to master every detail as to the machine or tool itself, as well as the related questions of soil, crops, teams, farm labor, etc., sure to arise. An alien in charge of a well-known line of American manufacturers in a foreign market places much stress upon three months in the factory where these products are made. The Cuban representative of the same line, also an alien, is soon to spend a few weeks in the factory. This practice followed in many cases has been of value. A thorough understanding of the thing sold is all but indispensable on the part of the salesman, and especially so in a foreign field. Many lines of merchandise quite familiar even to American school children through magazine and other advertising go abroad as entire strangers. Thus the average boy or girl of 10 years in the United States is likely to have a considerable knowledge as to the special features and prices of a dozen or more different makes of automobiles in the neighborhood while the same machines in a foreign field may be known to but few people or to none. So of new office appliances, cream separators, vacuum cleaners, electric laundry and cooking appliances, as well as various breakfast foods, lard substitutes, and many other products.

Much American and other imported merchandise is sold at Habana through traveling salesmen who come to the city as they come to a corresponding city of the Mississippi Valley. Cuban buyers go to New York and other markets as do those of Cincinnati or St. Louis. In many cases orders are placed through the mails.

Language—Advertising Methods.

The language of Cuba is Spanish, and salesmen who canvass this market will need the language or a good interpreter. Measures are in part metric and part Anglo-Saxon. The money system of the island is the same as that of the United States.

Advertising is carried on in Cuba much as in the United States. Habana has two daily newspapers printed in English and several other papers printed in Spanish. Billboard, street-car, and other miscellaneous advertising is widely used.

The selling methods to be adopted in a given case will depend chiefly upon the thing to be sold and the probable market for it. There are many products that do not warrant the establishing of a branch house nor a sales agent devoting his entire attention to a single product. There are doubtless some American articles now in the hands of ordinary dealers which would warrant being placed in the hands of an agent along with a few related lines and thus be pushed more vigorously. In the Cuban market, as well as in other foreign markets, a careful study of actual conditions is desirable before a plan is decided upon. The probable demand for the thing sold, the competition to be met, and other considerations enter into the question.

Advantage Favors United States to Capture Trade.

In many foreign markets home manufacture excludes certain lines of imports or renders their sales of little importance. There is no such bar in Cuba except in the case of sugar, matches, cigars, and possibly a few other articles. The question becomes one chiefly of the foreign competition to be expected. The nearness of the island to the United States and special shipping facilities lessen the necessity of cold storage and other extensive plants for American trade as compared with similar markets in South America and various other countries.

Fairly clear ideas as to the probable limits of a country's trade are likely to be of value in determining methods to be chosen. Figures alone as to the area and population of a country are unsafe as a guide to market conditions even for ordinary staple products. The fact, for instance, that there is one automobile to every 14 people in a certain State is of no value as to the probable market for automobiles in Cuba, in the Scandinavian countries, or in other agricultural States with but small elements of population corresponding to the great farming classes in the United States.

Studying the Demands of the Market.

Undue stress has sometimes been placed upon the making of goods to suit the customer. Some of the current trade literature is giving emphasis to this subject and to the view that payment must correspond to the customer's wishes or practices. Only a part of these contentions are well founded. The American manufacturer more than any other has sought to standardize his products and in so doing has lessened the cost of production and consequent selling price. In tools, machinery, automobiles, and many other products there has been a distinct gain in the matter of repairs, supply parts, etc. Buyers in many countries on a large scale have shown a willingness to put aside long established preferences and practices and to take new and improved merchandise where its good qualities have been properly demonstrated, prices being reasonable. No fact in the history of trade is more obvious than this one.

Important cases arise when climatic or other fixed conditions must be taken into account. Thus the moving machine suited for the well-fed team and the heavy clover and timothy of a Mississippi Valley farm had to be changed to suit the slow-walking team of cattle and the short wiry grass of certain European countries. So a disk plow is the only type suited to the soil of a considerable part of the farm land of Cuba. The prevalence of certain forms of insect life in the Tropics have a direct bearing on the kind of wood to be used in building and in furniture and in the selection of live stock for these climates.

So in a country where fuels are expensive, as in Cuba, the problem of economy of fuel in cooking stoves and in the generating of steam for railways, factories, etc., is of importance. In clothing for both sexes in Cuba and in other tropical countries regard must be had to actual conditions as they exist. Here are fundamental questions quite different from those of an improved tool, a different shaped shoe or hat, a change of style in a tile flooring, or a new kind of breakfast food, and other similar matters which the trader has changed on a wide scale in all parts of the world.

Regarding the question of terms of payment, the Cuban market presents no special problems. Banking connections between the island and the United States are good and satisfactory arrangements for payments can ordinarily be made.

In Cuba, as in other countries, trade is likely to be sensitive and easily diverted from this or that market. Our competitors have sometimes profited by the actual or apparent indifference of the American trader as to whether he sells in a foreign market, an indifference largely due to a home market all but boundless in its demands. The value of tact on the part of salesmen of well-conducted correspondence, prompt shipments, care in packing and marking, and in the correction of errors when they occur—all these are matters sure to enter the trade of Cuba as into that of other markets.

Purchasing Power of Cuba.

That there will be active competition in practically all branches of Cuban trade may be taken for granted. The proceeds of an enormous sugar crop all but certain from year to year, together with that of tobacco, minerals, fruit, and other products, give to Cuba relatively large purchasing power, and the considerable wealth centered in Habana and other cities is reflected in splendid residences, handsome stores, elaborate entertainments, expensive clothing and ornaments, costly automobiles, and in many other ways. These conditions prior to the war invited active efforts on the part of all the more important trading nations to take a part in this valuable and increasing trade. That these efforts will be resumed there is probably no question.

It can therefore be taken for granted that this trade will not be controlled by the mere question of the country of origin alone. Statistics of the world's trade before the war tend to show that this question has rarely been a controlling one, except in the case of a few products closely associated with certain countries, as some well-known laces and embroideries, marbles, mosaics, wines, etc. In a recent trade journal survey of a great industry prior to the war showed striking disregard of geographical lines, price and quality are emphasized as the two decisive factors.

Competition to be Met.

The nearness of the United States to Cuba; the excellent means of communication and of shipments; certain preferences in the tariffs; the historical connection between the two Republics; the many Americans living on the island; the attendance upon American schools by many Cuban pupils of both sexes; the constant travel between the island and the United States for purposes of business and recreation—these and other facts will aid the United States in securing its share of Cuba's trade, but these facts alone will not be conclusive. It will be a serious error on the part of American manufacturers and merchants to assume that Cuba's trade will not be vigorously sought after by every nation in the field. Should the American manufacturer be content merely to put his Cuban business into the hands of a we-export-everything-to-every-part-of-the-earth company or rely wholly on a catalogue or other printed matter, or sell for cash in advance, or disregard climatic or other fundamental questions of color and taste among a prosperous people living in a tropical climate, results will be likely to prove unsatisfactory.

While this report was in course of preparation the writer was shown new samples of attractive cotton cloth just received from three different countries. A very large line of new samples of European cloth for men's wear were shown, and it was said shipments are promised within two weeks after orders are received. A Habana tailor catering to American trade claims to use only European cloth. Another says practically all the cloth now on his shelves is American, but that before the war he carried chiefly European goods. He professes to be uncertain as to future purchases. Much is to be heard of the cancellation of orders for many classes of merchandise on account of probable changes in prices. Put into other form this doubtless means in many cases that the merchant hopes to buy at lower prices when European competition is again established in this field.

The Market Invites the Best Efforts of American Exporters.

The case is not one that calls for either panic or surrender on the part of the American manufacturer or trader. On the contrary it is one which for many reasons is encouraging and invites his best efforts. It does not call for some new-fangled or untried methods, but rather for the intelligent and intensive use of the old and universal methods of successful commerce. It calls for intelligent traders who will study the special conditions and requirements of the market and meet these conditions and requirements as far as possible. It calls for traders who on historic and other grounds will not only refuse to be parties to a policy of mere exploitation but will throw their influence against such policy and in favor of one that will tend to further cement the cordial feeling which has manifested itself in the great American war loans and in so many other ways during the trying period of war.

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, 1919, compares as follows:

	1919	1918	1917	1916	1915	1914	1913
January gross.....	\$1,166,270	\$1,231,834	\$761,118	\$691,479	\$544,891	\$478,179	\$460,322
Expenses.....	961,427	777,663	552,582	292,181	227,479	240,722	208,223
Net income.....	\$277,099	\$455,789	\$210,963	\$405,296	\$317,411	\$237,456	\$252,098
Other income.....	12,255	1,618	2,527	6,097	.....	.....	.....
Net earnings.....	\$264,843	\$454,171	\$208,435	\$399,198	\$317,411	.....	.....
Fixed charges.....	95,070	105,551	95,012	87,120	70,959	66,791	66,791
Other interest charges.....	12,041	.....	.....	.....	.....	.....	.....
January surplus.....	\$169,987	\$350,238	\$115,950	\$318,175	\$246,451	\$170,665	\$185,307
From July 1st:							
Seven months' gross.....	\$6,132,695	\$5,783,350	\$3,936,295	\$3,231,778	\$2,551,349	\$2,651,753	\$2,409,274
Seven months' net.....	1,283,924	1,590,444	1,191,514	1,510,781	1,184,329	1,219,384	1,075,202
Other income.....	88,720	9,542	7,582	6,097	.....	.....	.....
Fixed charges.....	664,665	741,189	633,986	539,869	492,313	467,541	467,263
Other interest charges.....	83,708	.....	.....	.....	.....	.....	.....
Surplus.....	\$624,271	\$858,797	\$565,110	\$977,009	\$692,015	\$751,842	\$607,938

EARNINGS OF THE WESTERN RAILWAY OF HAVANA

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914
Week ending February 8th.....	£12,162	£10,790	£7,322	£6,700	£5,469	£5,550
Week ending February 15th.....	11,161	12,620	6,404	6,202	6,055	5,252
Week ending February 22nd.....	13,870	12,109	6,785	6,956	5,481	5,119
Week ending March 1st.....	11,849	12,890	6,761	6,818	5,740	5,414
Week ending March 8th.....	3,549	13,000	8,505	7,066	5,703	5,487
Week ending March 15th.....	5,003	12,838	8,276	6,989	5,704	5,273
Week ending March 22nd.....	11,604	12,799	8,247	6,741	5,223	5,280
Week ending March 29th.....	13,814	12,352	8,902	6,479	5,609	5,714

EARNINGS OF THE UNITED RAILWAYS OF HAVANA

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914	1913
Week ending Feb. 1st.....	£86,031	£84,017	£60,889	£61,584	£49,519	£41,257	£47,158
Week ending Feb. 8th.....	75,531	83,337	60,884	59,783	50,044	48,719	48,144
Week ending Feb. 15th.....	84,346	90,464	54,800	59,337	50,747	49,639	50,385
Week ending Feb. 22nd.....	85,202	91,119	56,593	61,003	50,108	47,148	49,056
Week ending March 1st.....	90,820	92,742	60,733	60,829	53,165	51,244	51,001
Week ending March 8th.....	38,951	93,236	61,623	59,977	52,308	51,055	50,093
Week ending March 15th.....	37,967	93,769	62,463	61,089	52,073	48,749	48,058
Week ending March 22nd.....	92,148	88,932	65,529	65,134	48,399	52,260	46,120
Week ending March 29th.....	91,313	88,092	66,579	60,792	49,685	51,754	50,221

CUBAN FINANCIAL MATTERS

EARNINGS OF THE CUBAN CENTRAL RAILWAYS

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914
Week ending February 8th...	£35,042	£33,617	£30,006	£25,080	£19,847	£18,380
Week ending February 15th...	37,011	38,172	28,805	26,959	21,077	20,108
Week ending February 22nd...	37,417	37,796	28,958	26,992	23,339	19,557
Week ending March 1st....	36,549	38,733	30,553	27,369	23,168	20,818
Week ending March 8th....	31,610	41,451	30,671	26,658	23,412	26,164
Week ending March 15th....	13,233	36,218	34,639	26,365	23,343	22,013
Week ending March 22nd....	39,749	38,202	30,928	28,415	20,791	21,721
Week ending March 29th....	42,034	34,448	31,365	29,171	19,248	21,588

EARNINGS OF THE HAVANA ELECTRIC RAILWAY LIGHT AND POWER COMPANY

<i>January:</i>	1919	1918	1917	1916
Gross earnings.....	\$726,357	\$645,010	\$547,487	\$492,074
Operating expenses.....	378,319	282,302	229,965	186,285
Net earnings.....	348,038	362,708	317,522	305,789
Miscellaneous income.....	9,011	8,847	6,368	9,794
Total net income.....	\$357,049	\$371,555	\$323,890	\$315,583
Surplus after deducting fixed charges.....	208,647	238,954	192,012	200,192

THE PREVAILING PRICES FOR CUBAN SECURITIES

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

	Bid	Asked
Republic of Cuba Interior Loan 5% Bonds.....	86	89
Republic of Cuba Exterior Loan 5% Bonds of 1944.....	96	98
Republic of Cuba Exterior Loan 5% Bonds of 1949.....	92	94
Republic of Cuba Exterior Loan 4½% Bonds of 1949.....	82	85
Havana City First Mortgage 6% Bonds.....	100	105
Havana City Second Mortgage 6% Bonds.....	100	103
Cuba Railroad Preferred Stock.....	70	80
Cuba Railroad Co. 1st Mtge. 5% Bonds of 1952.....	80	85
Cuba Company 6% Debenture Bonds.....	89	100
Cuba Co. 7% Cumulative Preferred Stock.....	87	100
Havana Electric R'wy, Light & Power Co., Preferred Stock.....	.....	.....
Havana Electric R'way Co., Consolidated Mtge. 5% Bonds.....	87	90
Havana Electric R'way, Light & Power Co., Common Stock.....	.....	.....
Matanzas Market Place 8% Bond Participation Certificates.....	100	None
Cuban-American Sugar Co., Preferred Stock.....	103	106
Cuban-American Sugar Co., Common Stock.....	170	180
Guantanamo Sugar Company Stock.....	57	60
Santiago Electric Light & Traction Co., 1st Mtge. 6% Bonds.....	82	85

NATIONAL BANK OF CUBA

Resources of the Banco Nacional de Cuba, head office at Obispo and Cuba Streets, Havana, are now in excess of \$110,000,000. The general balance sheet as of December 31st, 1918, shows the following financial condition:

Assets, cash in vaults and due from banks and bankers \$29,968,708.70, loans and discounts \$59,832,867.59, securities

\$3,712,356.02, other assets \$18,139,006.38.

Liabilities, capital, surplus and profits \$11,930,888.97, deposits \$76,748,236.79, other items \$22,973,812.93.

NATIONAL CITY BANK

The National City Bank is planning to open its seventh branch in Cuba at Camaguey. With the offices of the International Banking Company, this will make forty-nine foreign branches.

SANTA CECILIA SUGAR CORPORATION

ANNUAL REPORT AND GENERAL BALANCE SHEET

YEAR ENDED JULY 31, 1918

New York, November 21, 1918.

The following report of operations of the Corporation during the last fiscal year has been submitted, with General Balance Sheet annexed.

Weather conditions as a whole were not favorable. Insufficient rainfall the latter part of the growing season retarded development and reduced tonnage of the cane, and 10½% of the company's fields were not cut. Unseasonable rains throughout last half of the harvesting season considerably delayed and likewise increased the cost of that work, with a similar effect upon the work and cost of manufacture. All costs in every department were very high, due to the abnormal conditions affecting labor, materials and shipping, and the aggregate increase in these costs was not compensated by the increase in the Government fixed price of sugar.

Grinding began December 12, 1917, and ended June 11, 1918, during which period the factory ground 79,940 Spanish tons of cane of 2,500 lbs. each, and made 71,645 bags of sugar of 325 lbs. each, the yield of sugar being 11.60% and the average polarity 95.647. The molasses output was 511,774 gallons of an average polarity of 30.20.

Gross revenue from all sources, including proceeds of sugar on hand at the beginning of the year, amounted to \$1,232,275.23. Operating expenses of all kinds, including repairs and replacements, aggregated \$911,142.72.

The gross earnings for the year, including \$47,058.12 net from sugar on hand above mentioned, amounted to \$319,824.03. The profit, after deducting \$21,760.86 for interest on current debt, \$42,272.33 for bond interest and \$76,091.99 for depreciation provisions, amounted to \$181,007.38. The amount written off represents 5% on manufacturing plant and plantation railroad, 10% on railroad rolling stock and buildings other than factory, and 20% for exhaustion of cane plantings, all as recommended by the auditors, and considered by the management to be ample.

The Excess Profit Tax and Income Taxes referred to in Balance Sheet are estimated at \$20,000 to \$30,000.

Since July 31 the funded debt has been reduced to \$700,000 by the purchase and cancellation of \$50,000 of the company's bonds under the sinking fund provisions of the mortgage.

Capital expenditures for the year amounted to \$85,083.19, the important items being \$35,387.56 for extensions and betterments of the railroad and its equipment; \$21,579.01 for additions to the manufacturing plant; \$13,327.28 for planting 225 acres of new cane; \$4,640.53 for other field improvements, and \$8,486.74 for additions to live stock.

The property has been well maintained and is in good condition. The rainfall thus far has been seasonable, the growth of the cane satisfactory and it is expected that grinding will begin the middle of December.

The United States Sugar Equalization Board, Inc., has contracted for the entire Cuban sugar crop for the ensuing season at an advance over last year's price of 90c per 100 pounds.

ASSETS.

Property and Plant:

Plantation 10,617 acres, of which 4,000 acres are in use for cane; 1,338 for pastures, and 100 for batey; with roads, bridges, fences, etc., at book cost	\$2,417,049.00	
Buildings, Machinery, Railroad and Equipment.....	829,308.63	
Work Animals, per inventory July 31, 1918.....	43,539.96	\$3,289,897.59

Current Assets and Growing Cane:

Planted and Growing Cane.....	\$173,646.98	
Advances to Colonos and Contractors.....	8,607.90	
Materials and Supplies	127,289.81	
Sugar and Molasses on Hand at prices subsequently realized (except as to 1,343 bags still unshipped, but contracted for with the International Sugar Committee, at net contract price).....	388,069.31	
Accounts Receivable	93,074.64	
Subscription to United States 4¼ % Liberty Bonds	\$6,000.00	
Less—Unmatured Instalments	2,100.00	3,900.00
Cash in Banks and on Hand.....	95,268.39	
Accrued Interest Receivable.....	1,410.00	891,267.03

Company's Bonds (50 Bonds)		41,843.75
Treasury Stock (Nominal Value)		1.00
Preferred—1,318 shares.		
Common— 361 shares.		

Deferred Charges to Operations:

Unexpired Insurance	\$3,299.31	
Repairs applicable to 1918-1919 Crop.....	7,100.19	
Miscellaneous	300.00	10,699.50
		<u>\$4,233,708.87</u>

LIABILITIES.

Capital Stock—Authorized and Issued:

7% Cumulative Preferred.....	\$1,000,000.00	
Common	1,750,000.00	\$2,750,000.00

*First Mortgage 6% Sinking Fund Gold Bonds—Due 1927.....		750,000.00
--	--	------------

Current Liabilities:

Notes Payable	\$520,000.00	
Accounts Payable	45,296.34	
Accrued Wages	2,072.27	
Accrued Interest	1,457.91	568,826.52

Reserve for Depreciation:

Manufacturing Plant	\$33,802.36	
Buildings	10,846.66	44,649.02

Surplus:

Profit for the Year subject to Excess Profit and Income Taxes	\$181,007.33	
Less—Dividends declared and paid on Preferred Stock	60,774.00	120,233.33
		\$4,233,708.87

THE SUGAR INDUSTRY

GUADELOUPE'S CROP

Planters of this colony are of the opinion that the total production of the coming sugar crop will probably be a little less than that of 1918 which amounted to about 28,000 metric tons and was several thousand tons below the average. The weather throughout 1918 was very favorable for the growth of the canes, the cutting of which has just begun, but lack of sufficient fertilizers, diseases in the canes, and failure to use modern methods of cultivation have caused the prospects for a good crop to be far from bright.

At a meeting attended by representatives of the laborers, the planters, the sugar centrals, and the Government, it was agreed on January 8, 1919, that each worker in the fields and centrals be granted an increase amounting to 9 cents per day and that the planters should be paid \$1.82 more per ton (2,204 pounds) of cane. These increases bring the wages of laborers up to 88 cents a day and the price of cane to \$9.26 a ton.

The Agronomic Station which was established in 1918 has been doing very good work and while it is much too early for the results of this work to be noticeable it has been ascertained that there are no diseases in the canes which rotation of crops and proper cultivation will not cure.—*Consul Henry T. Wilcox, Basse Terre, Guadeloupe, French West Indies.*

SUGAR PRODUCTION IN JAMAICA

The practical completion of the details of an act to be put before the Legislative Council of Jamaica for a State-aided sugar factory of 8,000 to 10,000 tons ca-

capacity, the supply of canes to be guaranteed by growers, is a long step forward for making Jamaica again a factor in sugar production.

The project, which originally called for the expenditure of £100,000, has now been enlarged to require £300,000. The reported likelihood of a policy of imperial preference tends to stabilize the investment. A portion of the funds will be available for loans to small land-owners to enable them to establish cane cultivation.

One large firm of sugar planters has just received, in addition to a large amount of sugar machinery from the United States, 60 cars, part of which are intended for hauling canes of their own properties in connection with the central now being built. The remaining cars are to be given to the Government Railway to be used in moving canes from 4,000 acres to be available shortly.

An interesting news item in connection with the sugar activity in Jamaica is the recent transfer of a sugar estate for £130,000.—*Vice Consul David B. Levis, Kingston.*

MAURITIUS CROP

The Island of Mauritius lying in the Indian Ocean was reported by the Mauritius Commercial Bulletin to be experiencing a successful campaign.

The Agriculture Department of the Island estimated the crop at 248,000 tons, which is 26,000 tons larger than the last crop. Sugar making commenced in September and will continue into February, but the sugar is largely stored and shipped out gradually. At the time the report was written warehouses were becoming seriously crowded.

AVAILABLE 1919 SUPPLIES OF UNITED STATES MARKET

The available supply of sugar for the United States during 1919 is now fairly well established in view of revised crop estimates now at hand. They indicate on their face a supply which, allowing for the deductions indicated in the accompanying table, will permit a per capita consumption of 81 pounds. This would be close to the per capita basis prevailing in 1913, 1914 and 1915, which may be considered as the normal rate unaffected by conditions created by the war.

Whether unrestricted demand would bring about a higher rate of consumption than this is of course a matter of conjecture. It is reasonable to assume that consumption, freed from the restrictions of the war time period, will swing heavily in the other direction as the year progresses. The prohibition legislation which becomes effective this year will also have a considerable influence and will bring about an increase in consumption, the proportions of which it is impossible to predict.

Turning to the side of supply it is apparent from latest advices that the Cuban crop probably will be approximately 3,800,000 long tons. Out of this, after deducting local consumption and the one-third of the crop bought by the United Kingdom approximately 2,433,000 tons is statistically available to the United States.

This supply must be further reduced by whatever amount of raws the Sugar Equalization Board may authorize to be sold in Cuba to other countries. In the accompanying table the figure of 75,000 tons estimated to cover such commitments which represent sales sanctioned to eke out the needs of Spain, Mexico, small European nations, South American countries and other nations seeking supplies of raws, is admittedly small. In all probability a much larger amount of Cubas could be so disposed of, but whether any more will be sold is dependent wholly on the American situation. It probably will be the policy of the Sugar Equalization Board to keep a close check on such sales and to regulate them according to conditions existing in this country. If the supply situation permits, possibly 200,000 tons of Cubas may be disposed of to other countries. But that such an amount can be spared does not seem probable from the accompanying table, in light of the belief held by most sugar authorities that the consumption demand for the year will call for the use of the full 3,861,000 tons of sugar shown as possibly available.

Another flexible factor in the situation is the amount of exports of refined to countries other than the United Kingdom, France and Italy. These countries will receive supplies of refined from the United States, but they will be manufactured from Cuban raws included in the share of the crop purchase by the Royal Commission and in reality represent nothing but sugars refined here on a toll basis for export.

The figure given in this table for exports of refined to neutrals authorized to date of 125,000 is not a high amount. If the supply warrants a further expansion of this class of exports doubtless it will be granted, as requests from various countries for considerable quantities of refined are continually being received. Like the factor of sales of Cuban raws to other countries it is one under the control of the Sugar Equalization Board and can always be made subservient to the requirements of the American market.

While some deviation in the crop estimates which appear in the table may take place it is probable that the production indicated will be reached. If any considerable falling off occurs it will involve a decrease in the indicated consumption, as other sugars are not available from the restricted world's supply. It is because of this possibility that the Sugar Equalization Board is closely following the sugar situation in order to safeguard the supply.

Latest reports from the Far East are to the effect that comparatively small supplies are now available from these sources. The sugar supply of this hemisphere on the other hand is practically bespoken. It is apparent therefore that a world's shortage of sugar still exists with no possibility of its being relieved for some time to come.

While the United States faces an adequate supply it is also true that it will not have as much sugar to spare to help meet the needs of other countries as was assured some months ago.—*Facts About Sugar.*

AVAILABLE SUPPLY OF U. S. MARKET DURING 1919

	Tons of 2,240 pounds
Estimated Cuban crop	3,800,000
Estimated local consumption	150,000
	<hr/> 3,650,000
Less one-third purchased by Royal Commission	1,217,000
	<hr/> 2,433,000
Estimated sales Cuban raws to other countries.....	75,000
	<hr/> 2,358,000
Hawaii (shipments)	520,000
Porto Rico (shipments)	370,000
Louisiana (raws only)	90,000
Philippines (shipments to United States)	70,000
Java (already purchased)	10,000
	<hr/> 3,418,000
Equivalent in terms of refined	3,179,000
Louisiana (direct consumption)	143,000
Beet (balance 1918-19 crop on hand January 1).....	464,000
Beet (estimated proportion 1919-20 crop available before December 31).....	200,000
	<hr/> 3,986,000
Total available in terms of refined.....	3,986,000
Exports to neutrals authorized to date.....	125,000
	<hr/> 3,861,000
Equivalent in tons of 2,000 pounds.....	4,324,320
Available for consumption per capita, based on a population of 106,800,000, pounds	81

FRENCH SUGAR

A report from Kingston, Jamaica, states that France is endeavoring to obtain in the British markets the same treatment for sugar manufactured in France as will be given to British sugar. This, it is felt, might enable France, by special concessions to sugar producers, to occupy eventually the position in the British sugar market which Germany once occupied.

The Jamaica Imperial Association has passed a resolution against the extension of this special preference to French sugar

and has asked the Government to transmit the resolution to the Imperial Government.

GUANTANAMO SUGAR COMPANY

The Board of Directors has declared a Dividend of one dollar and twenty-five cents (\$1.25) per share, or at the rate of two and one-half per cent. (2½%) on the stock of the Company for the Quarter ending March 31, 1919, payable April 1, 1919, to Stockholders of Record at the close of business March 19, 1919. The Transfer Books will not be closed.

EXPORTS FROM THE DUTCH EAST INDIES.

Consul J. F. Jewell, Batavia, Java.

Figures relating to the shipments of sugar from the Dutch East Indies during the first six months of the year 1918 which the Batavia Market Report and Prices Current has just published, indicate important changes in the destination of these cargoes. Since 1916 Holland has received no sugar, owing to war conditions. Great Britain, usually a large purchaser, bought only 12,893 tons in April-September, 1918, compared with 347,678 tons in the like period of 1916; but, on the other hand, the exports to Singapore have risen from 28,923 tons to 138,658 tons.

The shipments to Hongkong for the large refineries have increased from 68,925 tons in April-September, 1916, to 120,728 tons in the corresponding months of 1918. (Hongkong has depended in recent years principally on Java for its sugar for refining purposes.) Japan has also become a large purchaser, increasing its imports from 36,594 tons to 150,537 tons in the six-month periods under review. The total exports of sugar from the Dutch East Indies have declined by 151,710 tons for the periods indicated.

As published in the journal referred to, the sugar exports from the Dutch East Indies during April-September of the past three years totaled:

Exported to—	Sugar,* April-September—			Residual products,† April-September—	
	1916 Tons.	1917 Tons.	1918 Tons.	1917 Tons.	1918 Tons.
Holland, and Holland for orders..	31,673	.....	.....	.....	.....
Great Britain	347,678	144,140	12,893	490	.....
France	47,969	12,026	13,135	.....	.....
Suez	7,264	6,027	7,750	.....	.....
Port Said for orders.....	9,763	12,197	5,625	.....	.....
United States .....	.....	10	.....	.....	.....
Canada	6,000	.....	5,900	.....	.....
Singapore	28,923	83,824	138,658	1,360	27
China	3,503	600	9,547	.....	.....
Hongkong	68,925	77,522	120,728	4,586	.....
Japan	36,594	44,051	150,537	.....	.....
British India	185,745	140,413	178,028	18,347	7,575
Australia	3,004	.....	.....	26	115
Siam	5,988	14,610	1,558	6,178	2,326
Other destinations	24,387	6,622	11,347	23	.....
Total.....	807,416	542,042	655,706	31,010	10,043

* Comprising all qualities of first runnings and second boilings, therefore including molasses, sugar, and centrifugal black straps.

† Being molasses, black strap, and (solidified and liquid) residues.

CANE SYRUP

The United States Department of Agriculture, in its monthly crop report for January, estimates the total production of cane syrup in the United States in 1918 (excluding that made from sorghum and Japanese canes) at 36,730,000 gallons. This is the first official estimate of cane syrup production since 1909, when, according to the census figures obtained in that year, it was 23,083,439 gallons.

The production by states in 1918 is given as follows: Louisiana, 12,367,000 gallons; Alabama, 8,195,000; Georgia, 7,500,000; Mississippi, 4,740,000; Florida, 2,860,000; South Carolina, 600,000; Texas, 220,000; Arkansas, 170,000; North Carolina, 78,000.

The 1918 production of sorghum syrup for the entire country was officially estimated at 29,224,000 gallons in the crop report for December. This was 8,248,000 gallons less than the production for 1917.

SUGAR AND PROHIBITION

By W. D. Horne, Ph.D.

That there will be a direct relation between the prohibition of the use of alcoholic beverages and an increased consumption of sugar there can be no doubt. Alcohol owes its popularity to the same basic causes as give sugar its widespread use. The taste is attractive (to some people) and its consumption is followed by various physiological results considered (again, according to the individual) more or less beneficial.

Subserve Same Basic Uses

Alcohol is very quickly taken up and diffused through the system, where its rapid oxidation produces a quick return of energy, with the development of about 11,200 British thermal units (B.T.U.) per pound of alcohol. Sugar also is quickly assimilated after its preliminary inversion by the digestive agents, and its beneficial effects begin to appear in half an hour, with the greater part of the energy developed within two hours. A pound of sugar thus produces about 6,944 B.T.U. As a pound of sugar (invert) gives rise in fermentation to about .42 lb. of alcohol, it follows that the dynamic energy developed in the oxidation of this alcohol will be 42 per cent of 11,200, or 4,729 B.T.U.; or only 68 per cent of that given out by the direct combustion of the sugar in the body, without the intermediate conversion into alcohol. This indicates the gain in efficiency in the direct consumption of sugar.

The quick and enduring energy derived from a sugar diet has been amply demonstrated in numerous experiments and has been fully borne out by experience.

The growing popularity of sweetened beverages, confectionery, ice cream, etc., has followed closely upon improved methods of manufacture and better facilities for transportation. The United States already consumes annually about 350,000 tons of sugar in confectionery and 136,000 tons in soft drinks.

Nearest Allied Stimulant

It has been a common observation that those individuals who drink much alcoholic liquor do not care for candy. This is only to be expected, in view of the largely similar functions subserved by

the two substances. It is equally evident that a cessation of alcohol consumption is likely to be accompanied by a hunger for sweets as the most nearly allied substitute.

The purveyors of sugar-containing specialties, such as candies, soft drinks, ice cream, sweet crackers, glacéed fruits and nuts, should make special efforts to present their wares in attractive and easily available forms so that their use will be even more widely popularized.

A decided extension of automatic selling devices which would offer a wide variety of sweetened delicacies at suitable prices will probably prove one of the most advantageous steps in this direction.
—*Facts About Sugar.*

PERUVIAN SUGAR SITUATION

The following summary of the sugar situation in Peru at the present time is taken from the Boletín Comercial of the Banco Mercantil Americana del Perú:

For the past several months the Peruvian sugar planters have been enjoying the competition of two new markets for their products due to the shortage of crops in Argentina and Mexico. The Argentina statute prohibiting the importation of foreign sugars was suspended until February 1, 1919, but owing to the international crisis between Peru and Chile this suspension has been prolonged. These new competitors came into the Peruvian market through force of circumstances, due to the fact that the crops of the other large producing centers were practically all committed to the allies. Being badly in need of sugar they were willing to pay any price within reason to obtain their supplies. This has had the tendency of causing prices to rise steadily until recent sales for shipment to these countries have been made on the basis of 22s. 6d. [\$5.48] f. o. b. Peruvian port.

However, these heavy purchases on the part of the new buyers have not in any way inconvenienced the allies, because the Cuban crop, which is their greatest source of supply has increased each year. The fact that the sugar equalization board has obligated itself to purchase the

1918-19 Cuban crop, naturally leads to the assumption that Government supervision of sugar distribution will be continued until the end of next year.

The 1918-19 Cuban crop is estimated at 3,700,000 tons, compared with 3,446,083 in 1917-18 and 3,023,720 tons in 1916-17, so there promises to be an abundant supply from this source. In well-informed sugar circles, however, the opinion is held that the work of supplying oversea requirements will be increased rather than lightened by the termination of hostilities. Heavy demands are already being made on the United States Food Administration by neutrals, and to this must be added supplies for some, at least, of the recent enemy peoples.

As soon as the Argentina and Mexican crops come in these buyers will go out of the Peruvian market, and planters here will again have to turn to Europe as an outlet for their surplus crop; and while it is true that some recent purchases have been made by British buyers at as high as 23s. [\$5.60] per 112 pounds, it is doubtful if, with large supplies available in other centers, they will continue to pay the high prices asked by Peruvian planters.

From all reports the world's sugar crop this season is going to be a very satisfactory one, but the great problem seems to be in transporting it from the producing centers to consumers, and if high prices prevail in the European market, it will be more due to the difficulties of obtaining tonnage than from scarcity of supplies.

REEXPORT OF JAVA SUGAR TO CHINA

Owing to the scarcity of tonnage consequent upon the long duration of the war, the export of sugar from Java has met with great difficulties, and much congestion has resulted. Moreover, with the requisition of Dutch steamers by Great Britain and the United States, the export of sugar from Java showed a further decrease, and the price fell considerably. In Taiwan the output of sugar for the last season (1917-18) showed a

greater decrease than was expected, and it is estimated that this season's output will be less than previously expected because of the prevailing high price of rice.

The output of sugar in Taiwan is not sufficient to meet the demand of Japan for consumption in that country, and in China difficulty is experienced in getting supplies of foreign sugar, owing to its high price and the scarcity of tonnage. Under these circumstances the sugar market showed a firm tone. This has led the sugar companies of Taiwan to undertake the importation of raw sugar from Java for refining here and reexport to China. The first shipment of sugar, consigned to the Yensuiko Sugar Manufacturing Co., has already arrived in Takao from Java.

The reexport trade of Taiwan in the past was not reexport in the actual sense of the word, but a mere transit trade. It is a source of congratulation that the present undertaking by the sugar companies is reexport trade in the true sense of the word, and one that is to be recorded in the trade history of the island. The quantity and value of the sugar recently imported by the Yensuiko Sugar Manufacturing Co. from Java were:

Grade	Pounds.	Value.	Duty.
Second	1,401,761	\$52,938	\$16,411
Third	1,756,049	72,126	22,216
Total	3,157,810	125,064	38,627

When the refined sugar is exported the duty paid on the raw material at the time of importation will be refunded, in accordance with a provision of the customs tariff regarding drawbacks.—*Consul Max D. Kirjassoff, Taihoku, Taiwan.*

CARDENAS-AMERICAN SUGAR COMPANY

The Board of Directors of Cardenas-American Sugar Company has declared a regular quarterly dividend of One Dollar and Seventy-five Cents (\$1.75) per share on the outstanding preferred stock of the Company for the quarter ending March 31, 1919, payable Tuesday, April 1, 1919, to stockholders of record at the close of business Monday, March 24, 1919.

SUGAR REVIEW

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

Our last review for this magazine was dated March 10, 1919.

Since that date there has been no material change in conditions as they existed in the New York Sugar Market. Quotations continue on the basis of 5.88c c. & f. for Cuba sugars and 5.64c c. i. f. for full duty sugars, both equal to 6.90c landed at New York, but which are turned over to refiners by the Equalization Board on the basis of 7.28c, which latter is the price of Porto Ricos, Hawaiian, St. Croix and Philippine sugars, the Equalization Board deriving no profit on the sale of these latter.

The situation has been hampered during the period under review by a strike of the harbor men in the port of New York, same interfering with the delivery of raw sugars to the refineries and also the delivery of refined to the steamers on those orders destined for export. The domestic business was also threatened for a time owing to the fact that it was impossible to move the car floats from the refineries to the railroads, but the men handling these have now returned to work, and as there have been desertions in the ranks of those others who still remain obdurate to the terms of settlement, the situation is now showing general improvement.

The amount of export business done for the neutral countries is still very small, owing to the fact that our quotations are much above the parity of Javas and other sugars in foreign markets, but notwithstanding this fact the Sugar Equalization Board has seen fit to consent to a further increase in the export price, which is now based at 7.88c net cash, in Bond, f. o. b. New York for lots of less than 1,000 tons, the former quotation of 7.82c still obtaining on lots of 1,000 tons or more. The shipments for account of the Royal Commission are still much behind owing to the tonnage situation, consequently our refiners are carrying large stocks of sugar, part of which, of course, belongs to the Royal Commission, but it is likely that the month of April will see a much larger movement from this port of these sugars. The domestic demand for refined is only light with the quotations on the basis of 9c less 2% for cash, although for a few days this week one refinery in Philadelphia shaded their price to the basis of 8.95c in order to move some of their accumulation.

Since we last wrote you, further importations of Java sugars have been made by the Equalization Board in lots of 3,531 tons allocated to Howell, 4,052 tons allocated to the American, and a smaller lot of 2,000 tons which has not yet been allotted to any refinery. These importations account for the 10,000 tons of Java sugars understood to have been purchased by the Equalization Board several month ago. The Peru sugars previously reported as sold to San Francisco are confirmed as being for the Vancouver, B. C., refinery. The Sugar Equalization Board has excluded the importation of Javas and Perus, but will now approve licenses for the import of Venezuelas, Surinams and other full duty sugars for private account.

Our cable from the Philippine Islands reports no exports of these sugars to the Atlantic Coast during February, and only 1,200 tons to San Francisco.

By cable from British India, we have a new estimate of the crop which is now placed at 2,337,000 tons as against our previous estimate of 2,950,000 tons. It can be readily seen that the loss is a serious one and same will undoubtedly have to be overcome by heavier importations of Javas or other sugars into India this year.

Our last cable report from Java gave shipments during February of 196,000 tons of sugar, of which 84,000 tons are destined to European Countries. Of the remaining 112,000 tons, 87,000 tons are for the Far East, 18,000 tons to Australia, 5,000 tons for Vancouver and 2,000 tons for New York, the latter having already arrived here. Our correspondent gives us the outturn figure for the 1918-19 crop as 1,669,637 tons. This crop may now be regarded as sold out, and according to our reports a brisk business is doing in new crop sugars for May-June shipment.

It is interesting to note from our Cuban advices that the labor troubles have now been settled and that the sugar making campaign is now in a normal trend. This is particularly noticeable in our cable giving the Cuban figures for the week ending March 22nd, which reported arrivals at the shipping ports of 179,594 tons, this being the high record for any one week in our memory.

The Equalization Board has fixed a price for molasses sugar, basis 89°, from Cuba at 4.84c c. & f. or 5.715c duty paid, for Porto Ricos 6.04c c. i. f. and for non-preferential 4.64c c. i. f. or 5.715c duty paid at the Port of New York. The prices for these grades of sugar at other United States Atlantic and Gulf Ports will vary from the above prices to the same extent that the prices for Centrifugal Sugar at these ports vary from the New York prices for Centrifugals. Allowances for test deviation on Porto Rican and duty paid Molasses sugars are as follows: .07c per lb. per degree to be added for each degree above 89°; or .12c per lb. per degree to be deducted for each degree below 89° down to 84°; on sugars testing under 84° allowance is to be at the rate of .17c per lb. per degree for each degree down from 84°; fractions in proportion. On Cuban and Non-Preferential Molasses sugars sold on a c. & f. or c. i. f. basis allowances for test deviation are to be as follows: .05c per lb. per degree to be added for each above 89°; or .10c per lb. per degree to be deducted for each degree down from 89° to 84°; on sugars testing below 84° allowance to be at the rate of .15c per lb. per degree for each degree down from 84°; fractions in proportion.

We are in receipt of official statistics from France giving the imports and exports of sugar for the entire year 1918, the former totalling 203,731 tons, against 577,730 tons in 1917 and 582,819 tons in 1916. Exports amounted to 100,122 tons in 1918, against 158,715 tons and 166,933 tons in 1917 and 1916 respectively. The price of White sugars (No. 3) has been established by the Government at 99 francs per 100 kilos or 8.67c per lb. Advices from Spain quote first grade refined sugars in Barcelona at 172 Pesetas per 100 kilos or about 15c per lb.

In Sweden the price of sugar is being maintained at 1.32 crowns per kilo wholesale, which figures approximately 16c per lb., with a retail price of approximately 18c per lb. The price of beet roots has been established at 8 to 8.50 crown per 100 kilos; this price figures approximately \$19 to \$20.25 per ton respectively.

The final outturn of the 1918-19 Domestic Beet Crop has not yet been published by us, but undoubtedly same will be in the neighborhood of 680,000 tons or practically the same as the 1917-18 outturn. The final geographical distribution by states of the 1917-18 crop which has just come to hand, and which may be of interest to your readers is appended herewith.

FINAL GEOGRAPHICAL DISTRIBUTION.—(By States) of 1917-1918 Beet Sugar in Bags Sold from Beginning of Season to January 31, 1919.

To State of	FROM FACTORIES IN						Totals
	Oregon Washington	Nevada Utah Idaho	Michigan Ohio Indiana	Montana Wyoming Colorado Nebraska Kansas	Iowa Minnesota Wisconsin Illinois Menominee		
Arizona	103,400	.....	.....	.....	.....	.....	103,400
Arkansas	136,400	107,830	.....	1,960	.....	.....	246,190
California	998,652	5	.....	.....	.....	.....	998,657
Colorado	40,657	.....	.....	504,197	.....	.....	544,854
Idaho	600	121,263	.....	.....	.....	.....	121,863
Illinois	1,339,304	1,194,863	.....	602,672	42,750	.....	3,179,589
Indiana	91,468	28,845	56,730	187,799	2,200	.....	367,042
Iowa	176,064	143,404	.....	522,738	94,391	.....	936,597
Kansas	74,505	3,231	.....	475,652	.....	.....	553,388
Kentucky	56,422	36,560	21,577	31,055	.....	.....	145,614

Maine			825			825
Maryland			4,254			4,254
Massachusetts	4,588		12,941			17,529
Michigan	13,910	11,510	630,402	46,660	51,235	753,717
Minnesota	181,692	162,879		719,648	81,216	1,145,435
Missouri	243,176	122,685		819,853		1,185,714
Montana		34,038		176,712		210,750
Nebraska	65,822	600		554,931		621,353
Nevada	3,240	3,850				7,090
New Mexico....	100,500			14,380		114,880
New York	93,170	3,185	125,926	3		222,284
North Dakota	4,620	12,650		196,355		213,625
Ohio	3,225		642,688	22,415		668,328
Oklahoma	131,490	121,639		147,261		400,390
Oregon	28,804	31,100				59,184
Pennsylvania...	1,000		205,756			206,756
Rhode Island..			1,746			1,746
South Dakota	10,870	25,770		154,690		191,330
Tennessee	26,375					26,375
Texas	154,913	850		459,180		614,943
Utah	500	296,899		1,936		299,335
Vermont			950			950
Virginia	1,000	117,811	8,956			127,767
Washington....	60,250			3,040		63,290
West Virginia			23,476			23,476
Wisconsin	55,430	22,416		560,042	113,522	751,410
Wyoming	3,180	9,762		64,268		77,210
Indian Agency	6,698					6,698
Totals	4,211,205	2,613,645	1,736,227	6,267,447	385,314	15,213,838
Chicago, Ill., March 25, 1919.					Tons 2,240 lbs.	679,188

New York, N. Y.

April 4, 1919.

SUGAR PRODUCTION OF GUATEMALA

The annual production of white sugar in Guatemala is unofficially placed at 42,000,000 pounds, and of brown sugar at 100,000,000 pounds. Of this, some 30,000,000 pounds of white sugar were exported last year, as well as approximately 3,000,000 pounds of brown sugar. The brown sugar, or panels, is consumed to a great extent in the manufacture of alcohol, and also sells heavily in the local retail market in the place of the white sugar.

Brown-sugar estates are numerous throughout the Republic, whereas white sugar is produced almost exclusively in the Department of Escuintla, on the Pacific slope. In the order of their importance, by nationalities, the principal producers of white sugar last year were: Italian, 1,000,000 pounds; English, 3,800,-

000 pounds; American, 4,500,000 pounds; German, 9,800,000 pounds; Guatemalan, 22,000,000 pounds. As indicated, German interests furnish about 25 per cent of the crop. It is estimated that this year's crop will amount to only 35,000,000 pounds.

Guatemalan laws permit the shipment of sugar from the country upon the payment of a tax of 25 cents per 100 pounds, but last year food conservation regulations were passed which prohibited the exportation of sugar except under license issued by the President of the Republic. These licenses were extremely difficult to obtain, but were secured for the exportation of sugar amounting to 75 per cent of the total crop. By far the greater part of this sugar went to Mexico, some to British Honduras, and the remainder to Honduras.—*Walter C. Thurston, third secretary to American legation, Guatemala.*

REVISTA AZUCARERA

Escrita especialmente para THE CUBA REVIEW por Willett & Gray, de Nueva York.

Nuestra última reseña para esta publicación estaba fechada el 10 de marzo de 1919.

Desde esa fecha no ha habido cambio de importancia en la cuestión del azúcar según existía en el mercado de azúcar de Nueva York. Las cotizaciones continúan bajo la base de 5.88c. c. y f. por azúcares de Cuba y 5.64c. c. s. y f. por azúcares con todos los derechos, ambas equivalentes a 6.90c. desembarcados en Nueva York, pero transferidos á los refinadores por la Junta Distribuidora bajo la base de 7.28c., cuya última cifra es el precio de los azúcares de Puerto Rico, Hawaii, St. Croix y las Filipinas, la Junta Distribuidora no obteniendo ganancia en la venta de estos azúcares.

La situación se ha trastornado durante el período bajo reseña por la huelga de los braceros en el puerto de Nueva York, que ha impedido la entrega de azúcares a las refinerías así como la entrega de azúcar refinado á los vapores en los pedidos destinados para la exportación. El negocio en el país fué también amenazado por cierto tiempo debido á que era imposible poner en movimiento los vagones de carga las refinerías a los ferrocarriles, pero los cargadores han vuelto ahora á su trabajo, y aunque ha habido deserciones en las filas de los que aún continúan obstinados en las condiciones de un arreglo, la situación va ahora mejorando en general.

La cantidad del negocio de exportación llevado a cabo para los países neutrales es aún muy pequeña, debido á que nuestras cotizaciones son mucho más altas que el equivalente de los azúcares de Java y otros azúcares en los mercados extranjeros, pero á pesar de esto la Junta Distribuidora de Azúcar ha creído conveniente el consentir en mayor aumento en el precio de exportación, el cual es ahora bajo la base de 7.88c. pago neto al contado, en Depósito, libre á bordo Nueva York por lotes de no menos de 1,000 toneladas, obteniéndose aún la anterior cotización de 7.82c. en lotes de 1,000 toneladas ó más. Los embarques por cuenta de la Comisión Real están aún muy retrasados debido al asunto de la escasez de buques, y por consiguiente nuestros refinadores tienen en manos grandes existencias de azúcar, parte de ello, por supuesto, que pertenece á la Comisión Real, pero es probable que en el mes de abril tenga lugar un movimiento mucho mayor de estos azúcares de este puerto. La demanda del país por azúcar refinado es solamente escasa con las cotizaciones bajo la base de 9c. menos 2% por pago al contado, aunque durante unos días esta semana una refinería de Filadelfia acomodó su precio a la base de 8.95c. con objeto de dar salida á parte de su acumulación.

Desde nuestra última reseña la Junta Distribuidora ha llevado a cabo mayores importaciones de azúcares de Java en lotes de 3,531 toneladas asignadas a la refinería Howell, 4,052 toneladas para la refinería American, y un lote más pequeño de 2,000 toneladas que no se ha asignado aún á ninguna refinería. Estas importaciones son las 10,000 toneladas de azúcares de Java que se dijo habían sido compradas por la Junta Distribuidora hace algunos meses. Los azúcares del Perú que se dijo anteriormente se habían vendido en San Francisco se ha confirmado ser para la refinería de Vancouver, C. B. La Junta Distribuidora de Azúcar ha excluido la importación de azúcares de Java y el Perú, pero concederá ahora licencias para la importación de azúcares de Venezuela, Surinam y otros azúcares con todos los derechos por cuenta particular.

El aviso que hemos recibido por cable de las Filipinas no da cuenta de exportaciones de estos azúcares á la costa del Atlántico durante el mes de febrero, y solamente 1,200 toneladas a San Francisco de California.

Por el cable de la India Británica hemos recibido ahora un nuevo cálculo de la cosecha de azúcar, que se calcula en 2,337,000 toneladas, contra nuestro cálculo anterior de 2,950,000 toneladas. Puede verse fácilmente que la pérdida es de consideración, la cual indudablemente tendrá que ser contrarrestada por mayores importaciones de azúcares de Java ó de otros azúcares en la India este año.

Nuestro último aviso de Java por el cable daba embarques efectuados durante febrero de 196,000 toneladas de azúcar, de lo cual 84,000 toneladas eran destinadas a países europeos. De las 112,000 toneladas restantes, 87,000 toneladas eran para el lejano Oriente, 18,000 toneladas á Australia, 5,000 toneladas á Vancouver y 2,000 toneladas para Nueva York, estas últimas habiendo ya llegado aquí. Nuestro corre-sponsal nos da la cifra de la producción para la cosecha de 1918-19 en 1,669,637 toneladas. Esta cosecha puede ahora considerarse como vendida, y según nuestros informes se está llevando á cabo un activo negocio en azúcares de la nueva cosecha para embarcar en mayo y junio.

Es interesante notar por las noticias que hemos recibido de Cuba de que ya se han arreglado las dificultades de las clases trabajadoras y de que la elaboración del azúcar sigue ahora un giro normal. Esto es de notarse particularmente en las noticias que hemos recibido por cable, dando las cifras del azúcar de Cuba durante la semana que terminó el 22 de marzo, que daba las llegadas á los puertos de embarque en 179,594 toneladas, siendo ésta la cantidad más alta en ninguna otra semana que podamos recordar.

La Junta Distribuidora ha fijado el precio por los azúcares de miel de purga de Cuba, base 89 grados, en 4.84c. c. y f., ó 5.715c. derechos pagados; por los de Puerto Rico en 6.04c. c. y f., y por los no preferenciables en 4.64c. c. s. y f. ó 5.715c. derechos pagados en el puerto de Nueva York. Los precios por azúcar de estos grados en otros puertos del Atlántico y del Golfo variarán de los precios antedichos en la misma proporción que los precios por el azúcar centrífugo varían de los precios Nueva York por azúcares centrífugos. Las concesiones por la variación en polarización de los azúcares de miel de purga de Puerto Rico y con derechos pagados son como sigue: se agregará .07c. la libra por grado por cada grado que pase de 89 grados; ó se rebajará .12c. la libra por grado por cada grado que baje de 89 grados hasta 84 grados; en los azúcares de polarización que baje de 84 grados se hará una concesión á razón de .17c. la libra por grado por cada grado desde 84 grados, las fracciones en proporción. En los azúcares de miel de purga de Cuba y de miel de purga no preferenciables vendidos bajo la base de c. y f. ó c. s. f., las concesiones por la variación en polarización será como sigue: se agregará .05c. la libra por grado por cada grado que pase de 89 grados; ó se rebajará .10c. la libra por grado por cada grado desde 89 grados á 84 grados; en azúcares de polarización bajo 84 grados la concesión será a razón de .15c. la libra por grado por cada grado desde 84 grados, las fracciones en proporción.

Hemos recibido una estadística oficial de Francia dando las importaciones y exportaciones de azúcar durante todo el año de 1918, las importaciones dando un total de 203,731 toneladas, contra 577,730 toneladas en 1917 y 582,819 toneladas en 1916. Las exportaciones ascendieron á 100,122 toneladas en 1918, contra 158,715 toneladas y 166,933 toneladas en 1917 y 1916 respectivamente. El precio de azúcares blancos (No. 3) ha sido establecido por el Gobierno en 99 francos los 100 kilos á sea 8.67c. la libra. Por avisos recibidos de España los azúcares refinados de primera clase se cotizan en Barcelona á 172 pesetas los 100 kilos, ó sea 15c. aproximadamente la libra.

En Suecia el precio del azúcar se sostiene á 1.32 coronas el kilo al por mayor, lo cual equivale aproximadamente á 16c. la libra, con un precio al por menor de 18c. la libra aproximadamente. El precio de raíces de remolacha se ha establecido en 8 a 8.50 coronas los 100 kilos; este precio equivale aproximadamente á de \$19.00 á \$20.25 la tonelada respectivamente.

La producción final de la cosecha de azúcar de remolacha para 1918-19 no ha sido aún publicada por nosotros, pero indudablemente será alrededor de 680,000 toneladas, ó prácticamente lo mismo que la producción de 1917-18. La distribución final geográfica de la cosecha de 1917-18 por estados y que acaba de llegar a nuestras manos y que podrá interesar á nuestros lectores se da a continuación.

DISTRIBUCION FINAL GEOGRAFICA.—(Por Estados) del azúcar de remolacha de 1917-1918 en sacos vendidos desde el principio de la estación al 31 de enero de 1919.

DE FABRICAS EN

	California	Oregon Washington Nevada Utah	Michigan Ohio Indiana	Montana Wyoming Colorado Nebraska Kansas	Iowa Minnesota Wisconsin Illinois Menominee	Totales
Al Estado de						
Arizona	103,400	.....	.....	.....	.....	103,400
Arkansas	136,400	107,830	.....	1,960	.....	246,190
California	998,652	5	.....	.....	.....	998,657
Colorado	40,657	.....	.....	504,197	.....	544,854
Idaho	600	121,263	.....	.....	.....	121,863
Illinois	1,339,304	1,194,863	.....	602,672	42,750	3,179,589
Indiana	91,468	28,845	56,730	187,799	2,200	367,042
Iowa	176,064	143,404	.....	522,738	94,391	936,597
Kansas	74,505	3,231	.....	475,652	.....	553,388
Kentucky	56,422	36,560	21,577	31,055	.....	145,614
Maine .....	.....	.....	825	.....	.....	825
Maryland .....	.....	.....	4,254	.....	.....	4,254
Massachusetts	4,588	.....	12,941	.....	.....	17,529
Michigan	13,910	11,510	630,402	46,660	51,235	733,717
Minnesota	181,692	162,879	.....	719,648	81,216	1,145,435
Missouri	243,176	122,685	.....	819,853	.....	1,185,714
Montana .....	.....	34,038	.....	176,712	.....	210,750
Nebraska	65,822	600	.....	554,931	.....	621,353
Nevada	3,240	3,850	.....	.....	.....	7,090
New Mexico...	100,500	.....	.....	14,380	.....	114,880
New York	93,170	3,185	125,926	3	.....	222,284
North Dakota	4,620	12,650	.....	196,355	.....	213,625
Ohio	3,225	.....	642,688	22,415	.....	668,328
Oklahoma	131,490	121,639	.....	147,261	.....	400,390
Oregon	28,804	31,100	.....	.....	.....	59,184
Pennsylvania...	1,000	.....	205,756	.....	.....	206,756
Rhode Island..	.....	.....	1,746	.....	.....	1,746
South Dakota	10,870	25,770	.....	154,690	.....	191,330
Tennessee	26,375	.....	.....	.....	.....	26,375
Texas	154,913	850	.....	459,180	.....	614,943
Utah	500	296,899	.....	1,936	.....	299,335
Vermont .....	.....	.....	950	.....	.....	950
Virginia	1,000	117,811	8,956	.....	.....	127,767
Washington....	60,250	.....	.....	3,040	.....	63,290
West Virginia	.....	.....	23,476	.....	.....	23,476
Wisconsin	55,430	22,416	.....	560,042	113,522	751,410
Wyoming	3,180	9,762	.....	64,268	.....	77,210
Indian Agency	6,698	.....	.....	.....	.....	6,698
Totales.....	4,211,502	2,613,645	1,736,227	6,267,447	385,314	15,213,838
Chicago, Ill., marzo 25, 1919.					Toneladas 2,240 lbs.	679,188

Nueva York, abril 4, 1919.

Cable Address "Turnure"

New York—64-66 Wall Street

LAWRENCE TURNURE & CO.

Deposits and Accounts Current. Deposits of Securities, we taking charge of Collection and Remittance of Dividends and Interest. Purchase and Sale of Public and Industrial Securities. Purchase and Sale of Letters of Exchange. Collection of Drafts, Coupons, etc., for account of others. Drafts, Payments by Cable and Letters of Credit on Havana and other cities of Cuba; also on England, France, Spain, Mexico Puerto Rico, Santo Domingo and Central and South America.

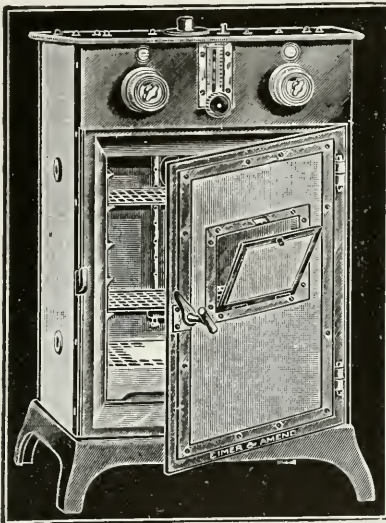
CORRESPONDENTS:

HAVANA—N. Gelats y Ca.

LONDON—The London Joint Stock Bank, Ltd.

PUERTO RICO—Banco Comercial de Puerto Rico.

PARIS—Heine et Cie.



FREAS ELECTIC OVEN

(Patented)

The most **ACCURATE, RELIABLE, DURABLE** and **ECONOMICAL** Oven for exacting, constant temperature purposes.

Type R, for temperature up to 180°C is universally used in sugar laboratories for control work.

Approved by the National Board of Fire Underwriters.

Write for Booklet and Prices.

General Sales Agents:

EIMER & AMEND

Third Avenue, 18th and 19th Streets, New York, N. Y.

MAP OF CUBA

The Cuba Review now has ready for delivery a new and revised Map, showing the location of all the active sugar plantations on the Island of Cuba and giving other data concerning the sugar industry. Price \$1.00 postpaid.

THE CUBA REVIEW

82 BEAVER STREET

NEW YORK

Please mention THE CUBA REVIEW when writing to Advertisers

P. RUIZ & BROS.

Engravers—Fine Stationery
 Obispo 22 P. O. Box 608
 HAVANA, CUBA

JAMES S. CONNELL & SON
SUGAR BROKERS

Established 1836, at 105 Wall St.
 Cable Address, "Tide, New York"

Established 1876

N. GELATS & COMPANY
BANKERS

Transact a general banking business—Correspondents at all the principal places of the world

Safe Deposit Vaults

OFFICE: AGUIAR 108
 HAVANA

There is a
JACKSON
 WHEELBARROW
for
 EVERY PURPOSE



*Price,
 Quality,
 Service,
 and Variety*

WRITE FOR CATALOG NO. 10

It's just fresh from the press—Ask for a Jackson Barrow
THE JACKSON MANUFACTURING CO.
 HARRISBURG, PA.

Bank of Cuba in New York

34 WALL ST. NEW YORK

General banking business transacted with special facilities for handling Cuban items through the National Bank of Cuba and its 40 branches. We are especially interested in discounting Cuban acceptance.

Your Account is Solicited

W. A. MERCHANT	- - -	President
J. T. MONAHAN	- - -	Vice-President
CHAS. F. PLARRE	- - -	Cashier
L. G. JONES	- - -	Asst. Cashier
L. R. DEVERE	- - -	Asst. Cashier

RAILS-TANKS

LOCOMOTIVES-CARS

ZELNICKER IN ST. LOUIS

GET BULLETIN 250 (250,000 CIRC.) 88 PAGES
 FOR OUR COMPLETE LINE

RIELES*Nuevos y usados-de todas formas y tamaños*

8000 toneladas 60 lb. usados
 2000 toneladas 85 lb. nuevos
 100 toneladas 30 lb. usados
 75 toneladas 16 lb. usados

Una locomotora "Bell" nueva, de 7 toneladas, que consume aceite.

*Una locomotora Baldwin de 28 toneladas.***LEROY COVENTRY**

200 West 72nd St. Nueva York

TWINES-CORDAGE

THREADS

YARNS



*Write us for
Quotations*

*Special Twines
made to order*

M. J. GRADY COMPANY, Inc.
110 Reade Street, New York, U. S. A.

Codes: A. B. C. 5th Edition, Bentsleys

Cable Address: Gradyarn, New York

HOME INDUSTRY IRON WORKS ENGINES, BOILERS AND MACHINERY

Manufacturing and Repairing of all kinds. Architectural Iron and Brass Castings. Light and Heavy Forgings. All kinds of Machinery Supplies. Steamship Work a Specialty

A. KLING, Prop.
JAS. S. BOGUE, Supt.

MOBILE, ALA.

Telephone, 33 Hamilton. Night Call, 411 Hamilton. Cable Address: "Abiworks" New York.

ATLANTIC BASIN IRON WORKS

Engineers, Boiler Makers & Manufacturers. Steamship Repairs in all Branches
Heavy Forgings, Iron and Brass Castings, Copper Specialties, Diesel Motor Repairs, Cold Storage Installation, Oil Fuel Installation, Carpenter and Joiner Work

18-20 SUMMIT STREET
11-27 IMLAY STREET

} Near Hamilton Ferry
Agents for "Kinghorn" Multiplex Valve

BROOKLYN, N. Y.

IMPORTS AND EXPORTS

Total values of merchandise imported from and exported to Cuba during February and the eight months ended February, 1919, compared with corresponding periods of the preceding year, have been made public by the Bureau of Foreign and Domestic Commerce, Department of Commerce, as follows:

	Month of February		8 months ended with February	
	1919	1918	1919	1918
Imports from Cuba:	\$40,974,819	\$24,926,683	\$167,135,038	\$128,719,112
Exports to Cuba:	22,702,365	14,336,059	151,572,363	145,725,004

THE
TRUST COMPANY OF CUBA
HAVANA

CAPITAL.....\$500,000
SURPLUS.....\$500,000

TRANSACTS A
**GENERAL TRUST AND
BANKING BUSINESS**
REAL ESTATE DEPARTMENT
EXAMINES TITLES, COLLECTS RENTS
NEGOTIATES LOANS ON MORTGAGES

Correspondence Solicited from
Intending Investors

OFFICERS

Norman H. Davis.....President
Oswald A. Hornsby.....Vice-President
Claudio G. Mendoza.....Vice-President
J. M. Hapgood.....Treasurer
Rogelio Carbajal.....Secretary
W. M. Whitner.....Mgr. Real Estate Dept.

A Weekly Publication of International Interest

It covers every field and
phase of the industry.
Write for Sample Copy.

SUBSCRIPTION - - \$3.00 PER YEAR

FACTS ABOUT SUGAR

82 Wall Street, New York

ISLE OF PINES

Declared exports from Nueva Gerona, Isle of Pines, Cuba, to the United States, were worth \$156,282 in 1918, a marked decrease compared with the exports in 1917, worth \$260,315. Citrus fruit, valued at \$70,607 in 1918, aggregated \$196,326 in 1917.

STEEL RAILS

According to recent reports 5,000 tons of steel rails have arrived at Matanzas for the completion of the Hershey Railway. The work is expected to be completed by August. As soon as the present

The Royal Bank of Canada

FUNDADO EN 1869

Capital Pagado	\$11,800,000
Fondo de Reserva	13,236,000
Activo Total	234,000,000

Trescientas Treinta y Cinco Sucursales
New York, corner William and Cedar Sts.
Londres, Bank Buildings, Prince St.
Veinte y Tres Sucursales en Cuba

Corresponsales en España é Islas Canarias y Baleares y en todas las otras plazas bancables del Mundo.

En el Departamento de Ahorros se admiten depósitos á Interes desde Cinco Pesos en adelante.

Se expiden Cartas de Credito para viajeros en Libras

Esterlinas ó Pesetas, valederas estas sin descuento alguno.

Sucursales en la Habana
Galiano 92, Monte 118, Muralla 52, Línea 67.

Vedado
Oficina Principal - - - OBRAPIA 33
Administradores

R. DE AROZARENA F. J. BEATTY

APARATO NUEVO

para traspardar y

PESAR CAÑA NETO

Sistema nueva patentada por Horace F. Ruggles, 108 Wall St., N. Y., constructor de traspardadores superiores.

Funciona por motor, levantando, pesando, traspardando y disparando la caña por un hombre y imprime billetes duplicadas del peso neto.

Pidanse informes del modelo "La Victoria".

sugar crop is harvested the company will put 2,000 additional men to work in order to complete the line.

BANCO INTERNACIONAL

The Banco International of Havana has issued its report covering its first year in business. Total deposits on hand amounted to \$6,624,281. The bank has a capital of \$10,000,000 and reports cash in hand of \$2,352,462, acceptances, and guarantees at \$388,633 and securities on deposits of \$2,042,953. A dividend of 8 per cent was paid during the year to stockholders.

UNITED RAILWAYS OF HAVANA

CONDENSED TIME TABLE OF DAILY THROUGH TRAINS

No. 11 P M	No. 1 P M	No. 7 P M	No. 5 P M	No. 3 A M	No. 9 A M	Mls.	Havana	No. 2 A M	No. 8 A M	No. 6 P M	No. 10 P M	No. 4 P M	No. 12 A M
10.31	10.01 A M	4.01	1.01	10.01	7.01	...	Lv. Central Station Ar.	6.50	9.40	3.31	6.30	7.25	6.30
...	12.17 A M	6.40	3.23	11.54	9.25	58	Ar. Matanzas Lv.	4.15	6.52	1.10	3.50	5.06	...
...	4.05	8.40 P M	5.50	2.00	12.37 P M	109	Ar. Cardenas Lv.	12.05	5.00	10.00	1.20 P M	...	...
...	6.48	...	9.22	4.45	...	179	Ar. Sagua Lv.	10.45	...	6.45	...	12.10 P M	...
*	11.10	...	...	8.40	...	230	Ar. Caibarien Lv.	7.00	...	...	...	8.15 A M	*
...	6.00	...	9.00	...	...	180	Ar. Santa Clara Lv.	11.00	...	7.40	...	12.05 P M	...
8.00 A M	...	...	...	6.50 P M	...	195	Ar. Cienfuegos Lv.	...	...	...	...	11.20 A M	9.00 P M
...	9.55	...	...	...	...	241	Ar. Sancti Spiritus Lv.	4.45	...	...	...	...	...
...	11.35 P M	...	2.55 A M	...	...	276	Ar. Ciego de Avila Lv.	3.45	...	12.40 A M	...	...	...
...	3.10 A M	...	6.10	...	...	340	Ar. Camaguey Lv.	12.15 A M	...	9.00 P M	...	...	...
...	2.10 A M	...	...	...	...	520	Ar. Antilla Lv.	1.30	...	9.30	...	...	...
...	3.45 A M	...	6.45 P M	...	...	538	Ar. Santiago de Cuba Lv.	12.01 A M	...	9.00 A M	...	...	...

Sleeping cars on trains 1, 2, 5, 6, 11 and 12.
*Via Carreño.

SLEEPING CAR RATES—UNITED RAILWAYS OF HAVANA

From Havana to	Lower Berth.	Upper Berth.	Compartment.	Drawing-Room.
Cienfuegos	\$3.60	\$3.00	.....	\$10.00
Santa Clara	3.60	3.00	\$8.00	10.00
Camaguey	4.20	3.50	10.00	12.00
Antilla	6.00	5.00	14.00	18.00
Santiago de Cuba	6.00	5.00	14.00	18.00

ONE-WAY FIRST-CLASS FARES FROM HAVANA TO PRINCIPAL POINTS REACHED VIA

THE UNITED RAILWAYS OF HAVANA

	U. S. Cy.		U. S. Cy.
Antilla	\$27.99	Isle of Pines	\$7.00
Batabano	1.71	Madruga	3.31
Bayamo	24.79	Manzanillo	26.42
Caibarien	11.71	Matanzas	3.52
Camaguey	18.59	Placetas	12.52
Cardenas	5.97	Remedios	12.49
Ciego de Avila	15.26	Sagua	9.29
Cienfuegos	9.59	San Antonio	.73
Colon	6.09	Sancti Spiritus	13.43
Guantanamo	30.70	Santa Clara	9.38
Holguin	25.44	Santiago de Cuba	28.94

Passengers holding full tickets are entitled to free transportation of baggage when the same weighs 110 pounds or less in first-class and 66 pounds or less in third-class.

“WEEK-END” TICKETS

FIRST AND THIRD CLASS

ARE on sale from Havana to all stations of the United Railways (except Rincon and such as are located at less than twenty kilometres from Havana) and vice versa, valid going on Saturdays and returning on any ordinary train the following Sunday or Monday at the very low cost of one-way fare plus 33 1/3%.

UNITED RAILWAYS OF HAVANA

FRANK ROBERTS, General Passenger Agent

PRADO, 118

HAVANA, CUBA

S. F. HADDAD
DRUGGIST
PRESCRIPTION PHARMACY
"PASSOL" SPECIALTIES
89 BROAD STREET, Cor. Stone
NEW YORK

Sobrinos de Bea y Ca S. en C.

BANKERS AND COMMISSION MERCHANTS
*Importación directa de todas las
centros manufactureros del mundo*

Agents for the Munson Steamship Line,
New York and Mobile; James E. Ward &
Co., New York; Serra Steamship Company,
Liverpool; Vapores Transatlánticos de A.
Folch & Co. de Barcelona, España.
Independencia Street 17/21.

MATANZAS, CUBA

JOHN W. McDONALD
COAL, WOOD, LUMBER
AND TIMBER

OF EVERY DESCRIPTION

112 Wall Street, New York

Near South Street

Yard: 56-58 Beard Street, Erie Basin

Telephones:

Office, 1905 John

Yard, 316 Hamilton

THE SNARE AND TRIEST COMPANY
CONTRACTING ENGINEERS

STEEL AND MASONRY CONSTRUCTION
Piers, Bridges, Railroads and Buildings

We are prepared to furnish plans and estimates
on all classes of contracting work in Cuba.

New York Office:

8 West 40th Street

Havana Office: Zulueta 36 D.

HENRY E. WACK & CO., Inc.

Receivers—Exporters

GRAIN HAY FEEDS

209 Chamber of Commerce

Baltimore, Md., U.S.A

Correspondence with Merchants of
West Indies solicited. Spanish
correspondence when desired. . . .

John Munro & Son

Steamship and
Engineers' Supplies

722 Third Ave., Brooklyn, N. Y.

Cable Address: Kunomale, New York

Telephone, 3300 South

Telephone
215 Hamilton

Box 186
Maritime Exchange

YULE & MUNRO
SHIPWRIGHTS

Caulkers, Spar Makers,
Boat Builders, Etc.

No. 9 SUMMIT STREET

Near Atlantic Dock BROOKLYN

DANIEL WEILL S. EN C.

COMERCIANTE EN GENERAL

Especialidad en Ropa Hecha de Trabajo

*Am in a position to push the sales of
American high class products. Would
represent a first class firm.*

APARTADO 102

CAMAGUEY, CUBA

M. J. CABANA COMMISSION
MERCHANT

P. O. Box 3, Camaguey

Handles all kinds of merchandise either on a
commission basis or under agency arrangements.
Also furnishes all desired information about lands
in eastern Cuba.

F. W. Hvoslef

E. C. Day

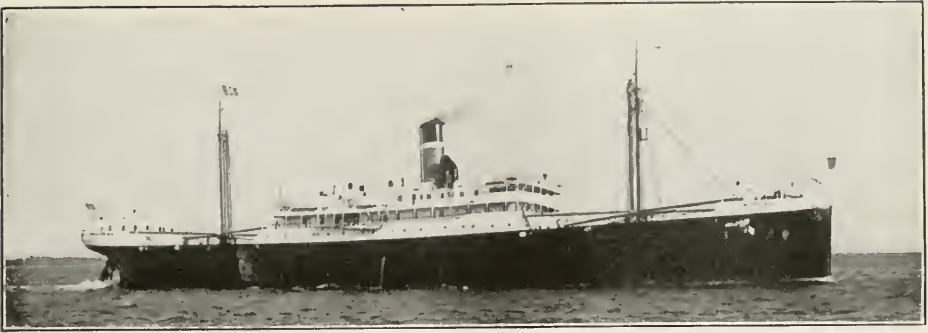
R. M. Michelson

BENNETT, HVOSLEF & CO.

Steamship Agents & Ship Brokers

18 BROADWAY, NEW YORK

Cable "Benosco"



S.S. MUNAMAR

NEW YORK—CUBA SERVICE

PASSENGER AND FREIGHT

	<i>Leave New York</i>	<i>Arrive Antilla</i>	<i>Leave Antilla</i>	<i>Arrive New York</i>
SS. "MUNAMAR"	May 10	May 14	May 17	May 21
SS. "MUNAMAR"	May 24	May 28	May 31	June 4

FREIGHT ONLY

Regular sailings for Matanzas, Cardenas, Sagua, Caibarien,
Pto. Padre, Gibara, Manati, Banas and Nuevitas.

MOBILE—CUBA SERVICE

FREIGHT ONLY

SS. "ERIK II"—Havana, Sagua.....	May 2nd
SS. "LAKE GARDNER"—Havana, Matanzas.....	" 9th
A STEAMER—Caibarian, Santiago	" 13th
SS. "MUNISLA"—Havana, Cardenas	" 16th
A STEAMER—Havana, Matanzas	" 23rd
SS. "LAKE GARDNER"—Havana, Sagua.....	" 30th

MOBILE—SOUTH AMERICA SERVICE

FREIGHT ONLY

A STEAMER—Buenos Aires	April
------------------------------	-------

NEW YORK—SOUTH AMERICA SERVICE

FREIGHT ONLY

Frequent sailings for River Plate and Brazilian Ports.

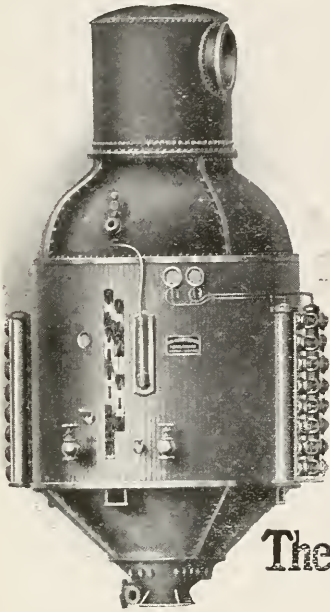
BALTIMORE—HAVANA SERVICE

FREIGHT ONLY

A STEAMER	April 3
A STEAMER	" 17
A STEAMER	May 1

The line reserves the right to cancel or alter the sailing dates of its vessels or to change its ports of call without previous notice.

MUNSON STEAMSHIP LINE



The Krajewski Improved Coil Vacuum Pan

This pan has excellent circulation of the masecuit. Its sectional coils insure quick drainage; its large discharge opening, and its efficient separator on the vapor outlet,—are al features that appeal to discriminating engineers and owners of sugar cane centrals.

Built in various sizes from 5 ft. diameter up to 14 ft. or more if required.

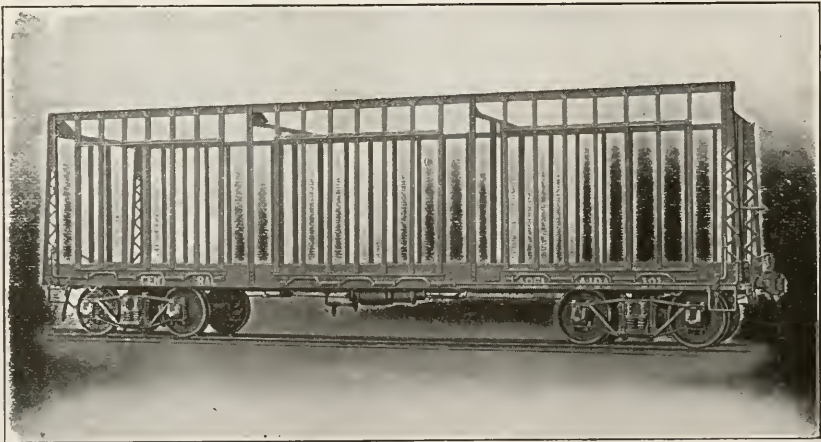
We also build vacuum pans with calandrias and coils and triple and quadruple effects ranging in size from 1500 sq. ft. to 26,000 sq. ft. of heating surface.

Prompt and courteous response to inquiries will be made by our engineers.

The United States and Cuban Allied Works Engineering Corporation

OWNING AND OPERATING
Kraiewski—Pesant Corporation
Bradford Works
Blaisdell Machinery Co
WORKS: BRADFORD, PA. — AND — HAVANA, CUBA
NEW YORK OFFICES: 50 BROAD STREET
CABLES: "IDOLWAX" NEW YORK and HAVANA

PLANTATION CARS OF ALL KINDS ALSO THE PARTS FOR SAME



El grabado enseña uno de nuestros carros, todo de acero, para caña.

Tenemos otros tipos de capacidades varias y hemos fabricado un gran numero de carros para caña para uso en Cuba, Puerto-Rico. América-Central y México, que tienen jaulas de acero ó de madera y conruidas para los distintos tipos de carga y descarga de la caña.

AMERICAN CAR & FOUNDRY EXPORT CO., NEW YORK, E. U. A.

Dirección telegráfica: NALLIM, New York.

Producción anual de más de 100,000 carros.

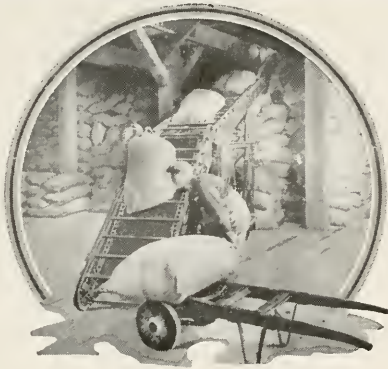
Representante para Cuba: OSCAR B. CINTAS, Oficios 29-31, Havana.

THE CVBA REVIEW



1.00 A Year **MAY 1919** 10 Cents A Copy

Published by the Munson Steamship Line 82-92 Beaver Street, New York City



Cut Handling Costs

You can speed up the handling of bagged sugar, etc., with less help and with a minimum of expense by employing

LINK-BELT Portable Bag Pilers

They enable one man to do the work usually accomplished by an entire crew, and permit high and proper piling. Their low first cost and great money saving value make their purchase a most profitable investment. Let us send you further details.

LINK-BELT COMPANY

299 BROADWAY

NEW YORK CITY

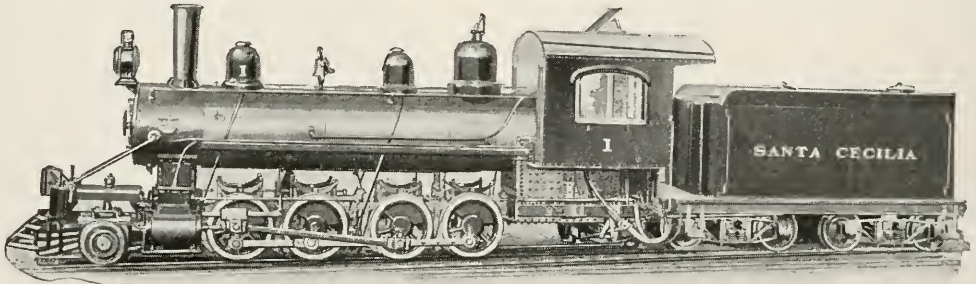
JAMES M. MOTLEY

71 BEAVER STREET
NEW YORK

GERENTE DEL DEPARTAMENTO DE VENTAS EN EL EXTRANJERO DE

The Weir Frog Company
Pennsylvania Boiler Works
Glover Machine Works, Inc.
The Rahn-Larmon Co.

Cleveland Punch and Shear Works Co.
Duncan, Stewart & Co., Ltd.
Standard Water Systems Co.
Standard Saw Mill Machinery Co.



Los productos de estas Fábricas abarcan :

Locomotoras

Gruas sobre Ruedas

Carros: Para Caña

Para Carga

Para Obras de Construcción

Carriles y accesorios

Via Portátil

Ranas y Chuchos

Puentes de Acero

Edificios de Acero

Maquinas de Izar

Aserraderos

Calderas

Máquinas á Vapor

Máquinas á Petroleo

Máquinas á Gasolina

Bombas

Tanques

Trapiches, Desmenzadoras y toda clase de Maquinaria para Ingenios de Azúcar

A solicitud se remiten catálogos y presupuestos.

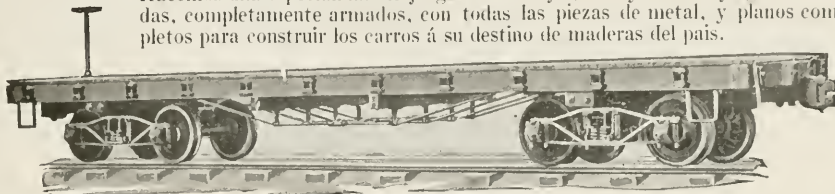
Dirección cablegráfica : **JAMOTLEY, New York** (Se usan todas las claves).

RAMAPO

Carros de Ingenios

Para todos usos y de todos tamaños, de los para caña con cuarto ruedas y capacidad de 1 1/2 toneladas á los con juegos dobles de ruedas y capacidad de 30 toneladas.

Hacemos una especialidad de juegos de herrajes, incluyendo los juegos de ruedas, completamente armados, con todas las piezas de metal, y planos completos para construir los carros á su destino de maderas del país.



A 802

RAMAPO IRON WORKS. 30 Church St., NEW YORK. N. Y. CABLE ADDRESS RAMALIAM

HOLBROOK TOWING LINE, Inc.

W. S. HOLBROOK, PRES.

Sea, Harbor and General Towing. Steamship Towing a Specialty

Boilers Tested for any Required Pressure

Phone Broad
4256-4257

15 WILLIAM ST., NEW YORK. U. S. A.

Night Phone
1105 Bay Ridge
1368 Richmond Hill

WILLETT & GRAY, Brokers and Agents

FOREIGN AND
DOMESTIC

SUGARS

RAW AND
REFINED

82 Wall Street, New York

Publishers of Daily and Weekly Statistical Sugar Trade Journal - the recognized authority of the trade.

TELEGRAPHIC MARKET ADVICES FURNISHED

POPULAR TROLLEY TRIPS

Via the HAVANA CENTRAL RAILROAD to

Guanajay

Trains every hour daily from CENTRAL STATION
from 5 A. M. to 8 P. M. Last train 11.20 P. M.

Fare, 70 Cents.

Guines ----

Trains every hour daily from CENTRAL STATION
from 5.50 A. M. to 7.50 P. M. Last train 11.10 P. M.

Fare, 96 Cents.

SUBURBAN SERVICE TO REGLA, GUANABACOA AND
CASA BLANCA (CABAÑAS FORTRESS) FROM
LUZ FERRY, HAVANA, TO

Regla (Ferry).....	\$0.05
Guanabacoa (Ferry and Electric Railway).....	.10
Casa Blanca and Cabañas Fortress (Ferry) .....	.05

Ferry Service to Regla and Car Service to Guanabacoa every 15 minutes, from 5 A. M. to 10.30 P. M., every 30 minutes thereafter up to 12 midnight, and hourly thence to 5 A.M. To Casa Blanca, every 30 minutes from 5.30 A.M. to 11 P.M.

Hay una Carretilla

Jackson

para
Todos Propósitos

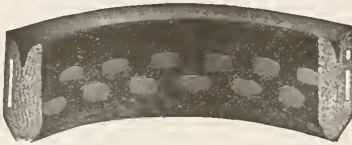


Precio,
Calidad,
Servicio,
y Variedad

Escribase Solicitando Catalogo No. 10
Acaba de recibirse del impreso—Pídase una Carretilla Jackson

THE JACKSON MANUFACTURING CO.
HARRISBURG, PA.

Insist upon Walker's "LION" Packing



Avoid imitations, insist upon getting **WALKER'S METALLIC "LION" PACKING.** Look for "The Thin Red Line" which runs through all the Genuine and the "Lion" Brass Trade Mark Labels and Seals attached.

WRITE FOR
OUR DESCRIPTIVE CATALOGUE

JAMES WALKER & COMPANY, Ltd.

27 Thames Street

New York City

Western Railway of Havana

TRAIN SERVICE DAILY

P M	P M	P M	A M	A M	A M	Fare		Fare	A M	A M	P M	P M	P M	P M
6.15	2.55	1.45	10 15	6.55	5.45	1st cl. Lv. Cen. Sta...Ar	3d cl.	7.20	11.09	12.01	3 20	7.09	8.00	
8.24	4.24	3.55	12.24	8 24	7.55	\$2.27 Ar...Artemisa...Lv	\$1.37	5 15	9.40	9.45	1.15	5 40	5 45	
.....	5.51	.....	.....	9.51	.....	4.42 Ar. Paso Real...Lv	2.52	.....	8.05	.....	.....	4.05	.....
.....	6.05	.....	.....	10.05	.....	4.77 Ar. Herradura...Lv	2.72	.....	7.43	.....	.....	3.48	.....
.....	6.56	.....	.....	10.56	7.30	5.70 Ar. Pinar del Rio Lv	3.23	.....	6.55	.....	.....	2.55	6.00	
.....	8.40	.....	.....	12.40	11.45	7.50 Ar....Guane...Lv	4.20	.....	5.20	.....	.....	1 20	2.00	
P M	P M	P M	P M	P M	A M			A M	A M	A M	P M	P M	P M	P M

**IDEAL
TROLLEY
TRIPS**

Fast Daily Electric Service From Havana To

Arroyo Naranjo.....12 cts. Rancho Boyeros.....19 cts.
Calabazar.....13 cts. Santiago de las Vegas...25 cts.
Rincon.....30 cts.

Leaving Central Station every half hour from 5.15 A. M. to 7.15 P. M.,
and every hour thereafter to 11.15 P. M.

"WEEK-END" TICKETS

FIRST- AND THIRD-CLASS

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 and Monday, and are sold at the very low rate of one-way fare plus 33 1/3%.

THE CUBA REVIEW

"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. XVII

MAY 1919

No. 6

Contents of This Number

Cover Page—Courtyard of the Ancient San Francisco Church, Havana, now occupied by the Havana Post Office.

Frontispiece—Bandstand in the Quinta de los Molinos, Havana—also known as the Botanical Gardens.

Cuban Commercial Matters:

	Page
Association of Engineers.....	22
Cuban Chamber of Commerce.....	22
Cuban Export Trade During the War.....	18
Market for Raw Cotton Textiles and Cotton Yarns.....	18
New Steamship Services.....	21
Oil Refining Plant.....	22
Paint and Varnish Markets in Cuba.....	19, 20, 21
Production of Alcohol in Cuba.....	19
Trade Expedition.....	18
Trade Through the Port of Boston.....	22
Trade With Canada.....	21

Cuban Financial Matters:

Prevailing Prices for Cuban Securities.....	23
Report of the Cuba Cane Sugar Corp.....	24, 25, 26, 27, 28, 29, 30, 31
Traffic Receipts of Cuban Railroads.....	23, 24

Cuban Government Matters:

Cable and Postal Censorship.....	7
Consulate at Boston.....	7
Dr. J. A. Barnet.....	8
Mexican Minister.....	7
New Naval Shipyard.....	7
Telegraph and Telephone Plant.....	7
Victory Loan in Cuba.....	7
Withdrawal of Enemy Trading Lists.....	8

Cultivation of Coffee in Cuba, illustrated.....14, 15, 16, 17

Havana Correspondence..... 9, 10, 11, 12

Paw Paw Tree, illustrated, by Alvin Fox..... 13

Sugar Review, English.....32, 33, 34

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

1.17
N.Y.
BOSTON
HARR

1919 JUN 1



Bandstand in the Quinta de los Molinos, Havana—also known as the Botanical Gardens.

THE CUBA REVIEW

"ALL ABOUT CUBA"

Copyright, 1919, by the Munson Steamship Line

VOLUME XVII

MAY, 1919

NUMBER 6

CUBAN GOVERNMENT MATTERS

TELEGRAPH AND TELEPHONE PLANT

A presidential decree of April 23rd authorizes a concession to the Pan-American Wireless Telegraph and Telephone Co. (Marconi) of the State of Delaware, for the purpose of establishing wireless communication between Cuba and the United States or other countries having proper equipment.

According to the decree, the company is authorized to erect within a radius of one hundred and fifty miles of the City of Havana the necessary plants for establishing the desired wireless communication.

NEW NAVAL SHIPYARD

Plans for a new naval shipyard to be constructed on the grounds of the Tricornia immigration station back of Morro Castle, across Havana harbor from the capital, have been submitted to President Menocal by Captain Sidney Henry, United States Naval Engineer, and Commander Kear of the Cuban Naval Academy. The plans call for a drydock for ships up to 4,000 tons and two large concrete piers. It is believed the Naval academy at Mariel will be transferred to a point nearby.

CABLE AND POSTAL CENSORSHIP

Extensive modifications in the cable censorship by the United States were announced by the government on April 17th and became effective the following day. As a result of these relaxations persons in the United States or any of its possessions

may cable to points in Cuba without any interference by United States censorship.

The censorship on postal matters between the United States and Cuba has also been lifted.

CONSULATE AT BOSTON

President Menocal has signed a bill raising the consulate at Boston from second-class to first-class. This change of classification is attributed to the recent heavy increase in the trade between Boston and Havana, which has grown about 200 per cent. in two years.

The Cuban Consulate is at 131 State Street. The consul is Rafael Cervino.

MEXICAN MINISTER

General Heriberto Jara, new Mexican Minister to Cuba, arrived in Havana May 17th, thus renewing diplomatic relations between the Mexican and Cuban governments, which have been interrupted for several months.

Dr. E. G. Eusemat has been appointed Cuba's Minister to Mexico.

VICTORY LOAN IN CUBA

Latest information from Havana gives Cuba a total of 2,588 subscribers, with \$3,000,500, without accepting the offer of the Banco Espanol to subscribe up to \$2,000,000, if necessary, to complete Cuba's quota. Cuba's quota is \$3,000,000, and it is expected that there will be a large oversubscription when final reports are made.



DR. J. A. BARNET

Dr. J. A. Barnet is Special Envoy and Minister Plenipotentiary of the Republic of Cuba in China.

His career, from the time of his first appointment as Cuban Vice-Consul in Paris in 1903, to the present time, when he is Minister Plenipotentiary in China, has been a noteworthy one, and we give below the various offices held by Dr. Barnet.

He was appointed Vice-Consul attached to the Cuban Legation in Paris, March 4th, 1903; promoted to 2nd Class Consul in Paris, February 1st, 1904; promoted to 1st Class Consul in Paris, July 2nd, 1906, on which date the Consulate was detached from the Legation and established separately.

He was promoted to Consul General at Liverpool, August 17th, 1908; transferred with the same title to Rotterdam, July 24th, 1909; likewise transferred June 25th, 1913, to Hamburg, where he remained during the period of the war until Cuba's declaration of war on Germany, April 7th, 1917.

He was held as a hostage in Berlin from the 13th of April until the 2nd of May, 1917; appointed Attaché in commission at the Cuban Legation in Paris, from June 1st, 1917, until January 12th,

1918; appointed Consul General Chargé d'Affaires at La Paz, Bolivia, April 9th, 1918; appointed Sub-Secretary of the Protocole, *ad interim*, at Havana from June 1st to October 31st, 1918; promoted to Minister Plenipotentiary at Pekin, China, July 27th, 1918.

WITHDRAWAL OF ENEMY TRADING LISTS

Acting concurrently with the competent authorities of the associated governments, the War Trade Board of the United States announces that on April 29, 1919, all enemy trading lists heretofore issued or compiled by the War Trade Board will be withdrawn. On and after April 29, 1919, all disabilities heretofore attached to trade and communication with persons included in such lists shall cease to operate and all persons in the United States will be authorized, subject to the other rules and regulations of the War Trade Board, and except as hereinafter provided, to trade and communicate with all persons outside of the United States with whom trade and communication is prohibited by the Trading with the Enemy Act.

The foregoing action does not modify or affect in any respect the present restrictions against trade and communication between the United States and Germany or Hungary, nor does this action authorize trade with respect to any property which heretofore, pursuant to the provisions of the Trading with the Enemy Act as amended, has been reported to the Alien Property Custodian or should have been so reported to him, or any property which heretofore, pursuant to the provisions of said act, the Alien Property Custodian has seized or has required to be conveyed, transferred, assigned, delivered, or paid over to him.

The associated governments, in taking the foregoing action, have reserved the right to re-issue the enemy trading list and to revive the disabilities hereinabove mentioned should such action become necessary.

HAVANA CORRESPONDENCE

April 25th, 1919.

CUBAN CONGRESS: The Ninth Cuban Congress opened recently. As customary the President addressed Congress with a long message covering many different points. He mentioned that while the Great War did not bring suffering to Cuba as it did to the countries engaged in the war, yet there was considerable distress experienced by the poor classes because of the high cost of living and also due to the many strikes brought on by the different laboring elements and he said that this question of strikes is one that Congress would have to take up for consideration.

As regards the election laws and census, General Menocal cited the repeated recommendations he had made that Congress should take necessary action in connection with the compiling of a new census to be used as a basis for correcting the electoral lists, adding further that he would in due time address a special message to Congress containing the recommendations arrived at by him based on the investigations now being made of the present electoral laws by Major General Crowder, U. S. A., who is here to make a special study of this matter.

His message also referred to the present extraordinary sugar crop, over 2,000,000 tons having been made up to the fore part of March, calling attention to the fact that this was produced more than ever before by domestic labor, as on account of the submarine campaign and shortage of steamers between Spain and Cuba, the Spanish immigration movement has been much curtailed, figures showing that in 1918 only 14,292 Spaniards became Cuban citizens as against 34,795 in 1917.

Making mention of imports, the President stated the figures for 1918 were \$297,622,214 as against \$272,573,055 for 1917, or an increase of slightly over \$25,000,000. Exportations to European countries were naturally very small on account of war conditions, but exports to American countries for 1918 were \$413,325,251 as against \$366,845,510 for 1917, an increase of almost \$50,000,000.

In this connection he mentioned that an injustice had been done Cuba, as exaggerated reports had been sent abroad alleging an over-congestion or inadequate condition of the Havana docks, when, as a matter of fact, there was no time when Havana Harbor had as many conveniences for handling its traffic as at present.

No important legislation has been accomplished by Congress since our last advices. There are many bills pending, but frequently there is not a quorum present, so work is progressing slowly.

CESPEDES ANNIVERSARY: Friday, April 18th, was the one hundredth anniversary of the birth of Carlos Manuel de Cespedes, one of the greatest of Cuban patriots. The day was celebrated in the public schools by appropriate exercises and later the pupils laid wreaths on the monuments erected to Cuban patriots in the different parks of the city.

Congress and the President also declared a national holiday on account of this anniversary, but as it came on Good Friday, the day following was made a holiday instead.

POPULATION OF HAVANA: The newspapers have recently published data regarding Havana's population taken from the census which has just been made public. Havana has a total of 366,511 inhabitants, a gain of 60,000 over the past year. Of the total mentioned, 186,563 are males and 179,948, females. The different nationalities represented are as follows:

Cubans	247,816
Spaniards	106,744
Americans	3,711
Chinese	3,346
Mexicans	1,910

English	922
French	922
Germans	372
Italians	93
Austrians	42
Russians	28

ELECTORAL LAW COMMITTEE: Major General Crowder, whom we have previously mentioned as having been sent here by the American Government to assist in revising present Cuban election laws, continues with his work but nothing definite as to what has been accomplished has yet been made public.

POLITICAL SITUATION: Active steps are being taken by the different political parties in preparation for the national elections in 1920. Mr. Alfredo Zayas, who was Vice-President under General José Mignel Gomez, has been nominated by the Liberty Party as their candidate for President, and General Carlos Mendieta has been named for the Vice-Presidency. The Liberty Party is not a united one, however, for the reason that General José Mignel Gomez is not favorable to the candidacy of Dr. Alfredo Zayas for President. General Gomez, although living recently in Miami, Fla., is still a power in all Liberal Party political matters.

The Conservatives have not yet nominated their candidate, although General Rafael Montalvo is spoken of as having President Menocal's approval to run as his successor.

HAVANA'S WATER SUPPLY: Havana has frequently suffered from an insufficient water supply and many plans have been projected and looked into for improving the situation. The latest proposition being investigated is to make a connection with the Ariguanabo River, located a few miles inland, but this idea is opposed by many because it is claimed that this river has its headquarters in a lake or swamp; therefore the water is not fit for drinking purposes.

CUBAN FOOD ADMINISTRATION BOARD: This Board, while still in operation, has issued no particularly important dispositions since our last letter, its transactions being confined mainly to disposing of the flour and footwear contracted for by the Board.

As regards the control of flour shipments, the Director of Subsistence has issued a decree naming Galban, Lobo & Co., Barraque, Macia & Co., Gonzalez & Suarez & Co., and Tirso Ezquerro, the largest flour importers here, to serve as a committee to arrange the disposition of the flour on hand which had arrived consigned to the Food Administration.

There is a large stock still on hand of the footwear known as "National Economic Footwear," and the Board now proposes to sell it by auction to the highest bidder in order to dispose of the supply.

According to the papers, a decree will shortly be issued abolishing governmental control over the price of foodstuffs, thereby allowing merchants to fix their own price in the future as in normal times.

ABOLISHMENT OF CABLE CENSORSHIP: Last week the censorship which had been in effect since May, 1917, on cable messages between the United States and Cuba was abolished, and messages may now be sent just as they were before the censorship became effective.

GOVERNMENT IMPROVEMENTS IN THE BAY OF HAVANA: Newspapers report that the Cuban Government is making plans for the construction of a national shipyard, dry dock, wharves, marine hospital, etc., to be built at Triscornia, at which point the Quarantine Station is now located.

The Port Board of Havana has authorized the reconstruction of the wharf and small pier in front of the office of the Captain of the Port, known as the "Pila de Neptuno."

The Government has ordered demolished a considerable number of small wooden buildings which served as offices for Custom House inspectors located in the different Custom House districts of the Bay, and in their place will be built some seventeen new buildings of brick and stone.

NEW BANK BUILDING: Another of the leading banks of Havana, namely, the Banco Internacional de Cuba, is soon to have its own building, for which plans are now being made. This will be erected on property purchased by the bank for that purpose at the corner of Obrapia and Aguiar streets, just across from the Royal Bank of Canada's new building, now rapidly nearing completion.

RACING SEASON: The 1918-19 meet of the Cuban American Jockey Club came to a close at Oriental Park, Marianao, on April 6th, and is considered the most successful season they have held, during which time a number of local track records were broken. The race horses were shipped North in special trains, the majority of them going to Maryland and Kentucky points.

The report that the race track plant was sold to interests associated with the Havana Electric Ry., Light & Power Co. does not now appear to be confirmed, as it is stated the concession held by the present owners of the race track expires shortly and there is some question as to whether they will be able to get a renewal. The plans of the company which is now improving the bathing beach at Marianao call for the building of a pretentious race track plant and there have lately been other parties here who are reported to be considering the establishing of other race tracks.

PANAMA-KEY WEST AERIAL FLIGHT: Last week two U. S. Naval aviators started from Panama to fly to Key West by way of Bluefields, Nicaragua and Havana. They reached Bluefields safely, but after starting out from there met with motor trouble and had to descend. It is understood that as soon as repairs are made to the aeroplane they will resume the flight to Havana and thence to Key West.

CUBA CANE SUGAR CORPORATION: Major-General Goethals, U. S. A., retired, arrived here the fore part of this month accompanied by a large staff, for the purpose of making a personal investigation and report on the different sugar mill properties comprising the Cuba Cane Sugar Corporation. There have been rumors that the corporation's affairs were not being properly conducted and it is understood that the object of Major-General Goethals and his party is to investigate and make a full report in this connection.

UNITED STATES ENEMY TRADING LIST: Under date of April 14th the American Minister here sent the following notice to the newspapers:

"The Enemy Trading List, or the so-called 'Black List,' has been revised by the War Trade Board of the United States, the new list superseding all former lists.

"The United States Government is willing that all persons may now trade and communicate with individuals, firms and corporations whose names were contained in previous editions or supplements of the Enemy Trading List, but which are not included in the present revision, provided such individuals, firms or corporations are not believed to be trading directly or indirectly for, or on behalf of any of the individuals or firms on the revised list.

"The Revised Enemy Trading List for Cuba contains these names:

Heilbut, Enrique, San Ignacio 54, Havana,

Upmann, H., & Co. (bankers), Amargura 1, Havana,

Upmann, H., & Co., cigar and leaf tobacco, Carlos III, No. 159, Havana.

"The provisions of the 'Trading with the Enemy' Act continue in full force in respect to those on the Enemy Trading List."

WIRELESS TELEGRAPH SERVICE: On April 22nd the President issued a decree granting a concession in favor of the Pan-American Wireless Telegraph &

Telephone Co. to establish a radiograph service between Cuba, the United States, and other countries. This company is incorporated under the laws of the State of Delaware and, we understand, uses the Marconi system. The decree authorizes them to put up their own wireless plant within a radius of 150 miles of Havana.

Several years ago the De Forest Co. operated a wireless station at Havana, doing a commercial business between the United States and Cuba, but when the Cuban Government established its own wireless plant, they annulled the concession granted the De Forest Co. and since then there has been no privately owned commercial wireless service between Havana and foreign countries.

STRIKE SITUATION: Havana has had a rest from strikes, although there have been frequent rumors of new strikes being called. In fact, this week the cigarmakers and other workers in the tobacco factories, comprising several thousand persons, went on a strike and are endeavoring to get similar support from other laboring elements.

Labor Day in Cuba is May 1st, corresponding with the European day, and there are rumors that there will then be started many other strikes.

SPORTS: The city of Havana was one of the leading candidates to secure the Olympic games for 1920, and it was understood that her application was being favorably considered. However, when it was learned that Belgium had asked to have the games held there, Havana withdrew her application, but it is hoped that the next meet will be held here.

The National University baseball team is leaving here to make a tour of the United States to play with the leading college teams there.

During the past several weeks a chess tourney has been held at Havana between Raoul Capablanca, the Cuban champion, and Kostisch, the Serbian champion, the advantage so far being decidedly with the Cuban player.

VICTORY LIBERTY LOAN: The campaign in Cuba on behalf of this, the fifth and last popular War Loan of the United States Government, was opened with an enthusiastic meeting held in one of the principal theaters in Havana. It was attended by President Menocal and many members of his cabinet, the American Minister to Cuba, Hon. Wm. E. Gonzalez, and many other prominent Government officials. The American Minister presented a flag of honor to President Menocal, which was awarded by the United States Government to Cuba for the work done in the past in favor of the different Liberty Loans. Later gold, silver and bronze medals were presented on behalf of the American Government to the different members of the ladies' committee, which did such creditable work in connection with the Fourth Liberty Loan campaign. This was followed by the presentation of diplomas from the Treasury Department of the United States to leading male members of the Liberty Loan Committee for Cuba.

Cuba's allotment for the last Liberty Loan was \$6,000,000, and it was oversubscribed by some \$4,000,000. Her present quota is only \$3,000,000 and it is hoped that this will also be much more than covered.

MAY DAY CELEBRATION

May Day was celebrated in Cuba by organized labor of all classes by an almost complete tying up of industries in which union labor is employed. Street car traffic was shut down for twenty-four hours, beginning at midnight on April 30th. Interurban cars and railway trains came to a standstill for fifteen minutes at noon and work ceased in electric plants for the same length of time. No news-

papers were published, the linotypists, printers, and other union employes having presented written notice that they would cease work.

Laborers met at 8 P. M. on April 30th at the Central Labor Hall and watched the oncoming labor day break, and on May 1st there were parades and mass meetings at the Payret Theatre, where many speeches bearing on the labor problems were held.

THE PAW PAW TREE

By Alvin Fox,
Horticulturist on Tropical Plants.



Papaya Plant in Full Bloom.

The Papaya tree (Paw Paw) is cultivated in Cuba and other tropical countries. It is also grown very successfully in the southern parts of Florida. It is propagated by seed planted in rows eight feet apart and is cultivated like corn or other vegetables.

After sending up a single stalk from four to eight feet high or higher, it commences to bear at the age of about one year. Some plants have been known to have as many as 75 melons (Paw Paw) at one time. The plant lasts for about three years, bearing continuously.

A rich, well drained, sandy soil is best adapted to this plant. The fruit is a long

green or yellowish melon, weighing from 5 to 20 pounds; the flesh is red or yellow in color and very firm; the interior contains many black seeds.

The papaya (Paw Paw) contains a large percentage of papein, a chemical substance identical with pepsin, and possessing the same qualities; and the green fruit while still on the plant is cut on four sides through the skin only, and the white juice which exudes is collected and evaporated; this residue, a white powder or papein, is used by druggists in the manufacture of pepsin gum, etc.



Papaya (Paw Paw) Trees.

The flavor of this fruit is very fine and its pepsinal qualities make it an ideal fruit for dyspeptics.

The fruit is sold in local markets in Florida and also in New York City and other large cities in the United States.

HAVANA CENSUS

Havana's claim to being one of the most representative cities in the world is well borne out by the recent municipal census, which shows that in the past year the city gained 60,000 new citizens and now has 366,511 inhabitants.



Lower—Coffee Tree.

Upper—Orange Tree.

THE CULTIVATION OF COFFEE IN CUBA

From a Report of the U. S. Department of Commerce.

At one time in its history, Cuba was a great coffee-producing country and shipped more coffee annually than the island of Java. The high tide of exportation was reached when 22,956,575 pounds were exported. There were at that time more than 1,600 coffee "fincas," or farms, on the island, and all the coffee consumed in Cuba came from its soil.



Detail Leaves and Berries of Native Coffee Tree, Young and Green.
A Typical Spray in Fine Condition.

The existing government, however, taxed the industry until there was little profit left in it, the tax being advanced until it was 7 cents a pound in the hands of the grower. About 1850 there was a large coffee crop elsewhere in the world, and the price had fallen to a point where, with the tax, the crop would be produced at a loss. These conditions, together with the alluring prospects of the sugar industry (not then taxed), marked the end of coffee raising in Cuba. Many persons still living remember seeing



Coffee in Blossom.

ox and mule teams hitched to the slender, delicate coffee trees and hauling them out of the ground by the roots. Sugar cane was planted in the fields thus made vacant. The Provinces of Habana, Pinar del Río, as far as Artemisa, Matauzas, and part of Santa Clara were the coffee-growing regions. It is said that wherever there is an interesting looking old stone gateway with an avenue of royal palms leading from it, there is the site of some ancient coffee finca.

Cuba is reputed to consume more coffee per capita than any other nation, and this is easily believable when one has visited there. The early morning breakfast ("desayuno") invariably consists of coffee with boiled milk, some fruit, a toasted roll and butter. The regular breakfast at 11 or 12 ("almuerzo") is always accompanied by coffee. In the cities and towns, about 3:30 or 4 o'clock in the afternoon, the business men begin dropping into the cafes for a cup of the "cafe solo" (straight coffee) or the "cafe con leche" (with milk), as fancy may dictate. The dinner ("la comida") is finished with coffee. It is the "national drink" if there ever was one, yet Cuba does not produce one-fifth of the coffee it consumes.

The coffee-growing industry in Cuba offers many attractions to the investor or the

agriculturist—perhaps greater at present than any of the other crops grown on Cuban soil. It requires no great outlay of money; the crop, until it gets large, may be handled without the aid of expensive machinery; and the land most suitable for coffee (mountain and hill slopes, and at some altitude) is not fit for other crops and may be obtained cheaply—all the way from \$2.50 to \$10 per acre, depending upon its location with reference to transportation facilities and the like.

The Cuban Government several years ago realized the necessity of again stimulating the production of coffee on the island and imposed a tax of 11 cents per pound on all coffee imported. This practically shut from the Cuban market all except the very cheap grades and the Porto Rican coffee, which, under the reciprocity treaty with the United States, pays only 8½ cents per pound and forms the chief source of supply for Cuba. The imports from Porto Rico in 1915 were 18,542,013 pounds, valued at \$2,393,491. In addition, Cuba imported from the United States 1,842,219 pounds, valued at \$240,117; \$21,820 worth from Mexico; \$25,726 worth from Venezuela; and \$9,685 worth from Brazil.

The Cuban coffee is superior in flavor to the Porto Rican and on the open market sells at about \$28.00 per hundred-weight, while the imported coffee sells at \$21.50. Some new groves have been started in Oriente Province, the eastern mountainous end of the island, and a few plantings at other points, but the response to the opportunity has not been nearly as satisfactory as the Cuban Government was led to expect, or at all proportionate to the chance that the industry offers to agriculturists.

The coffee tree will grow and thrive in almost any soil in Cuba, but "new ground" and soil, where there are a good many rocks, with deep soil between the rocks, is very suitable. The ideal climate is that with a range of temperature not below 55 degrees F. and not above 80 degrees F. The best-flavored coffee is grown at elevations varying from 2,500 to 5,000 feet above the sea; but the Liberian coffee, which is not subject to blight and which is common in Cuba, can be produced at sea level and thrives best under 1,500 feet altitude. Coffee requires a semi-shade, which can be given very well by planting cacao trees at intervals among the coffee plants. Thus two crops may be gathered from the same land instead of one, and at the same time the coffee will be given the proper conditions for its successful growth. The coffee trees should be set at least 10 feet apart, giving 435 trees to the acre. The plants are raised from seed, sown in seed beds, or nurseries, and begin to bear when four years old. From that time forward the increase in production is rapid. A coffee finca in full bearing should produce a minimum of 700 pounds per acre, and 2,000 pounds per acre is not too much to expect from a full-grown, well-tended and fertilized coffee grove. The Cuban Experiment Station at Santiago de Las Vegas, Province of Habana, will furnish information as to lands available. The Cuban Government has none to sell or give away or for colonizing or homestead purposes. The land must be bought from the owners, and great care should be taken regarding the titles.

PINEAPPLE CROP

Advices received lately from Havana indicate that the Cuban pineapple crop is later than usual this year. Although the crop is expected to total about 275,000 crates, the same as that of last year, the quantity to be shipped to New York will be much less than last season, due to the dissatisfaction with the facilities offered for shipment by water. As a rule, Cuban pineapples reaching the New York market show nearly 50 per cent. decay

and the growers contend that there is no reason for such a loss on a short trip.

The bulk of the new crop is expected to be shipped to the Northwest and Middle West. Pineapples can be loaded at Havana and transported by car ferries of the Florida Coast Line to the Florida Keys and then routed to the West on a fast schedule. Shippers who have utilized that route say that the pineapples, when shipped in ventilated cars, reach Seattle showing only 25 per cent. decay.

CUBAN COMMERCIAL MATTERS

TRADE EXPEDITION

A trade expedition with unusual features is being undertaken by Arthur Liebes, of No. 1 Wall St., New York. Mr. Liebes intends to secure information of a specialized sort by means of moving pictures of trade conditions. A crew consisting of a technical director and two camera men from the Eastern Motion Picture Co. of New York accompany him. He will take scenes of interiors and exteriors of department stores, drug stores and banking institutions and of all sorts of mercantile activities. These moving pictures, when completed, will be shown before the Chambers of Commerce and Boards of Trade throughout the United States to show American manufacturers the retail and wholesale selling conditions in Cuba.

In addition to these pictures, Mr. Liebes will interview the leading merchants of the principal cities of Cuba and will investigate on behalf of American firms what chances their products have for being successfully exploited there.

Mr. Liebes will edit the film into a commercial travelogue of Cuba, to accompany his talks.

CUBAN EXPORT TRADE DURING THE WAR

Cuba prospered more than any other country as a result of the war, according to a pamphlet entitled "The Island of Prosperity," now being distributed by the Mercantile Bank of the Americas, 44 Pine Street, New York.

"Her exports increased to over \$250,000,000 (1917). At the same time her purchases abroad amounted to \$260,000,000, or just double her previous imports.

"Statistics for 1918 are not yet completed, but from present indications it is safe to estimate her exports at \$375,000,000, which is the island's foreign purchasing power today. It is expected that in 1919 the \$400,000,000 mark will be reached.

"Of the \$200,000,000 of foreign pur-

chases, Cuba spends nearly \$225,000,000, or 75 per cent., in the United States. For each additional million of purchasing power which she may acquire we may expect \$750,000 to be expended in this country."

MARKET FOR RAW COTTON, COTTON TEXTILES AND COTTON YARNS

The textile and clothing demands of Cuba are for the most part the same as those of an equal area in the Central or South-Central States during the summer season. Frost is unknown on the island, with the result that cottons and light-weight textiles are worn by both sexes, almost to the exclusion of woolens.

Trade in this branch can be said to be relatively well organized. Some well-known American concerns have agents stationed here, while others send salesmen regularly to this city, as they would to New Orleans or other cities of the Middle West. Many local concerns send their buyers to New York or to New England, just as is done by merchants of our own states. The fact that Habana is but 100 miles from Key West, and is of easy access by boat from New York, New Orleans, and other cities, will in itself suggest that its trade has not been overlooked by our traders. The market is, however, an increasing one, and with Cuba's large and profitable sugar interests, coupled with tobacco, mining, stock raising, shipping, and other interests, it may be assumed that the people will become increased buyers of a very large range of high-grade merchandise.

Statistics for the fiscal year 1916-17 show that Cuba's imports of manufactures of cotton goods for the year amounted to \$7,416,285. In this total the following were the principal countries represented: United States, \$3,724,138; Spain, \$1,446,965; United Kingdom, \$1,481,886. The total value of twilled goods imported was \$3,492,802.—*Consul General H. W. Harris, Habana.*

PRODUCTION OF ALCOHOL IN CUBA

Weekly Bulletin, Canadian Department of Trade and Commerce.

Although Cuba is not a large producer of alcohol at present, there is an opportunity to make this one of the leading industries of the island because of the large production of sugar. From the manufacture of a ton of sugar 40 gallons of molasses, or miel, result: from the latter, 16 gallons of alcohol of the first quality can be produced. The estimated production of sugar in Cuba for this season is about 4,000,000 tons.

Efforts are now being made to establish 10 plants, situated at convenient locations on the island, and fitted with the latest improved machinery. Large quantities of miel are shipped to the United States and other countries in tank steamers and tank cars. Before the war it sold as low as 2 cents a gallon, but since then the price has been as high as 10 cents a gallon.

The following table shows the exports of miel from 1912 to 1916, inclusive, with the countries of destination:

<i>Countries</i>	1912 <i>Gallons</i>	1913 <i>Gallons</i>	1914 <i>Gallons</i>	1915 <i>Gallons</i>	1916 <i>Gallons</i>
United States.....	35,423,484	42,382,685	62,367,741	82,886,767	115,120,986
Netherlands	3,043,450	1,440,000	1,455,000	.....	.....
United Kingdom.....	17,297,476	17,127,500	20,830,000	18,328,912	13,475,473
Germany	1,225	2,566	.....	.....	.....
Total	55,765,635	60,952,741	84,652,997	101,215,679	128,506,459

Alcohol made from miel, after supplying local demand, is exported in considerable quantities. Exports of alcohol from Cuba for five years, 1912 to 1916, and the average price a gallon received each year are as follows:

<i>Year</i>	<i>Gallons</i>	<i>Total Value</i>	<i>Price per Gallon</i>
1912	200,518	\$50,130	\$0.25
1913	229,478	52,871	.23
1914	173,941	31,684	.18
1915	418,523	193,653	.46
1916	2,570,329	1,800,535	.70

PAINT AND VARNISH MARKETS IN CUBA

Cuba is the United States' best paint customer, except Canada, in the Western Hemisphere, according to a recent report in "Commerce Reports." Our paint exports to Cuba are more than to all of the other Latin Republics of North America; they are 50 per cent. more than to Argentina, our best customer in South America; they are more than to all the South American countries, excluding Argentina and Brazil. In 1913 exports from this country to Cuba were valued at \$444,595; in 1918 they were almost four times this amount, the total for that year being \$1,660,228. In the first half of the 1919 fiscal year exports of this commodity were more than half of the 1918 figures, indicating a continued increase.

The item of greatest value in this class of exports to Cuba is ready-mixed paints. For seven years Cuba has bought more American ready-mixed paint than has any other country in the world. The shipments of white lead to Cuba are slightly more in quantity, though their value is only a tenth of that of the mixed paints. The exports of oxide of zinc to Cuba are also considerable, and the shipments of miscellaneous paints and colors amount to more than a third of the total. The 1919

export figures show a particularly large gain in dry colors, white lead, zinc, and other paint substances. There is a limited manufacture of paint in Cuba, and raw materials are ordered from the United States for local preparation.

GROWTH AND ORIGIN OF CUBA'S PAINT IMPORTS

The value of Cuba's total imports of paint in the fiscal year 1911 was \$664,635; in 1912 it was \$740,615; in 1914 it was \$808,014; in 1916 it reached \$1,000,925; and in 1917, the latest year for which detailed figures are available, the value was \$1,221,558. In 1918, as shown above, the imports from the United States alone exceeded the total 1917 figures by \$400,000.

The extent of Cuba's paint trade before and since the outbreak of the war and the origin of the imports of the principal classes of paints are shown in the following compilation from the original Cuban statistics of imports for the fiscal years 1914, 1916 and 1917 (the Cuban fiscal year is the same as that of the United States—from July 1 to June 30):

<i>Countries of Origin</i>	1913-14		1915-16		1916-17	
	<i>Quantity Kilos*</i>	<i>Value</i>	<i>Quantity Kilos*</i>	<i>Value</i>	<i>Quantity Kilos*</i>	<i>Value</i>
United States.....	85,371	\$5,893	153,774	\$7,554	104,168	\$5,892
Germany	41,371	1,244	.....	.....	.....	.....
Belgium	63,914	1,705	.....	.....	.....	.....
Spain	125,153	3,115	174,257	4,936	79,039	3,602
United Kingdom.....	26,592	1,852	7,664	308	11,549	609
All other	34,028	889	22,171	365	.....	.....
Total	376,429	\$14,698	357,866	\$13,163	194,756	\$10,103

<i>Countries of Origin</i>	1913-14		1915-16		1916-17	
	<i>Quantity Kilos*</i>	<i>Value</i>	<i>Quantity Kilos*</i>	<i>Value</i>	<i>Quantity Kilos*</i>	<i>Value</i>
United States.....	2,199,174	\$378,165	3,717,138	\$708,349	3,983,808	\$904,603
Germany	79,555	10,737	.....	.....	.....	.....
Spain	41,493	7,578	.....	.....	.....	.....
Belgium	478,410	37,361	85,074	11,494	66,555	14,501
France	85,436	9,903	19,471	3,631	3,373	1,169
United Kingdom.....	984,735	177,496	452,355	110,908	410,589	112,566
All other	14,261	932	12,513	2,543	42,240	9,022
Total	3,883,064	\$622,172	4,286,551	\$836,925	4,506,565	\$1,041,861

<i>Countries of Origin</i>	1913-14		1915-16		1916-17	
	<i>Gallons</i>	<i>Gallons</i>	<i>Gallons</i>	<i>Gallons</i>	<i>Gallons</i>	<i>Gallons</i>
United States.....	72,775	\$67,214	82,634	\$68,067	79,072	\$70,706
United Kingdom.....	3,547	4,810	3,576	6,312	951	2,957
All other	5,058	4,745	2,033	2,172	1,626	1,587
Total	81,380	\$76,769	88,243	\$76,551	81,649	\$75,250

<i>Countries of Origin</i>	1913-14		1915-16		1916-17	
	<i>Kilos*</i>	<i>Kilos*</i>	<i>Kilos*</i>	<i>Kilos*</i>	<i>Kilos*</i>	<i>Kilos*</i>
United States.....	199,163	\$64,947	211,215	\$62,511	173,455	\$83,449
Germany	20,142	13,457	54	23	.....	.....
Spain	5,179	1,621	5,582	2,515	6,887	2,688
France	11,287	7,463	4,096	4,434	1,168	1,537
United Kingdom.....	8,681	6,049	9,416	4,705	7,303	6,279
All other	1,461	838	202	98	238	409
Total	245,913	\$94,375	230,565	\$74,286	189,051	\$94,311

* 1 kilo=2,2046 pounds.

USES OF CERTAIN PAINTS IN CUBA

Cuba's color imports from Spain and France consist largely of red and yellow ochre, to be used as cold-water paint for plaster or cement surfaces. Like most Latin-American countries, Cuba has comparatively few frame buildings such as predominate in the United States outside of large cities. A large part of Cuba's imports from the United Kingdom is white zinc paste, which is ground with colors in linseed oil and used for the walls of buildings. For general finish work in Cuba it has been found that the best paint is a combination of white zinc, white lead, and linseed oil. For coating iron and structural-steel work, paints with a graphite base are more satisfactory, and the price of these paints leads to their general use. Red-oxide paints are also employed for the preservation of metal. Red lead was exported to Cuba from the United States to the amount of 163,800 pounds, valued at \$19,859, in 1918, the first year for which separate statistics were kept of this class of paints. The exports of paint to Cuba are chiefly in bulk, the ready-mixed paints being in barrels of 48 to 55 gallons, while small quantities are sent in tins of one-half pint to 5 gallons.

Cuba's proximity to the United States offers the prospect of continued growth in this trade. Improvements on sugar plantations call for paint of all kinds. The American consul at Santiago reports that the increasing popularity of American paint is due to its excellent quality, as well as to the low freights and preferential duties that favor it. Cuba gives a tariff reduction of 30 per cent. on paint and 20 per cent. on varnish when imported from the United States.

NEW STEAMSHIP SERVICE

JAMAICA-CUBA: A recent report from Consul Charles L. Latham, Kingston, Jamaica, states that a steamer passenger service has been inaugurated between Kingston, Jamaica, and Santiago de Cuba. For the past year small schooners have afforded practically the only means of passenger travel between Jamaica and Cuba. This service is an important link in the route between Jamaica and the United States via Key West and Cuba, which is being used extensively on account of the temporary lack of commodious passenger steamers between New York and Kingston.

The yacht *Lucinda*, of 130 gross tons, which has been purchased by Jamaican interests for this trade, is of American registry. It has a length of 124 feet and beam of 18 feet. Lloyds' surveyor in Jamaica has measured the vessel and has given permit for carrying 8 cabin passengers and 61 steerage "deckers." The passage takes approximately 16 hours. The British steam yacht *Nemesis*, of 385 gross tons, is also announced to make occasional trips in the Kingston-Santiago service, with accommodation for 12 cabin passengers and 100 "deckers."

HAVANA—EUROPE: Of a fleet of 15 wooden steamships of the war-built merchant marine, sold on April 17th to the Nacirema Steamship Co. of New York for \$650,000 per vessel, five will ply between Havana and European ports, according to a recent report from Washington. The report also states that the vessels will be operated by the Brooks Steamship Co. of New York, and it is expected that delivery will be made within a short time. It is understood that the purchasers have opened negotiations for the purchase of fifteen more vessels of the same type for immediate delivery and propose to take over a third fleet of the same size in the near future.

TRADE WITH CANADA

In the year 1918 Canada's imports from Cuba amounted to \$2,034,654, as compared with \$1,047,062 in 1917; and Canadian exports to Cuba were valued at \$4,879,779 in 1918, as compared with \$3,640,784 in 1917.

OIL REFINING PLANT

According to the *Havana Post* the Island Refining Corporation, a subsidiary of the Island Oil and Transport Corporation, has been formed to engage in the extraction of gasoline, fuel oil and other by-products of petroleum.

Colonel George A. Burrell, until recently commanding officer of the Experimental Station and Chemical Warfare Service, of the United States, is President of the new company.

The new company, formed under Virginia laws, has an authorized capitalization of \$6,000,000 7 per cent. and participating ten-year gold bonds and \$10,000,000 capital stock with a par value of \$100 a share.

Three plants will be constructed with an aggregate annual capacity of 5,400,000 barrels of crude oil. One plant will be built at Palo Blanco, Mexico; another on the Island of Cuba and the third on the Gulf coast in the United States. The Mexican and Cuban plants are to produce gasoline and fuel oil and the plant in the United States gasoline, gas oil and coke.

CUBAN CHAMBER OF COMMERCE

The Cuban Chamber of Commerce has recently elected a new board of directors. Several Americans appear among the directing members, especially in the section of navigation, where appear as voting members the names of Walter M. Daniel, A. E. Woodell, Marcel Le Mat and Fred A. Morris.

HIJOS DE JUAN REAL, S. EN C.

The firm of Hijos de Juan Real, S. en C., has been established at Santiago de Cuba to continue the business of Mr. Juan Real. The Company is formed of the following men: Managers, Messrs. Gabriel E. Real and Urbano S. Real; and Messrs. Barcardi & Cia., of Santiago de Cuba, as silent partners.

PENCILS AND PENCIL LEADS

During the calendar year 1918, the United States exported to Cuba pencils and pencil leads to the value of \$127,177.

ASSOCIATION OF ENGINEERS

There has been organized in the City of Havana an "Association of Members of American National Engineering Societies in Cuba," to foster the interests of the various National American Engineering Societies in Cuba, and to promote the discussion of engineering and technical topics of local interest. The membership of this association is restricted to members of the larger national societies.

The officers elected for the year 1919 are as follows:

President—Luther Wagoner, American Society Civil Engineers.

Vice-President—Geo. H. Nolan, American Society Civil Engineers.

Secretary—T. Carlile Ulbricht, American Society Mechanical Engineers.

Treasurer—Wallace R. Lee, American Society Mechanical Engineers.

There will be four regular meetings of the society each year, in addition to such special meetings as may be called from time to time by the President in conjunction with the Board of Directors.

CIENFUEGOS MOLASSES AND FUEL COMPANY

A company called the Cienfuegos Molasses & Fuel Co. (Compania de Mieles y Combustible de Cienfuegos) has been organized in Cienfuegos with an aggregate capital of \$550,000. The company will exploit molasses, its exportation, and the manufacture of products in which it is a prime element. The company has issued bonds to the value of \$450,000, which have been bought by members of the board of directors.

TRADE THROUGH PORT OF BOSTON

The figures given below represent the imports from, and the exports to, Cuba, clearing through the Port of Boston:

	Year Ending Feb. 28, 1919	
Imports—Feb. 1919...	\$3,825,522	\$23,249,818
Exports—Feb. 1918...	\$1,824,958	\$14,098,052
	Year Ending Feb. 28, 1918	
Imports—Feb. 1918...	\$1,869,831	\$11,544,608
Exports—Feb. 1918...	\$380,915	\$5,620,989

CUBAN FINANCIAL MATTERS

THE PREVAILING PRICES FOR CUBAN SECURITIES

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

	<i>Bid</i>	<i>Asked</i>
	<i>%</i>	<i>%</i>
Republic of Cuba Interior Loan 5% Bonds		
Republic of Cuba Exterior Loan 5% Bonds of 1941	99	100
Republic of Cuba Exterior Loan 5% Bonds of 1949		
Republic of Cuba Exterior Loan 4½% Bonds of 1949	83	85
Havana City First Mortgage 6% Bonds	100	101
Havana City Second Mortgage 6% Bonds	100	103
Cuba Railroad Preferred Stock	70	75
Cuba Railroad Co. First Mortgage 5% Bonds of 1952.....	80	82
Cuba Company 6% Debenture Bonds	90	100
Cuba Company 7% Cumulative Preferred Stock.....	90	100
Havana Electric Railway Co. Consolidated Mortgage 5% Bonds.....	86	89
Havana Electric Railway, Light & Power Co., Preferred Stock.....		
Havana Electric Railway, Light & Power Co., Common Stock.....		
Matanzas Market Place 8% Bond Participation Certificates.....	100	112
Cuban-American Sugar Co., Preferred Stock	176	185
Cuban-American Sugar Co., Common Stock		
Guantanamo Sugar Co. Stock	\$57	\$60
	<i>%</i>	<i>%</i>
Santiago Electric Light & Traction Co. 1st Mortgage 6% Bonds.....	80	90

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 28th compares as follows:

	1919	1918	1917	1916	1915	1914	1913
February gross.....	\$1,165,474	\$1,164,564	\$395,630	\$721,363	\$522,586	\$488,121	\$465,147
Expenses.....	837,270	712,767	362,698	298,287	234,742	239,121	235,673
February net.....	328,203	451,796	32,931	423,075	287,843	249,000	229,473
Other income	13,385	1,237	945	.....	.....	.....	.....
Net income.....	341,588	453,034	33,877	423,075	287,843	.....	.....
Charges.....	94,816	105,004	94,758	88,241	72,308	66,791	66,791
Other interest chgs..	11,166	.....	.....	.....	.....	.....	.....
Surplus for December	235,605	348,030	60,880	334,833	215,535	182,208	162,681
Eight months gross .	7,298,169	6,947,914	4,331,925	3,953,142	3,073,936	3,139,875	2,874,421
Net earnings.....	1,612,128	2,042,241	1,224,445	1,933,856	1,472,173	1,468,384	1,301,675
Other income	102,105	10,779	8,528	6,097	.....	.....	.....
Fixed charges	759,482	846,193	728,744	628,111	564,622	534,333	534,055
Other interest chgs.	94,874	.....	.....	.....	.....	.....	.....
Eight months surplus	\$859,876	\$1,206,827	\$504,230	\$1,311,843	\$997,551	\$934,051	\$779,620

EARNINGS OF THE UNITED RAILWAYS OF HAVANA.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914	1913
Week ending April 5th.....	£92,788	£84,493	£59,571	£58,810	£46,042	£39,836	£50,454
Week ending April 12th.....	96,298	83,075	56,142	57,904	55,668	35,023	48,337

EARNINGS OF THE WESTERN RAILWAY OF HAVANA.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914
Week ending April 5th.....	£13,396	£14,380	£8,589	£7,005	£5,738	£5,047
Week ending April 12th.	12,598	11,944	9,332	7,036	6,277	6,615
Week ending April 19th.	11,276	12,917	9,007	6,318	6,739	6,458

EARNINGS OF THE CUBAN CENTRAL RAILWAYS.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914
Week ending April 5th.....	£41,964	£35,173	£30,782	£27,861	£19,129	£15,742
Week ending April 12th.	39,264	34,620	26,525	27,737	22,004	16,656
Week ending April 19th.	36,201	35,419	28,041	24,643	23,509	28,492

EARNINGS OF THE HAVANA ELECTRIC RAILWAY, LIGHT & POWER CO.

<i>Month of February:</i>	1919	1918	1917	1916	1915	
Gross earnings.....	\$703,156	\$617,071	\$504,325	\$489,543	\$444,404	
Operating expenses.....	352,146	279,333	210,852	177,766	175,928	
Net earnings.....	351,010	337,738	293,473	311,777	268,476	
Miscellaneous income.....	5,498	10,106	8,088	4,502	10,374	
Total net income.....	\$356,508	\$347,844	\$301,561	\$316,279	\$278,850	
Surplus after deducting fixed charges..	208,057	218,655	131,970	197,204	170,161	
<i>2 Months to February 28th:</i>						
Gross earnings.....	\$1,429,514	1,262,081	1,051,813	981,617	918,128	
Operating expenses.....	730,465	561,634	440,816	364,051	365,419	
Net earnings.....	699,049	700,447	610,997	617,566	552,709	
Miscellaneous income.....	14,510	18,953	14,456	14,297	15,463	
Total net income.....	\$713,559	719,400	625,453	631,863	568,172	
Surplus after deducting fixed charges..	416,704	462,193	303,448	397,396	350,995	

CUBA CANE SUGAR CORPORATION

THIRD ANNUAL REPORT.

FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 1918

CANE PRODUCTION

To the Shareholders:

Owing to the drought, particularly in the Western section of Cuba, and because of the cane that was left uncut in our Eastern plantations due to the late arrival of machinery, we did not grind the amount estimated early in the season, namely, 442,000,000 arrobas (4,933,000 tons).

The total quantity of cane ground this year, as compared with previous years, is as follows:

1915-1916	359,955,746 arrobas or 4,017,363 tons of 2,240 lbs.
1916-1917	393,584,058 arrobas or 4,392,679 tons of 2,240 lbs.
1917-1918	409,900,529 arrobas or 4,574,782 tons of 2,240 lbs.

However, with only 16,316,471 arrobas more cane ground during the 1917-1918 crop, your Company made 351,704 bags in excess of the 1916-17 crop, thus showing a considerably better yield.

SUCROSE IN THE CANE

The average percentage of sucrose in the cane of the 17 plantations during the three crops was as follows:

1915-16	1916-17	1917-18
13.87%	13.00%	13.31%

From these figures it will be seen that last year's average sucrose in the cane was 0.31% more than in the previous year, but still 0.56% below 1915-16.

This increase in the sucrose at your plantations was not general throughout Cuba, many plantations having had a decrease as compared with the previous year.

Of your plantations the one that showed the highest percentage of sucrose in the cane was "Stewart" with 14.49%, which is quite remarkable, as in former years this plantation was noted for its supposedly poor cane.

LOSSES IN MANUFACTURING

Our total losses in milling, molasses, mudcake and undetermined, during the three crops, were as follows:

1915-16	1916-17	1917-18
3.07%	2.67%	2.36%

By these figures it is seen that we have improved considerably in our manufacturing, the losses this year being 0.31% less than in 1916-17 and 0.71% less than in 1915-16.

The decreased percentage of losses shows the greater efficiency due to the improvements in the sugar houses and manufacturing control. We hope in time to reduce the total losses to 2% or under; at present we have only three estates with losses below 2%.

In order that the stockholders may appreciate the material importance of a decrease in percentage of losses resulting from greater efficiency in the work of the machinery or from gain in the sucrose content of the cane, it is well to point out that $\frac{1}{2}$ % gained in either way, on the quantity of cane estimated for the coming crop, would mean an additional yield of 100,000 bags of sugar without any outlay other than the cost of the bags, railroad freight and shipping expenses. Therefore, $\frac{1}{4}$ % decrease in losses in manufacturing or increase in sucrose in the cane, would mean, at present prices, from \$1,500,000.00 to \$1,750,000.00 increased net earnings.

AMOUNTS PAID TO COLONOS FOR THEIR CANE

As our supply of cane increases in the Eastern plantations, where the colonos receive a smaller percentage of sugar for their cane, the *average* percentage given to all the colonos is naturally lower, as can be seen by the following figures:

Percentage of Sugar given to Colonos in Payment for their Cane:

1915-16	1916-17	1917-18
6.383%	6.337%	6.254%

YIELD OF 96° CENTRIFUGALS

The yield of the three crops in 96° Centrifugals is as follows:

1915-16	1916-17	1917-18
11.25%	10.76%	11.41%

These figures show an average increase of .65% over last year and .16% over 1915-16, notwithstanding that in the latter crop the sucrose in the cane was .56% higher than this year, as already reported, thus proving the greater efficiency of the sugar houses derived from the improvements recently made to the machinery.

Had the sucrose in the cane this year been the same as in 1915-16, namely, 13.87% instead of 13.31%, the yield of 96° Centrifugals, with the same improvements in machinery, would have been about 12%, or 186,000 bags over what was actually made, which would have increased the earnings of your Company by \$2,500,000.00.

CROPS MADE BY THE COMPANY

1915-16		1916-17		1917-18		1918-19	
<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Estimated</i>	
<i>Bags</i>	<i>2,240 lbs.</i>	<i>Bags</i>	<i>2,240 lbs.</i>	<i>Bags</i>	<i>2,240 lbs.</i>	<i>Bags</i>	<i>2,240 lbs.</i>
3,174,168	452,035	3,261,621	472,542	3,613,325	521,328	4,000,000	580,000
						to 4,200,000	to 600,000

These figures show an increase of 351,704 bags for 1917-18 over the 1916-17 crop and of 439,157 bags over the 1915-16 crop, and for 1918-19 an estimated increase of approximately 1,000,000 bags over our first crop of 1915-16.

COMPARATIVE EARNINGS PER POUND OF SUGAR

For the purpose of comparing the f. o. b. price per pound obtained during the last three crops, the proceeds from "Molasses" and "Other Earnings" are included in the following:

1915-16	1916-17	1917-18
4.112c	4.479c	4.630c

From these figures it is seen that your Company only obtained .151c per pound f. o. b. more this year than last year for its sugar. This was due to your Company having sold the previous crop at very favorable cost and freight prices, with very low rates of marine freight.

COST OF PRODUCTION

The cost of producing sugars on an f. o. b. basis at your factories during the last three crops was as follows:

1915-16	1916-17	1917-18
2.748c	3.431c	3.998c

The vendors of your properties bore the dead season expenses of the 1915-16 crop, hence the low cost of production in that year.

The cost of production may be divided as follows:

63% for Cost of Cane—this is paid to the colono in sugar which is subsequently bought by the Company at the price fixed by the United States Sugar Equalization Board, under its contract of purchase of the season's crop.

26% for Salaries, Wages, Fuel, General Supplies and Maintenance during the Dead and Crop Seasons and Fiscal Year expenses.

11% for Bags, Inland Railroad Freight, Shipping Expenses and Cost of delivering the Sugars at the Port of Discharge.

COST OF CANE: The general practice in Cuba is to purchase the cane from the tenant farmer (colono) by allowing him a percentage in sugar per hundred of cane. This sugar is then bought by the mill at a price based on the ruling market price. As the price of sugar fixed by the contract with the United States Sugar Equalization Board, Inc., for the 1918-1919 crop will be about 20% higher than that of last year, the price of cane will also be higher, but this increase in cost will be offset to the Company by its obtaining a correspondingly higher price for its sugars.

It is not expected that the other two items of cost will be materially increased. Careful calculations show that the average cost of producing sugar in many plantations in Cuba was .50c to .60c per pound greater than in the previous year. The increased cost to your Company was .567c per pound. Not having sold this

crop at a materially higher price than the previous crop (only .151c per pound, as already stated), it had to bear additional burdens of expense with but little offset save the increased yield and larger crop.

CAPACITY OF THE EASTERN MILLS

The following table shows the capacity and production of these mills during the last three crops:

	1915-16, <i>Bags</i>		1916-17, <i>Bags</i>	
	<i>Capacity</i>	<i>Production</i>	<i>Capacity</i>	<i>Production</i>
Jagueyal	220,000	233,545	250,000	251,013
Moron	200,000	170,262	200,000	181,045
Lugareño	140,000	154,059	140,000	67,600
*Stewart .....	.....	.....	450,000	378,097
	<u>560,000</u>	<u>557,866</u>	<u>1,040,000</u>	<u>877,755</u>
	1917-18, <i>Bags</i>		1918-19 <i>Bags</i>	
	<i>Capacity</i>	<i>Production</i>	<i>Capacity</i>	<i>Estimated Production</i>
Jagueyal	320,000	326,200	450,000	400,000
Moron	400,000	315,439	500,000	475,000
Lugareño	270,000	117,200	320,000	320,000
Stewart	500,000	416,560	600,000	550,000
	<u>1,490,000</u>	<u>1,175,399</u>	<u>1,870,000</u>	<u>1,745,000</u>

* The "Stewart" mill had not been acquired by your Company at the time of the crop of 1915-16.

The equipment of the Western plantations has been generally improved. These improvements are reflected in the reduced losses in manufacturing.

SUPPLY OF CANE

Based on the quantity of cane that we had left over from last year and the additional plantings made in 1917, the quantity of cane available for the coming crop is now estimated at approximately 480,000,000 arrobas, which shows an approximate increase of 70,000,000 arrobas of cane (781,250 tons) over the quantity ground in the season just ended.

With the same yield as in the case of the 1917-1918 crop the total output for the coming crop should, with favorable weather and adequate labor, be approximately 4,200,000 bags.

As the sugar mills are now equipped to their full capacity, your Management will devote its attention chiefly to maintaining the quantity of cane, in order to have sufficient to run all of them at full capacity during coming crops, when we are likely to have favorable prices.

GENERAL REMARKS

The chief difficulty experienced by your Company during the campaign just ended was due to the late deliveries of some of the machinery ordered and to the late shipment thereof, caused by the war, and the restrictions imposed upon all manufacturers in the United States.

It is owing to this that the benefits from the program inaugurated by your Company in August, 1916, for increasing the capacity of its sugar mills in the Eastern section of Cuba were not fully realized.

The program of August, 1916, for increasing the capacity of the mills was made at a favorable time, but by reason of the entry of the United States into the war, great difficulties were encountered which, though overcome, necessitated larger expenditures than had been anticipated. The whole program will be practically completed by the time the coming campaign starts.

Your Company, having begun the installations in 1916, has them completed now with machinery which today it would be most difficult to duplicate.

As a result of the aforesaid delays in the delivery of the machinery, the estate "Lugareño" did not start to grind until February 17, 1918, and at no time during that crop did the factory grind at full capacity. This resulted in the production at that estate being disappointing, namely, 117,200 bags, or nearly 130,000 bags less than had been estimated. "Moron", another estate where the capacity of the factory had been materially increased, also started late to grind, but was able to make 315,439 bags, about 70,000 bags less than had been estimated.

Notwithstanding the higher yield obtained, the Operating Profit of your Company this year was lower than that of the previous year. This was due to:

- Higher salaries and wages;
- Higher cost of general supplies, such as coal, bags, etc.;
- Deterioration or falling off in test on sugars so long kept in warehouse;
- Increase of 25-30% in Cuban railroad freights;
- Cuban taxes of 20c a bag;

Late start of grinding at the Eastern plantations because of late arrival of machinery and because of these factories not being able to grind at full capacity.

LANDS

Your Company acquired through ownership during the year 578 caballerias (19,300 acres) and through lease 986 additional caballerias (32,800 acres), so that now your Company owns in fee 11,215 caballerias of land, equal to 373,800 acres, and holds under lease, many of these leases being for long periods, 6,932 caballerias of land, equal to 231,000 acres, the total lands owned and leased being 18,147 caballerias, equal to 604,800 acres.

RAILROADS

Your Company now owns and operates for the transportation of its products and supplies, 1,061 kilometers (663 miles) of railway, of which 758 kilometers are standard gauge and 303 kilometers are narrow gauge; together with equipment consisting of 111 locomotives, of which 77 are standard gauge and 34 narrow gauge, and 3,450 cane and other cars, of which 2,213 are standard gauge and 1,237 are narrow gauge.

PROPERTY ACCOUNT

Original cost of the 17 Plantations, including taxes, Notary fees, etc... \$48,983,296.68
Additional Purchases:

Central "Stewart"			\$8,400,000.00	
Warehouses			159,600.00	
Lands			2,236,330.98	
Taxes, Notary fees, etc., thereon.....			119,371.10	
				\$10,915,302.08
Less sale of Central "Asuncion".....	\$425,000.00			
Sale of Machinery, etc.	485,267.43	910,267.43		
				\$10,005,034.65
Add Improvements, etc.:				
<i>Fiscal Year</i>	<i>13 Western Plantations</i>	<i>4 Eastern Plantations</i>	<i>Total</i>	
1915-1916	\$264,603.13	\$155,131.08	\$419,734.21	
1916-1917	2,376,123.95	2,657,229.86	5,033,353.81	
1917-1918	1,835,050.42	8,246,313.70	10,081,364.12	
	\$4,475,777.50	\$11,058,674.64	\$15,534,452.14	25,539,486.79

Total Cost of Properties as at Sept. 30, 1918.....	\$74,522,783.47
Machinery and Construction Material on hand	767,665.30
Total	\$75,290,448.77

Your mills are now equipped to their full capacity, the construction program having been practically completed at the date of this report.

RENEWALS, BETTERMENTS AND DEPRECIATION

During the fiscal year your Company has in conformity with its usual practice made adequate expenditures for renewals, repairs and for making changes in the location of machinery in some of the plantations, all of which has been charged to operating expenses before arriving at the operating profit of the Company. Part of the improved result in manufacturing was due to these charges in location of machinery at some of the Western plantations.

Your plants are now in a far better operating condition than they have ever been. In addition to the cost of repairs and renewals, your Directors have made a charge of \$1,750,000 for Depreciation.

Your properties could not be duplicated at present for their cost to date.

EARNINGS AND EXPENSES FISCAL YEAR ENDED SEPTEMBER 30, 1918

		<i>Per Bag Average 323.18 lbs.</i>
EARNINGS:		
Sugar Sales	\$57,443,014.70	\$15.90
Molasses Sales	1,056,772.17	.29
Other Earnings	571,494.03	.16
TOTAL EARNINGS	\$59,071,280.90	\$16.35
EXPENSES:		
Cost of Cane, per 100 arrobas, \$7.24.....	\$29,678,146.97	\$8.21
Dead Season Expenses—Salaries, wages, materials and supplies, repairs and renewals	3,926,411.44	1.09
Crop Expenses (Salaries and wages, materials and supplies, fuel, maintenance, administration—Cuba and United States)	6,866,662.81	1.90
Fiscal Year Charges:		
Fire, tornado, boiler, liability insurance.....	328,042.37	.09
Cuban taxes on sugar	421,386.50	.12
Cuban taxes on molasses	67,966.15	.02
Cuban taxes on real estate	136,899.34	.04
Legal expenses	51,354.35	.01
Sugar Expenses:		
Sugar bags and packing	1,834,642.99	.51
Sugar inland railroad freights	1,428,207.93	.40
Sugar shipping expenses	629,194.92	.17
Sugar insurance	423,436.97	.12
Selling and landing expenses	881,879.93	.24
TOTAL EXPENSES—F. O. B.....	\$46,684,232.67	\$12.92
Marine Freights	4,996,444.25	1.38
TOTAL EXPENSES—Delivered	\$51,680,676.92	\$14.30
OPERATING PROFIT, September 30, 1918.....	\$7,390,603.98	\$2.05

Appended to this report are the Balance Sheet and Profit & Loss Account as of September 30, 1918.

EXPERIMENTS

Realizing the importance of increasing the sucrose in the cane and the tonnage of cane per acre, your Company has been carrying on experiments, in a small way, for the improvement of the cane seed, in irrigation and in mechanical devices for cutting the cane (cane cutters being the only class of labor in Cuba that is really scarce) and for hauling it, in order to discard the primitive and slow ox-driven carts and to economize in labor employed in driving these carts.

The experiments have not progressed far enough as yet to warrant any report being given.

The installations of machinery to which your Management had directed its efforts being now about completed, more attention can be given henceforth to these experiments.

CONTRACT FOR THE SALE OF THE COMING CROP

The whole Cuban crop of 1918-19 has been sold to the United States Sugar Equalization Board, Inc., at basic prices of 5.50c f. o. b. North Side ports and 5.45c f. o. b. South Side ports, which is .90c per pound increase over last year. Your Company will reap the benefit of this increase on its quota of sugar.

FUTURE PROSPECTS

The scarcity of sugar being world-wide, prices, whether controlled by the Government or otherwise, may be expected to be satisfactory for several years after peace.

Acknowledgment is made of the loyal co-operation of all officers and employees during the year.

BALANCE SHEET—SEPTEMBER 30, 1918

ASSETS

PROPERTIES AND PLANTS	\$74,522,783.47	
MACHINERY AND CONSTRUCTION MATERIAL ON HAND	767,665.30	\$75,290,448.77
CURRENT ASSETS, ADVANCES TO COLONOS AND GROWING CANE:		
Cultivations—Company Cane	\$2,771,852.99	
Materials and Supplies	3,211,158.68	
Advances to Colonos <i>less</i> Reserve for Doubtful Accounts	9,052,710.18	
Advances to Stores and Sundry Advances.....	211,092.58	
Molasses on hand	261,112.95	
Accounts and Bills Receivable, <i>less</i> Reserve for Doubtful Accounts	1,026,885.76	
Cash	700,712.96	
Cash on Deposit to meet Preferred Dividend Due October 1st, 1918	875,000.00	18,113,525.20
SECURITY FOR REDEMPTION OF LIENS AND CEN- SOS ON PROPERTIES:		
Cash deposited in Trust Company and Bank....	\$1,263,205.07	
Bonds of Cia. Central Mercedes deposited.....	60,000.00	1,263,205.07
DEFERRED CHARGES:		
Insurance, Rents and Taxes paid in advance.....	\$490,490.90	
Interest paid in advance	125,805.38	
Items in Suspense	290,682.54	606,978.82
		<u>\$95,271,157.86</u>

LIABILITIES

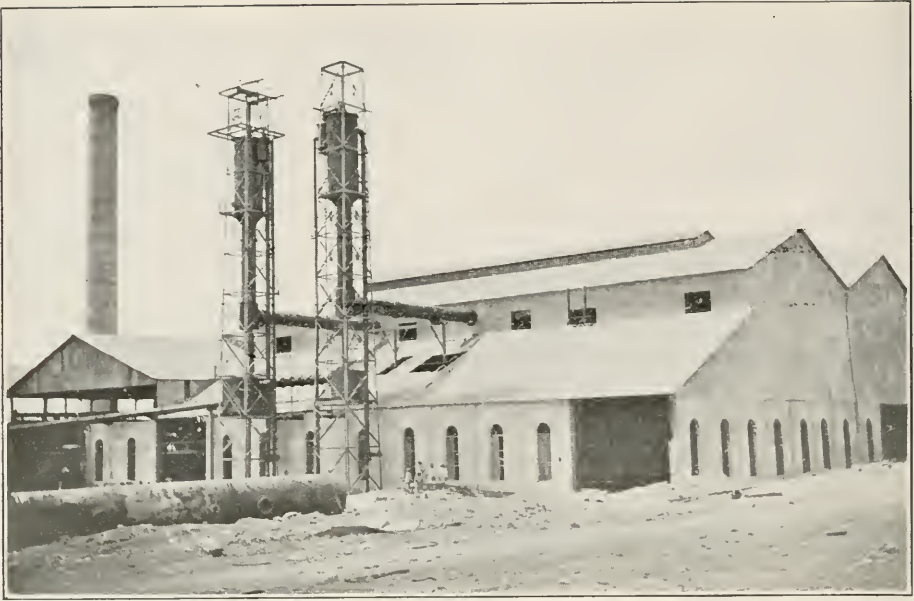
DECLARED CAPITAL		\$52,500,000.00	
500,000 Shares 7% Cumulative Convertible Preferred Stock, par value \$100.00 each,			
500,000 Shares Common Stock, without nominal or par value,			
BILLS PAYABLE	\$12,000,000.00		
DRAFTS OUTSTANDING	1,400,497.72		
ACCOUNTS PAYABLE AND ACCRUED CHARGES....	5,864,607.67		
PREFERRED DIVIDEND No. 11 (Payable October 1st, 1918)	875,000.00	20,149,105.39	
LIENS ON PROPERTIES—Cash Deposited, per contra..	\$601,183.50		
CENSOS ON PROPERTIES—Cash Deposited, per contra	602,021.57		
BONDS OF CIA, CENTRAL MERCEDES, OWNED BY CORPORATION AND OUTSTANDING AS GUAR- ANTEE, per contra	60,000.00	1,263,205.07	
RESERVES:			
Taxes, etc.	800,000.00		
Depreciation	4,750,000.00	5,550,000.00	
DEFERRED LIABILITIES:			
Balances in respect of purchases of additional lands	1,194,909.79		
Items in Suspense	323,988.49	1,518,898.28	
SURPLUS ACCOUNT:			
Balance		14,292,949.12	
CONTINGENT LIABILITY:			
Notes Guaranteed	\$30,000.00		
			\$95,274,157.86

PROFIT AND LOSS ACCOUNT—SEPTEMBER 30TH, 1918

Operating Profit for year ended September 30th, 1918.....		\$7,390,603.98	
<i>Less:</i>			
Interest and Exchange	\$679,651.56		
Reserve for Taxes, etc. (including Income Taxes, U. S. and Cuba)	834,525.00		
Reserve for Depreciation	1,750,000.00		
		3,264,179.56	
Balance being Net Profit for the year carried to Surplus Account.....		\$4,126,424.42	

SURPLUS ACCOUNT—SEPTEMBER 30TH, 1918

Balance at October 1st, 1917		\$13,666,524.70	
<i>Add:</i>			
Net Profits for the year, per Profit & Loss Account		4,126,424.42	
		\$17,792,949.12	
<i>Deduct:</i>			
Dividends on Cumulative Convertible Preferred Stock, payable:			
No. 8, January 1st, 1918	\$875,000.00		
No. 9, April 1st, 1918	875,000.00		
No. 10, July 1st, 1918	875,000.00		
No. 11, October 1st, 1918	875,000.00		
		3,500,000.00	
Balance, September 30th, 1918		\$14,292,949.12	



Central Orozco, Province of Pinar del Rio.

SUGAR REVIEW

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

Our last review for this magazine was dated April 4.

With the winding up of the sugar-making campaign at the Utah factories last month the 1918-19 domestic Beet Crop has come to a close, and we have since been compiling from the reports of the factories the figure of total production which is given by us herewith as 674,892 tons, slightly less than the outturn of the 1917-18 crop. The prospects of any increase in the production during the past season over previous years were poor from the start; the season was late, which fact, combined with the unsettled state of affairs early in the year regarding the price to be paid for beets, and also the fact that farmers were able to secure better prices on other crops, had their influence on the amount of acreage which the factories could contract.

Despite a considerable reduction in acreage, Colorado still ranks as the largest producing state with an outturn of 171,320 tons of sugar against 209,177 tons produced last year. California is second with 109,639 tons despite the fact that this State suffered the heaviest reduction in acreage of all. Outturn last year was 185,208 tons. Michigan after two unsatisfactory seasons has again taken her place among the leading states in Beet Sugar Production, and ranks third with an outturn of 108,782 tons. Utah with 97,022 tons has dropped back to the fourth position, although showing a good increase over last year. Incidentally, the crop just finished in Utah is the largest ever produced in the State. Nebraska shows a good increase over previous years and Idaho and Ohio both have small increases.

The total tonnage of beets sliced was 5,089,643 tons against 5,095,217 tons last campaign. Of this quantity Colorado sliced 1,217,346 tons, Michigan 857,514 tons, Utah 802,934 tons, and California 759,178 tons.

The average yield of sugar per acre was 1.13 tons against 0.99 tons in the 1917-18 season, 0.94 tons in 1916-17, and 1.18 in 1916-17.

The total number of factories operated was 89, those at Lamar, Col., Las Animas, Col., Waverly, Iowa, Fallon, Nevada, Missoula, Mont., and Chino and Corcoran, Cal., being the old factories that did not work. There were also several new plants that expected to work but were not completed in time owing to war conditions.

The following table gives the 1918-19 and 1917-18 crops in comparison:

STATES.	Factories Operated	Sowings Acres	1918-19		1917-18		Sugar Produced Tons 2,240 lbs.	
			Beets Received Tons 2,240 lbs.	Sugar Produced Tons 2,240 lbs.	Factories Operated	Sowings Acres		Beets Received Tons 2,240 lbs.
Ohio	5	32,574	288,449	28,569	5	24,271	176,446	21,866
Michigan	16	114,366	857,514	108,782	14	103,056	456,248	56,525
Nebraska	4	42,743	404,699	56,692	4	51,328	396,427	48,115
Colorado	14	125,880	1,217,346	171,320	15	161,671	1,562,568	209,177
Utah	16	83,166	802,934	97,022	15	80,707	634,493	76,033
Idaho	7	32,306	291,944	39,897	7	38,030	255,751	34,263
California	13	100,958	759,178	169,639	14	158,113	1,186,918	185,298
Indiana.....	*14	61,647	467,579	62,971	†17	67,504	426,366	51,680
Illinois.....								
Wisconsin.....								
Minnesota.....								
Montana.....								
Kansas.....								
Wyoming.....								
Iowa.....								
Washington.....								
Total	89	593,640	5,080,643	674,892	91	684,680	5,095,217	682,867

* Includes four factories in Wisconsin, three in Wyoming, and seven States each operating a single factory.

† Includes four factories in Wisconsin, three in Wyoming, two in Montana and one each in Indiana, Illinois, Iowa, Minnesota, Kansas, Nevada, Oregon and Washington.

Regarding our domestic cane crop in Louisiana final figures of the 1918-19 outturn have not yet come to hand, and we are consequently maintaining our estimate of about 240,000 tons. Over the new crop prospects there is not much enthusiasm, and, according to our Louisiana friends, reports have been received of restricted acreage in spring planting, due to bad seed cane. The area actually planted has in some cases been only half of that which it was intended to plant, but in general the reduction will probably not exceed 10 per cent.

The harbor strike in the Port of New York, which has been in force since March, has been settled since we last wrote you, and conditions in the harbor will be normal as soon as the congestion caused by the strike has been cleaned up. Deliveries for export recently have been large and during one week we have had steamers loading or which have completed loading at New York and Philadelphia, the cargoes of which have amounted to 25,000 to 30,000 tons. The export business passing with various neutrals is only moderate, but negotiations are under way for an additional 100,000 tons to be manufactured by our refiners on a toll basis for the British Royal Commission on the Sugar Supply. This will make the total export of refined sugars to Great Britain, France and Italy about 500,000 tons, all of which is expected to be taken by the Royal Commission before the arrival of their Java purchases in October.

Our cable from the Philippine Islands reported shipments during March of 4,000 tons to U. S. Atlantic Ports, which sugars are not yet sold, and 10,000 tons to the West Coast. We have reduced our estimate of the crop some 30 per cent., and it is now probable that the outturn figure will be in the neighborhood of 160,000 tons.

Exports from Java during March as reported to us by cable amounted to 129,000 tons, of which 61,000 tons were destined to Europe, 68,000 tons elsewhere, chiefly Eastern countries, but including 3,000 tons to Egypt and 8,000 tons to Australia. There are no Java sugars now afloat to the United States. Estimate of the new crop, on which harvesting is just beginning, has been increased to 1,300,000 tons.

The situation is unchanged as far as refined sugar prices are concerned, basis for which is 9 cents less 2 per cent. Only a moderate business is doing, but the warmer weather will no doubt have its influence on the consumption and with the large exports for the Royal Commission our refiners will be hard put to care for the increased demand during the summer months.

New York, N. Y., April 28, 1919.

CENTRAL HORMIGUERO, S. A.

We regret to announce that due to a typographical error the estimated crop of the Central Hormiguero S. A. of Hormiguero, Province of Santa Clara, for the season of 1919, which was indicated as 200,000 bags in the Table of Active Sugar Plantations appearing in the March issue of THE CUBA REVIEW, is incorrect and should be 250,000 bags. This Central was the largest producer in the district of Cienfuegos last season. Up to April 26th, this year, it had already produced 205,000 bags of sugar, with every prospect of bringing the total of this season up to the original estimate of 250,000 bags. It is under the able management of Mr. Elie L. Ponvert, its President, whose residence is at Hormiguero, Cuba. The owner's address is Hormiguero, Cuba, Central Hormiguero S. A., having no office in New York City.

GENERAL GOETHALS

General G. W. Goethals, who went to Cuba early in April at the head of a committee to investigate the properties and affairs of the Cuba Cane Sugar Corporation, returned to the United States on the steamer sailing from Havana April 12th, according to a note published in *Facts About Sugar*.

During his stay in Cuba General Goethals, with the other members of the committee, visited all the Cuba Cane mills and also Centrals San Vicente, Washington, Violeta, and Tuinucu, all of which are identified with the Rionda interests.

While no announcement of the impressions formed by the committee as a re-

sult of their inspection has been made, it is understood that one result of the trip was to show the need of expenditure for upkeep of the mills, machinery, and buildings of the various properties. This was especially the case with the smaller mills, as contrasted with the larger ones on which considerable sums have been laid out for betterments. The committee is reported to have been much impressed by its visit to Tuinucu, which is the flower of the Rionda centrals and, probably, the most profitable mill in the island.

DISTILLERS FOR SUGAR FACTORIES

The Department of Agriculture in Cuba is advocating the establishment of a distillery at every factory, on the ground that a ready market for the alcohol produced may be created locally to replace gasoline for driving motors. With gasoline at an average of about 45c a gallon, a cheaper fuel is highly desirable, and the owners of gasoline-driven cars would profit as well as the producers of alcohol.

CENTRAL REFORMA

It is reported that an American company has bought the Central Reforma, situated two miles from the town of Calbarien. The sale included all appurtenances and properties of this sugar mill. The former owner was General Francisco Carrillo. The sale price was \$2,000,000.

ITALIAN CROP

The entire Italian sugar crop of this year has been taken over by the government under an agreement with the sugar producers.

REVISTA AZUCARERA

Escrita especialmente para THE CUBA REVIEW por Willett & Gray, de Nueva York.

Nuestra última reseña para esta publicación estaba fechada el 4 de abril de 1919.

Con la terminación de la elaboración del azúcar en las fábricas de Utah el mes pasado la zafra de azúcar de remolacha del país ha llegado á su fin, y desde entonces hemos estado recopilando por los informes de las fábricas las cifras de la producción total, la cual damos aquí en 674,892 toneladas, algo menos de la producción de la zafra de 1917-18. Las esperanzas de algún aumento en la producción durante la estación pasada sobre las de años anteriores fueron pocas desde el principio; la estación fué tardía, lo cual, unido al estado poco estable de los negocios al principio del año respecto al precio que había de pagarse por los azúcares de remolacha, así como al hecho de que los hacendados podían conseguir mejores precios por otros productos, dejó sentir su influencia en la cantidad de terreno que las fábricas podían contratar.

A pesar de una considerable disminución en los terrenos sembrados, Colorado aún se cuenta como el estado productor más grande con una producción de 171,320 toneladas de azúcar contra 209,177 toneladas producidas el año pasado. California va en segundo lugar con 109,639 toneladas á pesar de que este estado tuvo la mayor disminución de todos en los terrenos sembrados. Su producción el año pasado fué de 185,208 toneladas. Michigan, después de dos estaciones poco satisfactorias, ha vuelto á ocupar su lugar entre los principales estados en la producción de azúcar de remolacha, y ocupa el tercer lugar con una producción de 108,782 toneladas. Utah, con 97,022 toneladas, ha vuelto á retroceder al cuarto lugar, aunque mostrando un buen aumento sobre la zafra del año pasado. Incidentalmente, la zafra que acaba de terminar en Utah es la mayor hasta ahora producida en ese estado. Nebraska muestra un buen aumento sobre las zafras de años anteriores, y Idaho y Ohio ambos tienen pequeños aumentos.

El tonelaje total de remolachas partidas fué de 5,089,613 toneladas contra 5,095,217 toneladas en la pasada estación. De esta cantidad Colorado partió 1,217,346 toneladas, Michigan 857,514 toneladas, Utah 802,934 toneladas, y California 759,178 toneladas.

El promedio de la rendición de azúcar por acre fué 1.13 toneladas contra 0.99 toneladas en la estación de 1917-18, 0.94 toneladas en 1916-17, y 1.18 toneladas en 1916-17.

El número total de fábricas de azúcar en operación fué 89, las de Lamar, Col., Las Animas, Col., Waverly, Iowa, Fallon, Nevada, Missoula, Mont., y Chino y Corcoran, Cal., siendo las antiguas fábricas que no trabajaron. Hubo también varias fábricas nuevas que esperaban trabajar pero que no fueron terminadas á tiempo debido á las condiciones de la guerra.

La siguiente tabla da una comparación de las zafras de 1918-19 y 1917-18:

ESTADOS	1918-19				1917-18			
	Fábricas en operación	Siembra acres	Remolacha recibida tons. de 2,240 lbs.	Azúcar producida tons. de 2,240 lbs.	Fábricas en operación	Siembra acres	Remolacha recibida tons. de 2,240 lbs.	Azúcar producida tons. de 2,240 lbs.
Ohio	5	32,574	288,449	28,569	5	24,271	176,446	21,866
Michigan	16	114,366	857,514	108,782	14	103,056	456,248	56,525
Nebraska	4	42,743	404,699	56,692	4	51,328	396,427	48,115
Colorado	14	125,880	1,217,346	171,320	15	161,671	1,562,568	209,177
Utah	16	83,166	802,934	97,022	15	80,707	634,493	76,033

Idaho	7	32,306	291,944	39,897	7	38,030	255,751	34,263
California	13	100,958	759,178	109,639	14	158,113	1,186,918	185,208
Indiana.....								
Illinois.....								
Wisconsin.....								
Minnesota.....								
Montana.....	*14	61,647	467,579	62,971	†17	67,504	426,366	51,680
Kansas.....								
Wyoming.....								
Iowa.....								
Washington.....								
Total	89	593,640	5,089,643	674,982	91	684,680	5,095,217	682,867

* Incluye cuatro fábricas en Wisconsin, tres en Wyoming y siete Estados cada uno con una sola fábrica en operación.

† Incluye cuatro fábricas en Wisconsin, tres en Wyoming, dos en Montana y una en cada uno de los Estados de Indiana, Illinois, Iowa, Minnesota, Kansas, Nevada, Oregon y Washington.

Respecto á la zafra del azúcar de caña en la Luisiana, aún no hemos recibido las cifras finales de la producción de 1918-19, y por consiguiente sostenemos nuestro cálculo de unas 240,000 toneladas. Sobre la perspectiva para la nueva zafra no hay mucho entusiasmo, y según avisos que hemos recibido de la Luisiana, se dice que la plantación de terreno en la primavera será limitada, debido á la mala semilla de la caña. La superficie verdaderamente sembrada ha sido en algunos casos sólo una mitad de lo que se tenía intención de plantar, pero en general la disminución probablemente no pasará de un 10 por ciento.

La huelga de los barqueros en el puerto de Nueva York, que ha estado en vigor desde marzo, ya se ha ventilado desde nuestra última reseña, y el movimiento en el puerto se normalizará tan pronto como la aglomeración causada por la huelga vuelva á su estado normal. Recientemente las entregas para la exportación han sido grandes, y durante una semana los vapores han estado cargando ó han terminado sus cargamentos en Nueva York y Filadelfia, cuyos cargamentos han ascendido de 25,000 a 30,000 toneladas. El negocio de exportación con varios países neutrales es solamente moderado, pero se están llevando á cabo negociaciones para 100,000 toneladas adicionales de azúcar, que serán elaboradas por nuestros refinadores bajo la base de derecho de molienda para la Comisión Real Británica sobre las existencias de azúcar. Esto hará que el total de azúcares refinados para exportar á la Gran Bretaña, Francia é Italia sea de 500,000 toneladas, todo lo cual es de esperarse sea tomado por la Comisión Real antes de la llegada de sus compras de azúcar de Java en octubre.

El aviso que recibimos por cable de las Islas Filipinas anunciaba embarques durante marzo de 4,000 toneladas á puertos del Atlántico en los Estados Unidos, cuyos azúcares no se han vendido aún, y 10,000 toneladas á la costa Occidental. Hemos reducido nuestro cálculo de la zafra un 30%, y ahora es probable que las cifras de la producción sean alrededor de 160,000 toneladas.

Las exportaciones de Java durante marzo, según avisos que hemos recibido por cable, ascendieron á 129,000 toneladas, de las cuales 61,000 toneladas eran destinadas á Europa, 68,000 toneladas á otros puntos, principalmente á países Orientales, pero incluyendo 3,000 toneladas á Egipto y 8,000 toneladas á Australia. Al presente no hay azúcares de Java á flote con rumbo á los Estados Unidos, El cálculo de la nueva zafra, de la cual acaba de empezar la recolección, ha sido aumentado á 1,300,000 toneladas.

La situación continúa sin cambio en lo que se refiere á los precios del azúcar refinado, cuya base es 9c. menos 2%. Solamente se están llevando á cabo transacciones moderadas, pero el tiempo más caluroso indudablemente dejará sentir su influencia en el consumo, y con las grandes exportaciones para la Comisión Real nuestros refinadores se verán atareados para atender al aumento en la demanda durante los meses de verano.

Cable Address "Turnure"

New York—64-66 Wall Street

LAWRENCE TURNURE & CO.

Deposits and Accounts Current. Deposits of Securities, we taking charge of Collection and Remittance of Dividends and Interest. Purchase and Sale of Public and Industrial Securities. Purchase and Sale of Letters of Exchange. Collection of Drafts, Coupons, etc., for account of others. Drafts, Payments by Cable and Letters of Credit on Havana and other cities of Cuba; also on England, France, Spain, Mexico, Puerto Rico, Santo Domingo and Central and South America.

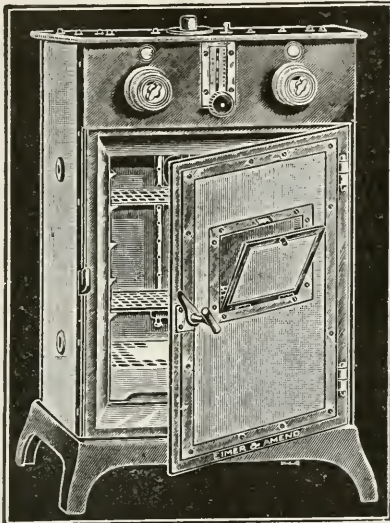
CORRESPONDENTS:

HAVANA—N. Ge'ats y Ca.

LONDON—The London Joint Stock Bank, Ltd.

PUERTO RICO—Banco Comercial de Puerto Rico.

PARIS—Heine et Cie.



Freas Electric Oven

(PATENTED)

The Most Accurate, Reliable, Durable and Economical Oven for exacting, constant temperature purposes.

Type R, for temperature up to 180° C is universally used in sugar laboratories for control work.

Approved by the Nat'l Board of Fire Underwriters

Write for Booklet and Prices

General Sales Agents:

EIMER & AMEND

Third Avenue, 18th and 19th Streets, New York, N. Y.

Map of Cuba

THE CUBA REVIEW now has ready for delivery a new and revised Map, showing the location of all the active sugar plantations on the Island of Cuba and giving other data concerning the sugar industry. Price \$1.00 postpaid.

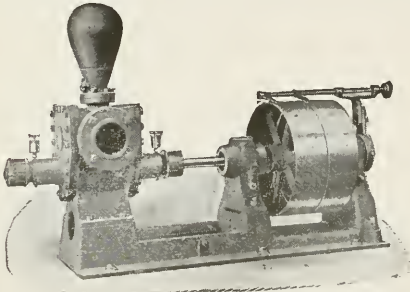
THE CUBA REVIEW

82 Beaver St., New York

P. RUIZ & BROS.**Engravers- - Fine Stationery****RUIZ BUILDING****O'Reilly & Habana Sts. P. O. Box 608
HAVANA, CUBA****JAMES S. CONNELL & SON****Sugar Brokers****ESTABLISHED 1836. AT 105 WALL ST.**

Cable Address, "Tide, New York"

Established 1876

**N. GELATS & COMPANY
Bankers**Transact a General Banking Business.
Correspondents at all the principal places of the world**SAFE DEPOSIT VAULTS****Office: Aguiar 108
HAVANA****Bomba Kinney Para Mieles**

Presión Positiva. Envolos Rotatorios, Sin Muelles ni Valvulás. Forrado interiormente de Bronce. La Más económica para bombear líquidos espesos, como mirles, aceites guarapos, etc. Funciona actualmente con el mejor éxito en muchos ingenios y refineries. Capacidades de 50 á 800 galones por minuto.

Pídanse precios y pormenores á

Newell Manufacturing Company**SINGER BUILDING - NEW YORK**

Agentes para Cuba y la demás Antillas

BANK OF CUBA IN NEW YORK**34 Wall St., New York**

General banking business transacted with special facilities for handling Cuban items through the National Bank of Cuba and its 40 branches. We are especially interested in discounting Cuban acceptance.

Your Account is Solicited

W. A. MERCHANT - - - - - President
J. T. MONAHAN - - - - - Vice-President
CHAS. F. PLARRE - - - - - Cashier
L. G. JONES - - - - - Asst. Cashier
L. R. DEVERE - - - - - Asst. Cashier

Rails-Locomotives**SUGAR CARS-MOLASSES TANKS
STEEL PILING-POWER PLANT EQUIPMENT****ZELNICKER IN ST. LOUIS**Big Bargain Offerings described in Bulletin 250,
88 pages, 250,000 circulation.**WHAT HAVE YOU FOR SALE?****RIELES****Nuevos y usados-de todas formas y tamaños**

8-00 toneladas 60 lb. usados
2000 toneladas 85 lb. nuevos
100 toneladas 30 lb. usados
75 toneladas 16 lb. usados

Una locomotora "Bell" nueva de 7 toneladas. que consume aceite.

Una locomotora Baldwin de 28 toneladas.

LERoy COVENTRY**200 West 72nd St.****NEUEA YORK**

HOME INDUSTRY IRON WORKS ENGINES, BOILERS AND MACHINERY

Manufacturing and Repairing of all kinds Architectural Iron and Brass Castings.
Light and Heavy Forgings. All kinds of Machinery Supplies.

A. KLING, Prop.
JAS. S. BOGUE, Supt

MOBILE, ALA.

**STEAMSHIP WORK
A SPECIALTY**

Telephone, 33 Hamilton. Night Call, 411 Hamilton. Cable Address: "Abiworks" New York.

ATLANTIC BASIN IRON WORKS

Engineers, Boiler Makers & Manufacturers.

Steamship Repairs in all Branches.

Heavy Forgings, Iron and Brass Castings, Copper Specialties, Diesel Motor Repairs, Cold Storage
Installation, Oil Fuel Installation, Carpenter and Joiner Work.

18-20 Summit Street—11-27 Imlay Street

Near Hamilton Ferry

BROOKLYN, N. Y.

Agents for "Kinghorn" Multiplex Valve

Are You an Intelligent Saver?

Yes; there's a vast difference between miserliness and really intelligent saving.

Human happiness is in between—just as solid satisfaction lies between saving (wise spending) and foolish extravagance.

The intelligent saver saves that he may have money to spend on worth-while things in the future.

The miser saves for money itself—not for what it will buy when accumulated.

The intelligent saver wants to provide for emergency or old age, but he also saves with the idea of more comfort, recreation, and happiness.

He simply accumulates enjoyment of his money; saves really to spend for well-thought-out purposes.

He provides for his immediate necessities and for his future needs.

The miser does not provide for present necessities or to-morrow's necessities.

Intelligent savers use Thrift and W. S. S. to hold on to their money and to help it grow. By helping themselves, they help their Government.



**THE
Trust Company of Cuba**

HAVANA

CAPITAL - - - - \$500,000
SURPLUS - - - - \$500,000

TRANSACTS A

**GENERAL TRUST AND
BANKING BUSINESS**

Real Estate Department

Examines Titles, Collects Rents
Negotiates Loans on Mortgages

CORRESPONDENCE SOLICITED FROM
INTENDING INVESTORS

OFFICERS

Norman H. Davis, President
Oswald A. Hornsby Vice-President
Claudio G. Mendoza, Vice-President
J. M. Hapgood, Treasurer
Rogelio Carbajal, Secretary
W. M. Whitner Mgr. Real Estate Dept.

**A Weekly Publication of
International Interest**

It covers every field and phase of the industry
WRITE FOR SAMPLE COPY

Subscription - \$3.00 Per Year

Facts About Sugar

82 Wall Street, New York

The Royal Bank of Canada

Fundado en 1869

Capital Pagado - - - - \$15,000,000
Fondo de Reserva - - - - 15,000,000
Activo Total - - - - 420,000,000

QUINIENTAS CINCUENTA SUCURSALES
VEINTE Y OCHO SUCURSALES EN CUBA
CINCO SUCURSALES EN LA HABANA

LONDRES: 2 Bank Buildings, Princes Street
NEW YORK: 68 William Street
BARCELONA: Plaza de Cataluña 6

Corresponsales en todas las Plazas Bancables del mundo. Se expiden CARTAS DE CREDITO para viajeros en DOLLARS, LIBRAS ESTERLINAS y PESETAS, valederas sin descuento alguno.

En el DEPARTAMENTO DE AHORROS se admiten depósitos a interés desde CINCO PESOS en adelante.

Sucursal Principal en la Habana: Obrapia 33

Administradores

R. DE AROZARENA F. W. BAIN

Supervisor de Sucursales

F. J. BEATTY

Aparato Nuevo

para trashedorar y

Pesar Cana Neto

Sistema nueva patentada por
Horace F. Ruggles, 108 Wall St., N. Y.,
constructor de trashedoradores superiores

Funciona por motor, levantando, pesando, trashedorando y disparando la caña por un hombre y imprime billetes duplicadas del peso neto.

Pidanse informes del modelo "La Victoria."

IMPORTS AND EXPORTS

Total value of merchandise imported from and exported to Cuba during January and March, and the seven months ended January, 1919, and nine months ended March, 1919, compared with corresponding periods of the preceding year, have been made public by the Bureau of Foreign and Domestic Commerce, Department of Commerce, as follows:

	Month of January		7 Months Ended With January	
	1919	1918	1919	1918
Imports from Cuba.....	\$23,865,895	\$16,109,126	\$126,160,219	\$103,792,429
Exports to Cuba.....	24,424,464	18,629,850	128,869,998	131,388,945
	Month of March		9 Months Ended with March	
	1919	1918	1919	1918
Imports from Cuba.....	\$35,115,704	\$30,960,987	\$202,250,742	\$159,680,099
Exports to Cuba.....	17,965,785	18,854,192	169,538,148	164,578,196

Please mention THE CUBA REVIEW when writing to Advertisers

United Railways of Havana

CONDENSED TIME TABLE OF DAILY THROUGH TRAINS

No. 11 P M	No. 1 P M	No. 7 P M	No. 5 P M	No. 3 A M	No. 9 A M	Miles	HAVANA	No. 2 A M	No. 8 A M	No. 6 P M	No. 10 P M	No. 4 P M	No. 12 A M
10.31	10 01 AM	4.01	1 01	10.01	7 01		Lv. Central Station..Ar	6 50	9.40	3.31	6.30	7.25	6.30
....	12 17 PM	6.40	3 23	11.54	9.25	58	Ar Matanzas...Lv	4 15	6.52	1.10	3.50	5 06	....
....	4.05	8 40 PM	5.50	2 00	12.37 PM	109	Ar Cardenas...Lv	12 05 PM	5.00 AM	10 00	1 20 PM	....	....
....	6 48	....	9 22	4.45	....	179	Ar Sagua...Lv	10.45	....	6.45	....	12.10 PM	....
*..	11.10	....	....	8 40	....	230	Ar Caibarien...Lv	7.00	....	....	....	8.15 AM	*..
....	6 00	....	9 00	....	....	180	Ar Santa Clara...Lv	11.00	....	7.40	....	12.05 PM	....
8.00 AM	....	....	....	6.50 PM	....	195	Ar Cienfuegos...Lv	....	....	....	....	11.20 AM	9.00
....	9.55	....	....	....	....	241	Ar Sancti Spiritus..Lv	4 45	....	....	....	....	PM
....	11.35 PM	....	2.55	....	....	276	Ar Ciego de Avila..Lv	3 45	....	12.40 AM	....	....	....
....	3.10 AM	....	6.10	....	....	340	Ar Camaguey...Lv	12.15 AM	....	9 00 PM	....	....	....
....	2 10	....	....	....	....	520	Ar Antilla...Lv	1.30	....	9.30	....	....	....
....	3.45 AM	....	6.45 PM	....	....	538	Ar Santiago de Cuba..Lv	12.01 AM	....	9 00 AM	....	....	....

Sleeping cars on trains 1, 2, 5, 6, 11 and 12.
*Via Carreño.

SLEEPING CAR RATES - UNITED RAILWAYS OF HAVANA

From	HAVANA TO	Lower Berth	Upper Berth	Compartment	Drawing-Room
Cienfuegos..	3 60	\$3 00	....	\$10.00
Santa Clara	3 60	3 00	8.00	10.00
Camaguey	4.20	3.50	10.00	12.00
Antilla	6.00	5.00	14.00	18.00
Santiago de Cuba	6.00	5.00	14.00	18.00

ONE-WAY FIRST-CLASS FARES FROM HAVANA TO PRINCIPAL POINTS REACHED VIA

THE UNITED RAILWAYS OF HAVANA

	U. S. Cy.		U. S. Cy.
Antilla	\$27.99	Isle of Pines	\$7.00
Batabano	1 71	Madruga	3 31
Bayamo	24.79	Manzanillo	26.42
Caibarien	11 71	Matanzas	3 52
Camaguey	18.59	Placetas	12 52
Cardenas	5 97	Remedios	12.19
Ciego de Avila	15.26	Sagua	9 29
Cienfuegos	9.59	San Antonio	7 73
Colon	6 09	Sancti Spiritus	13.43
Guantanamo	30.70	Santa Clara	9 35
Holguin	25.44	Santiago de Cuba	28 94

Passengers holding full tickets are entitled to free transportation of baggage when the same weighs 110 pounds or less in first-class and 66 pounds or less in third-class.

"WEEK-END" TICKETS

FIRST- AND THIRD-CLASS

are on sale from Havana to all stations of the United Railways (except Rincon and such as are located at less than twenty kilometres from Havana) and vice versa, valid going on Saturdays and returning on any ordinary train the following Sunday or Monday at the very low cost of one-way fare plus 33¹/₃%.

UNITED RAILWAYS OF HAVANA

FRANK ROBERTS, General Passenger Agent

PRADO, 118

HAVANA, CUBA

S. F. HADDAD

DRUGGIST

PRESCRIPTION PHARMACY

"PASSOL" SPECIALTIES

89 BROAD ST., Cor. Stone. NEW YORK

Sobrinos de Bea y Ca S. en C.

BANKERS AND COMMISSION MERCHANTS

Importación directa de todas los centros manufactureros del mundo

Agents for the Munson Steamship Line, New York and Mobile; James E. Ward & Co., New York; Serra Steamship Company, Liverpool; Vapores Transatlánticos de A. Polch & Co., de Barcelona, España.

INDEPENDENCIA STREET 17/21
MATANZAS, CUBA**JOHN W. McDONALD****Coal, Wood, Lumber and Timber**

OF EVERY DESCRIPTION

112 Wall St., New York

Near South Street

Yard: 56-58 Beard Street, Erie Basin

TELEPHONES:

Office, 1995 John

Yard, 316 Hamilton

THE SNARE AND TRIEST COMPANY**Contracting Engineers**STEEL AND MASONRY CONSTRUCTION
Piers, Bridges, Railroads and Buildings

We are prepared to furnish Plans and Estimates on all classes of contracting work in Cuba.

New York Office. 8 West 40th Street

Havana Office: Zulueta 36 D

PRICE OF BELGIAN BEETS

The price of beets in Belgium for the coming campaign has been fixed at 60 francs per ton. This is the equivalent of \$10.50 per ton of 2,000 pounds based on pre-war exchange or \$8.72 per ton based on present rate of exchange.

John Munro & Son**Steamship and
Engineers' Supplies****722 Third Ave., Brooklyn, N. Y.**

Cable Address; Kunomale, New York

Telephone, 3300 South

Telephone
215 HamiltonBox 186
Maritime Exchange**YULE & MUNRO****SHIPWRIGHTS**CAULKERS, SPAR MAKERS,
BOAT BUILDERS, ETC.**No. 9 Summit Street**

Near Atlantic Dock BROOKLYN

DANIEL WEILL S. EN C.

COMERCIANTE EN GENERAL

Especialidad en Ropa Hecha de Trabajo

Am in a position to push the sales of American high class products. Would represent a first-class firm.

APARTADO 102

CAMAGUEY, CUBA

M. J. CABANA

COMMISSION MERCHANT

P. O. Box 3, Camaguey

Handles all kinds of merchandise either on a commission basis or under agency arrangements. Also furnishes all desired information about lands in eastern Cuba.

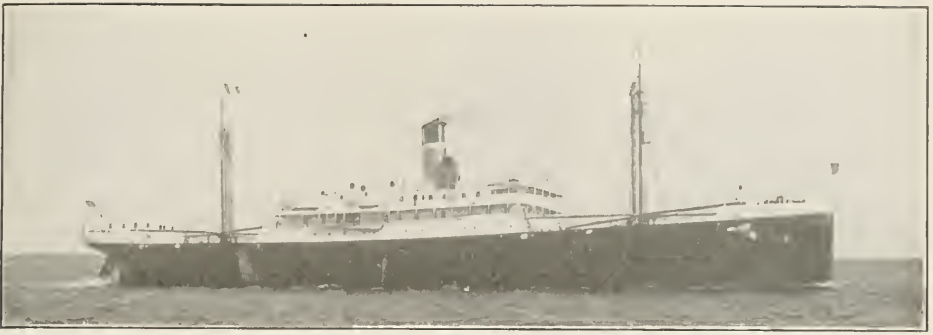
F. W. Hvoslef

E. C. Day

R. M. Michelson

BENNETT, HVOSLEF & CO.
Steamship Agents & Ship Brokers**18 BROADWAY, NEW YORK**

Cable "Benvosco"



S. S. MUNAMAR

NEW YORK—Cuba Service

PASSENGER AND FREIGHT

	Leave New York	Arrive Antilla	Leave Antilla	Arrive New York
S. S. "MUNAMAR".....	June 7	June 11	June 14	June 17
S. S. "MUNAMAR".....	June 21	June 25	June 28	July 2

FREIGHT ONLY

Regular sailings for Matanzas, Cardenas, Sagua, Caibarien, Puerto Padre, Gibara, Manati, Banes and Nuevitas.

MOBILE—Cuba Service

FREIGHT ONLY

S. S. "MUNISLA"—Havana-Matanzas.....	June 6
A STEAMER—Caibarien-Santiago-Cienfuegos.....	" 10
S. S. "TUSCAN"—Havana-Cardenas.....	" 13
A STEAMER—Havana-Matanzas.....	" 20
S. S. "MUNISLA"—Havana-Sagua.....	" 27

MOBILE—South America Service

FREIGHT ONLY

A STEAMER—Buenos Aires.....	June
-----------------------------	------

NEW YORK—South America Service

FREIGHT ONLY

Frequent sailings for River Plate and Brazilian Ports.

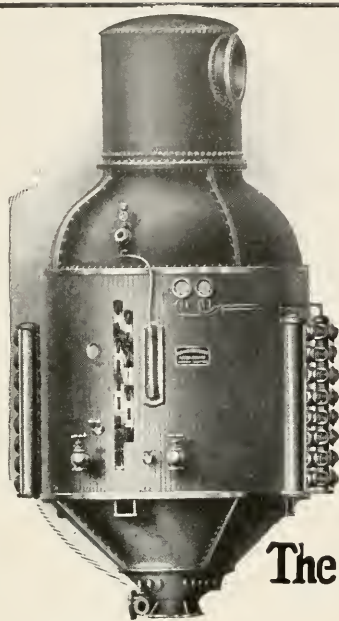
BALTIMORE—Havana Service

FREIGHT ONLY

A STEAMER.....	June 5
A STEAMER.....	" 19

The Line reserves the right to cancel or alter the sailing dates of its vessels or to change its ports of call without previous notice.

MUNSON STEAMSHIP LINE



The Krajewski Improved Coil Vacuum Pan

This pan has excellent circulation of the masecuit. Its sectional coils insure quick drainage; its large discharge opening, and its efficient separator on the vapor outlet,—are all features that appeal to the discriminating engineers and owners of sugar cane centrals.

Built in various sizes from 5 feet diameter up to 14 feet or more if required.

We also build vacuum pans with calandrias and coils and triple and quadruple effects ranging in size from 1,500 square feet to 26,000 square feet of heating surface.

Prompt and courteous response to inquiries will be made by our engineers.

The United States and Cuban Allied Works Engineering Corporation

OWNING AND OPERATING.

Kraiewski-Desant Corporation

Bradford Works

Havana Dry Dock Co

Blaisdell Machinery Co.

Havana Iron Works

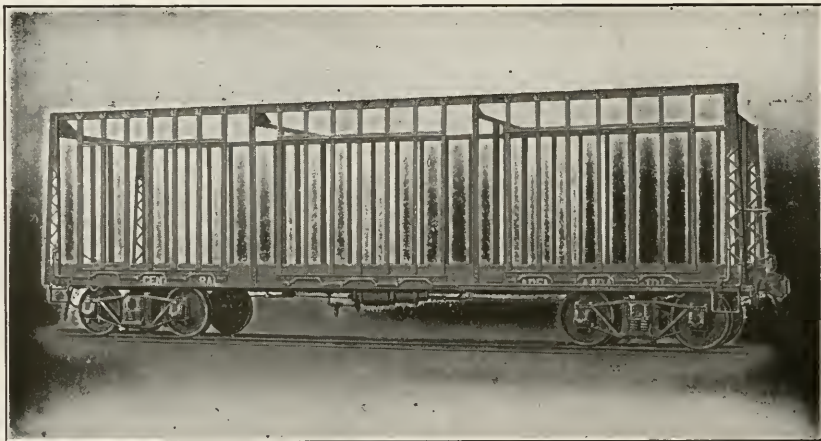
WORKS: BRADFORD, PA. — AND — HAVANA, CUBA

NEW YORK OFFICES:

50 BROAD STREET

CABLES: "IDOLWAX" NEW YORK and HAVANA

PLANTATION CARS OF ALL KINDS ALSO THE PARTS FOR SAME



El grabado enseña uno de nuestros carros, todo de acero, para caña.

Tenemos otros tipos de capacidades varias y hemos fabricado un gran numero de carros para caña para uso en Cuba, Puerto-Rico. América-Central y México, que tienen jaules de acero ó de madera y contridas para los distintos tipos de carga y descarga de la caña.

AMERICAN CAR & FOUNDRY EXPORT CO., NEW YORK, E. U. A.

Dirección telegráfica: NALLIM, New York.

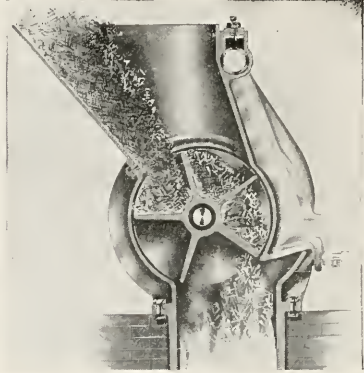
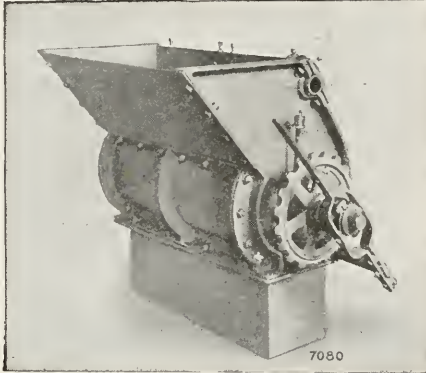
Producción anual de más de 100,000 carros.

Representante para Cuba: OSCAR B. CINTAS, Oficios 29-31, Havana.

THE CVBA REVIEW



1.00 A Year **JUNE** 1919 10 Cents A Copy
Published by the Munson Steamship Line 82-92 Beaver Street, New York City.



LINK-BELT BAGASSE FEEDERS

Constructed to feed the furnaces uniformly, and effectually prevent the escape of sparks and hot air, or the entry of cold air into the furnace. The temperature cannot be lowered, or combustion interfered with.

Further particulars in our catalog. Write for a copy.

LINK-BELT COMPANY

299 BROADWAY

NEW YORK

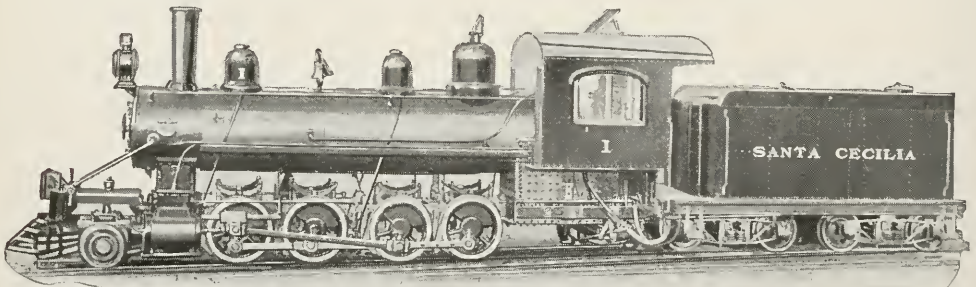
JAMES M. MOTLEY

71 BEAVER STREET
NEW YORK

GERENTE DEL DEPARTAMENTO DE VENTAS EN EL EXTRANJERO DE

The Weir Frog Company
Pennsylvania Boiler Works
Glover Machine Works, Inc.
The Rahn-Larmon Co.

Cleveland Punch and Shear Works Co.
Duncan, Stewart & Co., Ltd.
Standard Water Systems Co.
Standard Saw Mill Machinery Co.



Los productos de estas Fábricas abarcan :

Locomotoras
Gruas sobre Ruedas
Carros: Para Caña
Para Carga
Para Obras de Construcción
Carriles y accesorios

Via Portátil
Ranas y Chuchos
Puentes de Acero
Edificios de Acero
Maquinas de Izar
Aserraderos

Calderas
Máquinas á Vapor
Máquinas á Petróleo
Máquinas á Gasolina
Bombas
Tanques

Trapiches, Desmenzadoras y toda clase de Máquinaria para Ingenios de Azúcar

A solicitud se remiten catálogos y presupuestos.

Dirección cablegráfica : **JAMOTLEY, New York** (Se usan todas las claves).

RAMAPO

Carros de Ingenios

Para todos usos y de todos tamaños, de los para caña con cuarto ruedas y capacidad de 1½ toneladas á los con juegos dobles de ruedas y capacidad de 30 toneladas.

Hacemos una especialidad de juegos de herrajes, incluyendo los juegos de ruedas, completamente armados, con todas las piezas de metal, y planos completos para construir los carros á su destino de maderas del país.



A 802

RAMAPO IRON WORKS, 30 Church St., NEW YORK. N. Y. CABLE ADDRESS RAMALIAM

HOLBROOK TOWING LINE, Inc.

W. S. HOLBROOK, PRES.

Sea, Harbor and General Towing. Steamship Towing a Specialty

Boilers Tested for any Required Pressure

phone Broad
266-4267

15 WILLIAM ST., NEW YORK, U. S. A.

Night Phone
1105 Bay Ridge
1368 Richmond Hill

WILLETT & GRAY, Brokers and Agents

FOREIGN AND
DOMESTIC

SUGARS

RAW AND
REFINED

82 Wall Street, New York

Publishers of Daily and Weekly Statistical Sugar Trade Journal—the recognized authority of the trade.

TELEGRAPHIC MARKET ADVICES FURNISHED

POPULAR TROLLEY TRIPS

Via the HAVANA CENTRAL RAILROAD to

Guanajay

Trains every hour daily from CENTRAL STATION
from 5 A. M. to 8 P. M. Last train 11.20 P. M.

Fare, 70 Cents.

Guines ----

Trains every hour daily from CENTRAL STATION
from 5.50 A. M. to 7.50 P. M. Last train 11.10 P. M.

Fare, 96 Cents.

SUBURBAN SERVICE TO REGLA, GUANABACOA AND
CASA BLANCA (CABAÑAS FORTRESS) FROM
LUZ FERRY, HAVANA, TO

Regla (Ferry).....	\$0.05
Guanabacoa (Ferry and Electric Railway).....	.10
Casa Blanca and Cabañas Fortress (Ferry) .....	.05

Ferry Service to Regla and Car Service to Guanabacoa every 15 minutes, from 5 A. M. to 10.30 P. M., every 30 minutes thereafter up to 12 midnight, and hourly thence to 5 A.M. To Casa Blanca, every 30 minutes from 5.30 A.M. to 11 P.M.

Hay una Carretilla
Jackson
 para
 Todos Propositos



**Precio,
 Calidad,
 Servicio,
 y Variedad**

Escribase Solicitando Catalogo No. 10
 Acaba de recibirse del impreso—Pídase una Carretilla Jackson

THE JACKSON MANUFACTURING CO.
HARRISBURG, PA.

Insist upon Walker's "LION" Packing



Avoid imitations, insist upon getting **WALKER'S METALLIC "LION" PACKING.** Look for "The Thin Red Line" which runs through all the Genuine and the "Lion" Brass Trade Mark Labels and Seals attached.

**WRITE FOR
 OUR DESCRIPTIVE CATALOGUE**

JAMES WALKER & COMPANY, Ltd.

27 Thames Street

New York City

Western Railway of Havana

TRAIN SERVICE DAILY

P M	P M	P M	A M	A M	A M	Fare				Fare	A M	A M	P M	P M	P M	P M
6.15	2.55	1.45	10 15	6.55	5.45	1st cl.	Lv. Cen. Sta...	Ar	3d cl.	7 20	11.09	12.01	3 20	7.09	8.00	
8.24	4.24	3.55	12.24	8 24	7.55	\$2.27	Ar. Artemisa...Lv		\$1.37	5 15	9.40	9.45	1.15	5.40	5.45	
.....	5.51	.....	.....	9 51	.....	4.42	Ar. Paso Real...Lv		2.52	.....	8 05	.....	.....	4.05	.....
.....	6.05	.....	.....	10.05	.....	4.77	Ar. Herradura...Lv		2.72	.....	7.45	.....	.....	3.45	.....
.....	6.56	.....	.....	10.56	7.30	5.70	Ar. Pinar del Rio...Lv		3.23	.....	6.55	.....	.....	2.55	6.00	
.....	8.40	.....	.....	12.40	11.45	7.50	Ar....Guane...Lv		4.20	.....	5.20	.....	.....	1.20	2.00	
P M	P M	P M	P M	P M	A M					A M	A M	A M	P M	P M	P M	

**IDEAL
 TROLLEY
 TRIPS**

Fast Daily Electric Service From Havana To

Arroyo Naranjo.....12 cts. Rancho Boyeros.....19 cts.
 Calabazar.....13 cts. Santiago de las Vegas...25 cts.
 Rincon.....30 cts.

Leaving Central Station every half hour from 5.15 A. M. to 7.15 P. M., and every hour thereafter to 11.15 P. M.

"WEEK-END" TICKETS

FIRST- AND THIRD-CLASS

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 and Monday, and are sold at the very low rate of one-way fare plus 33 1/3%.

THE CUBA REVIEW

"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. XVII

JUNE 1919

No. 7

Contents of This Number

Cover Page—A Residence on "Amistad" Plantation, Guines.
Frontispiece—Green Bananas.

	Page
Cuban Commercial Matters:	
Commerce in the Month of April.....	19
Commercial Airship from U. S. to Cuba.....	19
Contract for Cuban Naval Base.....	19
Cuban Commercial Agent.....	19
Exports in 1918 from Havana.....	19
Exports of Dairy Products to Cuba.....	19
Holland.....	19
Imports and Exports.....	39
Lubricating Oil Factory.....	19
Market for Bicycles in Santiago de Cuba.....	21, 22
Market for Low-Priced American Furniture.....	20, 21
Cuban Financial Matters:	
Guantanamo Sugar Company Report.....	25, 26, 27, 28
Prevailing Prices for Cuban Securities.....	24
Traffic Receipts of Cuban Railroads.....	23, 24
Cuban Government Matters:	
Aerial Postal Service.....	8
Cardenas.....	8
Electoral Law.....	7
Independence Day.....	7
Marti Tablet.....	8
Second Pan-American Commercial Conference.....	8
Suspension of Constitutional Guarantees.....	7
Tribute to Cuba.....	8
Cultivation of the Banana Plant, illustrated.....	13, 14
Havana Correspondence.....	9, 10, 11, 12
Honey and Wax, illustrated.....	15, 16, 17, 18
The Sugar Industry:	
Allied Chemists Meet.....	30
Central Jatibonico.....	31
Central Pilar.....	36
French Production 1918-1919.....	31
Importation of Raw Sugar into France.....	32
Increased Costs of Germany's Crop.....	32
Jamaican Sugar Crop Estimate.....	29
Louisiana Sugar Crop.....	31
Per Capita Consumption.....	30
Sugar Beet Seed from Germany.....	31
Sugar for Denmark.....	30
Sugar Imported into Spain.....	32
Sugar Production in Nicaragua.....	34
Trinidad Sugar Crop Prospects.....	32
Use of Tractors on Cuban Sugar Estates.....	29
Sugar Review, English.....	33, 34
Sugar Review, Spanish.....	35, 36



Green Bananas

THE CUBA REVIEW

"ALL ABOUT CUBA"

Copyright, 1919, by the Munson Steamship Line

VOLUME XVII

JUNE, 1919

NUMBER 7

CUBAN GOVERNMENT MATTERS

INDEPENDENCE DAY

May 20th marked the seventeenth anniversary of the independence of Cuba and it was celebrated with great enthusiasm. There were aerial maneuvers by Cuban aviators in the Escadrille. A military parade started in front of the Payret theatre in Havana and marched down the Prado, along the Malecon and past the reviewing stand between Galiano and San Nicholas Streets. On the reviewing stand were President and Mrs. Menocal, Hon. William E. Gonzales, United States Minister to Cuba, and Mrs. Gonzales, the British, Chilean, Peruvian, Uruguayan, Italian and Colombian ministers, and the members of the cabinet, municipal authorities and other dignitaries.

President Menocal received felicitations from the United States, Mexico, Brazil, Colombia, Chili, France, Belgium and Great Britain.

In Paris there was a reception at the Cuban Legation and other fetes. A deed was signed by which Cuba acquired the chateau, once the property of Gabrielle D'Estrees. The purchase was made by Cuba for the purpose of transforming the chateau into an asylum for French war orphans.

SUSPENSION OF CONSTITUTIONAL GUARANTEES

Owing to the numerous strikes that have taken place in Cuba during the past few months, President Menocal requested

congressional action in the matter of suspending the constitutional guarantees, and on May 30th the Senate, with only one dissenting vote, passed the House bill which subjected Cuba to such provisions of martial law as the chief executive should deem necessary. The bill provides for the suspension of constitutional guarantees until June 30th and the city and country labor situation is now improving, the Government decree of work or be deported or sent to jail having had the desired effect.

ELECTORAL LAW

Major-General Crowder, U. S. A., who has been in Cuba to assist the Government in drafting a new electoral law, has now returned to Washington. He recommended to President Menocal that Cuba's presidential campaign be suspended for the present, or at least that the parties refrain from naming their candidates until a new electoral law should be framed. General Crowder is working toward this end in conjunction with some of Cuba's legislators.

The new electoral bill provides that candidates shall not be nominated until six months before the holding of the elections. Another important addition to the law now being framed by General Crowder is one borrowed from the American electoral law, namely, the limiting of campaign expenses and requiring the candidates to publish what their campaign expenses are.

TRIBUTE TO CUBA

Tribute was paid to those who gave their lives when the U. S. S. Maine was sunk, at the Memorial Day exercises, May 30th, at the old mast of the historic battleship in the Arlington National Cemetery, Va. Senor Carlos Manuel de Cespedes, Cuban Minister to the United States, delivered a patriotic address, lauding the nation's dead on behalf of the people of Cuba.

SECOND PAN-AMERICAN COMMERCIAL CONFERENCE

The second Pan-American Commercial Conference was held in the Pan-American Building, Washington, D. C., during the week of June 2nd. The total number of registered delegates was 763, of whom more than 200 were Latin American.

Director-General John Barrett, in summarizing the work of the conference, said in part:—

"A new epoch in Pan-American commercial relations has been inaugurated by this meeting.

"Never before has any similar conference been so comprehensive and fair to all countries participating. By its addresses and discussions it has paved the way for reciprocity and co-operation in trading methods, and for the recognition of business ethics. It has brought out the pressing financial needs of the Latin American governments and legitimate private undertakings to enlarge international trade, has shown the necessity of the banking interests of the United States providing loans and credits which may not now be obtained in Europe and has laid out a well defined program for the protection of patents, trademarks and copyrights through the new international bureaus in Havana and Rio Janeiro.

"It also has insisted on the making of the parcel post beneficial to the export interests of the United States and the Latin American peoples through the removal of unnecessary rules and restrictions. The improvement of the administration of consular offices, the standardizing of consular invoices and fees and the revision and permanency of tariffs were urged. The undertaking without delay all over Latin America of highway construction, the extension of railways and the establishment of fast aviation mail service were especially demanded.

"Better facilities for Latin American buyers were recommended, as were also a

closer study of Latin American trade and social conditions. Stress was laid on the need of extension of the United States banking connections in Latin America for the benefit of both countries. The study of the Spanish and Portuguese languages was put forth as essential on the part of the American seeking trade relations in South America, as was the corresponding study of English and the United States by Latin Americans."

Among other speakers at the conference was Dr. Mario Diaz Brizar, head of the Bureau of International Trademarks at Havana.

AERIAL POSTAL SERVICE

The Government of Cuba is negotiating with the Governments of Haiti, Dominican Republic, Jamaica and Brazil, relative to establishing an aerial postal service between Havana, Eastern Cuba, Kingston, Haiti, Santo Domingo, and Rio de Janeiro. It is expected that powerful machines for service on these routes will be ordered within a short time.

MARTI TABLET

The bronze tablet in honor of José Martí, the Cuban liberator, presented by Uruguay, was unveiled on May 19th at the foot of the Martí Monument, in Central Park, Havana. Senor Fosalba, the Uruguayan Minister, made the presentation speech. Cuban veterans, headed by President Menocal, occupied the position of honor.

The ceremony was participated in by the Cabinet, Ministers, members of the Diplomatic Corps and State and city officials. During the progress of the exercises a military band played the Uruguayan and Cuban national anthems.

CARDENAS

The State Department advises, under date of May 28th, that the American consular agency at Cardenas, Cuba, has been closed.

HAVANA CORRESPONDENCE

May 26th, 1919.

CUBAN CONGRESS: Congress is still in session, but no legislation of importance has been enacted since our last advices. Major-General Crowder, U. S. A., who has been engaged in revising the present electoral laws, left last week for a short trip to the United States. It is reported that before leaving he had completed his draft of the new law, which he left with President Menocal to look over before sending a message to Congress on the subject, and that General Crowder will return when the matter comes up in Congress for discussion, in case any points in connection with same should not be clear.

CUBAN FOOD ADMINISTRATION BOARD: About the only important subject this Board is still handling is the question of disposing of the National Economic Footwear, which it was proposed to do by auctioning off to the highest bidder as referred to in our last letter, and it was arranged accordingly, the entire stock being bought by a large shoe company here. Many unfavorable rumors originated in connection with the manner in which this matter was handled and it has been reported that thousands of pairs of these shoes have been stolen.

GENERAL MAXIMO GOMEZ MEMORIAL: In the new municipal hospital, which, however, has not yet been finished, located on the Avenida de Independencia, can be seen an exhibition of the models submitted by artists from all over the world in competition for the memorial monument to be erected in honor of General Maximo Gomez. There are some thirty designs in all. This monument will be erected in Colon Park, near the head of the Prado.

CUBA'S COMMERCIAL DEPARTMENT IN THE UNITED STATES: On May 6th President Menocal sent a message to Congress calling attention to the close working relations between Cuba and the United States and stating that the Cuban Government would establish a Commercial Department in connection with the Legation at Washington, for the purpose of handling any matters which would properly come under this head.

In this message the President stated that because of the importance of this subject he had signed a decree creating provisionally until June 30th next the position of Commercial Attaché to the Legation of Cuba in Washington, which should be filled by some competent person. Congress was asked to make an appropriation for this position with an annual salary of \$5,000.

POSTAL CENSORSHIP REMOVED: The newspapers announced that on April 24th the Government removed the censorship which had existed on postal matter between the United States and Cuba and mail, therefore, now comes through in about the former normal time.

CABLE CENSORSHIP: The Postmaster-General issued a decree on May 2nd stating that on that day cable censorship would cease, excepting on messages to parts of Europe, Africa and Asia Minor which do not belong to Great Britain, France or Italy, which latter would continue to be censored as before.

CUBAN LABOR DAY: Labor Day in Europe is celebrated on May 1st and Cuba follows the European custom in this respect, as mentioned in our last letter. On May 1st last there was a large labor parade and meetings held in different parts of the city. The day is not recognized as an official holiday by the Cuban Government, but nearly all of the stores closed, the street cars were shut down for 24 hours and no public automobiles were operated. The railroad trains, however, were conducted on their usual schedule. The day passed without any disturbances.

NEW BUILDINGS: The Banco Español de la Isla de Cuba has bought the store adjoining their building downtown and will remodel it for the purpose of enlarging their present edifice.

The newspapers report that this bank has also bought the Payret Theatre on Central Park and will put up a magnificent building to serve as their main office, but we are unable to confirm this statement.

CUBAN POLITICAL MATTERS: We mentioned in our last letter that one branch of the Liberal party had announced as their candidate for the Presidency, General José Miguel Gomez, and General Carlos Mendieta for Vice-President, which nomination, however, was not approved by that part of the party who recognize Ex-Vice-President Dr. Alfredo Zayas as their leader, and adding that the Conservatives had not yet nominated their candidate. General Gomez, who for some time past has been living in Miami, Fla., readily accepted the nomination and it is reported that he will come to Havana at the end of this month to go over important political matters with his leaders. On the other hand, the papers report that Dr. Zayas has lately held several conferences with President Menocal, the inference being that he is endeavoring to make some sort of a working arrangement with the Conservative party for the purpose of offsetting General Gomez in his Presidential aspirations.

On May 22nd the Liberal Municipal Assembly adopted a resolution condemning the action of the followers of General José Miguel Gomez and ordering a suspension of the nominating convention which reported favorably on General José Miguel Gomez as their Presidential candidate, basing same upon the fact that nominations should not be made until after the new electoral law is acted upon by Congress.

General Rafael Montalvo, whom we have mentioned as the most probable Conservative candidate for the Presidency, has requested his party not to make any nomination until the present electoral laws are revised, which work is going on under the supervision of Major-General Crowder.

The most probable candidates for the Presidential nomination of the Conservative party are General Rafael Montalvo, General Nuñez, the present Vice-President, and perhaps Colonel Aurelio Hevia, formerly one of President Menocal's cabinet officers and a warm personal friend of his, although it is currently understood that General Montalvo is the President's favorite candidate.

NEW COMPANY: The Compañía Nacional de Conservas (National Canning Co.) are building their plant at Calabazar, a few miles from Havana on the Western Railway, and expect to be doing a canning business on a large scale soon.

MAY TWENTIETH CELEBRATION: On this day, which commemorates the anniversary of the establishment of the Republic of Cuba, there was held the usual military parade and review, together with other exercises appropriate for the occasion.

A new feature of the celebration, however, was the evolution of the Cuban Aviation Corps, five machines taking part, handled by Cuban aviators who have been trained in the United States Aviation Corps.

HAVANA CUSTOM HOUSE RECEIPTS: The total Custom House receipts at Havana for the month of April, 1919, were \$3,084,917.58, breaking the record, the next largest amount being for the month of January this year, which reached the figure of \$3,077,138.35.

CUBAN GOVERNMENT AVIATION FIELD: The Cuban Government has established this field near the Army polo grounds at Camp Columbia and it was formally inaugurated on May 12th, the President, his cabinet and many other prominent officials being present. Captain Terry, Commander of the Cuban Aviators, made several interesting flights.

AEROPLANE FREIGHT SERVICE BETWEEN THE UNITED STATES AND CUBA: On May 20th the aeroplane "Sunshine" arrived here from Key West in charge of its owner and a Cuban pilot, bringing a small shipment of a well known brand of American soap. The Custom House assigned a number to the craft's manifest, the same as is done in connection with foreign cargoes arriving here by water. It is rumored this aeroplane will make further trips.

ORIENTAL PARK RACE TRACK, MARIANAO: Press reports from the United States mention that this racing plant has been sold by its original owners to a syndicate controlled by Mr. Frank Steinhart, President of the Havana Electric Railway, Light & Power Co., A. H. Diaz, a wealthy Havana capitalist, and G. W. Loft, of New York, at a price said to be over \$1,000,000. We have reported there have been various rumors in the past as to a change in ownership of this track, but apparently this time the deal has been put through.

There is also being promoted an exposition company to hold expositions here something like the country fairs in the North, including horse racing and baseball, to be located near the Palatino Brewery.

STRIKES: Strikes have continued to break out from time to time, although until a couple of days ago not on a large scale. The cigarmakers' strike, which we have previously reported, still continues and is a serious matter, but fortunately no violence has as yet occurred. It is reported that the striking cigarmakers amount to about 25,000 and that the losses suffered by these workmen as well as by the storekeepers, etc., run up into the millions. The strikers remain firm in their demands, which are for increased pay, shorter hours, etc.

The next ones to strike were the Havana Central Railroad Co. employes, and their service, which was completely tied up for a few days, is now being operated to a limited extent.

Employes of the Sarrá drug stores, probably the largest company in its line on the Island, went out on a strike a couple of weeks ago, caused by the discharge of one of their number, and the matter is still pending adjustment. In the meantime the Sarrá stores are closed.

Also the clerks of the large retail store of Harris Bros. Co. struck last week, but their store is still open and doing business, but with a very small force of clerks.

In view of the strike situation, which was rapidly assuming the proportions of a general strike, this being, in fact, what the labor unions were trying to bring about, Cuban secret service operatives on the evening of May 23rd quietly rounded up a considerable number of labor agitators and leaders, confining some in prison and deporting others, who were Spanish citizens, by the first steamer sailing for Spain. As a result of this action, on the following day the street railway employes struck, although the company has managed to operate a few cars since. The railway employes were joined later by the taxi drivers, truckmen, newspaper employes, stevedores, etc., although the steam railroads are still operating as usual. Whether the present strike will become as widespread as the last two general strikes remains to be seen, as in the absence of the newspapers it is difficult to get accurate information as to just what is going on.

UNITED STATES ENEMY TRADING LIST: On April 27th the American Legation made the following official announcement which was published in the leading papers of Havana:—

"The War Trade Board of the United States will announce, effective April 29th, the suspension of all Enemy Trading Lists and the removal of all disabilities heretofore arising out of inscription in such lists, and all persons in the United States will be authorized to trade and communicate with all persons abroad with whom trade and communication is prohibited by the Trading With the Enemy Act, except that the present restrictions against trade and communication between the United States and Germany or Hungary will continue in effect. Similar action will be taken concurrently by the Allied Governments.

"The foregoing action of the War Trade Board does not, however, affect the status of or authorize trade with respect to any property which heretofore under the Trading With the Enemy Act has been reported to the United States Alien Property Custodian, or should have been so reported, or any property which the Alien Property Custodian has heretofore seized or required to be transferred or delivered to him. But this action does, however, permit the ESTABLISHMENT OF NEW CREDITS and the creation of new assets in the United States by all persons abroad with whom trade is authorized by said action, and such new credits or assets will not be taken over by the United States Alien Property Custodian.

"The foregoing action does not, of course, modify present prohibition against trade with part of Russia under Bolshevik control.

"With respect to all the foregoing action the right is reserved to revise all or any part of previous Enemy Trade regulations, if the same should become necessary."

NEW DRUG COMPANY: The drug store here conducted by Barreras & Co., formerly known as "San Jose," has been reorganized by a new company called "Drogueria Barrera," with a capital of \$2,500,000, composed of prominent capitalists of this city.

This will make a new competitor for the two older wholesale firms of Manuel Johnson and Sarrá.

OIL WELLS: There is nothing new to report in this line and as a result of the little interest being manifested by the public in operations of this kind stocks of the different companies have dropped to a very low figure. Work, however, is still going on to a certain extent.

VICTORY LIBERTY LOAN: Cuba oversubscribed her quota of \$3,000,000 by \$108,300, the total number of subscribers being 2,700.

We give below a résumé of the results of the different Liberty Loan campaigns here:—

<i>Number of Loan</i>	<i>Cuba's Quota</i>	<i>Amount Collected</i>	<i>Number of Subscribers</i>
1st Liberty Loan.....	(No campaign conducted in Cuba)		
2nd Liberty Loan.....	\$1,000,000	\$1,633,550	1,081
3rd Liberty Loan.....	3,000,000	5,161,000	10,417
4th Liberty Loan.....	6,000,000	10,752,850	22,189
Victory Liberty Loan.....	3,000,000	3,108,300	2,700

Havana, Cuba, May 28, 1919.

The general strike referred to in our letter dated May 26th came to an end today when the striking unions returned to work. The short duration of this strike is undoubtedly due to the prompt and energetic action taken by the Cuban Government in arresting several hundred of the disturbers, deporting a large number of those who were not Cuban citizens and temporarily detaining the balance, the result being that the unions finding themselves without any active heads were willing to go back to work again.

INAUGURATION OF AVIATION FIELD

Cuba's aviation field was inaugurated on May 11th at Camp Columbia polo grounds. Señorita Georgina Menocal acted as sponsor in christening a new machine, after which Captain Terry, commander of the Cuban Escadrille, took the machine into the air.

President Menocal, the members of his cabinet and many other persons of prominence were present.

HAVANA RACE TRACK

It is reported that the controlling interest in the Havana race track has been purchased by a syndicate composed of Frank Steinhardt and A. H. Diaz, of Havana, and George W. Loft, of New York. It is stated that President Menocal has granted this syndicate a concession to run the race track for a period of five years.



Banana—"Chamalaco" Tree

THE CULTIVATION OF THE BANANA PLANT

By Alvin Fox, Horticulturist on Tropical Plants.

The banana plant is grown in a small way in Cuba by nearly every one who has a garden or a yard where plants may be grown. It is grown by many for local market and in Jamaica especially it is grown extensively for export.

The banana is propagated from suckers, the young plants surrounding the older ones. These are planted 9x9 or 10x10 feet apart and the varieties best suited for the



Patio of Cuban House, Showing Banana Tree in Foreground

purpose are selected. The only one planted for export is the Jamaica or Bluefield, called Johnson in Cuba and Porto Rico. For the home market the Lady Finger and other varieties are liked by some and in many places the large cooking banana pays best. The plantain is liked everywhere, and while it is not so prolific the fruit always brings better prices in the home market, but it requires a very much richer soil than other varieties of bananas.

The soil may be sandy or clayey, but the best banana soils are those containing an abundance of vegetable matter. The plant is sensitive to drought and wind; that is, periodical droughts will seriously diminish the crop as will also high winds that cut the leaves into ribbons. Banana plants thrive well in hot, moist and still atmosphere, and while a frost may not kill the plant, cold winds, even such as occur on the north coast of Cuba, will prevent it from fruiting and maturing fruit in the winter months when it is most profitable to the market.

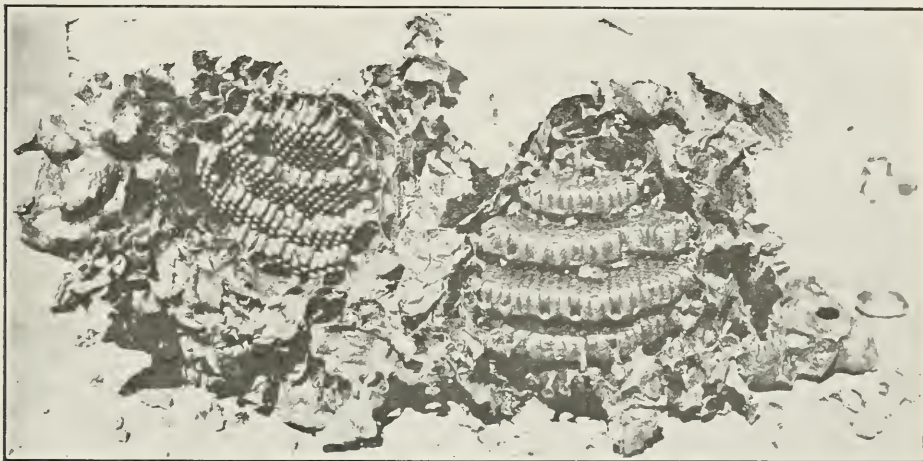
For cultivation the usual orchard method is satisfactory. There are two essential requirements that must be complied with—the trees must have an abundance of plant food and the plants must not suffer from the want of moisture. These are not difficult problems in favorable localities with virgin soil, as it is rich and contains humus which helps to retain moisture, and if not drained surface, ditches will usually remedy this defect. But most soils must be enriched by growing leguminous crops and by fertilization.

There should be one small application of commercial fertilizer after the plants are set, one larger one four months later, and another just before blooming, applied at the rate of two pounds per plant in three applications. The mixture of fertilizer used is according to the soil, cultivation and local conditions. The elements are potash, nitrogen and phosphoric acid.

HONEY AND WAX

The production of honey and wax is one of the minor agricultural industries of Cuba. A report of the United States Department of Commerce shows that in 1915, 7,289,397 pounds of honey, valued at \$364,563, were exported, the Netherlands taking the largest amount, with the United States next and France third. Small quantities were shipped to the Canary Islands and the United Kingdom. The total amount exported during that year represented a falling off of 1,266,482 pounds from 1914 and 3,525,156 pounds from 1913. From these figures it would appear that the industry is decreasing in importance.

There were exported in 1913, 1,234,815 pounds of beeswax, valued at \$370,761.



Hive of Cuban Stingless Bees, Opened to Show Brood Cells



A Modern Apiary in Cuba, near San Antonio de los Baños



A Swarm of Bees Settled on a Bunch of Bananas

In 1914 the exportation was only 808,680 pounds, valued at \$251,491, but in 1915 the amount rose again to 934,399 pounds, and the value to \$240,230. In the latter year the United States took \$220,722 worth.

The bees are the native or wild bees, the German and the Italian. The last named have proved the most satisfactory and the greatest producers. The flowers of the



Transferring a Swarm of Bees on a Bunch of Bananas to a Hive

royal palm furnish a large portion of the food of the insects, and there is a small, native, short-throated, and very fragrant "morning-glory" that runs riot over other vegetation. This is the principal dependence of the honey crop. President Menocal has obtained from the United States seed of the "Mellilotus" or sweet clover, and is



Placing the Brood Comb

endeavoring to establish it on his farm at El Cano, as a forage crop and as an additional source of honey for the bees. It has a small, very fragrant blossom, high in the elements that go to make honey. Beekeeping in Cuba is profitable, as there is no winter season to cause cessation of labor, and there are some flowers in bloom at all seasons.

CUBAN COMMERCIAL MATTERS

COMMERCIAL AIRSHIP FROM U. S. TO CUBA

The seaplane Sunshine, the first seaplane chartered for freight-carrying purposes between the United States and Cuba, arrived at Havana May 20th with a cargo of soap. The Sunshine was chartered by S. S. Friedlein, a Havana merchant, and the cargo came on a regular manifest with consular papers similar to those issued to ships.

The cargo did not pass the Havana Custom House, however, because the seaplane landed at Marianao Beach, and the holiday bathers there seized the entire contents as souvenirs. The aviators were an American, John Green, owner of the Sunshine, and Augustin Parla, a Cuban, formerly of the Cuban Army.

EXPORTS OF DAIRY PRODUCTS TO CUBA

Before the United States entered the great war, Spain shipped to Cuba 372,000 pounds of butter against an importation of 297,000 pounds from the United States; 1917 showed an immediate improvement with 383,000 pounds from the United States against 319,000 from Spain. In the following year the main supplies of butter from Denmark were virtually cut off and it is understood a still larger portion was imported from this country.

Although the United States is not reputed to be extensive manufacturers of cheese, it nevertheless leads in the exportation of cheese in Cuba; 1,700,000 pounds in 1916, and 1,500,000 pounds in 1917 came from the United States. Meanwhile all other countries together supplied 970,000 pounds in 1916 and only 270,000 in 1917.

COMMERCE IN MONTH OF APRIL

For the month of April Cuba was the largest North American importer from the United States. Cuba took goods to the value of \$6,322,000, or a little more than half the total for the same period of 1918.

Cuba led all the other importers into the United States, with a total of \$22,220,000, an increase of \$5,400,000,

EXPORTS IN 1918 FROM HAVANA

Declared exports from the consular district of Havana to the United States during 1918 were valued at \$77,582,968, a slight decrease from the 1917 total, which amounted to \$78,948,115. Sugar was the chief item of export both years, being worth \$46,801,361 in 1918 and \$45,125,729 in 1917; tobacco, next in value, was worth \$17,270,389 in 1918 and \$16,330,720 in 1917.

CUBAN COMMERCIAL AGENT

Senor Hannibal J. de Mesa has been appointed as commercial agent of the Island to study the economic conditions in Poland and other European countries in the wake of the war. He will report concerning the steps which should be taken to increase the trade with countries already maintaining commercial relations with Cuba, and advise as to the means of establishing such relations with other countries.

CONTRACT FOR CUBAN NAVAL BASE

Monks & Johnson, of Boston, Mass., have been awarded the contract to build the \$5,000,000 navy yard at Triscornia, Havana. The new naval base will include drydocks, marine railways, storehouses, foundry, forge shop, machine shops and a large barracks. The contract was let by the Government of Cuba.

LUBRICATING OIL FACTORY

In Camaguey large tracts of land have been set to castor-oil plants, with a view to the establishment of a lubricating oil factory in Cuba. The experiments made up to the present time give promising results and it is expected that the industry will become a considerable factor in the economic life of the Republic.

HOLLAND

Cuba's diplomatic representative at The Hague, Holland, has advised the State Department that two eminent Dutch financiers will shortly embark for Cuba to study the Cuban market, with a view to increasing trade between the two countries.

MARKET FOR LOW-PRICED AMERICAN FURNITURE

It has become a problem in Havana to secure serviceable furniture at a price within reach of the working classes. Much fine furniture is attractively displayed in Havana, but the prices are almost prohibitive to the family of small means. For example, small sets of wicker furniture of good, but not extraordinary, quality are offered at \$875 and other sets of seven pieces of perhaps better grade at \$1,100. A medium-sized, veneered, mahogany davenport costs \$175, and a set consisting of a small table, cane-seated sofa, four chairs, and a lamp stand, cheaply painted, is marked \$300.

Especially fine grades of furniture of original designs are likely to command a high price regardless of the actual cost of manufacture and this sort finds a ready sale in Cuba. What seems to be lacking, however, in the Cuban market are cheap sets of parlor, dining room, and bedroom furniture. Full sets and pieces of oak furniture, such as are sold at low prices by American wholesale and mail-order houses, would probably be popular in Cuba.

UNITED STATES CHIEF SOURCE OF SUPPLY FOR STANDARD-GRADE FURNITURE

Eighty per cent, or more of the very fine furniture used in Havana is said to be manufactured in this country by Spanish cabinet makers, the designs of the furniture corresponding to the special liking of the customer. Imports of the standard furniture are largely from the United States. In 1907, 99 per cent, of the better-grade furniture imported came from the United States, amounting to 74,240 tons in weight and comprising the larger part of this class used on the island.

White enamel and gold furniture are popular and sell at an average price of \$450 for a bedroom set. Birch wood is usually employed, is attractive, and well suited to the climate. So far, little solid oak furniture has been introduced, although it appears that the market could be developed to a considerable extent, especially if the furniture could be offered at practically American prices plus custom duties and the additional cost of transportation, variously estimated between 33 and 50 per cent.

With bedroom furniture, wardrobes should, as a rule, be included, as closets are not ordinarily built in the Cuban houses.

Native furniture dealers sometimes state that American woods will not resist the attacks of insects found in Cuba, but it seems to have been sufficiently proven that good American hardwood furniture is practically immune, and gives as good service as that made from the native woods.

CAREFUL ATTENTION TO DETAILS OF SHIPPING NECESSARY—CREDIT TERMS

It is of much importance that sets of furniture be shipped complete and that they be carefully inspected before packing. Delayed shipments, missing parts, imperfect upholstery and improper finishing cause dissatisfaction and retard this branch of trade.

The packing should be done in a way to take up as little space as possible, each box or case being numbered, the invoice showing the contents of the boxes, so it will not be necessary for the importer to open each one to ascertain what it contains. This is particularly important in Havana, owing to the limited storage space of many of the importers.

Correct Cuban consular invoices should be provided for each shipment, and undervaluations should in all cases be provided against as likely to result in the confiscation of shipments or other serious trouble to the importer.

In this trade the question of credits is sure to arise. With the improved banking facilities in Cuba it should be possible in most cases for the responsible buyer to pay cash, and especially so if the prices at which he buys are reasonable and shipments are promptly made, with special care given to details. Careful observance of the minor points of foreign trade will always remain an important factor, especially in countries where competition is keen and the smaller details of trade are decisive factors.

It seems that the position of the United States in the furniture trade of Cuba should be secure if the demands of the market are carefully studied and due care is given to meeting these demands.—*Vice Consul Herman C. Vogentz, Havana.*

MARKET FOR BICYCLES IN SANTIAGO DE CUBA

Vice-Consul John L. Griffith reports from Santiago that there is a noticeable growth in the demand for bicycles in the Santiago de Cuba consular district (the Province of Oriente), and the prospects for future development of the trade seem bright. From the time the United States entered the war until the signing of the armistice, local importers, on account of varying prices, irregular deliveries, and unsettled trade conditions, were forced to curtail their purchases. The upward trend of the market was also a factor in limiting prospective sales. At present, however, with the gradual adjustment of the trade to normal conditions, the demand, so long dormant, is ready to develop to larger proportions than it assumed before the war.

POPULAR TYPES AND PRICES OF BICYCLES

The types of bicycles desired in this market are men's and boys' (there is no demand for women's bicycles) built with low-hanging frames 20, 26, and 28 inch wheels, and medium gears. Brakes should be provided, preferably of the coaster type, on account of the heavy grades in this district, particularly in the City of Santiago. If the bicycles are not so equipped, prices should include bicycle and brake as a unit. Quotations should also be made on extra parts. The matter of enameling is important, as bright colors are preferred. Red or black with colored trimmings seem to find the most favor. The saddles should be of the double-coil spring type, and the handlebars of the forward-extension style with long grips, which lend a motorcycle appearance.

Low-priced bicycles are in demand at costs to the dealer of \$22 to \$25 f. o. b. shipping point, including packing. The dealer is then able to offer them to the local retail trade for \$40 to \$45, the popular prices. Bicycles which must be sold for more than these amounts are not desired. It is expected that parts out of the ordinary will be quoted separately.

BICYCLES OF EUROPEAN MAKES

This market had never taken bicycles in any appreciable quantities of British, French, German, or Belgian manufacture prior to the war. This fact was due to their high cost as compared with those of American manufacture. A dealer states that he made a trial order of French bicycles, but that, on account of the high price at which he was forced to sell, he had difficulty in disposing of them, and for this reason did not place any further orders, even though he found them very well made and was allowed liberal terms.

DEALERS IN SANTIAGO DE CUBA

Bicycles imported into Cuba through the Port of Santiago are sold throughout the Provinces of Oriente and Camaguey, which include the Cities of Santiago, Manzanillo, Guantanamo, Tunas de Zaza, and Camaguey, all centers of important dis-

tricts. This market also takes bicycles sold through Havana representatives of various concerns. A local dealer, established eight years, is favorably impressed with the outlook for the future and is anticipating increased business. He is about to move from his present location to a larger building now under construction, where he will at least double his stock.

There are but two concerns in Santiago which import bicycles to any extent. A responsible dealer, so recommended by a bank, is now planning a business trip to the United States and will arrive in New York about June 15. [His New York address can be obtained from the Bureau of Foreign and Domestic Commerce or its district or co-operative offices by referring to file No. 117517.]

FUTURE DEVELOPMENT OF THE TRADE

The development of the trade in bicycles in Cuba is particularly dependent upon improved roads, as natural conditions permit but little use for bicycles. The world-wide demand for more and better roads is being felt here, and the increase in the use of motor vehicles in Cuba will also tend to bring about better conditions. There are some good roads in the vicinity, and Santiago has several miles of paved streets at present, with prospects for more. The trade is able financially to take a large number of bicycles, better able than ever before, and accordingly there seems to be no reason why the market should not develop materially in the Santiago consular district.

UNITED STATES AND CUBAN ALLIED WORKS ENGINEERING CORP.

Mr. Emile J. Bayle, formerly Chief Engineer of the American Beet Sugar Co. and earlier identified with cane sugar manufacture and production in New Orleans, Mexico and Cuba, has connected as Sales Manager with the U. S. & Cuban Allied Works Engineering Corporation. Mr. Bayle is at present making an extended trip through the States and will hereafter devote much time to the corporation's interests, keeping closely in touch with its New York Engineering and Sales offices in the work of extending its lines of machinery to the beet sugar work of America and Europe. The corporation is continually adding to its foundry and shop facilities in both the United States and Cuba, and is conducting a large export business, specializing in cane and beet sugar manufacturing and refining apparatus.

Mr. J. A. King, mechanical engineer, formerly Production Engineer of the International Arms & Fuse Co., has assumed the position of Works Manager with the U. S. & Cuban Allied Works Engineering Corporation. Mr. King was long identified with the Crucible Steel Co. and with the ship production interests in

California, and is an expert in foundry and shop management and production. He will be in charge of the corporation's plant, foundry, machine shop and structural steel works at Havana, the Havana Iron Works, and of their marine works, the Havana Dry Dock Co.

TRADE PUBLICATIONS

The Peck Carrier, Book No. 220, published by the Link-Belt Co., Philadelphia, Chicago, Indianapolis.

This booklet describes and illustrates the Link-Belt Peck overlapping pivoted bucket carrier for the economical and efficient carrying of coal, coke, ashes, cement, sand, ore, stone and other materials. The book contains 95 pages and will be sent free of charge on application to the Link-Belt Co.

Bulletin No. 259, published by the Walter A. Zelnicker Supply Co., St. Louis, Mo.

GELATINE AND GLUE

Cuba's 1917 importations of gelatine amounted to 508,963 pounds, and of glue to 570,579 pounds. Of these totals the United States furnished 392,202 and 535,740 pounds, respectively.

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE CUBA RAILROAD COMPANY.

The report of the Cuba Railroad for the month of March and for nine months ended March 31st, 1919, compares as follows:

	1919	1918	1917	1916	1915	1914	1913
March gross	\$1,283,087	\$1,233,503	\$230,107	\$799,779	\$588,628	\$585,739	\$460,740
Expenses	863,059	745,456	252,255	342,975	242,188	266,063	226,979
March net	420,028	488,046 <i>def</i>	22,148	456,804	346,440	319,675	233,761
Other income	10,272	1,180	836	11	.....	.....	.....
Net income	430,300	489,227	21,311	456,815	.....	.....	.....
Charges	94,816	106,967	94,758	87,554	72,308	71,575	66,791
Other interest chgs .	12,041	.....	.....	.....	.....	.....	.....
March surplus	323,441	382,259 <i>def</i>	116,070	369,261	274,132	248,100	166,969
Nine months gross . .	8,581,257	8,181,418	4,462,033	4,752,921	3,662,564	3,725,614	3,335,162
Net profit	2,032,156	2,530,288	1,202,297	2,390,661	1,818,613	1,788,060	1,538,436
Other income	112,378	11,960	9,365	6,108	.....	.....	.....
Fixed charges	854,299	953,161	823,502	715,665	636,930	605,908	600,847
Other interest chgs .	106,916	.....	.....	.....	.....	.....	.....
Nine months surplus.	\$1,183,318	\$1,589,087	\$388,160	\$1,681,105	\$1,181,683	\$1,182,152	\$937,589

EARNINGS OF THE UNITED RAILWAYS OF HAVANA.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914	1913
Week ending April 26th	£89,108	£80,142	£67,622	£55,387	£56,388	£42,614	£48,005
Week ending May 3d	94,549	79,287	67,987	54,156	55,837	40,006	45,993
Week ending May 10th	93,976	78,916	64,624	51,362	53,689	34,605	41,623
Week ending May 17th	86,105	76,983	57,951	43,237	45,353	27,367	34,480

EARNINGS OF THE CUBAN CENTRAL RAILWAYS.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914	1913
Week ending April 26th	£34,367	£31,601	£29,045	£23,633	£23,817	£17,368	£19,075
Week ending May 3d	36,841	32,630	33,438	25,694	22,221	15,959	19,071
Week ending May 10th	37,750	34,889	30,740	21,612	22,381	13,822	18,499
Week ending May 17th	37,241	30,115	28,149	17,475	19,289	10,815	15,393

EARNINGS OF THE WESTERN RAILWAY OF HAVANA.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914	1913
Week ending April 26th	£12,452	£12,926	£9,050	£7,419	£7,012	£6,333	£6,830
Week ending May 3d	15,888	13,355	11,039	8,544	7,512	6,203	6,930
Week ending May 10th	15,823	12,746	11,319	7,272	7,515	6,456	7,521
Week ending May 17th	17,736	13,336	9,789	7,133	7,173	5,743	7,551

EARNINGS OF THE HAVANA ELECTRIC RAILWAY, LIGHT & POWER CO.

<i>Month of March :</i>	1919	1918	1917	1916	1915
Gross earnings.....	\$657,255	\$642,110	\$545,397	\$470,616	\$472,185
Operating expenses.....	325,203	306,190	237,386	196,706	195,880
Net earnings.....	332,052	335,920	308,011	273,910	276,305
Miscellaneous income.....	5,789	16,603	21,295	19,200	7,906
Total net income.....	\$337,841	352,523	329,306	293,110	284,211
Surplus after deducting fixed charges..	177,740	191,277	163,849	162,601	175,606
<i>3 Months to March 31st:</i>					
Gross earnings.....	\$2,086,769	1,904,191	1,597,210	1,452,233	1,390,314
Operating expenses.....	1,055,668	867,824	678,202	560,757	561,299
Net earnings.....	1,031,101	1,036,367	919,008	891,476	829,015
Miscellaneous income.....	20,299	35,557	35,751	33,497	23,369
Total net income.....	\$1,051,400	1,071,924	954,759	924,973	852,834
Surplus after deducting fixed charges	594,444	588,187	467,297	559,996	526,601

CUBAN FINANCIAL MATTERS

THE PREVAILING PRICES FOR CUBAN SECURITIES

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

	Bid	Asked
Republic of Cuba Interior Loan 5% Bonds.....	86	89
Republic of Cuba Exterior Loan 5% Bonds of 1944.....	97	99
Republic of Cuba Exterior Loan 5% Bonds of 1949.....	92	94
Republic of Cuba Exterior Loan 4½% Bonds of 1941.....	83	85
Havana City First Mortgage 6% Bonds.....	100	104
Havana City Second Mortgage 6% Bonds.....	100	104
Cuba Railroad Preferred Stock.....	78	82
Cuba Railroad Co. First Mortgage 5% Bonds of 1952.....	86	88
Cuba Company 6% Debenture Bonds.....	85	95
Cuba Co. 7% Cumulative Preferred Stock.....	86	100
Havana Electric Rway., Light & Power Co. Preferred Stock.....		
Havana Electric Rway Co. Consolidated Mortgage 5% Bonds.....	86	89
Havana Electric Rway., Light & Power Co. Common Stock.....		
Matanzas Market Place 8% Bond Participation Certificates.....	100	none
Cuban-American Sugar Co. Preferred Stock.....	104	107
Cuban-American Sugar Co. Common Stock.....	195	200
Guantanamo Sugar Company Stock.....	\$59	\$61
Santiago Electric Light & Traction Co. 1st Mtge. 6% Bonds.....	81%	83%

NATIONAL CITY BANK

Two new branches of the National City Bank have been opened in Cuba during the past month, to wit, at Guantanamo and Manzanillo, and another branch in the city of Havana will be opened in a few days. The latter will make seven branches opened on the island since January 1st last with a total of ten in the island.

CUBAN PORTLAND CEMENT CORP.

The annual report of the Cuban Portland Cement Corporation for the year 1918 shows that there were manufactured 152,959 barrels of cement in the period, and that 137,412 barrels were sold. Gross receipts were \$516,577; manufacturing cost \$283,096; selling and administrative expense \$141,869, and net profit \$95,685, including \$4,074 other income. Charges against income totalled \$127,507, leaving a net loss for the period of \$31,822.

GUANTANAMO SUGAR COMPANY

THIRTEENTH ANNUAL REPORT

FISCAL YEAR ENDING SEPTEMBER 30, 1918

New York, November 15, 1918.

The Directors have submitted the accounts of the Company for the year ending September 30, 1918, and a copy of the Balance Sheet, together with the report of the General Manager on the operations of the Company.

The amount of cane ground was 479,018 tons and sugar made, 49,116 tons, as compared with 422,000 tons cane ground and 40,177 tons sugar made in 1917. The yield of sugar per ton of cane was again adversely affected by unfavorable weather conditions during the grinding season. While 8 per cent. more than in 1917, it was still below the average of previous years.

Operating costs have continued rising steadily, and taxes payable by the Company to both United States and Cuban Governments have largely increased.

The gross income was \$1,062,513.46, from which has been charged off the sum of \$260,641.29 for depreciation on buildings, machinery and equipment and for replanting of cane; and a further sum of \$261,000, which it is estimated will suffice to cover all taxes and contingencies, leaving a net profit for the year of \$540,872.17.

Regular quarterly dividends have been paid at the rate of 10 per cent. per annum.

The capital outlay for the year for necessary additions and improvements to the property amounted to \$242,287.56, as specified in the General Manager's report.

Our fields at present give promise of a supply of cane ample for a large output of sugar in the coming season, subject to its successful harvesting and manufacture; and the sale of the total production is already contracted for at a higher price than that received for the past crop.

Guantánamo, October 15, 1918.

In spite of several handicaps, such as an unusually wet grinding season, which interfered greatly with the harvesting of cane, and a shortage of labor, the total output of sugar for the three factories of the Company reached the highest point in its history:

Grinding began and ended as follows:

Soledad began	December 20, 1917,	and ended	July 10, 1918.
Ysabel " "	November 30, 1917,	" "	June 2, 1918.
Los Caños " "	December 27, 1917,	" "	July 7, 1918.

Cane harvested by the Company and purchased from Colonos, in tons of 2,000 lbs., was as follows:

	1918	1917	1916	1915	1914
Company Cane	207,050	177,685	174,407	191,969	220,310
Colonos:					
Company Land	80,107	103,640	58,157	60,160	59,187
Own Land	191,861	140,675	104,256	135,217	160,010
Total	479,018	422,000	336,820	387,346	439,507
The amount of sugar made in bags of 320 U. S. lbs. was as follows:					
	1918	1917	1916	1915	1914
Soledad... ..	137,283	114,884	106,100	117,489	133,216
Ysabel	98,285	62,988	56,451	67,657	79,818
Los Caños	71,406	73,234	72,877	63,832	86,558
Total	306,974	251,106	235,428	248,978	299,592
The percentage of total sugar (96° test) obtained on the cane was as follows:					
	1918	1917	1916	1915	1914
Soledad	10.35	9.11	11.46	10.26	11.24
Ysabel	10.53	10.11	12.32	10.64	11.47
Los Caños	10.18	9.84	10.82	10.51	10.78
Average	10.34	9.57	11.47	10.42	11.17

The expenditures on Improvements and Betterments during the year have been as follows:

Cane Planted, New Lands	\$20,928.37
Pastures	3,565.20
Buildings and Fences	32,487.77
Irrigating Plant	1,067.12
Agricultural Machinery	1,382.16
Narrow Gauge Railway and Equipment.....	52,676.46
Standard Gauge Railroad	51,469.53
Factories	51,538.64
Miscellaneous	18,182.44
Total	<u>\$233,297.69</u>

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

Additional:		
Live Stock	\$36,875.00	
Deductions:		
Timber Lands (Stumpage)	\$23,760.13	
Other Properties (Sales, etc.)	4,125.00	
	<u>27,885.13</u>	
		<u>\$8,989.87</u>

The following is the result of operations of the Guantánamo Railroad for the years ended June 30th:

	1918	1917	1916	1915
Gross Income	\$417,132.87	\$286,747.28	\$308,548.82	\$261,494.42
Operating Expenses and Taxes..	280,070.10	164,682.89	166,998.51	192,886.50
	<u>\$137,062.77</u>	<u>\$122,064.39</u>	<u>\$141,550.31</u>	<u>\$68,607.92</u>
Depreciation	49,899.25	39,948.63	54,238.39	34,024.36
Net Earnings from Operations..	\$87,163.52	\$82,115.76	\$87,311.92	\$34,583.56
Interest Charges	63,931.61	63,931.61	65,973.44	63,872.44
Profit	<u>\$23,231.91</u>	<u>\$18,184.15</u>	<u>\$21,338.48</u>	<u>*\$29,288.88</u>

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

BALANCE SHEET—SEPTEMBER 30TH, 1918

ASSETS

Cost of Properties:

Real Estate, Cane Lands, Buildings, Equipment and other Permanent Investments	\$4,999,680.29
Deduct—Betterments charged to Surplus July 1, 1911, to June 30, 1915	<u>425,643.97</u>
	<u>\$4,574,037.22</u>
Advances to Guantánamo Railroad Company	788,198.23
7,649 Shares held in the Guantánamo Railroad Company.....	1.00
Current and Working Assets:	
Growing Crop carried over to 1918-1919 Season.....	\$320,466.00
Inventories:	
Raw Sugar on hand, 29,044 bags.....	\$397,818.34
Molasses	20,636.69
Stores and Supplies in stock and in transit, at cost	496,519.02
Materials for New Construction and Spare Parts, at cost	<u>185,451.90</u>
	<u>1,100,425.96</u>

* Deficit.

Insurance Unexpired, etc.	21,969.93	
Sundry Accounts Receivable and Advances to Colonos	711,697.31	
Liberty Bonds	\$415,000.00	
Less—Bank Loans there against....	360,000.00	
	<u>55,000.00</u>	
Cash in Banks and on Hand (New York and Cuba) ..	69,361.87	
		<u>2,278,921.06</u>
		\$7,641,157.51

LIABILITIES

Capital Stock:		
Authorized—60,000 shares of \$50 each.....	\$3,000,000.00	
Issued and Outstanding—60,000 shares of \$50 each.....		\$3,000,000.00
Current Liabilities:		
Bills Payable and Sight Drafts	\$262,000.00	
Accounts Payable	144,299.77	
Provisions for Taxes and Contingencies.....	261,000.00	
		<u>667,299.77</u>
Unexpended Funds:		
For 1918 Dead Season Current Repairs and Maintenance	\$45,000.00	
For Depreciation and Extraordinary Repairs.....	810,777.36	
For Depreciation of Live Stock	82,584.36	
For Replanting	250,539.25	
		<u>1,188,900.97</u>
Surplus:		
Balance at September 30th, 1917		
Add:	\$2,544,084.60	
Profit on Operations for the Year as per account annexed	540,872.17	
		<u>\$3,084,956.77</u>
Deduct:		
Dividends	300,000.00	
		<u>2,784,956.77</u>
		\$7,641,157.51

PROFIT AND LOSS ACCOUNT

For the Year Ending September 30, 1918

Gross Sugar Sales, less Sea Freight, Commissions, etc.....		\$4,334,093.75
Molasses Sales		<u>99,879.02</u>
		\$4,433,972.77
Deduct:		
Producing and Manufacturing Costs and Shipping Expenses, including New York and Guantánamo Office Expenses.....		3,499,923.05
		<u>3,499,923.05</u>
Profit on Operations, before providing for Depreciation of Mills and Equipment or for Replanting of Cane..		\$934,049.72
Add:		
Interest (net)	\$88,097.76	
Rents (net)	39,509.82	
Miscellaneous (net)	14,976.75	
		<u>\$142,584.33</u>
Less:		
Loss on Sugar and Molasses carried over from September 30th, 1917 (net)		14,120.59
		<u>14,120.59</u>
		128,463.74
		<u>\$1,062,513.46</u>

Deduct:		
Provision for Depreciation of Mills and Equipment and for Replanting of Cane	260,641.29	
		<u>\$801,872.17</u>
Deduct:		
Provision for Taxes and Contingencies—estimate.....	261,000.00	
		<u>Profit for the Year</u>
		\$540,872.17

BALANCE SHEET—JUNE 30TH, 1918

ASSETS

Capital Assets:		
Cost of Road, Land, Buildings, Rolling Stock, Equipment, etc.....	\$2,065,266.02	
Working Assets:		
Fuel	\$25,879.78	
Materials and Supplies	33,560.80	
Insurance Unexpired	4,394.87	
		<u>63,835.45</u>
Current Assets:		
Accounts Receivable, including Claims, Cash, etc.....	150,327.44	
		<u>\$2,279,428.91</u>

LIABILITIES

Capital Stock:		
Authorized—10,000 shares of \$100 each	\$1,000,000.00	
Less..... 11 shares unissued	1,100.00	
		<u>9,989 shares outstanding</u>
		\$998,900.00
Loan Guantánamo Sugar Company		788,198.23
Current Liabilities:		
Loan—Repayable in services	\$93,300.00	
Audited Vouchers unpaid	24,172.89	
Miscellaneous Accounts payable	3,179.70	
		<u>120,652.59</u>
Reserves:		
For Maintenance of Ways and Structures	\$27,468.80	
For Maintenance of Equipment	67,939.31	
For Depreciation	52,854.72	
Miscellaneous	22,639.33	
		<u>170,902.16</u>
Surplus:		
Balance at June 30th, 1917	\$177,544.02	
Add:		
Profit for the Year ending June 30th, 1918.....	23,231.91	
		<u>200,775.93</u>
		<u>\$2,279,428.91</u>

CUBA RAILROAD COMPANY

The National City Company, of New York, announced on June 3rd an offering of \$1,150,000 Cuba Railroad Company first mortgage 5 per cent. bonds at 88, to yield 5.80 per cent. This bit of financing is the first attempted in the American market by a foreign railroad since the war, and for this reason its success is regarded with more than usual interest in investment circles.

George H. Whigham, president of the

road, in a circular to the bankers, stated that the company operates 658 miles of standard gauge railway, the main line of which forms the eastern portion of the through route traversing the Island of Cuba from Havana to Santiago. During the ten years to June 30, 1918, the company's gross income averaged approximately two and three-quarters times the fixed charges, and interest on the first mortgage bonds, of which \$13,170,000 is outstanding, was earned more than three times.



Central Occidente, Province of Havana

THE SUGAR INDUSTRY

USE OF TRACTORS ON CUBAN SUGAR ESTATES

The tractors used on the sugar estates of Cuba are of two kinds—the round wheel and the track-layer or caterpillar style, and are used almost exclusively for plowing. Consul C. S. Winans, Cienfuegos, reports that in the northern section of the Cienfuegos Province, owing to the hard, sticky, clayish soils, the caterpillar type seems to be the most successful, as it is claimed that in the use of round-wheel tractors there is a constant slipping of the wheels with the consequent loss of power and breakdowns. In the central and southern parts of this district the round-wheel tractors seem the most successful, and they have been found to be very satisfactory and economical—more economical when alcohol is used instead of gasoline.

In the southern section tractors of 8 to 16 and 12 to 25 horsepower have been used to some extent for hauling pur-

poses, as well as in connection with the use of cane-planting machines. Experiments have also been made here with the track-layer type in connection with cultivating between the rows of cane. The chief objections to this type seem to be that its first cost is very much higher than the round wheel; that it is complicated and therefore more liable to breakage, and more difficult for inexperienced operators to handle. Several plantations are to experiment in the use of different kinds of tractors, and especially with the caterpillar type, for the purpose of hauling cane.

JAMAICAN SUGAR CROP [ESTIMATE]

Consul C. L. Latham reports from Kingston, Jamaica, that the director of Agriculture of Jamaica estimates the probable size of the 1919 crop (export) of sugar from the colony at 33,000 tons as against 26,000 tons for 1918.

PER CAPITA CONSUMPTION

The United States has started the year 1919 with a per capita sugar consumption averaging three-quarters of a pound per month more for the first three months of the year than for the corresponding period in 1918, according to the figures contained in the first quarterly report issued by the United States Sugar Equalization Board. Per capita consumption during January, February and March of this year, calculated on a basis of a population of 105,000,000, was 20.28 pounds, as against 18 pounds for the first quarter of last year.

The actual consumption for the quarter, reduced to a refined basis, was 1,065,040 ordinary tons (950,929 long tons), as compared with 945,646 ordinary tons (844,327 long tons) for the first quarter of 1918. The increase, therefore, amounted to 119,394 tons, or 12.6 per cent. This is a larger consumption than was reported for any quarter of last year except the second.

The report shows a sugar situation in the United States during the first part of 1919 easier in every respect than that of a year ago. Not only were receipts of raws and refiners' operations in larger volume than for the corresponding period last year, but stocks of sugar in the country, both at the beginning and the end of the quarter, approached more nearly to a normal level. Stocks at the end of the quarter were more than double those at the end of March, 1918. Sales of beet sugar and Louisiana cane sugar were also in much larger volume than for the first three months of last year, while sugar exports reached the highest total recorded for the first quarter of any year except 1916.

Special interest from a trade viewpoint attaches to the figures given in the report for refiners' stocks of refined sugar. These are reported as totalling, at the beginning of the year, 53,465 ordinary tons, against 35,219 tons at the beginning of 1918. At the end of the quarter, on March 31st, they had increased to 174,796 tons, as compared with 63,321 tons on March 31st, last year, the increase during the

quarter amounting to 121,331 tons, or 227 per cent.

Deliveries from refineries for the quarter were 795,807 tons, against 729,607 tons in 1918; beet sugar sales were 236,808 tons, against 192,248; and sales of Louisiana sugar to direct consumption were notably heavy, amounting to 132,342 tons, against 5,975 in 1918. The amount of foreign raw and washed sugars passing into direct consumption, on the other hand, was smaller than in the corresponding quarter last year, being 7,603 tons, against 17,816; consumption of Hawaiian refined was also less, 4,262 tons, against 10,309.

ALLIED CHEMISTS MEET

An inter-allied conference of chemists, including representatives from the principal nations associated in the war, is to be held in London during the month of July. The conference is due to the initiative of the Society of Industrial Chemistry of France, and will include representatives of other prominent French associations, such as the Chemical Society of France (the oldest chemical society in the country), the Association of Sugar Chemists, the Society of Physical Chemistry, the Society of Biological Chemistry, the Society of Chemical Experts, and the Association of Chemists of the Textile Industry.

SUGAR FOR DENMARK

Announcement was made on May 22nd by the War Trade Board, Washington, D. C., that Guild numbers and Import numbers are no longer required for the export of sugar to Denmark. However, application for export license should be made to the War Trade Board as usual.

FRENCH PRODUCTION 1918-19

The output of French sugar factories during the 1918-19 campaign, from September 1, 1918, to February 28, 1919, is given by the *Journal des Fabricants de Sucre* as 109,323,978 kilograms, compared with 199,053,387 kilograms for the preceding season. The total production during the campaign just closed, which is placed at 110,000 metric tons in terms of refined, is approximately 90,000 tons less than the crop of 1917-18. During the season 51 factories were in active operation, as against 61 the previous year.

Statistics of French imports and exports for the calendar year 1918 show total imports in terms of refined, amounting to 203,731 metric tons and exports of 97,505 tons, leaving the net amount imported for consumption within the country at 106,226 tons. Assuming that 150,000 tons of beet sugar from the crops of 1917-18 and 1918-19 were available to the domestic market the total consumption of sugar in France during 1918 would have been slightly above 250,000 tons, or less than 40 per cent. of the normal pre-war consumption.

Of the imports of raw sugar during 1918 the largest amount, 62,000 tons, came from Cuba; 38,000 tons from the Dutch East Indies, and 13,000 tons from the United States. The United States also supplied 33,000 tons of refined during the same period. The largest items of export were 33,000 tons to Morocco and 23,000 tons to Algeria.

CENTRAL JATIBONICO

Announcement has been made that Central Jatibonico, in Camaguey, will be entirely redesigned and rebuilt by its owners, the Cuba Company, before the beginning of another grinding season. A new steel building will be erected, the evaporating capacity will be increased, and complete electrification carried out with the exception of the mills. Among the improvements planned are the adoption of side dump cars for the delivery of cane, abolishing the old sling hoist; the installation of new double crushers in

both tandems, and of new belt driven centrifugals; the substitution of the spray system for the old cooling tower, and the erection of a concrete chimney.

Three new pans have been purchased from the Philadelphia Coppersmiths' Co. through Lombard & Co.; Casey-Hedges multitubular boilers will be installed; the General Electric Co. will supply new generating units and the Chicago Bridge & Iron Works new water tanks and towers. The structural steel will be furnished by the American Steel Co. of Cuba. It is estimated that the changes will increase Jatibonico's capacity by about 20 per cent.—*Facts About Sugar.*

LOUISIANA'S SUGAR CROP

Production of cane sugar in Louisiana in the last season was 561,800,000 pounds, an increase of 74,600 pounds over the previous year, it was announced by John S. Dennee, statistician of the Department of Agriculture. Cane crushed for sugar amounted to 4,170,000 net tons. The average yield of cane an acre was about eighteen tons and the estimated area harvested 231,000 acres. About 20,000,000 gallons of black strap and 10,793,000 gallons of cane syrup will be obtained from the crop in addition to the sugar.

SUGAR-BEET SEED FROM GERMANY

The War Trade Board announces (W. T. B. R. 764) that applications for licenses to import into the United States sugar-beet seed from Germany, or which originated in Germany, will be considered. Licenses covering such importations, however, will not be issued until the importer in the United States has made effective arrangements to make the purchase price of such commodity available for the purchase of foodstuffs for Germany by depositing said purchase price with the American Relief Administration for remittance through said administration to the persons thereto entitled. The duplicate receipt issued by the American Relief Administration must be submitted to the Bureau of Imports of the War Trade Board when applications for licenses are filed.

TRINIDAD SUGAR-CROP PROSPECTS

It is estimated that the Trinidad sugar crop for the 1919 season will approximate 55,000 tons, which will be an improvement over last year by about 10,000 tons, but still falling considerably below the returns for 1917 and 1916. The total amount of sugar made in Trinidad for the crop year 1918 was 45,256 tons; for 1917, 70,891 tons; 1916, 64,231 tons; 1915, 58,882 tons; 1914, 55,488 tons; and 1913, 42,331 tons. The average annual output of sugar in Trinidad for the past 10 years has been about 55,000 tons, so that the 1919 crop should be an average one.

During the crop year 1918 a pest of froghoppers did considerable damage, and the pest has continued its damage with the present crop, except on estates that have practically eliminated the pest by improved tillage and drainage, and so have been able to protect and increase their production, making the average production for the island at least above the returns of last year.

The bulk of the sugar from the 1919 crop will be manufactured into gray crystals and sold to the Royal Commission on the Sugar Supply of England at \$124.20 per ton f. o. b. Practically all the factories in Trinidad have now started grinding sugar cane, and so far the quality of the juice is satisfactory and the prospects fairly good.

Messrs. Edgar Tripp & Co., Trinidad, in their monthly trade circular state:

The Barbados Chamber of Commerce is agitating for the abrogation of the Dutch sugar standard in Canada, in which progressive country it is strange to find that this ancient method of test, long discarded elsewhere, still obtains. The Trinidad chamber is affording practical assistance in the protest. There appears to be some legislative obstacle in the way of the immediate removal of the complaint, but if, as expected, united representations are put forward by the sugar colonies, the Dominion Government will no doubt deal favorably with the matter. In any case it will not affect Trinidad this year to any extent by reason of the

bulk of the crop being already disposed of elsewhere.—*Consul Henry D. Baker, Trinidad, British West Indies.*

INCREASED COSTS OF GERMANY'S CROP

"The German beetroot crop, which in pre-war times produced two and three-quarter million tons of sugar, is reported only to have yielded about one and a half million tons for 1918," says the Clyde Sugar Market Report of March 21, 1919.

"From deficient cultivation and want of the usual fertilizers, the quantity of roots obtained per acre has decreased from 13½ tons then to rather less than 8 tons now. This decreased quantity, and the greatly increased expense of cultivation, has raised the cost of roots from £13.10 (\$63.67) per acre in 1914 to £46.5 (\$220) in 1918, or fully 241 per cent. On this account the outlook of the industry gives rise to serious misgivings."

SUGAR IMPORTED INTO SPAIN

Ambassador Willard cables from Madrid that a Royal Order of May 24th cancels the recent reduction in the import duty on sugar. The former rate of 60 pesetas (peseta, \$0.193) per 100 kilos (kilo, 2.2 pounds) is re-established. Foreign sugars bearing consular visée before date of May 20th will pay the former rate of 35 pesetas per 100 kilos (in force since July 30, 1918); while those deposited at present in Spain will pay this rate if declared within five days.

IMPORTATION OF RAW SUGAR INTO FRANCE

By order of a ministerial decree of April 14th, raw sugar for refining, for the manufacture of chocolate, confectionery, preserves, biscuit, dry cakes, canned fruits, liquors, and all products for human consumption may now be temporarily imported into France for re-exportation under special guaranty that goods will be re-exported.—*Consul General A. M. Thackara, Paris.*

SUGAR REVIEW

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

Our last review for this magazine was dated April 28, 1919.

At that date 195 centrals were grinding the sugar cane in Cuba, which number is now reduced to 136. Reports from those centrals which have closed indicate the outturns well up to the early estimates.

With regard to the total outturn of sugar to be expected, in November, 1918, we stated that we were inclined to look for the Cuban crop during 1918-19 to outturn 3,600,000 tons, and further stated there were still some months of growing weather to be experienced, and that our figure of 3,600,000 tons might be changed by future developments. Since that time, the weather has been generally very favorable, particularly as regards harvesting. The Cuban crop during the first five months has reached a height of production hitherto unknown, and our recent cable advised that the production to the end of April reached 2,438,705 tons. Last year the production for the same period totaled 2,220,944 tons. Since April 30th, present crop has made a further advance over last year. Of course, the wonderful progress being made in sugar production in Cuba may not be continued at the present rapid rate, and it is even possible that the crop may end suddenly, due to the cane supply running out, or to a long spell of rainy weather. However, it seems practically assured that our figure of 3,600,000 tons will be materially exceeded. Messrs. Gunna-Mejer and Mr. Himely have stated that there was sufficient cane in the fields in Cuba to produce approximately 4,000,000 tons, and if the present rate of production continues for the balance of the crop as has already been outturned, the crop should reach the figures estimated by the above mentioned authorities.

As regards our domestic cane crop in Louisiana, the final outturn for 1918-19 is 250,082 tons, or slightly in excess of our estimated figure. Regarding the new crop it is not likely at the present writing that the outturn will reach this figure, although just recently the weather has been favorable and the crop is being greatly benefited by the sunshine after the long period of unfavorable weather. According to our correspondents in New Orleans, a lack of labor is the chief source of concern to the planters at the present time, as the force available for field work is only limited.

Preparations for the 1919-20 domestic beet sugar campaign are in full swing. Crop prospects in California, owing to unfavorable weather and other reasons, are not very brilliant, but in various other beet growing sections of the country good increases in acreage have been contracted this year over last, and if the favorable weather continues, prospects for a good increase over last season are very promising despite California's poor showing.

Our Java cable under date of May 23rd gives exports of sugar during April as follows: England 48,000 tons, Belgium 5,000 tons, Norway 5,000 tons, Spain 4,000 tons, Finland 3,000 tons, and Sweden 2,000 tons, a total to Europe of 67,000 tons, and serving as confirmation of our previous reports as to the business done in Java sugars with the various European countries. Exports to other countries during April amounted to 36,000 tons, of which 3,000 tons were for Vancouver and 9,000 tons to Australia. Total shipments for the month were 103,000 tons, against only 37,633 tons in April last year and 38,887 tons in 1917. Some months ago it was the intention of the Java Government to restrict the area devoted to sugar throughout Java. At that time it was thought that there would be sufficient supply of Java sugar to warrant a restriction in the sugar acreage. However, owing to an extraordinary demand for Java sugars from Eastern countries, aided materially by money exchange in favor of the Eastern countries, sellers in Java disposed of the surplus carried over from the 1917 crop as well as the entire 1918 crop, amounting to over 2,000,000 tons. Under

such conditions the Government have rescinded their intentions in regard to limiting the sugar acreage in favor of rice and other foodstuffs, and it is now expected that the Java crop commencing in May, 1920, will again reach figures approximating 1,500,000 tons. Press reports state that an eruption of a volcano had caused a severe loss of life and some of the reports state that in 1901 a preceding eruption had destroyed the sugar crop. We have no record of any damage to any Java crop about the period mentioned; in fact, the Java crop of 1901 showed an increase of 60,000 tons over the preceding one, the former outturning 767,130 tons, while the crop of 1902 outturned 842,812 tons.

Cable advices from England to us state that the Government of the United Kingdom has announced a preference of $1/6$ (16 $2/3\%$) on all British Colonial sugars imported into the United Kingdom. The duty now assessed on 96° test raws is 22s 4 $1/2$ d (4.88c per lb.), and on refined and raws over 95°, 25s Sd (5.60c per lb.). The United Kingdom has never previously allowed a concession in duty to any of its Colonies. Home grown sugar (beet) during the war was assessed an internal revenue tax somewhat less than the duties mentioned above. However, the beet industry in England languished during the war period and no sugar was produced.

There is little else of interest in our market here. The quotations for raw sugars remain unchanged on the basis of 5.88c c. & f. for Cubas and 9c less 2% for cash for granulated sugar. The demand for the latter has been very heavy, both for domestic use and for export, and all our refiners are now delayed, in some cases as much as two to four weeks. Beet sugars of the 1918-19 crop are being gradually withdrawn from the Eastern markets, as the available supply of sugar diminishes.

New York, N. Y., May 31st, 1919.

SUGAR PRODUCTION IN NICARAGUA

The prospects of an increased production of sugar during the 1919 season over that of 1918 are not encouraging. Already some of the centrals have discovered that the sugar content of the cane is below the standard, and this they attribute to the lack of rain during the proper season. However, owing to the slightly larger acreage devoted to cane, it is estimated that the production this season will equal that of 1918, or approximately 240,000 quintals, or 24,000,000 pounds.

In 1918, 137,281 quintals or 13,728,167 pounds of sugar were exported, the value being placed at \$742,067. Mexico imported more than 100,000 quintals of this crop; Canada, 20,000 quintals; Panama and other countries, smaller quantities, very little being taken by the United States.

In 1917, only 64,000 quintals or 6,404,226 pounds valued at \$231,796 were exported. More than two-thirds of this was absorbed

by the United States; the remainder by Canada and other countries.

In consequence of the high export price resulting from the keen competition between purchasers of Mexico and Canada, there prevailed a great scarcity of sugar in Nicaragua during the latter part of 1918, not a sufficient quantity having been retained for local consumption. Naturally the price was abnormally high in many sections, retailers demanding as much as 15 cents a pound.

The government has issued a decree which is to prevent a recurrence of the scarcity of sugar and the accompanying high prices. Each central is required to notify the Minister of Finance daily of its production, and no central or producer of sugar is allowed to export, or sell for export, unless under license from the Minister of Finance. In this way the Government expects to retain a quantity sufficient to meet the public demand. It is estimated that the Nicaraguan public consumes 100,000 quintals of sugar annually.

—Consul A. J. McConico, Corinto.

REVISTA AZUCARERA

Escrita especialmente para THE CUBA REVIEW por Willett & Gray, de Nueva York.

Nuestra última reseña para esta publicación estaba fechada el 28 de abril de 1919, en cuya fecha había en Cuba 195 centrales moliendo la caña, cuyo número se ha reducido ahora a 136. Los informes recibidos de los centrales que han terminado la molienda indican que la producción llega bastante bien a los primeros cálculos.

Respecto a la producción total de azúcar esperada, en noviembre de 1918 manifestamos que nos inclinábamos a creer que la zafra de Cuba durante 1918-19 daría una producción de 3,600,000 toneladas, y además manifestamos que quedaban aún algunos meses para el crecimiento de la caña y que nuestras cifras de 3,600,000 toneladas podrían cambiar por acontecimientos en el futuro. Desde entonces el tiempo ha sido generalmente favorable, particularmente en lo que se refiere a la recolección. La zafra de Cuba durante los cinco primeros meses ha llegado a una producción tan alta hasta ahora no conocida, y los avisos recientes que hemos recibido por cable manifiestan que la producción hasta fin de abril llegó a 2,438,705 toneladas. Desde el 30 de abril la zafra actual ha sobrepasado a la del año pasado. Por supuesto, el sorprendente progreso que está teniendo lugar en la producción de azúcar tal vez no continúe tan rápidamente como al presente, y hasta es aun posible que la zafra termine de pronto, debido a que se agote el abasto de caña, o a una temporada larga de tiempo lluvioso. Sin embargo, al parecer es casi seguro que nuestro cálculo de 3,600,000 toneladas ha de pasar de esas cifras. Los Sres. Guma-Mejer y el Sr. Himely han manifestado que había suficiente caña en los campos de Cuba para producir 4,000,000 toneladas, y si la producción al presente continúa por el resto de la zafra a razón de lo que ya se ha producido, la zafra debería llegar a las cifras calculadas por los peritos anteriormente mencionados.

Respecto á la zafra de caña en la Luisiana, la producción final para la estación de 1918-19 es 250,082 toneladas, o algo más de lo que hemos calculado. Respecto a la nueva zafra, no es probable al presente que la producción llegue a estas cifras, aunque recientemente el tiempo ha sido favorable y la zafra se está beneficiando en gran manera por el sol después de un largo período de tiempo desfavorable. Según nuestros corresponsales de Nueva Orleans, la falta de trabajadores es el principal inconveniente para los plantadores de caña al presente, y el número de braceros disponibles para las tareas del campo es sólo limitado.

Las preparaciones para la campaña del azúcar de remolacha del país está en todo su apogeo. La perspectiva para la zafra en California, debido al tiempo desfavorable y a otros motivos, no es muy halagüeña, pero en varias otras secciones del país dedicadas al cultivo de la remolacha se ha conseguido este año un buen aumento en la extensión de terreno sobre el del año pasado, y la perspectiva para un buen aumento sobre el de la última estación es cosa muy halagüeña a pesar de la producción tan escasa en California.

El cablegrama que recibimos de Java con fecha 23 de mayo da las exportaciones de azúcar durante abril del modo siguiente: a Inglaterra 48,000 toneladas, a Bélgica 5,000 toneladas, a Noruega 5,000 toneladas, a España 4,000 toneladas, a Finlandia 3,000 toneladas, a Suecia 2,000 toneladas, o sea un total a Europa de 67,000 toneladas, viniendo a corroborar esto nuestros previos informes respecto a los negocios llevados a cabo en azúcares de Java con los varios países europeos. Las exportaciones a otros países durante abril ascendieron a 36,000 toneladas, de las cuales 3,000 toneladas fueron con destino a Vancouver y 9,000 toneladas a Australia. El total de embarques durante el mes fueron 103,000 toneladas, contra solo 37,633 toneladas en abril del año pasado y 38,887 toneladas en 1917. Hace algunos meses el Gobierno de Java tuvo la intención de restringir la extensión del terreno dedicado a la producción de azúcar por

todo Java. En aquella ocasión se creyó que habría suficientes existencias de azúcar de Java que justificase una restricción en los terrenos a ese objeto dedicados. Pero sin embargo, debido a una demanda extraordinaria por azúcares de Java de los países del Oriente, más la ayuda por el cambio en la moneda en favor de dichos países, los vendedores de azúcar en Java dieron salida a las existencias sobrantes de la cosecha de 1917 así como de toda la cosecha de 1918, ascendiendo a más de 2,000,000 toneladas. Bajo tales circunstancias el Gobierno ha rescindido sus intenciones respecto a limitar la producción del azúcar en favor del arroz y otras subsistencias, y ahora es de esperarse que la zafra de Java que comience en mayo de 1920 volverá a alcanzar cifras aproximándose a 1,500,000 toneladas. Informes de la prensa anuncian que una erupción de un volcán en Java ha causado una gran pérdida de vidas, y algunos de los informes manifiestan que en 1901 otra erupción destruyó la cosecha de azúcar. No tenemos noticias de daño alguno a ninguna cosecha de Java durante el período mencionado, tanto es así que la cosecha de Java del año 1901 mostró un aumento de 60,000 toneladas sobre la del año antecedente, la del año 1901 dando 767,130 toneladas, mientras que la cosecha de 1902 produjo 842,812 toneladas.

Los avisos que hemos recibido por cable de Inglaterra nos dicen que el Gobierno de la Gran Bretaña ha anunciado un derecho preferencial de 1/6 (16 2/3%) en todos los azúcares de las Colonias Británicas importados a la Gran Bretaña. Los derechos impuestos ahora por los azúcares moscabados polarización 96 grados es 22s. 4 1/2 d. (4.88c. la libra) y por azúcares refinados y moscabados polarización de más de 98 grados 25s. 8d. (5.60c. la libra). La Gran Bretaña nunca había otorgado antes una concesión en los derechos a ninguna de sus Colonias. Al azúcar de remolacha del país durante la guerra le fué impuesto un derecho de consumos algo menor de los derechos aquí expresados. Sin embargo, la industria de la remolacha en Inglaterra decayó durante el período de la guerra y no se produjo azúcar.

Nuestro mercado no ofrece aquí otra cosa alguna de interés. Las cotizaciones por los azúcares moscabados continúan sin cambio bajo la base de 5.88c. costo y flete por los azúcares de Cuba y 9c. menos 2% pago al contado por el azúcar granulado. Ha habido mucha demanda por el azúcar granulado, tanto para uso doméstico como para la exportación, y todos nuestros refinadores están ahora retrasados, en algunos casos en dos a cuatro semanas. Los azúcares de remolacha de la cosecha de 1918-19 se están retirando gradualmente de los mercados de la parte oriental a medida que disminuyen las existencias de azúcar disponibles.

New York, mayo 31 de 1919.

CENTRAL PILAR

The Havana correspondent of *Facts About Sugar* states that Central Pilar, at Artemisa, Pinar del Rio, is to undergo a thorough rehabilitation which will make it into one of the most modern and efficient mills in Cuba, according to plans announced by the owner, Pedro Laborde. A contract has been given to the Fulton Iron Works Co., of St. Louis, with the injunction that no expense be spared to make the plant the best that money can buy, it is stated.

The plans call for the installation of a new 18-roller mill, 34x78 inch rollers, with

a double crusher having a capacity of 210,000 arrobas of cane per day. The crusher will be driven by a 30x54 engine, and the mill will be in three units, each driven by a 36x60 engine. All the latest appliances developed by the Fulton Iron Works Co., such as a self-oiling system, automatic cane feeder, and side car dump for unloading cane, will be provided, together with an improved type of carrier insuring uniform feeding. Another feature will be the centralizing of the main engine controls in one position, so that they can be controlled by a single operator.

Cable Address "Turnure"

New York—64 66 Wall Street

LAWRENCE TURNURE & CO.

Deposits and Accounts Current. Deposits of Securities, we taking charge of Collection and Remittance of Dividends and Interest. Purchase and Sale of Public and Industrial Securities. Purchase and Sale of Letters of Exchange. Collection of Drafts, Coupons, etc., for account of others. Drafts, Payments by Cable and Letters of Credit on Havana and other cities of Cuba; also on England, France, Spain, Mexico, Puerto Rico, Santo Domingo and Central and South America.

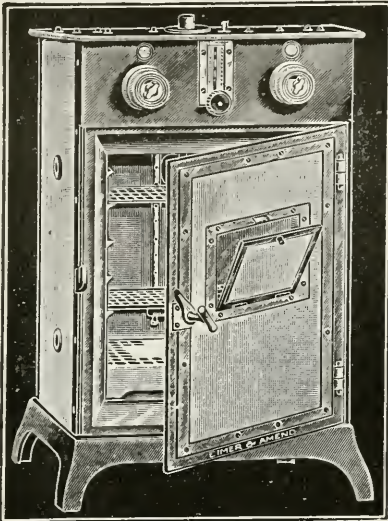
CORRESPONDENTS:

HAVANA—N. Gelats y Ca.

LONDON—The London Joint Stock Bank, Ltd.

PUERTO RICO—Banco Comercial de Puerto Rico.

PARIS—Heine et Cie.



Freas Electric Oven

(PATENTED)

The Most Accurate, Reliable, Durable and Economical Oven for exacting, constant temperature purposes.

Type R, for temperature up to 180° C is universally used in sugar laboratories for control work.

Approved by the Nat'l Board of Fire Underwriters

Write for Booklet and Prices

General Sales Agents:

EIMER & AMEND


Third Avenue, 18th and 19th Streets, New York, N. Y.

Map of Cuba

THE CUBA REVIEW now has ready for delivery a new and revised Map, showing the location of all the active sugar plantations on the Island of Cuba and giving other data concerning the sugar industry. Price \$1.00 postpaid.

THE CUBA REVIEW

82 Beaver St., New York



E. F. KEATING COMPANY

**IRON PIPE
VALVES**

**BOILER TUBES
FITTINGS**

GENERAL OFFICES: 452-4 Water Street, NEW YORK CITY

Warehouses and Shops: 437-446 Water Street

JAMES S. CONNELL & SON

Sugar Brokers

ESTABLISHED 1836. AT 105 WALL ST.

Cable Address, "Tide, New York"

Rails-Locomotives

SUGAR CARS-MOLASSES TANKS
STEEL PILING-POWER PLANT EQUIPMENT

ZELNICKER IN ST. LOUIS

Big Bargain Offerings described in Bulletin 250,
88 pages, 250,000 circulation.

WHAT HAVE YOU FOR SALE?

Established 1876

N. GELATS & COMPANY
Bankers

Transact a General Banking Business.
Correspondents at all the principal places of the world

SAFE DEPOSIT VAULTS

**Office: Aguiar 108
HAVANA**

BANK OF CUBA IN NEW YORK

34 Wall St., New York

Associate Bank of National Bank of Cuba

General banking business transacted with special facilities for handling Cuban items through the National Bank of Cuba and its 65 branches. We are especially interested in discounting Cuban acceptances.

Current Interest Rates Paid on Deposit Accounts subject to check.

Loans, Discounts, Collections and Letters of Credit will receive our best attention.

W. A. MERCHANT - - - - President
J. T. MONAHAN - - - - Vice-President
CHAS. F. PLARRE - - - - Cashier
L. G. JONES - - - - Asst. Cashier
J. W. ALBAUGH - - - - Asst. Cashier

Se habla Español

**A Weekly Publication of
International Interest**

It covers every field and phase of the industry
WRITE FOR SAMPLE COPY

Subscription - \$3.00 Per Year

Facts About Sugar

82 Wall Street, New York

CUBA CANE SUGAR CORPORATION
Preferred Stock Dividend

A quarterly dividend of \$1.75 per share has been declared upon the Preferred Stock of this Corporation for the quarter ending June 30th, 1919, payable July 1st, 1919, to stockholders of record at the close of business June 16th, 1919.

HOME INDUSTRY IRON WORKS
ENGINES, BOILERS AND MACHINERY
 Manufacturing and Repairing of all kinds. Architectural Iron and Brass Castings.
 Light and Heavy Forgings. All kinds of Machinery Supplies.
 A. KLING, Prop. **MOBILE, ALA.** STEAMSHIP WORK
 JAS. S. BOGUE, Supt. A SPECIALTY

Telephone, 33 Hamilton. Night Call, 411 Hamilton. Cable Address: "Abiworks" New York.
ATLANTIC BASIN IRON WORKS
 Engineers, Boiler Makers & Manufacturers. Steamship Repairs in all Branches.
 Heavy Forgings, Iron and Brass Castings, Copper Specialties, Diesel Motor Repairs. Cold Storage
 Installation, Oil Fuel Installation, Carpenter and Joiner Work.
 18-20 Summit Street—11-27 Inlay Street Near Hamilton Ferry **BROOKLYN, N. Y.**
 Agents for "Kinghorn" Multiplex Valve

IMPORTS AND EXPORTS

Total values of merchandise imported from and exported to Cuba during April and the ten months ended April, 1919, compared with corresponding periods of the preceding year, have been made public by the Bureau of Foreign and Domestic Commerce, Department of Commerce, as follows:

	Month of April		10 Months Ended April	
	1919	1918	1919	1918
Imports from Cuba.....	\$44,083,659	\$33,418,724	\$246,334,401	\$193,098,823
Exports to Cuba.....	19,258,676	28,173,224	188,786,826	192,752,420

HOPS, MALT AND GLUCOSE

The following statistics of exports of hops, malt and glucose from the United States to Cuba during the calendar year 1918 were compiled by the division of statistics of the Bureau of Foreign and Domestic Commerce:

Hops		Malt		Glucose	
Pounds	Value	Bushels	Value	Pounds	Value
248,955	\$93,284	116,471	\$200,254	2,154,695	\$129,241

EXPORTS OF SODA

There is given below the exports of caustic soda, sal soda, silicate of soda and soda ash from the United States to Cuba during the calendar year 1918:

Caustic Soda		Sal Soda		Silicate of Soda		Soda Ash	
Pounds	Value	Pounds	Value	Pounds	Value	Pounds	Value
8,556,688	\$414,088	1,358,567	\$27,028	1,209,050	\$29,058	10,428,222	\$178,457

CANARY ISLANDS

Official figures covering Cuban imports into and exports from the Canary Islands are available only for 1916, and the changes relative to 1915 are shown in the following table:

Imports		Exports	
1915	1916	1915	1916
\$317,216	\$341,389	\$403,521	\$364,635

Cuba exported to Canary Islands confectionery and fine biscuits valued at \$99,868, sugar at \$55,400, and tobacco at \$64,100.

**THE
Trust Company of Cuba**

HAVANA

CAPITAL - - - - - \$500,000
SURPLUS - - - - - \$500,000

TRANSACTS A

**GENERAL TRUST AND
BANKING BUSINESS**

Real Estate Department

Examines Titles, Collects Rents
Negotiates Loans on Mortgages

CORRESPONDENCE SOLICITED FROM
INTENDING INVESTORS

OFFICERS

Norman H. Davis,President
Oswald A. HornsbyVice-President
Claudio G. Mendoza.....Vice-President
J. M. Hapgood.....Treasurer
Rogelio Carbajal.....Secretary
W. M. WhitnerMgr. Real Estate Dept.

The Royal Bank of Canada

Fundado en 1869

Capital Pagado - - - - - \$15.0 0.000
Fondo de Reserva - - - - - 15.000.000
Activo Total - - - - - 420.000.000

QUINIENTAS CINCUENTA SUCURSALES
VEINTE Y OCHO SUCURSALES EN CUBA
CINCO SUCURSALES EN LA HABANA

LONDRES: 2 Bank Buildings, Princes Street
NEW YORK: 68 William Street
BARCELONA: Plaza de Cataluña 6

Corresponsales en todas las Plazas Bancables del mundo. Se expiden CARTAS DE CREDITO para viajeros en DOLLARS, LIBRAS ESTERLINAS y PESETAS, valederas sin descuento alguno.

En el DEPARTAMENTO DE AHORROS se admiten depósitos a interés desde CINCO PESOS en adelante.

Sucursal Principal en la Habana: Obrapia 33

Administradores

R. DE AROZARENA F. W. BAIN

Supervisor de Sucursales

F. J. BEATTY

Casa Turull

MERCHANTS - IMPORTERS - EXPORTERS

We have always specialized in SUGAR MILL REQUIREMENTS and endeavor to make our service in this field as complete as possible.

Our main office in Havana and branch offices at Santiago, Cienfuegos, Camaguey, Matanzas and Pinar del Rio give careful attention to every inquiry and order received.

Traveling representatives cover outlying districts in all these provinces.

Three large warehouses in Havana carry at all times stocks of material for immediate shipment.

Our New York Office is in a position to procure materials at lowest prices and assures prompt shipment, and we are sole distributors for some of the largest manufacturers.

If not already dealing with us, may we not be favored with your inquiries?

Write for Our Latest Catalogue and Quotations

THOMAS F. TURULL & CO.

RAW MATERIALS FOR ALL INDUSTRIES

Acids, Chemical Products, Oils, Greases,
Fertilizers

NEW YORK:
170 Broadway

HAVANA:
Muralla 2 & 4

Telephones—A 7751, A 6368, A 4892

Aparato Nuevo

para trasbordar y

Pesar Cana Neto

Sistema nueva patentada por
Horace F. Ruggles, 108 Wall St., N. Y.,
constructor de trasbordadores superiores

Funciona por motor, levantando pesando, trasbordando y disparando la caña por un hombre y imprime billetes duplicadas del peso neto.

Pidanse informes del modelo "La Victoria."

THE CUBAN-AMERICAN SUGAR CO.

PREFERRED AND COMMON DIVIDENDS.

The Board of Directors have declared the following dividends payable July 1st, 1919, to stockholders of record at the close of business June 16th, 1919:

On the Preferred Stock a quarterly dividend of 1¾%.

On the Common Stock a quarterly dividend of 2½%.

Checks for the payment of the dividends will be mailed.

The transfer books will not be closed.

United Railways of Havana

CONDENSED TIME TABLE OF DAILY THROUGH TRAINS

No. 11 P M	No. 1 P M	No. 7 P M	No. 5 P M	No. 3 A M	No. 9 A M	Miles	HAYANA	No. 2 A M	No. 8 A M	No. 6 P M	No. 10 P M	No. 4 P M	No. 12 A M
10.31	10.01 AM	4.01	1.01	10.01	7.01		Lv...Central Station...Ar	6.50	9.40	3.31	6.30	7.25	6.30
....	12.17	6.40	3.23	11.54	9.25	58	Ar....Matanzas...Lv.	4.15	6.52	1.10	3.50	5.06	....
....	4.05	8.40 PM	5.50	2.00	12.37 PM	109	Ar....Cardenas....Lv.	12.05 PM	5.00 AM	10.00	1.20 PM	....	....
....	6.48	....	9.22	4.45	....	179	Ar....Sagua.....Lv	10.45	....	6.45	....	12.10 PM	....
...	11.10	....	....	8.40	....	230	Ar....Caibarien....Lv.	7.00	....	....	....	8.15 AM	*...*
....	6.00	....	9.00	....	....	180	Ar...Santa Clara...Lv.	11.00	....	7.40	....	12.05 PM	....
8.00 AM	....	....	....	6.50 PM	....	195	Ar...Cienfuegos...Lv.	....	....	....	....	11.20 AM	9.00
....	9.55	....	....	....	....	241	Ar...Sancti Spiritus..Lv.	4.45	....	....	....	....	PM
....	11.35 PM	....	2.55	....	....	276	Ar...Ciego de Avila..Lv.	3.45	....	12.40 AM	....	....	....
....	3.10 AM	....	6.10	....	....	340	Ar...Camaguey...Lv.	12.15 AM	....	9.00 PM	....	....	....
....	2.10	....	....	....	....	570	Ar....Antilla.....Lv.	1.30	....	9.30	....	....	....
....	3.45 AM	....	6.45 PM	....	....	535	Ar. Santiago de Cuba Lv.	12.01 AM	....	9.00 AM	....	....	....

Sleeping cars on trains 1, 2, 5, 6, 11 and 12.
*Via Carreño.

SLEEPING CAR RATES UNITED RAILWAYS OF HAVANA

From HAVANA TO	Lower Berth	Upper Berth	Compartment	Drawing-Room
Cienfuegos.....	3.60	\$3.00	....	\$10.00
Santa Clara.....	3.60	3.00	8.00	10.00
Camaguey.....	4.20	3.50	10.00	12.00
Antilla.....	6.00	5.00	14.00	18.00
Santiago de Cuba.....	6.00	5.00	14.00	18.00

ONE-WAY FIRST-CLASS FARES FROM HAVANA TO PRINCIPAL POINTS REACHED VIA

THE UNITED RAILWAYS OF HAVANA

	U. S. Cy.		U. S. Cy.
Antilla.....	\$27.99	Isle of Pines.....	\$7.00
Batabano.....	1.71	Madruga.....	3.31
Bayamo.....	24.79	Manzanillo.....	26.42
Caibarien.....	11.71	Matanzas.....	3.52
Camaguey.....	18.59	Placetas.....	12.52
Cardenas.....	5.97	Remedios.....	12.40
Ciego de Avila.....	15.26	Sagua.....	9.29
Cienfuegos.....	9.59	San Antonio.....	.73
Colon.....	6.09	Sancti Spiritus.....	13.43
Guantanamo.....	30.70	Santa Clara.....	9.35
Holguin.....	25.44	Santiago de Cuba.....	28.94

Passengers holding full tickets are entitled to free transportation of baggage when the same weighs 110 pounds or less in first-class and 66 pounds or less in third-class.

"WEEK-END" TICKETS

FIRST- AND THIRD-CLASS

are on sale from Havana to all stations of the United Railways (except Rincon and such as are located at less than twenty kilometres from Havana) and vice versa, valid going on Saturdays and returning on any ordinary train the following Sunday or Monday at the very low cost of one-way fare plus 33 1/3%.

UNITED RAILWAYS OF HAVANA

FRANK ROBERTS, General Passenger Agent

PRADO, 118

HAVANA, CUBA

S. F. HADDAD
 DRUGGIST
PRESCRIPTION PHARMACY
 "PASSOL" SPECIALTIES
 89 BROAD ST., Cor. Stone. NEW YORK

Sobrinos de Bea y Ca S. en C.
 BANKERS AND COMMISSION MERCHANTS

Importación directa de todas los
 centros manufactureros del mundo

Agents for the Munson Steamship Line, New York
 and Mobile; James E. Ward & Co., New York;
 Serra Steamship Company, Liverpool; Vapores
 Transatlánticos de A. Folch & Co., de Barcelona,
 España.

INDEPENDENCIA STREET 17/21
MATANZAS, CUBA

JOHN W. McDONALD
Coal, Wood, Lumber and Timber

OF EVERY DESCRIPTION

112 Wall St., New York
 Near South Street

Yard: 56-58 Beard Street, Erie Basin

TELEPHONES:
 Office, 1905 John Yard, 316 Hamilton

THE SNARE AND TRIEST COMPANY
Contracting Engineers

STEEL AND MASONRY CONSTRUCTION
 Piers, Bridges, Railroads and Buildings

We are prepared to furnish Plans and Estimates
 on all classes of contracting work in Cuba.

New York Office. 8 West 40th Street
 Havana Office: Zulueta 36 D

P. RUIZ & BROS.

Engravers- - Fine Stationery

RUIZ BUILDING
 O'Reilly & Habana Sts. P. O. Box 608
 HAVANA, CUBA

John Munro & Son

**Steamship and
 Engineers' Supplies**

722 Third Ave., Brooklyn, N. Y.

Cable Address; Kunomale, New York
 Telephone, 3300 South

Telephone Box 186
 215 Hamilton Maritime Exchange

YULE & MUNRO
SHIPWRIGHTS

CAULKERS, SPAR MAKERS,
 BOAT BUILDERS, ETC.

No. 9 Summit Street

Near Atlantic Dock **BROOKLYN**

DANIEL WEILL S. EN C.

COMERCIANTE EN GENERAL

Especialidad en Ropa Hecha de Trabajo

Am in a position to push the sales of
 American high class products. Would
 represent a first-class firm.

APARTADO 102 **CAMAGUEY, CUBA**

M. J. CABANA

COMMISSION MERCHANT

P. O. Box 3, Camaguey

Handles all kinds of merchandise either on a
 commission basis or under agency arrangements.
 Also furnishes all desired information about lands
 in eastern Cuba.

F. W. Hvoslef E. C. Day R. M. Michelson

BENNETT, HVOSLEF & CO.
Steamship Agents & Ship Brokers

18 BROADWAY, NEW YORK

Cable "Benvosco"



S.S. MUNAMAR

NEW YORK—Cuba Service

PASSENGER AND FREIGHT

	Leave New York	Arrive Antilla	Leave Antilla	Arrive New York
SS "MUNAMAR".....	July 5	July 9	July 12	July 16
SS "MUNAMAR".....	July 19	July 23	July 26	July 30

FREIGHT ONLY

Regular sailings for Matanzas, Cardenas, Sagua, Caibarien, Puerto Padre, Gibara, Manati, Banos and Nuevitas..

MOBILE—Cuba Service

FREIGHT ONLY

SS "LAKE DUANE"—Havana-Matanzas.....	July 4
A STEAMER—Caibarien-Santiago-Cienfuegos.....	" 8
SS "TUSCAN"—Havana-Cardenas	" 11
SS "MUNISLA"—Havana-Matanzas.....	" 18
SS "LAKE DUANE"—Havana-Sagua.....	" 25

MOBILE—South America Service

FREIGHT ONLY

SS "JACKSON"—Buenos Aires	Early July
SS "MUNINDIES"—Buenos Aires.....	Late July

NEW YORK—South America Service

FREIGHT ONLY

Frequent sailings for River Plate and Brazilian Ports.

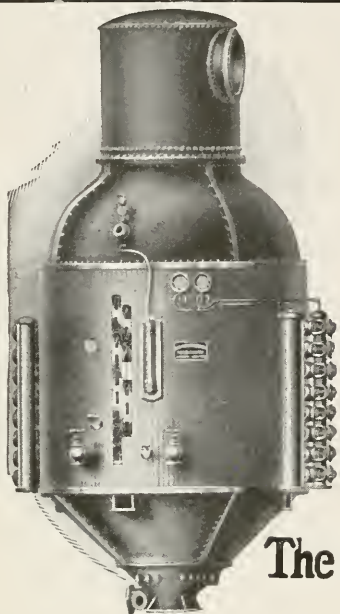
BALTIMORE—Havana Service

FREIGHT ONLY

A STEAMER	July 3
A STEAMER	" 17
A STEAMER	" 31

The Line reserves the right to cancel or alter the sailing dates of its vessels or to change its ports of call without previous notice.

MUNSON STEAMSHIP LINE



The Krajewski Improved Coil Vacuum Pan

This pan has excellent circulation of the masecuit. Its sectional coils insure quick drainage; its large discharge opening, and its efficient separator on the vapor outlet,—are all features that appeal to the discriminating engineers and owners of sugar cane centrals.

Built in various sizes from 5 feet diameter up to 14 feet or more if required.

We also build vacuum pans with calandrias and coils and triple and quadruple effects ranging in size from 1,500 square feet to 26,000 square feet of heating surface.

Prompt and courteous response to inquiries will be made by our engineers.

The United States and Cuban Allied Works Engineering Corporation

OWNING AND OPERATING.

Krajewski-Desant Corporation
Bradford Works Havana Dry Dock Co.
Blaisdell Machinery Co. Havana Iron Works

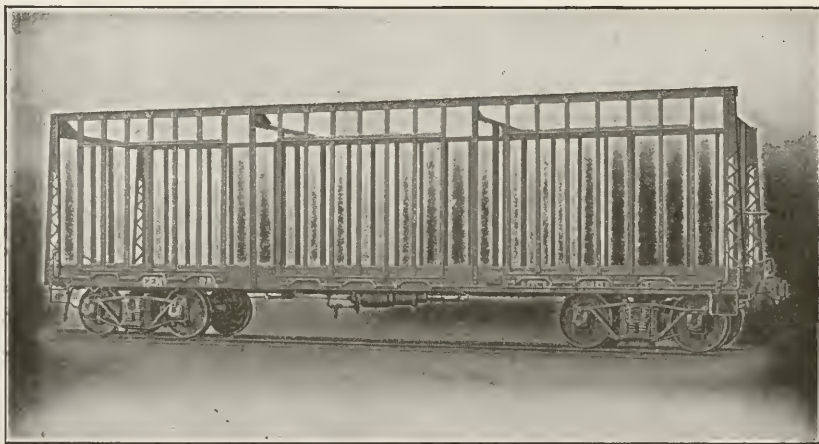
WORKS: BRADFORD, PA. — AND — HAVANA, CUBA

NEW YORK OFFICES:

50 BROAD STREET

CABLES: "IDOLWAX" NEW YORK and HAVANA

PLANTATION CARS OF ALL KINDS ALSO THE PARTS FOR SAME



El grabado enseña uno de nuestros carros, todo de acero, para caña.

Tenemos otros tipos de capacidades varias y hemos fabricado un gran numero de carros para caña para uso en Cuba, Puerto-Rico. América-Central y México, que tienen jaulas de acero ó de madera y conruidas para los distintos tipos de carga y descarga de la caña.

AMERICAN CAR & FOUNDRY EXPORT CO., NEW YORK, E. U. A.

Dirección telegráfica: NALLIM, New York.

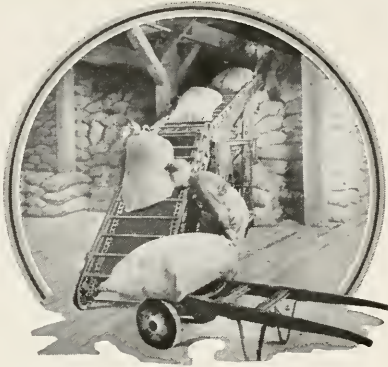
Producción anual de más de 100,000 carros.

Representante para Cuba: OSCAR B. CINTAS, Oficinas 29-31, Havana.

THE CVBA REVIEW



00 A Year **JULY 1919** 10 Cents A Copy
Published by the Munson Steamship Line 82-92 Beaver Street, New York City.



Cut Handling Costs

You can speed up the handling of bagged sugar, etc., with less help and with a minimum of expense by employing

LINK-BELT Portable Bag Pilers

They enable one man to do the work usually accomplished by an entire crew, and permit high and proper piling. Their low first cost and great money saving value make their purchase a most profitable investment. Let us send you further details.

LINK-BELT COMPANY

299 BROADWAY

NEW YORK CITY

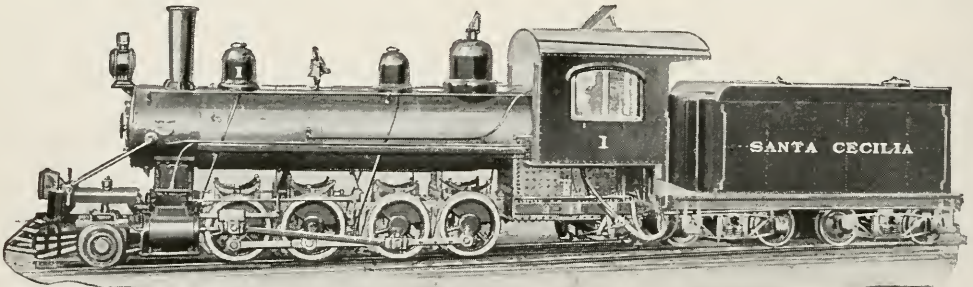
JAMES M. MOTLEY

71 BEAVER STREET
NEW YORK

GERENTE DEL DEPARTAMENTO DE VENTAS EN EL EXTRANJERO DE

The Weir Frog Company
Pennsylvania Boiler Works
Glover Machine Works, Inc.
The Rahn-Larmon Co.

Cleveland Punch and Shear Works Co.
Duncan, Stewart & Co., Ltd.
Standard Water Systems Co.
Standard Saw Mill Machinery Co.



Los productos de estas Fábricas abarcan :

Locomotoras	Via Portátil	Calderas
Grúas sobre Ruedas	Ranas y Chuchos	Máquinas á Vapor
Carros: Para Caña	Puentes de Acero	Máquinas á Petróleo
Para Carga	Edificios de Acero	Máquinas á Gasolina
Para Obras de Construcción	Maquinas de Izar	Bombas
Carriles y accesorios	Aserraderos	Tanques

Trapiches, Desmenzadoras y toda clase de Máquinaria para Ingenios de Azúcar
A solicitud se remiten catálogos y presupuestos.

Dirección cablegráfica : **JAMOTLEY, New York** (Se usan todas las claves).

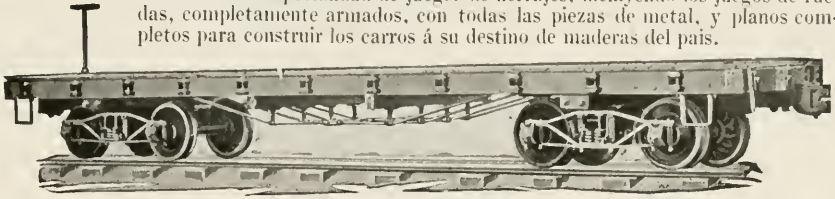
Please mention *THE CUBA REVIEW* when writing to Advertisers

RAMAPO

Carros de Ingenios

Para todos usos y de todos tamaños, de los para caña con cuarto ruedas y capacidad de 1½ toneladas á los con juegos dobles de ruedas y capacidad de 30 toneladas.

Hacemos una especialidad de juegos de herrajes, incluyendo los juegos de ruedas, completamente armados, con todas las piezas de metal, y planos completos para construir los carros á su destino de maderas del país.



A 802

RAMAPO IRON WORKS. 30 Church St., NEW YORK, N. Y. CABLE ADDRESS RAMALIAM

HOLBROOK TOWING LINE, Inc.

W. S. HOLBROOK, PRES.

Sea, Harbor and General Towing. Steamship Towing a Specialty

Boilers Tested for any Required Pressure

Phone Broad
4266-4267

15 WILLIAM ST., NEW YORK, U. S. A.

Night Phone
1105 Bay Ridge
1368 Richmond Hill

WILLETT & GRAY, Brokers and Agents

FOREIGN AND
DOMESTIC

SUGARS

RAW AND
REFINED

82 Wall Street, New York

Publishers of Daily and Weekly Statistical Sugar Trade Journal—the recognized authority of the trade.

TELEGRAPHIC MARKET ADVICES FURNISHED

POPULAR TROLLEY TRIPS

Via the HAVANA CENTRAL RAILROAD to

Guanajay

Trains every hour daily from CENTRAL STATION
from 5 A. M. to 8 P. M. Last train 11.20 P. M.

Fare (Round Trip), \$1.40

Guines ----

Trains every hour daily from CENTRAL STATION
from 5.50 A. M. to 7.50 P. M. Last train 11.10 P. M.

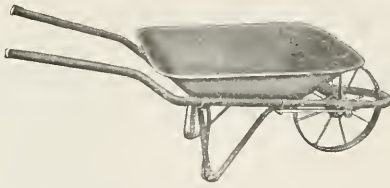
Fare (Round Trip), \$1.92

SUBURBAN SERVICE TO REGLA, GUANABACOA AND
CASA BLANCA (CABAÑAS FORTRESS) FROM
LUZ FERRY, HAVANA, TO

Regla (Ferry).....	\$0.05
Guanabacoa (Ferry and Electric Railway).....	.10
Casa Blanca and Cabañas Fortress (Ferry).....	.05

Ferry Service to Regla and Car Service to Guanabacoa every 15 minutes, from 5 A. M. to 10.30 P. M., every 30 minutes thereafter up to 12 midnight, and hourly thence to 5 A.M. To Casa Blanca, every 30 minutes from 5.30 A.M. to 11 P.M.

Hay una Carretilla
Jackson
 para
 Todos Propositos



Precio,
 Calidad,
 Servicio,
 y Variedad

Escribase Solicitando Catalogo No. 10
 Acaba de recibirse del impreso—Pídase una Carretilla Jackson

THE JACKSON MANUFACTURING CO.
HARRISBURG, PA.

Insist upon Walker's "LION" Packing



Avoid imitations, insist upon getting **WALKER'S METALLIC "LION" PACKING.** Look for "The Thin Red Line" which runs through all the Genuine and the "Lion" Brass Trade Mark Labels and Seals attached.

WRITE FOR
 OUR DESCRIPTIVE CATALOGUE

JAMES WALKER & COMPANY, Ltd.

27 Thames Street

New York City

Western Railway of Havana

TRAIN SERVICE DAILY

P M	P M	P M	A M	A M	A M	A M	Fare	Lv. Cen. Sta...	Ar	Fare	A M	A M	P M	P M	P M	P M
6.15	2.55	1.45	10.15	6.55	5.45	1st cl.	Lv. Ar...	Artemisa..Lv	\$1.40	5 15	11.09	12.01	3 20	7.09	8.00	
8.24	4.24	3.55	12.24	8 24	7.55	\$2.65	Ar...Artemisa..Lv	Artemisa..Lv	\$1.40	5 15	11.09	12.01	3 20	7.09	8.00	
.....	5.51	.....	.....	9.51	.....	5.19	Ar. Paso Real..Lv	Paso Real..Lv	2.54	.....	8.05	.....	.....	4.05	.....
.....	6.05	.....	.....	10.05	.....	5.62	Ar. Herradura..Lv	Herradura..Lv	2.74	.....	7.48	.....	.....	3.48	.....
.....	6.56	.....	.....	10.56	7.30	6.71	Ar. Pinar del RioLv	Pinar del RioLv	3.25	.....	6.55	.....	.....	2.55	6.00	
.....	8.40	.....	.....	12.40	11.45	8.83	Ar.... Guane...Lv	Guane...Lv	4.22	.....	5.20	.....	.....	1.20	2.00	
P M	P M	P M	P M	P M	A M						A M	A M	A M	P M	P M	P M

**IDEAL
 TROLLEY
 TRIPS**

Round Trip Fares From Havana To

Arroyo Naranjo.....24 cts. Rancho Boyeros.....38 cts.
 Calabazar.....26 cts. Santiago de las Vegas...50 cts.
 Rincon.....60 cts.

Leaving Central Station every half hour from 5.15 A. M. to 7.15 P. M.,
 and every hour thereafter to 11.15 P. M.

"WEEK-END" TICKETS

FIRST- AND THIRD-CLASS

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 and Monday, and are sold at very low rates.

THE CUBA REVIEW

"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. XVII

JULY 1919

No. 8

Contents of This Number

Cover Page—Residence in Marianao.

Frontispiece—Pergola in Mendoza Park, Havana.

Page

Chrome and Manganese Ores in Cuba.....13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23

Cuban Commercial Matters:

Advertising in Cuba..... 25

Trade Opportunity in Cuba..... 25

Cuban Financial Matters:

Credit Conditions in Cuba..... 12

Prevailing Prices for Cuban Securities..... 27

Second Pan American Financial Conference..... 12

Traffic Receipts of Cuban Railroads..... 26, 27

Cuban Government Matters:

Consular Appointments 8

Cuban Censorship 8

Cuban Delegate in Rome..... 7

First Cuban Annapolis Graduate..... 8

Gomez Monument 7

Havana Paving 8

Havana Water Supply 8

Major-General Enoch Crowder..... 7

Mexican Minister 8

Monument to Cuban Poet 8

National Rifle Matches 7

New Public Highway..... 8

Scientific Commission 7

Telephone Service Between Key West and Havana..... 8

William E. Gonzales..... 7

Pineapples, illustrated 9, 10, 11, 12

The Sugar Industry:

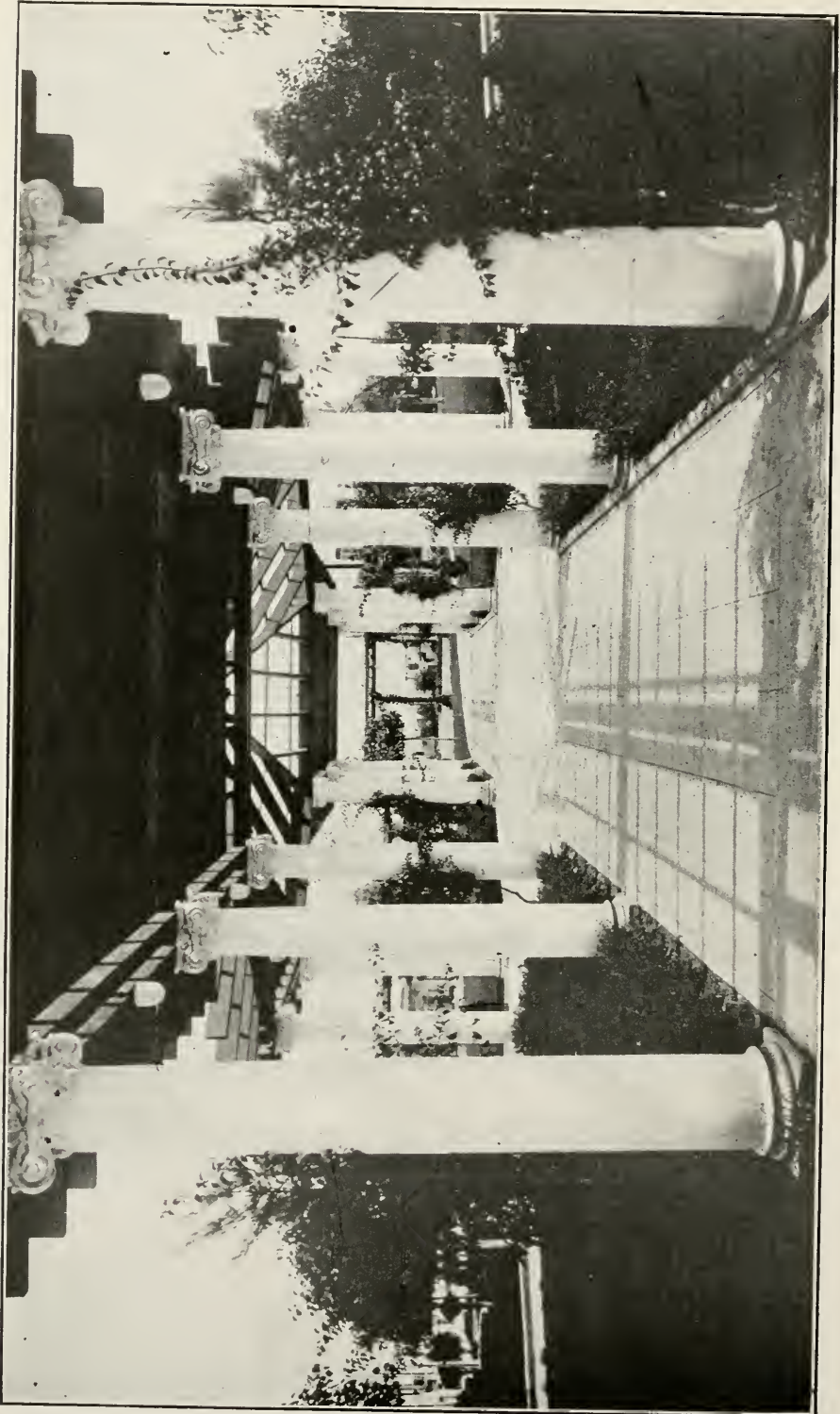
Cuban Production by Months..... 32

Progress of the Cuban Production..... 28

Sugar Review, English 29, 30, 31, 32

Sugar Review, Spanish 33, 34, 35, 36

Utilization of Waste in Citrus Fruits..... 24



Pergola in Mendoza Park, Located in the Suburb of Mendoza, Havana

THE CUBA REVIEW

"ALL ABOUT CUBA"

Copyright, 1919, by the Munson Steamship Line

VOLUME XVII

JULY, 1919

NUMBER 8

CUBAN GOVERNMENT MATTERS

WILLIAM E. GONZALES

William E. Gonzales of Charleston, S. C., now United States Minister to Cuba, has been nominated by President Wilson to be Ambassador to Peru.

Boaz W. Long of New Mexico, former Chief of the Latin American Division of the State Department, has been appointed Minister to Cuba.

MAJOR-GENERAL ENOCH CROWDER

Major-General Enoch Crowder, former Provost Marshal-General of the United States, who recently has been assisting the Cuban Government in the reformation of the electoral and census laws, returned to Cuba June 24th to complete his work there.

CUBAN DELEGATE IN ROME

Dr. Antonio Sanchez de Bustamante, Cuban delegate to the Peace Conference, accompanied by his wife and son, arrived in Rome June 18th to present to the University of Rome a Cuban flag, sent by the professors and students of the city of Havana. The flag was delivered by Pedro Martinez Fraga and Luis Machada, Cuban students, who also accompanied Dr. Bustamante. The Cuban diplomat was warmly greeted on his arrival and exchanged visits with Premier Orlando, Marquis Borsarelli di Riffredo, Under-Secretary of Foreign Affairs, and Adolpho Apolloni, the

newly elected Mayor of the city. He also conferred with Professor Tonello, rector of the university, with whom he arranged to deliver the flag.

GOMEZ MONUMENT

To Aldo Gamba, the Italian sculptor, was awarded the first prize of \$25,000 by the Cuban Governmental Commission appointed to select a model for the monument to be built to the memory of Maximo Gomez, Generalissimo of the Cuban war of independence.

Huertas Cabarrocas, Spanish-Cuban, and Gutson Borglum, American, were awarded second and third prizes, respectively.

The monument will cost \$200,000.

SCIENTIFIC COMMISSION

President Menocal has authorized Professors Marcelino Weiss, Salvador Massip and Ramiro Guerra Sanchez to proceed to the United States for the purpose of studying the organization of courses in operating dentistry.

NATIONAL RIFLE MATCHES

Secretary Daniels of the United States Navy has sent an invitation to the Cuban Government to enter a team in the navy-conducted national rifle matches to be held in August.

CUBAN GOVERNMENT MATTERS

MEXICAN MINISTER

A recent announcement from the Mexican Consulate General in Havana states that the new Mexican Minister to Cuba, Gen. Heribert Jara, is expected to arrive in Havana shortly.

CUBAN CENSORSHIP

Effective with the publication in the Official Gazette on July 2nd of the Presidential decree abolishing postal and cable censorship in Cuba, all wartime censorship restrictions have been removed.

FIRST CUBAN ANNAPOLIS GRADUATE

Ensign Carlos Aurelio Hevia, son of Colonel Aurelio Hevia, former Secretary of War and the Navy in the Cuban Cabinet, was the first Cuban to graduate from the United States Naval Academy. He was handed his diploma at the graduating exercises by his father, who was accorded this unusual privilege by Secretary Daniels.

HAVANA WATER SUPPLY

The Local Chief of Sanitation of Cuba, Dr. Lopez del Valle, has made a strong protest to the Secretary of the Department of Sanitation on the insufficient water supply for the City of Havana. He says that the water supply is altogether insufficient for the requirements of hygiene and that the Vento drinking water is, in his opinion, a danger to health.

CONSULAR APPOINTMENTS

President Menocal has appointed Senor Domingo J. Milord Consul at Key West, Fla., and Senor Angel Solano Consul at Tampa, Fla.

TELEPHONE SERVICE BETWEEN KEY WEST AND HAVANA

Direct telephone service between Key West and Havana will be a reality by December, according to Colonel Sosthenes Behn, who announces that the submarine telephone cable connecting the mainland and Cuba which was planned before the war will be laid within the next few months.

At present the most prominent American and English engineers are working on the scheme, according to Colonel Behn, and the laying of the cable will be commenced this summer.

Mr. Behn was president of the Cuban Telephone Company when the United States entered the war.

HAVANA PAVING

On the recommendation of Col. Villalon, secretary of public works, President Menocal signed the decree providing for the paving of Havana streets. An appropriation of \$30,000 a month has been decided upon to enable the contractors, Messrs. Torrance and Portal, to carry out the work of repairing Havana streets. The original contract awarded Messrs. McGiveney, Rokeby Construction Company has been rescinded.

NEW PUBLIC HIGHWAY

The Cuban Congress has ordered the construction of a public highway out of granite blocks between Luyane and Guanabacoa. The sum of \$200,000 has been appropriated for the work.

MONUMENT TO CUBAN POET

The municipality of Havana has made a contract with the sculptor, Ramon Mateo Montesinos, for the construction and erection in one of the most central parts of the national capital of a monument in honor of the poet, Juan Clemente Zenea.



Pineapples, Ceiba, Province of Oriente

PINEAPPLES

One of the industries that has risen to importance during recent years in Cuba is the growing of pineapples. Considerable areas are devoted to this fruit in the Province of Havana, on the Isle of Pines, and in the Province of Pinar del Rio, especially about the district contiguous to Artemisa in Pinar del Rio. Cuba's pineapple exports amount to more than \$1,000,000 annually, and the local consumption is very large.

In addition to being eaten in the way familiar to Americans, the fruit is grated and cooked with sugar until it is almost candied, this being a favorite "dulce" or sweet to be enjoyed after dinner with the coffee. Large quantities are consumed in the cafes, where a "pina fria" is a favorite drink. About a fourth of a pineapple is pounded to a paste with a pestle, some water mixed with it and shaken up, and the pulp put in a hand colander or press and the juice squeezed out. Water and sugar are added, enough to fill a large glass. This is one of the most popular and refreshing native drinks in Cuba.

Pineapple growing does not require any great amount of skill, capital, or cultivation. The returns are reasonably certain and, compared with some other crops, quick. Land for pineapple growing, in proximity to railroad transportation, may be bought at from \$10 to \$30 an acre.

Now that the pineapple growers in Cuba are coming to realize the importance of co-operation in the marketing of their product, and of more modern methods of culture, including proper fertilization, Consul Wolcott reports that 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.

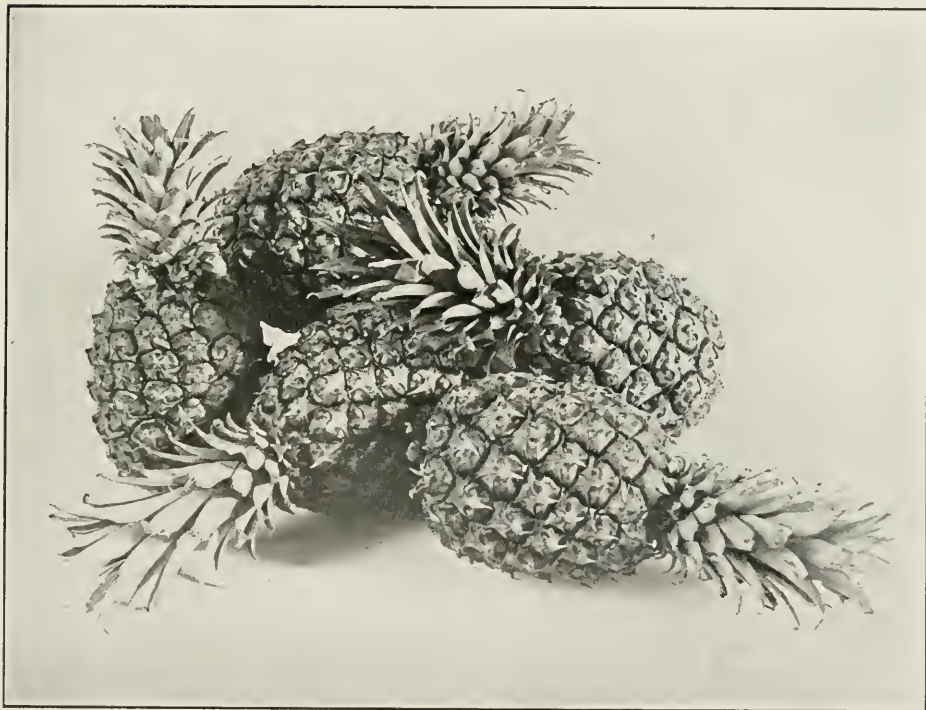


Types of Pineapples

PINEAPPLE CULTURE IN CUBA

By Alvin Fox, Horticulturist on Tropical Plants.

The pineapple is grown for export in Cuba. It thrives best in a sandy loam, but it is frequently grown in heavy clay also. The main requirement is that the soil must be well drained, and where it is not naturally so the plants are usually set in ridges. It is propagated from slips, the small plants on the fruit stalks or from suckers, the plants growing in the leaf-axils of the mother plant. These are set at distances varying



A Group of Red Spanish Pineapples

from 12x12 inches to 24x24 inches, according to the variety of pineapple.

The varieties usually cultivated are the Red Spanish, Smooth Cayenne, Sugar Loaf and Porto Rico (Cabezona). The Red Spanish is nearly always planted for export, as it is hardy and a good shipper. The Smooth Cayenne is not grown very extensively in the West Indies, but is grown somewhat under shade in Florida and Panama. It is a very large and fancy fruit, bringing a good price, but it is more difficult to grow than the Red Spanish. The Cabezona is grown especially in Porto Rico; also in some of the British Islands under the name of Bullhead. The Sugar Loaf is grown everywhere for home consumption. There are a number of other varieties grown in different localities, but most of them are of no commercial importance at present.

Great care must be used regarding the good flavor and the shipping qualities.



Sorting Pineapples

Fertilizer must be used to bring good results. Therefore, it is necessary to use commercial fertilizer with the right amounts and the elements needed in the soil to obtain good fruit. A good fertilizer for young plants should be applied at the rate of about four pounds each of potash-phosphorous and nitrogen per 1,000 plants.

CREDIT CONDITIONS IN CUBA

A well-known Cuban banker, now visiting this country, brings word that British and French firms are both preparing to invade the Cuban market in force, and that unless credit conditions can be changed, there is a prospect that some of the trade now coming to the United States will be diverted to Europe.

"In this respect," said the speaker, "the British, French and Germans have shown that they know the commercial condition of Cuba. The Cuban merchants want long credits. The merchants of other countries give our merchants credit covering a period of six months, and sometimes longer. But the Americans give sixty and ninety days' credit, which is not sufficient. Of course, Cuba has been prosperous late-

ly and there is plenty of money in the island, but it should not be forgotten that prices have gone up, and besides, the country has just embarked upon a vast public improvement policy."

SECOND PAN AMERICAN FINANCIAL CONFERENCE

Official invitations to appoint delegations to the Second Pan American Financial Conference have been sent by President Wilson through the State Department to the Governments of Central and South America. The conference will assemble in Washington on January 12, 1920. It is expected that each delegation will be headed by the Minister of Finance.

CHROME AND MANGANESE ORES IN CUBA

(Reprinted from "*Boletín de Minas.*")

INVESTIGATION BY GOVERNMENT BUREAUS

In view of the unusual conditions created by the war, the United States Geological Survey and the Bureau of Mines, Department of the Interior, have been studying the deposits of several of the minerals that are most essential to the successful prosecution of war. One part of this work consists in ascertaining, primarily for the information of the Government, the extent to which importations of some of these minerals from long distances may be curtailed, or possibly discontinued. Among these essential minerals are chromite, about 50 per cent. of the imports of which during the last few years has been brought from Rhodesia and New Caledonia, and manganese, for which the United States has been recently dependent on Brazil for 70 to 80 per cent. of its supply. These bureaus advised the Shipping Board and the War Industries Board as to the extent and rate at which these importations could be reduced.

Reports and notices calling attention to the domestic deposits which should be at once developed or brought to larger production have from time to time been published, but before conclusions could be formulated as to the development and use of some of the deposits of lower grades of ore it became necessary to obtain authentic and detailed information as to the location, character, quantities, and availability of the reported chromite and manganese deposits in the West Indies. A beginning was accordingly made in Cuba by a party consisting of Albert Burch, consulting engineer of the Bureau of Mines, and Ernest F. Burchard, geologist of the United States Geological Survey, under instructions of Secretary Lane. This party left Washington February 15, 1918, and at Havana was joined by E. I. Montoullieu, a Cuban mining engineer, who was detailed by the Treasury Department of Cuba to act as escort and associate throughout the work on the island. George A. Wright, of Baracoa, Cuba, an American mining engineer, who is familiar with the chromite deposits of the Province of Oriente, was attached to the party from February 25 to March 20. The field work, which was completed late in April, included examinations of such reported deposits of chrome and manganese ore as seemed to be of promise, without regard to stage of development, and a determination of the quantity and quality of ore likely to become available for shipment within the next year and a half.

The mining engineering data and the tonnage, estimates in part, in the following brief reports on the chrome and manganese ores of Cuba are taken from an unpublished report made by Albert Burch to the Director of the Bureau of Mines. All the analyses of chrome ores tabulated except two were made by R. C. Wells, of the United States Geological Survey.

CHROME ORES—DISTRIBUTION OF DEPOSITS

All the deposits of chrome ore in Cuba that have thus far attracted attention are within 25 miles and most of them within 10 miles of the north coast. There are about twelve groups of deposits, which display considerable diversity in quality, size and accessibility. One of the most westerly deposits is in the eastern part of the Province of Havana, and two are in the Province of Matanzas. The next group toward the east is in the Province of Camagüey, a few miles northeast of the City of Camagüey. Other groups of deposits are in the Province of Oriente, one near Holguín and another south of Nipe Bay, and there are three groups in the mountains near the coast between Punta Gorda and Baracoa.

GEOLOGY AND TOPOGRAPHY

All the deposits of chrome ore examined are in serpentinized basic rocks. Fibrous spots resembling asbestos commonly occur in serpentine near the ore bodies. The deposits are lenticular and tabular masses ranging in thickness from 1 foot to more than 50 feet, and reaching a maximum length of more than 200 feet, but they may include small masses of serpentinized peridotite. Thin veinlike streaks of ore have also been noted. The ore bodies appear to be characteristic magmatic segregation deposits and resemble many of those found in masses of serpentine in California and Oregon.

The ore is generally fine grained to medium coarse grained, and varies from spotted material consisting of black grains of chromite, ranging in diameter from a thirtieth to a quarter of an inch, embedded in white or light-green serpentine, to solid black material containing little or no visible serpentine. Fine seams of a green crystalline mineral, uvarovite, a calcium-chromium garnet, are occasionally found in the ore.

Most of the masses of ore are highly inclined, and certain of them that are exposed in ravines on steep hillsides in mountainous or hilly regions dip at about the same angle as the hillsides. The deposits west of Nipe Bay are in areas of moderate relief; those near Camagüey are in an area of very low relief. The deposits in the eastern part of Oriente Province, which are the largest, are in mountainous country and are very difficult of access.

HAVANA AND MATANZAS PROVINCES

In the eastern part of Havana Province small pockets of chrome ore have been found at a point about two miles from the railroad. A little mining has been done here on the Elena claim, from which, it is reported, about 600 tons of ore have been shipped. In Matanzas Province small deposits of ore have been found on the Jack claim, about seven miles northwest of the railroad station at Mocha, and on the Ana Maria claim, about ten miles west of Cardenas. This claim is only two miles from a railroad, but no ore has yet been shipped from it. Considerable development work has been done on the Jack claim and there was a total stock of about 450 tons of ore on hand in February, 1918.

An analysis by the United States Geological Survey of a composite sample of ore taken from two bins at this mine gave the results shown under 1 in the following table, and analyses A and B, made by Ricketts & Co., of New York, represent samples obtained by trenching separately the two bins of ore.

ANALYSES OF CHROME ORE FROM STOCK AT JACK MINE, NEAR MATANZAS

	1	A	B
Cr ² O ³	43.0	36.52	35.84
Fe	13.0	12.3	11.85
Si O ²	5.4	6.66	6.73
Al ² O ³	15.0	....	....
S.	TRACE.	....	....
P.	NONE.	0.4	.03
Ni	PRESENT.	....	....

Probably no ore can be shipped in the near future from any of these deposits beyond possibly 500 tons, now mined. The geologic conditions in these areas, however, warrant further exploration.

CAMAGUEY PROVINCE

The deposits of chrome ore examined in Camagüey Province consist of three groups, which lie along a narrow zone beginning about nine miles northeast of the

City of Camagüey and extending southeastward to a point near the Camagüey & Nuevitas Railroad, two miles northeast of Alta Gracia station. Immediately north of Camagüey there is a nearly level plain, which extends northward for several miles and is covered with a thin mantle of ferruginous clay and limonite gravel. The deposits lie along the border of this plain, at its junction with some low hills that are outliers of a plateau south of the Cubitas Mountains, so that they are easily accessible by wagon roads. Float ore is found in this zone and broken ore caps ten of twelve small mounds that rise five to fifty feet above the surrounding surface. In this zone there are also about fifteen small outcrops of ore, most of them obscured by broken ore or rock débris. The claims known as the Teire, Leocadia and Ninas are near the west end of the zone, one near the middle of the zone is the Nona, and the easternmost one is the Victoria. Prospecting has been done here to obtain samples of ore for analysis, but it has not shown the nature or extent of the deposits in place. On the surface, however, there is a considerable quantity of ore in the form of broken blocks and coarse float, probably 20,000 tons, and if the deposits have not been completely eroded there may be as much more ore in place below the surface. The ore is not of uniform grade. Some is fine grained and compact, but the greater part is medium to coarse grained. A small part of the ore consists of granular chromite containing little or no foreign material, but the greater part is "spotted" ore—that is, ore consisting of grains of chromite embedded in a gangue of light-green to white serpentine.

Ten samples of ore from deposits near Camagüey contained 27 to 36 per cent. of chromic oxide (Cr_2O_3), as shown by analyses tabulated below. Only two of these samples contained less than 30 per cent. and few contained more than 35 per cent. The ore in these deposits is therefore of low grade, but it may be suitable for certain purposes. If it should require concentration sufficient water is believed to be available in small streams within a mile of the deposits.

ANALYSES OF CHROME ORE FROM DEPOSITS NEAR CAMAGÜEY

	9	10	11	12	13
Cr_2O_3	33.7	33.7	33.8	35.2	36.3
Fe	12.2	12.3	10.9	11.8	10.6
Si O_2	3.9	4.3	4.1	3.9	3.6
Al_2O_3	29.8	30.7	27.0	27.4	26.2
	14	15	16	17	18
Cr_2O_3	35.0	27.4	29.1	34.2	34.1
Fe	11.6	10.7	11.4	11.1	11.0
Si O_2	4.5	4.0	2.4	1.5	1.5
Al_2O_3	26.7	20.2	32.9	28.3	28.7
S. ....	....	....	....	NONE.	....
P. ....	....	....	....	TRACE.	....
Ni.	± 0.05	....

Samples 9-11 from the Teire, Leocadia, and Ninas claims, north-northeast of Camagüey; 12-16 from the Nona and an unnamed claim, northeast of Camagüey; 17-18 from the Victoria claim, northeast of Alta Gracia.

As these deposits can be reached by wagon roads that are already in existence or that might be laid out over nearly level ground they deserve prompt attention, notwithstanding the low grade of the ore.

Besides the chrome-ore deposits examined by Messrs. Burch and Burchard in the vicinity of Camagüey others are situated about 20 miles north of Camagüey and just north of the east end of the Cubitas field of surficial brown iron ore. In this locality claims known as the Cid, Teyde and Yunque, which were examined by A. C. Spencer, of the United States Geological Survey, in 1907, all show noteworthy quan-

tities of chrome float, apparently of high grade, and the occurrence of tabular bodies of ore from 1 to 5 feet wide is indicated. On the Cid claim boulders of ore are distributed over a belt about 1,700 feet long, and on the Yunque the ore fragments are found in an area 150 by 250 feet. On the Teyde five separate deposits lie within an area measuring 1,200 by 3,000 feet. These deposits, one of which seems to be continuous for 900 feet, strike N. 10°—30° E.

ORIENTE PROVINCE

Small deposits of chrome ore occur on the Maria del Carmen claim, seven to eight miles northeast of Holguín, on the northwest slope of a low ridge of serpentine that lies between two higher ridges of steeply inclined limestone which stand about half a mile distant to the northwest and the southeast. Several prospects have been dug and one pocket has yielded about 150 tons of ore, which, with 25 tons of float that has been gathered, was ready for shipment in March, 1918. Analyses showed that some of the ore contained an average of 34.37 per cent. of chromic oxide, and that one sample, analyzed by the Bureau of Mines, contained 21 per cent. of metallic chromium, which corresponds to 30.6 per cent. of chromic oxide. The maximum content of chromium in pure chromite ($\text{FeO.Cr}_2\text{O}_3$) is 46.66 per cent., and the content of chromic oxide is 68 per cent. Late in July the company's consulting engineer reported that a large body of 40 per cent. ore had been developed, and that in all about 500 tons of ore was ready for shipment.

One of the larger deposits of chrome ore, the one that gives greatest promise of producing a considerable output in 1918 and 1919, is on the Caledonia claim, which is on the south slope of the Sierra de Nipe, about seven miles southeast of Woodfred, the headquarters of the Spanish American Iron Company's Mayari iron mines. The upper part of the ore body crops out on a steep hillside southeast of and about 300 feet above a mountain stream that flows into the Pinos, a small tributary of Mayari River. The ore body is roughly tabular in form, and, as shown by prospect trenches dug on the outcrop, is 10 to 30 feet thick. It dips toward the northwest at about the slope of the hillside (40° to 45°), and where it does not crop out it lies 30 to 50 feet from the surface. Two tunnels cut the ore at levels 100 feet and 200 feet below the top outcrop, and though the body has not been fully explored along the strike or in depth it may average 20 feet in thickness and may extend 200 feet along the strike and to a depth of 200 feet. The ore varies in quality, the better grade being in the western part of the deposit, where it carries as high as 48 per cent. of chromic oxide. Analyses furnished by the Spanish American Iron Company show a range of 35 to 48 per cent. of chromic oxide, 7 to 15 per cent. of silica, and 7.7 to 10 per cent. of iron for the whole body. By cobbing or by simple water concentration it may be possible to maintain a shipping grade of ore containing 44.5 per cent. of chromic oxide. The deposit contains about 50,000 tons of chrome ore, 25,000 tons of which should carry more than 40 per cent. chromic oxide and the remaining 25,000 tons between 34 and 40 per cent. of chromic oxide. By rough concentration, for which abundant water is available in the creek, this low grade ore should yield 15,000 tons of concentrates carrying about 40 per cent. of chromic oxide, so that about 40,000 tons of ore of this grade should be available.

This ore body lies close to the surface of the hillside and probably may be mined by an open cut. A zigzag trail of easy grade, descending 1,000 feet in 3½ miles, has been cut from the plateau down to the deposit. In March, 1918, the owners expected to begin at once packing the ore out on mules to the top of the trail, from which it could be carried 4½ miles by auto truck to the railroad at the Mayari iron mines. Routes had been surveyed and cleared for an aerial tramway 6,000 feet long, which would make it possible to increase greatly the rate of production. In eight

months in 1918 this mine, if equipped with 40 pack mules, could produce 1,300 tons of ore, but by using more mules could probably increase its output to 6,000 tons.

The Cayoguan group of chrome ore claims, which include the Cayoguan, the Narciso, and the Cromita Nos. 1, 2 and 3, are on both sides of Rio Cayoguan, about five miles above its mouth, which is in Moa Bay. The Cayoguan claim is on the right side of the river, about 60 feet above it, and about 750 feet above sea level. An outcrop that extends around the hill for about 300 feet and covers about 6,400 square feet has been prospected, and what appeared to be a fair sample of the ore contained 38.1 per cent. of chromide oxide.

The Narciso claim, which nearly surrounds the Cayoguan, includes, at a distance of about 600 feet south of the Cayoguan, an ore body that crops out on a steep hillside about 500 feet above the river. A sample of ore from this outcrop showed on analysis 34.8 per cent. of chromic oxide.

The Cromita claims, on the left side of the river, contain three known ore bodies and hundreds of tons of boulder float ore in an arroyo. The ore bodies are exposed in the river bluff at a height of 150 to 300 feet above the river. The most northerly ore body shows a face 20 feet wide and 15 feet high and has been prospected by an open cut. A sample taken from this cut contained 31.9 per cent. of chromic oxide. The middle body, which includes an outcrop 75 feet long and 50 feet high, has been penetrated 35 feet by a cut and a tunnel. A sample from the fines of the tunnel dump carried 25.9 per cent. of chromic oxide. The southerly ore body is exposed to a length of about 60 feet and a height of about 40 feet. Its thickness has not yet been determined. A sample from the outcrop contained 40.5 per cent. of chromic oxide. The geologic conditions indicate that the middle and southern bodies, which are about 75 feet apart, may possibly be connected within the hill. The following analyses show the general composition of the ore in this locality:

ANALYSES OF CHROME ORE FROM THE CAYOGUAN GROUP OF CLAIMS,
NEAR MOA BAY

	2	3	4	5	6
Cr ² O ³	38.1	34.8	31.9	25.9	40.5
Fe	11.7	10.2	11.9	13.0	11.2
Si O ² .....	.9	2.4	4.3	12.5	1.9
Al ² O ³	27.0	29.0	25.2	20.1	25.7
S. ....	....	....	....	TRACE.	NONE.
P. ....	....	....	....	TRACE.	NONE.
Ni. ....	....	....	PRESENT.	TRACE.	PRESENT.

Sample 2, Cayoguan claim; 3, Narciso claim; 4, Cromita claim, north body; 5, Cromita claim, middle body; 6, Cromita claim, south body.

The deposits of the Cayoguan group contain probably about 22,500 tons of available chrome ore, but possibly may yield 60,000 tons or more. These estimates include 2,000 tons of float ore in Cayoguan River and a tributary arroyo.

This group of deposits is about eight miles by trail from an old wharf at Punta Gorda, to which a road will have to be built down the valley of the Cayoguan, a narrow gorge bordered at many places by steep cliffs. Three kinds of road have been suggested—a road for oxcarts, a light tramway for mule cars, and a narrow-gauge steam railway. A road for oxcarts appears to be most practicable in view of the quantity of ore available and the small possible daily output.

The next deposit toward the southeast that was examined is on a claim known as the Potosí, which is on Saltadero Creek about four miles above its mouth. This creek is a tributary of Yamanigüey River, which enters Canete Bay about four miles below the mouth of the creek. The ore body is a steeply dipping lens that reaches a depth of more than 100 feet and at one place has a thickness of 25 feet and a

length along the strike of 45 feet. The upper edge crops out about 325 feet above Saltadero Creek and about 600 feet above sea level. Below this outcrop the ore body has been prospected by two drifts, started respectively 50 and 100 feet below the outcrop, and by a crosscut around the hillside about 80 feet distant from and a little lower than the upper drift. All these openings reach the ore body within short distances, but do not intersect it in such a way as to show definitely its dimensions.

The ore is medium to coarse grained. Some of the material in the drifts is spotted, but most of the outcropping and float ore is black and of good appearance. According to analyses that accompany the report of G. W. Maynard, an engineer who prospected the deposit in 1903, the representative ore contains 35 to 41 per cent. of chromic oxide, 1.4 to 15 per cent. of iron, 1.5 to 5 per cent. of silica, 5 to 17.5 per cent. of magnesia, and 25 to 29 per cent. of alumina. The ore body contains small masses of peridotite, which may reduce materially the quantity of serpentine and of olivine. This deposit contains 10,000 to perhaps 20,000 tons.

The work of getting this ore to the coast involves a difficult problem in transportation. The gorge of Saltadero Creek is too narrow and winding and in places too steep to permit the construction of any kind of road except at great expense, and even if a road could be built down to the mouth of Yamanigney River it is doubtful whether steamers of proper draft could enter Canete Bay. The only feasible plan is that of constructing an aerial tramway, about three miles long, from the deposit over the mountain and down to a point on the coast about two miles southeast of Canete Bay, from which a cart road or light tramway may be built possibly nine miles southeastward to Taco Bay, where there is fair anchorage for steamers.

A small body of chrome ore occurs on the Constancia claim, three-quarters of a mile south of Navas Bay, about 100 feet above sea level. The ore body appears to extend about 50 feet along the face of a gently sloping hill and has been opened by a cut 25 feet long and 5½ feet deep. The ore is not of uniform quality. It is mostly "spotted" ore—that is, it is chromite mixed with much serpentine gangue, but about six feet of better ore is exposed in the cut. A representative sample of the poorer ore contained 27.6 per cent. of chromic oxide, and a sample of the better ore contained 39.4 per cent. of chromic oxide, as indicated in the table given below:

ANALYSES OF CHROME ORE FROM CONSTANCIA CLAIM, NEAR NAVAS BAY

	7	8
Cr ² O ³	27.6	39.4
Fe	11.9	11.5
Si O ²	8.9	4.9
Al ² O ³	25.3	20.5

7. *Mixed ore*; 8. *clean ore*

The ore might perhaps be concentrated. No estimate of the quantity of ore in this deposit could be made. Very little float was seen near it and there are no indications of the occurrence of a large deposit. Water for concentration is available nearby in Navas River, and a road could easily be built to Navas Bay, which, however, is not deep enough for steamers, so that the ore would have to be lightered four miles northwestward to Taco Bay, or ten miles southeastward to Baracoa.

It is credibly reported that a body of at least 10,000 tons of ore similar to the low-grade ore at the Constancia claim lies to the mountains eight miles north of Navas Bay, but this deposit could not be examined within the time available.

SUMMARY

The reserves of marketable chrome ore in Cuba range from 92,500 long tons to 170,000 long tons, but only about 2,000 tons of ore can probably be shipped in 1918 unless greater efforts to exploit it are made. The large known deposits of chrome ore

in Cuba—those of the Caledonia, Cayoguan group, and Potosí claims—are near the northeast coast of Oriente, in a region difficult of access. They may yield 72,500 to possibly 130,000 tons of ore, most of which can be brought to present commercial grade by simple concentration. With suitable transportation facilities and mining equipment and sufficient labor most of this ore could be mined and shipped within two years after these conditions had been established. At the time of the examination only one deposit was ready for production and on a very small scale, but it seemed that the rate of production could be greatly increased by the employment of more miners and pack animals. It would require some time to put the other deposits in this region in shape for production.

The next largest known group of deposits is near Camagüey. They are very easy of access, but are of lower grade than those in Oriente Province. They appear to contain 20,000 to 40,000 tons of ore, most of which can be gathered by hand from the surface.

Near Matanzas, Cárdenas and Holguín there are small stocks of ore that are ready for shipment, perhaps 1,000 tons in all. The ore near Holguín is of medium grade, but that near Matanzas and Cárdenas is generally of lower grade. The expense of hauling the ore is reported to be almost prohibitive.

MANGANESE ORES—DISTRIBUTIONS OF DEPOSITS

Manganese ore is found in Cuba in Oriente, Santa Clara and Pinar del Río Provinces, but only in Oriente Province does it occur in large commercial quantities. In Oriente Province the deposits are in three areas, one north and northeast of Santiago de Cuba, another south of Bayamo and Baire, and the third on the Caribbean coast between Torquino Peak and Portillo. The first two include the only extensive deposits on the island. In Santa Clara Province a little ore has been found near Caribbean coast west of Trinidad, and in Pinar del Río Province a little ore occurs north of the City of Pinar del Río and farther west near Mendoza. All these deposits were examined, but as only the deposits in the two areas in Oriente Province mentioned above give promise of considerable production only these will be described here.

GEOLOGIC AND TOPOGRAPHIC FEATURES

The manganese ores of Cuba occur principally in sedimentary rocks such as limestone, sandstone and shale, which are in places metamorphosed, but in the most heavily mineralized localities are associated with masses of siliceous rock locally termed "jasper" and "bayate." At one locality the manganese and its siliceous associates are in igneous rocks, such as latite-phyry and latite.

The sedimentary rocks with which the manganese deposits are associated are in some places nearly horizontal but generally show dips ranging from a few degrees to 45 degrees or more. These inclined beds usually represent portions of local folds. Some faulting is shown in the vicinity of certain manganese deposits and may have influenced the localization of the deposits.

The area north of Santiago and that south of Bayamo are both north of the mountain range known as the Sierra Maestra, but that on the coast east of Portillo is at the south base of this range. The area north of Santiago is, broadly speaking, in the basin formed by the Sierra Maestra on the south and the Sierras de Nipe and del Cristal on the north, the greater part of which is drained westward by Río Caño and its tributaries, and small parts of it by Río Purgatorio and Río Guantánamo to the south and east. The deposits of manganese ore are found on both sides of the basin. The deposits in the area south of Bayamo are in the foothills of the Sierra Maestra, drained by Buey, Bayamo, Yao and Cautillo Rivers.

The deposits in the two areas north of the Sierra Maestra show an interesting

concordance in altitude. They stand from 500 to 1,200 feet above sea level, and most of them are at altitudes near 600 to 700 feet, suggesting a relation between the deposition of the manganese and a certain stage in the physiographic development of the region. Most of the manganese ore deposits are above drainage level on the slopes of hills of moderate height, the maximum relief in the immediate vicinity of the deposits seldom exceeding 500 feet.

TYPES OF MANGANESE ORE DEPOSITS

The deposits of manganese ore examined in Cuba are rather diverse but may be grouped into three general physical types—bedded deposits, irregular masses associated with siliceous rock or “jasper,” and deposits in residual clay. The bedded deposits comprise several varieties, one of the most common consisting of poorly consolidated beds of sandy chloritic material cemented with manganese oxides that fill inequalities in the surface of hard rocks. Other bedded deposits clearly replace limestone, shale, conglomerate, or other rocks, and tabular masses of ore are interbedded with strata of nearly horizontal limestone.

The ore consists largely of pyrolusite, but many deposits contain psilomelane, manganite, and wad, or mixtures of all these minerals. The richness of the deposits varies considerably. Most of the richest masses are associated with the “jasper,” but masses that have replaced limestone thoroughly are also rich.

DISTRICT NEAR SANTIAGO

The deposits of manganese ore examined in the Santiago district comprise the Ponupo group, the Ysobelita, Botsford, Boston, Pilar, Dolores, Laura, San Andreas, Cauto (Abundancia), Llave and Gloria mines, and the Caridad and Valle prospects. All these properties except the two prospects were producing ore. A few small producing mines in the district were not visited. The Ponupo, Ysobelita and Boston mines were opened many years ago and have produced a large quantity of ore. The Ponupo and Ysobelita are still relatively large producers, though the grade of ore is not now so high as that of the ore shipped in the earlier days.

The three types of manganese ore deposits and their several subordinate varieties are well displayed in this district, especially at the Ponupo group of mines. Here, at the Generala openings, bedded material fills solution cavities and crevices in limestone, in some places to great depths. At the Sulfana opening manganese oxides have replaced shaly and sandy conglomeratic beds that dip N. 10° E. at an angle of about 18°. This deposit is apparently a lens, having a maximum thickness of about 20 feet, the lower half of which is richer in manganese than the upper half. At the Juanita opening manganese has in spots replaced limestone. At the Balkana opening the ore is found in siliceous rock, or “jasper,” that apparently fills a large fissure in limestone. At the Vincidora openings ore is associated with “jasper” and also occurs in lumps in residual clay in pockets between boulders of “jasper.”

The Ponupo mine is directly connected with the Cuba Railroad at La Maya by a branch about two miles long, and a narrow-gauge track from Cristo, on the Cuba Railroad, to the Ysobelita mine, a distance of about three miles, is reported to be practically completed. Extensions of this line to the Boston and Pilar mines could be made without great additional outlay. The Dolores and Laura mines are near the Guantánamo & Western Railroad, near Sabanilla station, and the Cauto mine is adjacent to the Cuba Railroad at Manganeso station. The other mines are one to eight miles from railroad, to which the ore is hauled mainly by oxcarts. In the rainy season the roads are impassable, and even in the dry season they include many difficult places, so that the quantity of ore hauled is less than can be mined.

The ore is mined by hand, mostly from open cuts, though short drifts and tunnels have been run into lenses of ore at the Ponupo, Cauto and Laura mines, and a slope has been driven on a thin tabular mass of ore between strata of limestone dipping about 34° at the Botsford.

High-grade ore may be selected in mining the richer parts of the deposits, but most of the ore requires mechanical treatment, such as log washing and jigging, to free it of clay sand and other impurities, and, though it is thus possible to maintain a shipping grade of ore, much is now lost in the tailings, not alone because the concentrating apparatus used is simple and crude, but because the recovery of finely divided manganese oxides is very difficult and has not yet been successfully accomplished. At one mine ore is cleaned by raking over a horizontal screen in a stream of water. Log washers were in operation at four mines and were under construction at two others. At one mine a system of washing, screening and jigging is employed.

The daily production of manganese ore about the middle of March, 1918, in this district was between 280 and 300 tons a day. The output was curtailed later, in the rainy season, which begins about the first of June, especially that from the smaller mines, which are dependent on oxcart haulage, but the curtailment will be more than offset by the increase in shipments after the railroad from Cristo to the Ysobelita mine has been opened.

The approximate average composition of a large proportion of the ore now shipped is as follows:

Manganese	38.885	Per Cent.
Silica	12.135	" "
Phosphorus .....	.084	" "
Moisture	11.201	" "

The total output of manganese ore during 1918 from the district near Santiago will probably reach 110,000 tons, the greater part of which will contain between 30 and 45 per cent. of manganese, only a few thousand tons containing more than 45 per cent.

The reserves of merchantable ore in this district are estimated at 600,000 to 700,000 long tons.

DISTRICT SOUTH OF BAYAMO

The manganese deposits that were examined in the district south of Bayamo consist of the Manuel, the Costa group (Costa, Carbayon, Daniel, Oviedo, Vicente and other claims), 18 to 23 miles by wagon road southwest of Bayamo; the Francisco and Cádiz, 15 to 20 miles southeast of Bayamo; the Guisa, Llego and Charco Redondo, 7 or 8 miles southeast of Santa Rita, and the Adriana and San Antonio mines, 9 to 10 miles south of Baire. Other deposits, farther southeast, are in what is known as the Los Negros district.

Little mining has been done in this district, and as most of the deposits, like the Cuban manganese deposits generally, are richer near the surface than deeper, it is still possible to produce high-grade ore here by selective mining. Deposits of "milling" ore are also available and will undoubtedly be developed later if prices remain favorable.

The ores at the west end of the district, on the Manuel and Costa group, occur in irregular masses of "jasper" or "bayate" associated with latite porphyry, and those of the other properties farther east are associated chiefly with limestone and comprise bedded and residual deposits.

The development of the deposits south of Bayamo is handicapped by their remoteness from the railroad and by the lack of good wagon roads. The owners of the Manuel mine and of the Costa group will soon make use of a road by way of Buycito to Julia, a station on the Cuba Railroad between Bayamo and Manzanillo,

a few miles nearer than Bayamo. This road is being improved, and bridges that will soon permit motor trucks to be used over part of it are being built. Strenuous efforts are made in this district to get ore to market. Some of the ore is now carried 10 to 25 miles in sacks on the backs of mules and in oxcarts, and in the dry season a motor truck carries ore 15 miles from a mine to Bayamo, fording Bayamo River many times and standing hub deep in the water of Guama River to load the ore from a wharf.

Most of the mining operations in this district are on a small scale and rather simple. The developments on the Manuel, Oviedo and Carbayon claims consist of open cuts in which the ore is broken and hand cobbled. At the Chareo Redondo a thin-bedded deposit has been stripped of an overburden of argillaceous limestone to a thickness of eight feet and the ore is taken up in lumps and blocks. At the Adriana the ore body lies between beds of limestone that dip about 45° and is mined from underground drifts turned off from a main incline, through which the ore is hoisted by cable.

No mechanical apparatus for concentrating the ore had been installed in this district at the time it was visited. As stated above, the "cream" of the ore is now being skimmed off, and until better roads are available it is doubtful whether it would be profitable to attempt the mechanical concentration of low-grade ores. Plenty of water, however, is available, and if the cost of transportation can be reduced sufficiently these ores may also be utilized.

It was estimated in April that the output of manganese ore from this district during 1918 would probably not exceed 12,000 tons, half of which would be high-grade ore carrying between 45 and 55 per cent. of manganese, but developments since then indicate a larger output.

The reserve of manganese ore in this district is estimated at about 50,000 tons, most of which is in the western part, and this estimate does not include the Los Negros district, which lies farther southeast, 25 to 30 miles from the railroad. The Los Negros district is not now producing ore and it was not visited by the Geological Survey-Bureau of Mines party, but engineers who have examined the district believe that it may yield a large output of high-grade ore from many small deposits.

CONDITIONS AFFECTING MANGANESE INDUSTRY

Although the owners and operators of manganese properties in Cuba desire to speed up production while the need for the ore is great and the prices are good there are certain hindrances, aside from climatic conditions, which tend to retard their output. These hindrances can be removed to some extent if not altogether. For instance, it has been difficult to obtain and hold a sufficient number of miners at certain mines because an adequate supply of staple foodstuffs could not be furnished to them, so that they left the mines and went to work in sugar mills, where they more easily obtained food to their liking. Mining has also been handicapped by shortage of explosives.

Difficulties of transportation of ore from mines to railroads have been mentioned, and there seems but little chance for improvement without assistance from the Cuban Federal Government in building and improving cart roads. Haulage by caterpillar tractors may eventually supplant some of the haulage by animals.

The high cost of animal haulage, of course, prevents the production of ore from many deposits at a distance from railroads. The limitation of this traffic to five or six months of the year handicaps production in still another way, for, though mining might be carried on during practically the whole year, ore would have to be stacked up for many months awaiting the drying of the roads, and this storage of ore would require the locking up of considerable capital, which few of the smaller operators can afford.

Shortage of railroad cars and the inability of the Cuba Railroad to handle adequately all the manganese ore during the dry season, when traffic is heaviest because the cane-grinding season also falls in this period, is also a serious handicap to the output of ore. For a time during the spring of 1918 a shortage of ships permitted ore to accumulate at the docks in Santiago faster than it could be removed, but it is understood that conditions there are better now.

The marketing of ore by small producers is attended by more or less friction between buyers and sellers over sampling and analyses. It has been suggested that the United States Government detail two men, one of them a chemist and the other a man who has had experience in sampling ore, to act as umpires at Santiago in the sampling and analysis of manganese ore. It is believed that their work would encourage small producers to steadier efforts, and that the service might be made self-supporting by charging the cost to the interested parties.

The production of manganese ore seems to have been handicapped by the attitude of some owners of lands and leaseholds, who have raised the price of royalties so high as to discourage operations. In the course of its trip the Government party heard complaints of many forms of sharp practice, which undoubtedly are not conducive to a hearty co-operation between property owners, miners and buyers of manganese ore.

SUMMARY

Despite the handicaps outlined above the operators of manganese mines are striving to increase their output and there is a strong interest taken everywhere in Cuba in developing manganese prospects.

If railway cars and ships are provided for transporting the ore, food for the mine laborers, and explosives for blasting, the outlook for a steadily increasing production in 1918 and 1919 is good. It is believed that the total output for 1918 should be between 110,000 and 125,000 tons, more than 90 per cent. manganese, the remainder being of still higher grade. After the completion of a narrow-gauge track to certain important mines east of Cristo, in the Santiago district, in the summer of 1918, an increased output in 1919 is assured.

The reserves of manganese ore in Oriente Province are estimated at 700,000 to 800,000 tons, more than 85 per cent. of which are in the district northeast of Santiago.

PUBLICATIONS RECEIVED

Mr. William E. Richards, Counsellor at Law, New York, has published a booklet entitled *Trade-Marks*. The work is designed to serve as a convenient handbook, presenting in concise form for ready reference the features most necessary to be available to lawyers and manufacturers to enable them to readily understand the leading points of the law and practice on this subject matter, and to take the necessary steps to secure protection for this class of property.

tions showing steel structures which the company has designed and erected in the United States and abroad, the catalogue contains much information useful in quoting on foreign inquiries, as well as valuable tables in English and metric units covering all classes of structural materials, with notes.

A domestic edition of the catalogue, with additional illustrations and data, is announced for issue in the near future.

EXPORT FINANCE CORPORATION

The Belmont Iron Works of Philadelphia and Eddystone, Pa., has issued an attractive catalogue in folder form printed in English, French and Spanish, for export trade use. In addition to illustra-

The Export Finance Corporation, 40-42 Wall Street, New York, announce the opening of a branch of their business in Cuba, in association with Allen & Moskowitz, Havana.

UTILIZATION OF WASTE IN CITRUS FRUITS

In every field crate of oranges there is an average for the season of six ounces of crude oil of orange, derived from the rinds, worth \$1.50 an ounce—in October and November eight ounces, in February, March and April four ounces—also five gallons of juice worth \$1.50 a gallon. The refined, or "terpenless" oil is worth \$110 a pound. Citric acid crystals, obtained from the juice, are quoted at \$1.75 a pound.

Every season about 10 per cent. of the crop goes to waste in the "drops" and another 25 per cent. in the discards, or "culls." In a crop of 12,000,000 boxes, for instance, about 4,000,000 boxes are unmarketable, except that the best of the culls are sold as "seconds."

Every drop and cull, overripe or blemished orange, is as capable of producing the oil and the juice referred to as the best fruit. The fruit that has been and still is, to a great extent, merely wasted is, in other words, worth about \$16.50 a box.

The *Florida Times-Union* has been remonstrating against such waste for years. The answer to such protests has been: "How can we save the unmarketable stuff?" A way has been opened through the inventive genius of Dr. Joseph T. Moncrief, Ph.C., to accomplish this important saving. A plant has been opened in Jacksonville, Fla., to utilize the inventions, machinery and methods, perfected by Dr. Moncrief. It has branches at several points in the citrus belt where the crude by-products can be expressed by these machines and methods and sent to Jacksonville to be refined. The home plant is also fully provided with machinery to manufacture the same by-products in great quantities daily from the fresh fruit and there is storage room for several carloads of boxes at one time. After a preliminary run of some weeks at the end of the season just closing this plant is ready to begin work under full head with the opening of the next season.

It is estimated that in 1913 there were about 20,000 acres under citrus cultivation in Cuba and the Isle of Pines, about

14,000 acres being in grape fruit, 5,000 in oranges, and 800 acres in lemons. The citrus chiefly exported from Cuba is grape fruit. Oranges are grown chiefly for local consumption and little attention is now paid to lemons. The lemon orchards are now being budded over to other citrus varieties. The Cubans themselves eat very little grape fruit, but are very fond of what may be termed oversweet, insipid oranges. It has been estimated that the City of Havana alone consumes an average of 100,000 such oranges daily the year round. The citrus growers of Cuba have one great advantage over most of the citrus regions of Florida and California, namely, the total freedom from loss owing to frost.

Florida is already moving to utilize her waste citrus fruit for by-products. Cuba can now do the same. One can hardly exaggerate the importance to Cuba of her citrus crops when every yellow globe that matures has been made to yield up its quota of profit.

MATANZAS WATER SUPPLY

Dr. José M. Cardenas, Director of the Engineering Department of Sanitation, has made an extensive examination of the Matanzas water supply.

He found these waters were contaminated or poisoned by the filtering into the source springs supplying the water to the Matanzas aqueduct of fetid molasses matter and acid wash waters from a sugar central, situated some eleven kilometers away.

SPORTS AT ORIENTAL PARK

The Governor of Havana has endorsed the resolutions of the Marianao Ayuntamiento relative to granting a concession for a sports park where all sorts of games may take place, with the exception of the Spanish game known as Jai Alai. This park will be at Oriental Park and the concessionary is Zorilla, Jr. The concession will allow a continuance of horse racing, which concession had lapsed this year.

CUBAN COMMERCIAL MATTERS

TRADE OPPORTUNITY IN CUBA

At a luncheon given by the American Manufacturers' Export Association at the Hotel McAlpin, New York, June 18th, Arthur Liebes, formerly of the staff of *La Nacion*, Havana, who has just returned from Cuba, presented a moving picture film entitled "A Commercial Travelogue of Cuba," in which a message from President Menocal of Cuba addressed to the manufacturers of the United States was reproduced. It told of the opportunities afforded by Cuba to American merchants and extended an invitation to merchants to visit the island republic.

The message read: "It affords me genuine pleasure to accept this opportunity to tell the merchants of the United States of the wonderful opportunities Cuba affords. First, to invest their capital; second, to sell their wares, and third, but not least, of the desire of the Cuban people to do an ever increasing business with our good friend the United States and further cement the friendly relations already existing between the two republics.

"Cuba, though occupying a small space geographically, and having less than 3,000,000 people, has shown itself capable of making tremendous purchases in the United States. We are now probably one of the best customers of your country, but there is still room for improvement. May I append, in conclusion, a hearty and sincere invitation to visit our prosperous republic, and the promise that you will receive at the hands of the Cuban people a hearty welcome?"

The pictures were taken with the permission of the Cuban Government, which was represented at the luncheon by Dr. L. Dolz, Cuban Consul General.

CHEESE

The exportation of cheese to Cuba in 1917 amounted to 1,540,000 pounds, and there was an increase for the calendar year of 1918 to 3,121,000 pounds.

ADVERTISING IN CUBA

"No other country in Latin America presents such favorable conditions as does Cuba as an experimental field for the American advertiser," says a report on "Advertising Methods in Cuba," issued by the Bureau of Foreign and Domestic Commerce, Department of Commerce. "Just as in the United States many advertisers cautiously test their plans by States or sections, so may the American advertiser use Cuba as a 'trying-out' ground for all Latin America."

"If discouraging results attend the advertiser's first attempts," continues Trade Commissioner J. W. Sanger, author of the report, "if his instructions are not carried out to the letter, and if irritating and apparently needless misunderstandings arise and delays occur, he will have to remind himself frequently that neither Cuba nor any other Latin-American country is adjusted to what may be called the 'American way' of doing things. Neither is there any likelihood that American ways and business methods can ever be transplanted bodily so as to take root in any Spanish-speaking country, and the American advertiser who does not seek some practical compromise between what he would like and what he can get is building up trouble for himself from the very start.

"Cuba is buying American goods in increasing quantities every year. Advertising has been no small factor already in helping to broaden these markets, and it will continue to be of assistance in just so far as we take intelligent advantage of the means ready at hand and establish for ourselves more and better points of contact in Cuba for American advertising. The problems connected with foreign advertising, and for the time being inseparable from it, are many and various and are no more susceptible of short cuts and easy solutions than is the larger problem of foreign trade of which advertising is but one phase."

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, 1919, compares as follows :

	1919	1918	1917	1916	1915	1914
April gross	\$1,274,863	\$1,214,240	\$520,584	\$777,659	\$545,701	\$544,871
Expenses	832,516	720,133	319,037	317,388	227,481	260,174
April net	442,347	494,106	201,546	460,271	318,219	284,697
Other income	29,666	994	836	.....	.....	.....
Net income	472,013	495,101	202,383	460,271	.....	.....
Charges	94,816	105,004	94,758	87,554	72,308	71,566
April surplus	368,544	390,097	107,624	372,716	245,911	213,130
Ten months gross ...	9,856,121	9,395,658	5,082,617	5,530,581	4,208,266	4,270,486
Net profit	2,474,503	3,024,395	1,403,844	2,850,932	2,136,833	2,072,757
Other income	142,044	12,955	10,201	6,108	.....	.....
Fixed charges	949,115	1,058,165	918,261	803,219	709,238	677,474
Other interest chgs. .	115,569	.....	.....	.....	.....	.....
Ten months surplus .	\$1,551,862	\$1,979,185	\$495,784	\$2,053,821	\$1,427,594	\$1,395,282

EARNINGS OF THE UNITED RAILWAYS OF HAVANA.

<i>Weekly Receipts :</i>	1919	1918	1917	1916	1915	1914
Week ending May 24th.....	£81,375	£66,033	£52,717	£38,578	£41,564	£21,973
Week ending May 31st.....	77,827	68,911	45,078	34,756	34,326	20,975
Week ending June 7th.....	75,390	50,919	36,003	32,822	29,356	21,070
Week ending June 14th.	74,056	55,454	34,581	29,829	24,596	20,788

EARNINGS OF THE WESTERN RAILWAY OF HAVANA.

<i>Weekly Receipts :</i>	1919	1918	1917	1916	1915	1914
Week ending May 24th.....	£15,113	£13,170	£9,935	£7,287	£7,141	£5,389
Week ending May 31st.....	14,380	9,886	11,160	6,552	5,824	5,473
Week ending June 7th.....	18,392	9,516	8,273	7,278	7,100	4,865
Week ending June 14th.....	13,770	7,988	7,393	6,166	5,941	5,030

EARNINGS OF THE CUBAN CENTRAL RAILWAYS.

<i>Weekly Receipts :</i>	1919	1918	1917	1916	1915	1914
Week ending May 24th.....	£32,586	£26,147	£24,282	£15,182	£17,689	£9,524
Week ending May 31st.....	28,246	23,471	22,538	12,857	16,063	8,378
Week ending June 7th.....	27,730	19,591	17,167	12,110	11,653	8,849
Week ending June 14th.....	24,236	16,965	15,380	11,532	8,579	7,478

EARNINGS OF THE HAVANA ELECTRIC RAILWAY, LIGHT & POWER CO.

<i>Month of April:</i>	1919	1918	1917	1916	1915
Gross earnings.....	\$749,743	\$663,345	\$534,613	\$466,554	\$434,159
Operating expenses.....	367,833	391,377	230,195	187,623	188,160
Net earnings.....	381,910	361,968	304,418	278,931	245,999
Miscellaneous income.....	12,641	18,144	11,875	13,178	11,304
Total net income.....	394,551	380,112	316,293	292,109	257,303
Surplus after deducting fixed charges..	235,703	218,867	150,571	161,644	149,247
<i>4 Months to April 30th:</i>					
Gross earnings.....	2,836,512	2,567,536	2,131,823	1,918,787	1,824,473
Operating expenses.....	1,423,501	1,169,201	908,397	748,380	749,459
Net earnings.....	1,413,011	1,398,335	1,223,426	1,170,407	1,075,014
Miscellaneous income.....	32,949	53,701	47,626	46,675	34,673
Total net income.....	\$1,445,951	\$1,452,036	\$1,271,052	\$1,217,082	\$1,109,687
Surplus after deducting fixed charges	830,147	807,054	617,818	721,640	675,848

CUBAN FINANCIAL MATTERS

THE PREVAILING PRICES FOR CUBAN SECURITIES

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

	Bid	Asked
	%	%
Republic of Cuba Interior Loan 5% Bonds.....	85	88
Republic of Cuba Exterior Loan 5% Bonds of 1944.....	98	99
Republic of Cuba Exterior Loan 5% Bonds of 1949.....	91½	93
Republic of Cuba Exterior Loan 4½% Bonds of 1949.....	81½	83
Havana City First Mortgage 6% Bonds.....	100	102
Havana City Second Mortgage 6% Bonds.....	98	100
Cuba Railroad Preferred Stock.....	75	80
Cuba Railroad Co. First Mortgage 5% Bonds of 1952.....	88	88½
Cuba Company 6% Debenture Bonds.....	92	95
Cuba Co. 7% Cumulative Preferred Stock.....	80	90
Havana Electric Rway., Light & Power Co. Preferred Stock.....	108	109
Havana Electric Rway Co. Consolidated Mortgage 5% Bonds.....	88	90
Havana Electric Rway., Light & Power Co. Common Stock.....	100	102
Matanzas Market Place 8% Bond Participation Certificates.....	100	
Cuban-American Sugar Co. Preferred Stock.....	105	108
Cuban-American Sugar Co. Common Stock.....	195	205
Guantanamo Sugar Company Stock.....	857	859
	%	%
Santiago Electric Light & Traction Co. 1st Mtge. 6% Bonds.....	80	88

CUBA SUBMARINE TELEGRAPH CO.

In the past year the total receipts of the Cuba Submarine Telegraph Company rose from £72,531 to £82,185, but the profit balance fell from £43,969 to £35,279, owing to the large increase in the working expenses. The addition to the general reserve is to be raised from £10,000 to £15,

000, and the dividend and bonus, of 5 per cent. and 4s per share, respectively, free of tax, are to be repeated, the distribution being equal to 7 per cent. The carry-forward will be £22,485, subject to excess profits duty, against £21,906. A sum of £5,774 has been expended in repairing cables, which are now working again.

THE SUGAR INDUSTRY

PROGRESS OF THE CUBAN PRODUCTION

The very satisfactory progress which has been made up to the present time in the grinding of the Cuban sugar crop must be most gratifying to all those who have had an active part in the production of the largest crop in the history of the Island.

In order that this fact may more prominently be brought to the attention of our readers, we append herewith the following statement:

Sugar produced by 165 estates which finished grinding by July 1st....	21,373,496	bags
Quantity estimated produced and to be produced by 30 estates, still grinding	6,737,000	“
Total	28,110,496	“

There is every prospect that the centrals still grinding will make their full complement, and as a matter of fact their output might slightly exceed the above estimate. It, therefore, seems certain that the entire crop will slightly exceed 4,000,000 tons, which fully justifies the predictions made by some of the prominent sugar statisticians early in the season, when they indicated a crop of at least 4,000,000 tons.

In this connection it is interesting to note that this crop of 1918-1919 is about 400,000 tons in excess of the preceding crop, and which latter crop all interested will recall was about 600,000 tons in excess of the one preceding that. It might be added that the large production for this year has not been due so much to any appreciable introduction of new mills, but rather is attributable to the greater efficiency derived from those already in operation up to January 1st, 1919. In view of this very material increase in the efficiency, and the strain which has already been brought to bear upon a great many mills in requiring them to grind to their maximum capacity, it can hardly be expected that the succeeding crop will be very much larger than that of 1919.

CENTRALS GRINDING JULY 1ST

ESTIMATED OUTPUT	ESTIMATED OUTPUT		
Alto Cedro	240,000	San José	135,000
Adelaida	182,500	Lugareño	279,000
America	145,000	Moron	440,000
Agramonte	357,500	Oriente	112,500
Boston	532,500	Palma	287,500
Baragua	377,500	Preston	359,000
Chaparra	550,000	Santo Tomas	60,000
Camaguey	147,500	San Antonio (<i>Guantanamo</i>)	70,000
Ciego de Avila	150,000	Santa Lucía	330,000
Baguanos	80,000	San Antonio (<i>Pastellillo</i>)....	77,500
Cacocum	52,500	Tacajo	200,000
Delicias	650,000	Pilar	70,000
Esperanza (<i>Guantanamo</i>) ..	110,000	Carmen	40,000
Galope	72,500	Rey	95,000
Jagueyal	385,000	Miranda	150,000
		Total	6,737,000

SUGAR REVIEW

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

Our last review for this magazine was dated May 31st.

The Cuba crop is now drawing to a close, the number of centrals grinding having been reduced to 34. The 161 centrals which have completed their production to date have outturned 20,905,244 bags against Messrs. Guma-Mejer's January, 1919, estimate of 20,719,000 bags. Visible production in the Island continues to far outstrip last year, the comparison being 3,322,425 tons for this year, against 2,933,116 tons last year. The recent heavy rains have been the means of bringing about a secession of operations at many of the centrals, but these rains are, nevertheless, very favorable for the growth of the canes for the 1919-20 crop. Production in the Island during the month of May was 601,050 tons, this figure being the largest May production on record.

MOVEMENT OF CUBAN CROP, 1918-1919

As at June 21, 1919.

	<i>Tons</i>	
Estimated production of entire Island (Maximum).....	4,100,000	
LESS: Estimated local consumption and sugar not accounted for taking 1917-18 Crop as a basis.....	150,000	
Exportable Crop	<u>3,950,000</u>	
TO UNITED STATES		
Two-thirds of above quantity to be shipped to United States.....	2,633,333	
LESS: Quantity exchanged with Royal Commission shipped to United States from 1917-18 Crop (See Old Crop Figures)	13,022	
	<u>2,620,311</u>	
PLUS: Raws refined in U. S. for Royal Com. in Jan./June....	335,980	
Total estimated to be shipped to United States.....	2,956,291	
	<i>Bags</i>	
LESS: Cleared to date to United States.....	11,443,303	
Cleared to date to Canada a/c U. S.....	30,400	
Steamers loading and to load so far to June 30.....	1,129,704	
	<u>12,603,407</u>	1,800,487
Balance tonnage required to move United States' portion..		<u>1,155,804</u>
TO EUROPE		
One-third of above quantity to be shipped to Europe.....		1,316,667
PLUS: Quantity exchanged for last Crop sugar with U. S.....		13,622
		<u>1,329,689</u>
LESS: Raws to be refined in the United States, as above....		335,980
		<u>993,709</u>
LESS: Taken care of:		
	<i>Bags</i>	
Cleared to date for Europe.....	2,822,304	
Cleared to date for Canada a/c Europe....	127,496	
Steamers loading and to load to June 30....	402,650	
	<u>3,352,450</u>	<u>478,921</u>

Balance tonnage required to move Royal	
Commission portion	514,788

NOTE: About 200,000 tons more Raws will be diverted to United States to be refined for account of the Royal Commission not yet allocated to refiners, which will increase the balance of tonnage required for the United States to 1,355,804 tons and decrease balance required for Europe to 314,788 tons.

June 23, 1919.

(Compiled by Cuban Allotment Committee.)

Domestic cane sugar crop in Louisiana has recently shown a little improvement owing to a spell of dry weather. The planters have taken advantage of the opportunity to at least partially clean their fields. The heavy rains had made the cane grow rapidly and were it not for the fact that grass and weeds have also grown, the rains would not come in for the general condemnation visited upon them.

Estimates of the 1919-20 domestic beet production have been issued in some sections, indicating a crop of nearly 900,000 long tons of sugar. While we have not yet issued our own estimate of the crop, it being still too early to give an accurate figure, we are inclined to believe that this estimate is entirely too high, particularly in view of the fact that conditions have shown no improvement in California, and, also, that estimates in Colorado are now being scaled down, owing to a considerable period of dry weather which, at this time, is unfavorable for best growth.

According to our advices from Java, the exports during the month of May were widely distributed, Holland receiving 7,000 tons, England 9,000 tons, France 6,000 tons, Italy 3,000 tons, Sweden 2,000 tons, Vancouver 3,000 tons and Port Said for orders (probably Europe) 2,000 tons. Exports to eastern countries total 45,000 tons. Total shipments for the month 77,000 tons, against 135,570 tons in May, 1918, and 56,533 tons in May, 1917. Weather conditions in Java have been unfavorable recently and a start of harvesting is delayed about two weeks, these conditions causing a strong market in Java. June shipment White sugars are quoted at the equivalent of 8.28c per lb. f. o. b. Java, a remarkable advance when it is taken into consideration that at about this time a year ago Java sugars were quoted at the equivalent of 1 3/4c per lb. f. o. b. Java.

Our regular monthly cable from the Philippines gives exports during May of 1,000 tons to New York, 5,000 tons to San Francisco and 10,000 tons to other countries, including 1,750 tons to England. There is a stock of these sugars at the Atlantic Ports already amounting to 4,000 tons and there are now afloat and about due at New York a further 2,500 tons of these sugars, part of which are unsold. Total exports to the United States since January 1 are approximately 33,000 tons.

In connection with our European advices, we have received from Prag in Czecho-Slovakia, the following figures, which are given as official, covering the outturn of sugar in Germany for the first four years of the war in tons, raw sugar value:

	1917-18	1916-17	1915-16	1914-15
Crop outturn	1,541,061	1,557,930	1,515,316	2,510,102
Imports	10,623	8,512	26,223	23,724
Exports	14,471	10,700	39,447	163,075
Consumption	1,569,926	1,398,945	1,854,706	2,281,821

The exports and imports were divided as follows:

Imports:				
Refined	8,029	3,105	3,043	14,153
Raw	1,591	5,019	22,800	7,824
Exports:				
Refined	9,329	9,165	18,894	118,922
Raw	3,976	381	18,191	29,288

Vital statistics of last five crops are as follows:

<i>Campaign Year</i>	<i>Factories Working</i>	<i>Sowings Hectares</i>	<i>Beets Worked Tons</i>	<i>Tons Beets Per Hectare</i>	<i>Sugar Tons</i>
1913-14.....	341	532,843	16,939,979	31.8	2,715,870
1914-15.....	333	546,736	15,964,518	29.3	2,510,102
1915-16.....	320	364,532	9,625,108	26.4	1,515,316
1916-17.....	316	400,341	9,510,777	23.9	1,557,930
1917-18.....	312	384,571	9,229,939	24.0	1,541,061

Crop data for the months September/March, 1918-19, compared with 1917-18 in tons.

	1918-19	1917-18
Beets worked	8,718,821	9,229,939
Outturn sugar, Raw value	1,344,532	1,549,220
Yield Per Cent.	15.42	16.78

In connection with the German sugar industry and the Versailles Peace Terms, it is interesting to note that the German sugar industry will, according to our advices from abroad, suffer the following loss if the Peace Terms are put into force:

<i>In Province</i>	<i>No. Factories</i>	<i>Plantings</i>	<i>Beets Harvested</i>	<i>Sugar</i>
		<i>1918 Hectares</i>	<i>1917-18 Tons</i>	<i>1917 Tons</i>
Silesia	8	9,384	182,514	30,913
Posen	19	45,495	952,808	154,703
Prussia	10	10,135	220,798	35,881
Alsace-Lorraine	1	400	15,410	2,114
Total	38	65,414	1,371,530	222,711

In percentage, Germany would suffer a loss of 11.4 per cent. in factories, which factories work on an average 17.4 per cent. of the crop, while the beet area affected is 14.8 per cent. and the outturn in sugar is 14.2 per cent., all calculations being based on the total figures of entire Germany.

In addition to the above-mentioned number of factories, Germany would lose also one sugar refinery in Upper Silesia and two in Prussia, and if the decision in regard to some uncertain districts in East Prussia be determined against Germany, then the loss would be increased by four sugar factories, which would make the loss of sugar factories 12.4 per cent. and the outturn in sugar 14.5 per cent.

Of all the above-mentioned factories, one would go to France, two or three to Czecho-Slovakia and the balance to Poland.

There is an increased demand from France for Cuban raw sugars, but the Equalization Board cannot yet see their way clear to offer sugars to that country. The export demand for refined, however, has been diverted to Canada to some extent, for the reason that our refiners are unable to take care of same, and we hear that some Cubas have been sold to Canadian refiners at 5.90c f. o. b. Cuba, the regular fixed quotation.

This demand for sugars from other than the United States and Royal Commission has caused an advance in the prices of sugars of countries not under control of the Equalization Board. About a week or ten days ago there was a sale of San Domingo raw sugars at about 5.35c f. o. b. San Domingo. Adding the freight to New York at 51c, this would make a price of 5.86c c. & f. against the Equalization Board's price for full duty sugars of 5.64c c. i. f., and the 5.76c c. i. f. price at which about 80 per cent. of the San Domingo crop had been sold to the Canada Food Board.

The conditions of the refined market are unchanged. The present position of the refined market is absolutely without parallel in sugar history. The supply of raw sugars is ample, Cuba producing the largest crop on record and exceeding the previous high crop by 600,000 tons. In addition the other crops, while not breaking any existing records, are normal. With these supplies our refiners are enabled

throughout the country to work to practical capacity, lately averaging 100,000 tons of refined per week. Nevertheless most refiners in the East have sold all the sugar they can handle for July in any event, and in instances August and even September. The sales made by our refiners include large export commitments, chiefly for account of the Royal Commission. The latter will ship to the Atlantic Port and Southern refiners this year approximately 500,000 tons of Cuban raws to be refined, for account of the Royal Commission, and shipped to Great Britain, France and Italy. From January 1, 1919, to end of June, 1919, the Royal Commission has shipped or given instructions to ship 335,980 tons of Cuban raws to be refined. The total exports of refined to all countries to date are 270,000 tons, of which about 220,000 tons are for account of the Royal Commission.

Under normal conditions the present unique situation could hardly occur, as the refiners could restrict the demand by advancing prices, but under present controlled prices the refiners are unable to advance prices, and consequently American buyers could purchase all the sugars they desired without fear of change in quotations.

New York, N. Y., June 30, 1919.

CUBAN PRODUCTION BY MONTHS

As it appears at shipping ports, including consumption, from Willett & Gray's
Weekly Statistical Sugar Trade Journal

<i>Months.</i>	1918-19 <i>Tons.</i>	1917-18 <i>Tons.</i>	1916-17 <i>Tons.</i>	1915-16 <i>Tons.</i>
December	68,738	65,149	36,694	84,849
January	391,883	456,206	367,584	438,083
Total to end of January.....	460,621	521,355	404,278	522,932
February	645,715	560,092	488,330	597,227
Total to end of February.....	1,106,336	1,081,447	892,608	1,120,159
March	631,175	632,231	675,447	685,133
Total to end of March.....	1,737,511	1,713,678	1,568,055	1,805,292
April	701,194	596,366	486,705	563,511
Total to end of April.....	2,438,705	2,220,044	2,054,760	2,368,803
May	601,050	490,421	503,591	340,897
Total to end of May.....	3,039,755	2,710,465	2,558,351	2,709,700
June .....	.....	228,182	176,157	149,086
Total to end of June.....	.....	2,933,647	2,734,508	2,858,786
July .....	.....	156,128	112,811	59,868
Total to end of July.....	.....	3,089,775	2,847,319	2,918,654
August .....	.....	127,136	97,292	44,644
Total to end of August.....	.....	3,216,911	2,944,611	2,963,298
September .....	.....	73,961	43,317	15,557
Total to end of September.....	.....	3,290,872	2,987,928	2,978,855
October .....	.....	49,108	12,727	12,638
Total to end of October.....	.....	3,339,980	3,000,655	2,991,493
November .....	.....	55,744	23,065	11,900
Total to end of November.....	.....	3,395,724	3,023,720	3,003,393
December and January.....	.....	50,859	.....	4,522
Total Crop .....	.....	3,446,083	3,023,720	3,007,915

REVISTA AZUCARERA

Escrita especialmente para la CUBA REVIEW por Willett & Gray, de Nueva York.

Nuestra última reseña para esta publicación estaba fechada el 31 de mayo de 1919.

La zafra de Cuba está ahora llegando a su término, el número de centrales efectuando la molienda habiéndose reducido a 34. Los 161 centrales que han completado su producción hasta la fecha han rendido 20,905,244 sacos contra el cálculo de los Sres. Guma-Mejer de 20,719,000 sacos de enero de 1919. La producción visible en la Isla continúa superando en mucho la del año pasado, siendo la comparación 3,322,425 toneladas para esta año, contra 2,933,116 toneladas el año pasado. Las fuertes lluvias recientes han sido la causa de cesar las operaciones en muchos de los centrales, pero sin embargo, estas lluvias son muy favorables para el crecimiento de la caña para la zafra de 1919-20. La producción en la Isla durante el mes de mayo fué de 601,050 toneladas, siendo esta cifra la producción más grande que se ha conocido.

MOVIMIENTO DE LA ZAFRA DE CUBA DE 1918-1919

Según el 21 de Junio de 1919

	<i>Toneladas</i>
Producción calculada de toda la Isla (máximo).....	4,100,000
Menos: Cálculo del consumo local y azúcar de que no se da cuenta tomando la zafra de 1917-18 como base.....	150,000
Zafra exportable	<u>3,950,000</u>
A LOS ESTADOS UNIDOS	
Dos terceras partes de la cantidad anterior para ser embarcada a los Estados Unidos	2,633,333
Menos: Cantidad cambiada con la Comisión Real embarcada a los Estados Unidos de la zafra de 1917-18 (véanse las cifras de la antigua zafra)	13,022
	<u>2,620,311</u>
Más: Azúcares refinados en los E. U. para la Comisión Real en enero a junio	335,980
Total calculado para ser embarcado a los Estado Unidos	<u>2,956,291</u>
	<i>Sacos</i>
Menos: Despachado hasta la fecha a los Estados Unidos....	11,443,303
Despachado hasta la fecha al Canadá a/e E. U.....	30,400
Vapores cargando y por cargar hasta junio 30.....	1,129,704
	<u>12,603,407</u>
	<u>1,800,487</u>
Balance en toneladas requerido para transportar la cuota de los Estados Unidos	<u>1,155,804</u>
A EUROPA	
Una tercera parte de la cantidad anterior para ser embarcada a Europa	1,316,667
Más: Cantidad cambiada por el azúcar de la última zafra con los Estados Unidos	13,022
	<u>1,329,689</u>
Menos: Azúcares crudos para ser refinados en los Estados Unidos, según lo anterior	335,980
	<u>993,709</u>

Menos: Al cuidado de:

	<i>Sacos</i>	
Despachado hasta la fecha para Europa.....	2,822,304	
Despachado hasta la fecha para el Canadá a/c de Europa	127,496	
Vapores cargando y por cargar hasta junio 30....	402,650	
	<hr/>	
	3,352,450	478,921
Balance en toneladas requerido para transportar la cuota de la Comisión Real....		<hr/> 514,788

NOTA: Como 200,000 toneladas más de azúcares crudos serán apartados para Estados Unidos para ser refinados por cuenta de la Comisión Real no adjudicado aún a los refinadores, lo cual aumentará el balace de tonelaje requerido para los Estados Unidos a 1,355,804 toneladas y disminuirá el balance requerido para Europa a 314,788 toneladas.

Junio 23 de 1919.

(Compilado por el Comité Cubano de Asignación.)

La zafra del azúcar de caña de la Luisiana ha mostrado recientemente alguna mejora debido al período de tiempo seco, y los plantadores se han aprovechado de la oportunidad para limpiar en parte sus campos. Las fuertes lluvias han hecho que la caña creza rápidamente, y si no fuera por que las hierbas y hierbajos han crecido también, las lluvias no hubieran sido tan mal acogidas generalmente.

Los cálculos de la producción de la remolacha del país para 1919-20 han sido anunciados en algunas regiones, indicando una cosecha de cerca de 900,000 toneladas completas de azúcar. Aunque no hemos anunciado aún nuestro propio cálculo de la cosecha, siendo aún demasiado pronto para dar cifras exactas, nos inclinamos a creer que este cálculo es enteramente muy alto, especialmente en vista del hecho de que la situación no ha mostrado mejora en California, y también porque los cálculos en Colorado se están ahora rebajando, debido a un período considerable de tiempo seco, lo cual, en esta ocasión, no es favorable para el mejor crecimiento.

Según los avisos que hemos recibido de Java, las exportaciones durante el mes de mayo fueron extensamente distribuidas, recibiendo Holanda 7,000 toneladas, Inglaterra 9,000 toneladas, Francia 6,000 toneladas, Italia 3,000 toneladas, Suecia 2,000 toneladas, Vancouver 3,000 toneladas, y Port Said pedidos (probablemente para Europa) de 2,000 toneladas. Las exportaciones a países Orientales dan un total de 45,000 toneladas. Total de embarques durante el mes 77,000 toneladas contra 135,570 toneladas en mayo de 1919 y 56,533 toneladas en mayo de 1917. El estado del tiempo en Java ha sido reciente desfavorable y el comienzo de la cosecha se ha demorado unas dos semanas, ocasionando esto un mercado fuerte en Java. Los embarques de azúcares blancos son cotizados al equivalente de S.28c la libra l. a. b. Java, un aumento notable cuando se tenga en consideración que como a estas fechas hace un año los azúcares de Java eran cotizados al equivalente de 1¾c la libra l. a. b. Java.

Los avisos que recibimos mensualmente y con regularidad de las Filipinas dan las exportaciones durante mayo en 1,000 toneladas a Nueva York, 5,000 toneladas a San Francisco de California y 10,000 toneladas a otros países, incluyendo 1,750 toneladas a Inglaterra. Hay existencias de estos azúcares en puertos del Atlántico que ya ascienden a 4,000 toneladas, y hay ahora a flote y próximo a llegar a Nueva York 2,500 toneladas más de estos azúcares, parte de la cual está sin vender. El total de exportaciones a los Estados Unidos desde el primero de enero son 33,000 toneladas aproximadamente.

En conexión con los avisos de Europa, hemos recibido de Praga, en Czecho-Slovakia, las siguientes cifras, que se dan como oficiales, comprendiendo el rendi-

miento de azúcar en Alemania por los primeros cuatro años de la guerra las siguientes toneladas, valor de azúcares crudos:

	1917-18	1916-17	1915-16	1914-15
Rendimiento de la cosecha....	1,541,061	1,557,930	1,515,316	2,510,102
Importaciones	10,623	8,512	26,223	23,724
Exportaciones	14,471	10,700	39,447	163,075
Consumo	1,569,926	1,398,945	1,854,706	2,281,821

Las exportaciones e importaciones fueron divididas como sigue:

Importaciones				
Azúcar refinado	8,029	3,105	3,042	14,153
Azúcar crudo	1,591	5,019	22,800	7,824
Exportaciones				
Azúcar refinado	9,329	9,165	18,894	118,922
Azúcar crudo	3,976	381	18,191	29,288

Las estadísticas vitales de las últimas cinco cosechas son como sigue:

<i>Campaña,</i> <i>año</i>	<i>Fábricas</i> <i>trabajando</i>	<i>Siembras,</i> <i>hectárcas</i>	<i>Remolachas</i> <i>usadas,</i> <i>toneladas</i>	<i>Tons. de</i> <i>remolachas</i> <i>por hectárcas</i>	<i>Toneladas</i> <i>de</i> <i>azúcar</i>
1913-14.....	841	532,843	16,939,979	31.8	2,715,870
1914-15.....	333	546,736	15,964,518	29.3	2,510,102
1915-16.....	320	364,532	9,625,108	26.4	1,515,316
1916-17.....	316	400,341	9,510,777	23.9	1,557,930
1917-18.....	312	384,571	9,229,939	24.0	1,541,061

Datos de la cosecha por los meses de septiembre a marzo, 1918-19, comparado con 1917-18, en toneladas:

	1918-19	1917-18
Remolachas usadas	8,718,821	9,229,939
Producción de azúcar, valor en azúcar crudo.....	1,344,532	1,549,220
Rendimiento por ciento	15.42	16.78

En conexión con la industria de azúcar alemana y las Estipulaciones de la Paz de Versalles, es interesante anotar que, según las noticias que hemos recibido del extranjero, la industria de azúcar alemana sufrirá la siguiente pérdida si las Estipulaciones del Tratado de Paz se ponen en vigor:

<i>En las Provincias de</i>	<i>Número</i>	<i>Plantaciones</i>	<i>Remolachas</i>	<i>Azúcar</i>
	<i>de</i>	<i>1918</i>	<i>1917-18</i>	<i>1917</i>
	<i>fábricas</i>	<i>hectárcas</i>	<i>toneladas</i>	<i>toneladas</i>
Silesia	8	9,384	182,514	30,013
Posen	19	45,495	952,808	154,703
Prusia	10	10,135	220,798	35,881
Alsacia-Lorrena	1	400	15,410	2,114
Total	38	65,414	1,371,530	222,711

En tanto por ciento, Alemania sufriría una pérdida de 11.4 por ciento en las fábricas, las cuales trabajan en una promedia de 17.4 por ciento de la cosecha, mientras que la superficie de los campos de remolacha afectada es 14.8 por ciento y la producción en azúcar es 14.2 por ciento, todos los cálculos basados en la cifra total de toda Alemania.

Además del número de fábricas anteriormente mencionado, Alemania perdería también una refinera de azúcar en la Alta Silesia y dos en Prusia, y si la decisión respecto a algunos distritos indecisos en el Este de Prusia se determinara contra Alemania, entonces la pérdida se aumentaría en cuatro fábricas de azúcar, lo cual haría que la pérdida de fábricas de azúcar fuera 12.4 por ciento y la producción en azúcar 14.5 por ciento.

De todas las fábricas anteriormente mencionadas, una pasaría a Francia, dos o tres a Czecho-Slovakia y el resto a la Polonia.

Hay un aumento en la demanda en Francia por azúcares crudos de Cuba, pero la Junta Distribuidora no ve aún la manera de ofrecer azúcares a dicho país. Sin embargo, la demanda de azúcar refinado para la exportación se ha desviado al Canadá hasta cierto modo, a causa de que nuestros refinadores no pueden atender a ello, y hemos sabido que se han vendido algunos azúcares de Cuba a refinadores canadenses a 5.90c l. a. b. Cuba, cotización regular fijada.

Esta demanda de azúcares de otra procedencia que de los Estados Unidos y de la Comisión Real ha ocasionado un aumento en los precios de azúcar de países que no están bajo el dominio de la Junta Distribuidora. Hace como una semana o diez días tuvo lugar una venta de azúcares crudos de Santo Domingo al precio de unos 5.35c la libra l. a. b. Santo Domingo. Agregando el flete de .51c a Nueva York, esto daría un precio de 5.86c c. y f. contra el precio de la Junta Distribuidora por azúcares con todos los derechos de 5.64c c. s. y f., y el precio de 5.76c c. s. y f. al cual se había vendido a la Junta de Subsistencias del Canadá como el 80 por ciento de la cosecha de Santo Domingo.

El estado del mercado de azúcar refinado está sin cambio. La posición al presente del mercado de azúcar refinado es absolutamente sin igual en la historia del azúcar. Las existencias de azúcares crudos son abundantes, produciendo Cuba la mayor zafra que se ha conocido hasta ahora y excediendo la previa y grande zafra en 600,000 toneladas. Además las otras zafras, aunque no pasando de la cantidad de que se tenga conocimiento, son normales. Con estas existencias nuestros refinadores pueden trabajar en su capacidad normal en todo el país, con un promedio últimamente de 100,000 toneladas de azúcar refinado por semana. Pero sin embargo, la mayor parte de los refinadores en la parte Oriental han vendido todo el azúcar que pueden elaborar a lo menos para julio, y en algunos casos para agosto y septiembre. Las ventas efectuadas por nuestros refinadores incluyen grandes cantidades encomendadas, principalmente por cuenta de la Comisión Real. Esta última embarcará este año a los refinadores de puertos del Sur del Atlántico aproximadamente 500,000 toneladas de azúcares crudos de Cuba para ser refinados por cuenta de la Comisión Real y embarcados a la Gran Bretaña, Francia e Italia. Desde el primero de enero de 1919 hasta el final de junio de 1919, la Comisión Real ha embarcado o dado instrucciones para embarcar 335,980 toneladas de azúcares crudos de Cuba para que sean refinados. El total de exportaciones de azúcar refinado a todos los países hasta la fecha es de 270,000 toneladas, de las cuales unas 220,000 toneladas son por cuenta de la Comisión Real.

Bajo condiciones normales la situación tan rara al presente casi no podría ocurrir, pues los refinadores restringirían la demanda aumentando los precios, pero bajo los precios reprimidos como están al presente, los refinadores no pueden aumentarlos, y por consiguiente los compradores americanos podrían comprar todo el azúcar que quisieran sin temor de cambio en las cotizaciones.

Nueva York, junio 30 de 1919.

DROP IN PRICE OF MOLASSES

Severe loss is already resulting to sugar producers from the nation-wide prohibition that has been enforced in the United States. The price of molasses, which a while ago was 8½ cents, has

dropped to 2½ and there is very little sale for it even at that. The molasses was formerly bought for use in the manufacture of alcoholic beverages which are now barred from manufacture or consumption in the United States, greatly to the detriment of Cuba's interests.

Cable Address "Turnure"

New York—64-66 Wall Street

LAWRENCE TURNURE & CO.

Deposits and Accounts Current. Deposits of Securities, we taking charge of Collection and Remittance of Dividends and Interest. Purchase and Sale of Public and Industrial Securities. Purchase and Sale of Letters of Exchange. Collection of Drafts, Coupons, etc., for account of others. Drafts, Payments by Cable and Letters of Credit on Havana and other cities of Cuba; also on England, France, Spain, Mexico, Puerto Rico, Santo Domingo and Central and South America.

CORRESPONDENTS :**HAVANA**—N. Gelats y Ca.**LONDON**—The London Joint Stock Bank, Ltd.**PUERTO RICO**—Banco Comercial de Puerto Rico.**PARIS**—Heine et Cie.**EIMER & AMEND****FILTER PAPER**

An American-Made Filter Paper of excellent quality, free from sizing or starch products. Our mill in New England is devoting its entire attention to the manufacture of Filter Paper, and we are, therefore, in a position to handle orders in any quantity. All sizes from circles of 3" to 20" square sheets.

WRITE TO-DAY FOR DATA**EIMER & AMEND, 3d Ave., 18th to 19th Sts. NEW YORK CITY****PITTSBURGH OFFICE: 2011 Jenkins Arcade****Map of Cuba**

THE CUBA REVIEW now has ready for delivery a new and revised Map, showing the location of all the active sugar plantations on the Island of Cuba and giving other data concerning the sugar industry. Price \$1.00 postpaid.

THE CUBA REVIEW**82 Beaver St., New York**



**IRON PIPE
VALVES**

**BOILER TUBES
FITTINGS**

GENERAL OFFICES: 452-4 Water Street, NEW YORK CITY

Warehouses and Shops: 437-446 Water Street

Established 1876

N. GELATS & COMPANY

Bankers

Transact a General Banking Business.
Correspondents at all the principal places of the world

SAFE DEPOSIT VAULTS

**Office: Aguiar 108
HAVANA**

**A Weekly Publication of
International Interest**

It covers every field and phase of the industry
WRITE FOR SAMPLE COPY

Subscription - \$3.00 Per Year

Facts About Sugar

82 Wall Street, New York

BANK OF CUBA IN NEW YORK

34 Wall St., New York

Associate Bank of National Bank of Cuba

General banking business transacted with special facilities for handling Cuban items through the National Bank of Cuba and its 65 branches. We are especially interested in discounting Cuban acceptances.

**Current Interest Rates Paid on Deposit Accounts
subject to check.**

**Loans, Discounts, Collections and Letters of
Credit will receive our best attention.**

W. A. MERCHANT - - - - President
J. T. MONAHAN - - - - Vice-President
CHAS. F. PLARRE - - - - Cashier
L. G. JONES - - - - Asst. Cashier
J. W. ALBAUGH - - - - Asst. Cashier

Se habla Español

JAMES S. CONNELL & SON

Sugar Brokers

ESTABLISHED 1836. AT 105 WALL ST.

Cable Address, "Tide, New York"

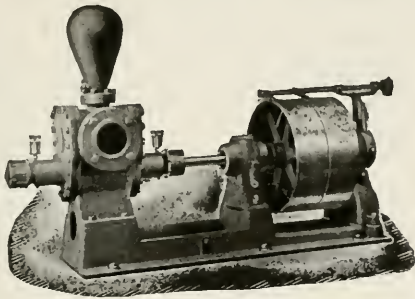
EUROPEAN CROPS

The International Institute of Agriculture in Rome states in their May report that the 1918-19 beet crop of France amounted to 123,404 tons, in terms of raw sugar, as compared to 209,127 tons in 1917-18. Holland produced 164,981 tons against 194,948 tons. Denmark made 130,000 tons and Sweden 120,320 tons.

SUGAR IN PORTUGAL

Restriction on imports of sugar into Portugal have now been removed, but its price is decidedly high and is reported by the Bureau of Markets as 23.6c. per pound wholesale for crystallized refined sugar.

Bomba Kinney Para Mieles



Presión Positiva. Envolos Rotatorios, Sin Muelles ni Valvúlas. Forrado interiormente de Bronce. La Más económica para bombear líquidos espesos, como mirles, aceites guardados, etc. Funciona actualmente con el mejor éxito en muchos ingenios y refinerías. Capacidades de 50 á 800 galones por minuto.

Pídanse precios y pormenores á

Newell Manufacturing Company

SINGER BUILDING - NEW YORK

Agentes para Cuba y la demás Antillas

HOME INDUSTRY IRON WORKS

ENGINES, BOILERS AND MACHINERY

Manufacturing and Repairing of all kinds. Architectural Iron and Brass Castings. Light and Heavy Forgings. All kinds of Machinery Supplies.

A. KLING, Prop.
JAS. S. BOGUE, Supt.

MOBILE, ALA.

**STEAMSHIP WORK
A SPECIALTY**

Telephone, 33 Hamilton.

Night Call, 411 Hamilton.

Cable Address: "Abiworks" New York.

ATLANTIC BASIN IRON WORKS

Engineers, Boiler Makers & Manufacturers.

Steamship Repairs in all Branches.

Heavy Forgings, Iron and Brass Castings, Copper Specialties, Diesel Motor Repairs, Cold Storage Installation, Oil Fuel Installation, Carpenter and Joiner Work.

18-20 Summit Street—11-27 Imlay Street

Near Hamilton Ferry

BROOKLYN, N. Y.

Agents for "Kinghorn" Multiplex Valve

U. S. BEET SUGAR CROP

The Bureau of Crop Estimates of the United States Department of Agriculture in its crop report for April sets the beet sugar production of the United States in 1918 at 765,063 tons, or 2,615 tons more than the total announced by the Food Administration Sugar Distributing Committee of Chicago in March, and only 144 tons less than the total for the 1917 crop.

The department's figures for production in the principal states are: Colorado, 191,880 tons; California, 122,795; Michigan, 132,092; Utah, 105,794; Nebraska, 63,494; Idaho, 44,682; Ohio, 35,476; Wisconsin, 13,358.

The report gives the total area harvested in 1918 as 594,010 acres, against

664,797 acres in 1917, and the tonnage of beets worked by the factories as 5,523,036 tons, against 5,625,545 tons in 1917. The average yield of beets per acre is given as 9.9 tons last year, against 9.0 tons in 1917.

The number of factories working in the 1918 campaign was 89, against 91, in 1917, and the average length of the factory runs was 81 days, against 74 the previous year.

The average sugar content of the 1918 beets is given as 16.18, as compared with 16.28 in 1917, and the average extraction as 13.85, against 13.60 the year before. Extraction thus ran somewhat higher in 1918, although the sugar content was lower.

THE
Trust Company of Cuba

HAVANA

CAPITAL - - - - \$500,000
SURPLUS - - - - \$500,000

TRANSACTS A

**GENERAL TRUST AND
BANKING BUSINESS**

Real Estate Department

Examines Titles, Collects Rents
Negotiates Loans on Mortgages

CORRESPONDENCE SOLICITED FROM
INTENDING INVESTORS

OFFICERS

Norman H. Davis, President
Oswald A. Hornsby Vice-President
Claudio G. Mendoza, Vice-President
J. M. Haggood, Treasurer
Rogelio Carbajal, Secretary
W. M. Whitner, Mgr. Real Estate Dept.

The Royal Bank of Canada

Fundado en 1869

Capital Pagado - - - - \$15,000,000
Fondo de Reserva - - - - 15,000,000
Activo Total - - - - 420,000,000

QUINIENTAS CINCUENTA SUCURSALES
VEINTE Y OCHO SUCURSALES EN CUBA
CINCO SUCURSALES EN LA HABANA

LONDRES: 2 Bank Buildings, Princes Street
NEW YORK: 68 William Street
BARCELONA: Plaza de Cataluña 6

Corresponsales en todas las Plazas Bancables
del mundo. Se expiden CARTAS DE CREDITO
para viajeros en DOLLARS, LIBRAS ESTERLI-
NAS y PESETAS, valederas sin descuento alguno.

En el DEPARTAMENTO DE AHORROS se
admiten depósitos a interés desde CINCO PESOS
en adelante.

Sucursal Principal en la Habana: Obrapia 33

Administradores

R. DE AROZARENA F. W. BAIN

Supervisor de Sucursales

F. J. BEATTY

EGYPTIAN SUGAR CANE CROP

Vice Consul S. Pinkney Tuck, Jr., reports from Alexandria, under date of March 6, 1919, that according to the Bulletin of Ministry of Agriculture for the month of February work has rapidly ad-

Casa Turull

MERCHANTS—IMPORTERS—EXPORTERS

Now is the time to contract for your Fall requirements in chemicals.

It will be to your advantage to obtain our quotations.

Being sole distributors in Cuba for some of the largest producers and heavy dealers in Sugar Mill Supplies, we can quote lowest figures on materials of the highest standards, spot or future, f. o. b. New York or delivered any point in Cuba.

Everything in Chemical Products:

ACIDS—SODAS—SALTS
LUBRICANTS—FUEL OILS—GREASES
FORMALDEHYDE—BOILER COMPOUNDS
SUGAR BLEACH—FILTERING MATERIALS
PRESERVATIVES

DISINFECTANTS—INSECTICIDES
"ARKSAFE" Elastic Paper Sugar Bag Linings

Communicate with our nearest office
Representative will gladly call.

THOMAS F. TURULL & CO.

RAW MATERIALS FOR ALL INDUSTRIES

170 Broadway, New York

2 & 4 Muralla, Havana

Santiago Cienfuegos Camaguey Matanzas

Aparato Nuevo

para traspordar y

Pesar Caña Neto

Sistema nueva patentada por
Horace F. Ruggles, 108 Wall St., N. Y.,
constructor de traspordadores superiores

Funciona por motor, levantando, pesando, traspordando y disparando la caña por un hombre y imprime billetes duplicadas del peso neto.

Pidanse informes del modelo "La Victoria."

vanced in cutting the sugar-cane crop and transporting it to factories. The yield is on the whole good, although below the average in Upper Egypt owing to the lack of artificial manures. The land is being plowed and prepared for the new crop.

United Railways of Havana

CONDENSED TIME TABLE OF DAILY THROUGH TRAINS

No. 11 P M	No. 1 P M	No. 7 P M	No. 5 P M	No. 3 A M	No. 9 A M	Miles	HAVANA	No. 2 A M	No. 8 A M	No. 6 P M	No. 10 P M	No. 4 P M	No. 12 A M
10.31	10.01 AM	4.01	1.01	10.01	7.01		Lv. Central Station..Ar	6.50	9.40	3.31	6.30	7.25	6.30
....	12.17	6.40	3.23	11.54	9.25	58	Ar.....Matanzas....Lv.	4.15	6.52	1.10	3.50	5.06	....
....	4.05	8.40 PM	5.50	2.00	12.37 PM	109	Ar.....Cardenas....Lv.	12.05 PM	5.00 AM	10.00	1.20 PM	....	....
....	6.00	....	9.22	4.47	....	179	Ar.....Sagua.....Lv.	10.45	....	6.45	....	12.10 PM	....
*....	9.45	....	....	8.35	....	230	Ar.....Caibarien....Lv.	7.25	....	....	....	5.15 AM	*....
....	6.00	....	9.00	....	....	150	Ar....Santa Clara...Lv.	11.00	....	7.40	....	....	....
7.10 AM	....	....	....	7.10 PM	....	195	Ar...Cienfuegos....Lv.	....	....	....	....	11.15 AM	10.15
....	9.55	....	....	....	....	241	Ar..Sancti Spiritus..Lv.	4.45	....	....	....	....	PM
....	11.35 PM	....	2.55	....	....	276	Ar..Ciego de Avila..Lv.	3.45	....	12.40 AM	....	....	....
....	3.10 AM	....	6.10	....	....	310	Ar....Camaguey..Lv.	12.15 AM	....	9.00 PM	....	....	....
....	....	....	2.10	....	....	520	Ar.....Antilla.....Lv.	....	....	10.40	....	....	....
....	3.45 AM	....	6.45 PM	....	....	535	Ar..Santiago de Cuba Lv.	12.01 AM	....	9.00 AM	....	....	....

Sleeping cars on trains 1, 2, 5, 6, 11 and 12.

*Via Carreño.

SLEEPING CAR RATES—UNITED RAILWAYS OF HAVANA

From HAVANA TO	Lower Berth	Upper Berth	Compartment	Drawing-Room
Cienfuegos.....	3.60	\$3.00	....	\$10.00
Santa Clara.....	3.60	3.00	8.00	10.00
Camaguey.....	4.20	3.50	10.00	12.00
Antilla.....	6.00	5.00	14.00	18.00
Santiago de Cuba.....	6.00	5.00	14.00	18.00

ONE-WAY FIRST-CLASS FARES FROM HAVANA TO PRINCIPAL POINTS REACHED VIA

THE UNITED RAILWAYS OF HAVANA

	U. S. Cy.		U. S. Cy.
Antilla.....	\$30.37	Isle of Pines.....	\$7.50
Batabano.....	1.99	Madrugá.....	3.91
Bayamo.....	26.52	Manzanillo.....	28.59
Caibarien.....	13.84	Matanzas.....	4.16
Camaguey.....	20.14	Placetas.....	12.36
Cardenas.....	7.05	Remedios.....	13.53
Ciego de Avila.....	16.53	Sagua.....	10.03
Cienfuegos.....	11.33	San Antonio.....	.81
Colon.....	7.20	Sancti Spiritus.....	14.55
Guantanamo.....	33.26	Santa Clara.....	11.09
Holguin.....	27.56	Santiago de Cuba.....	31.35

Passengers holding full tickets are entitled to free transportation of baggage when the same weighs 110 pounds or less in first-class and 66 pounds or less in third-class.

“WEEK-END” TICKETS

FIRST- AND THIRD-CLASS

are on sale from Havana to all stations of the United Railways (except Rincon and such as are located at less than twenty kilometres from Havana) and vice versa, valid going on Saturdays and returning on any ordinary train the following Sunday or Monday at very low rates.

UNITED RAILWAYS OF HAVANA

FRANK ROBERTS, General Passenger Agent

PRADO, 118

HAVANA, CUBA

S. F. HADDAD
 DRUGGIST
PRESCRIPTION PHARMACY
 "PASSOL" SPECIALTIES
 89 BROAD ST., Cor. Stone. NEW YORK

Sobrinos de Bea y Ca S. en C.
 BANKERS AND COMMISSION MERCHANTS
 Importación directa de todas los
 centros manufactureros del mundo

Agents for the Munson Steamship Line, New York
 and Mobile; James E. Ward & Co., New York;
 Serra Steamship Company, Liverpool; Vapores
 Transatlánticos de A. Folch & Co., de Barcelona,
 España.

INDEPENDENCIA STREET 17/21
MATANZAS, CUBA

JOHN W. McDONALD
Coal, Wood, Lumber and Timber
 OF EVERY DESCRIPTION
112 Wall St., New York
 Near South Street
 Yard: 56-58 Beard Street, Erie Basin
 TELEPHONES:
 Office, 1905 John Yard, 316 Hamilton

THE SNARE AND TRIEST COMPANY
Contracting Engineers

STEEL AND MASONRY CONSTRUCTION
 Piers, Bridges, Railroads and Buildings

We are prepared to furnish Plans and Estimates
 on all classes of contracting work in Cuba.

New York Office. 8 West 40th Street
 Havana Office: Zulueta 36 D

P. RUIZ & BROS.
Engravers- - Fine Stationery
 RUIZ BUILDING
 O'Reilly & Habana Sts. P. O. Box 608
 HAVANA, CUBA

John Munro & Son

**Steamship and
 Engineers' Supplies**

722 Third Ave., Brooklyn, N. Y.

Cable Address; Kunomale, New York
 Telephone, 3300 South

Telephone Box 186
 215 Hamilton Maritime Exchange

YULE & MUNRO
SHIPWRIGHTS

CAULKERS, SPAR MAKERS,
 BOAT BUILDERS, ETC.

No. 9 Summit Street

Near Atlantic Dock **BROOKLYN**

DANIEL WEILL S. EN C.
COMERCIANTE EN GENERAL
Especialidad en Ropa Hecha de Trabajo

Am in a position to push the sales of
 American high-class products. Would
 represent a first-class firm.

APARTADO 102 CAMAGUEY, CUBA

M. J. CABANA
COMMISSION MERCHANT
P. O. Box 3, Camaguey

Handles all kinds of merchandise either on a
 commission basis or under agency arrangements.
 Also furnishes all desired information about lands
 in eastern Cuba.

F. W. Hvoslef E. C. Day R. M. Michelson

BENNETT, HVOSLEF & CO.
Steamship Agents & Ship Brokers
18 BROADWAY, NEW YORK
 Cable "Benvosco"



S.S. MUNAMAR

NEW YORK—Cuba Service

PASSENGER AND FREIGHT

	Leave New York	Arrive Antilla	Leave Antilla	Arrive New York
S.S. "MUNAMAR".....	August 2	August 6	August 9	August 13
S.S. "MUNAMAR".....	August 16	August 20	August 23	August 27

FREIGHT ONLY

Regular sailings for Matanzas, Cardenas, Sagua, Caibarien, Puerto Padre, Gibara, Manati, Banos and Nuevitas.

MOBILE—Cuba Service

FREIGHT ONLY

S.S. "TUSCAN"—Havana-Matanzas.....	August	1
A STEAMER—Caibarien-Santiago-Cienfuegos.....	"	5
S.S. "MUNISLA"—Havana-Cardenas.....	"	8
A STEAMER—Nuevitas-Antilla.....	"	12
A STEAMER—Havana-Matanzas.....	"	15
S.S. "TUSCAN"—Havana-Sagua.....	"	22
S.S. "MUNISLA"—Havana-Matanzas.....	"	29

MOBILE—South America Service

FREIGHT ONLY

S.S. "MUNINDIES"—Buenos Aires-Montevidéo.....	Late July
A STEAMER—Buenos Aires-Montevidéo.....	Late August

NEW YORK—South America Service

FREIGHT ONLY

Frequent sailings for River Plate and Brazilian Ports.

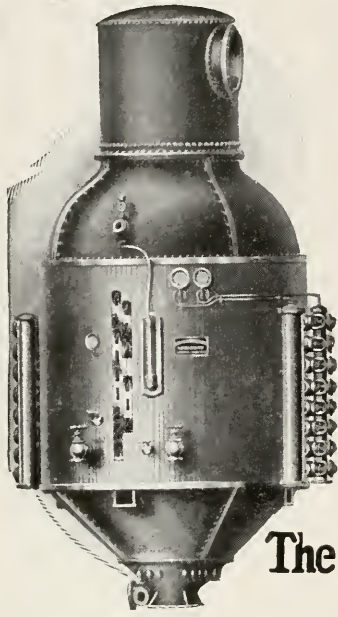
BALTIMORE—Havana Service

FREIGHT ONLY

A STEAMER.....	July 10
A STEAMER.....	" 24

The Line reserves the right to cancel or alter the sailing dates of its vessels or to change its ports of call without previous notice.

MUNSON STEAMSHIP LINE



The Krajewski Improved Coil Vacuum Pan

This pan has excellent circulation of the masecuit. Its sectional coils insure quick drainage; its large discharge opening, and its efficient separator on the vapor outlet,—are all features that appeal to the discriminating engineers and owners of sugar cane centrals.

Built in various sizes from 5 feet diameter up to 14 feet or more if required.

We also build vacuum pans with calandrias and coils and triple and quadruple effects ranging in size from 1,500 square feet to 26,000 square feet of heating surface.

Prompt and courteous response to inquiries will be made by our engineers.

The United States and Cuban Allied Works Engineering Corporation

OWNING AND OPERATING.

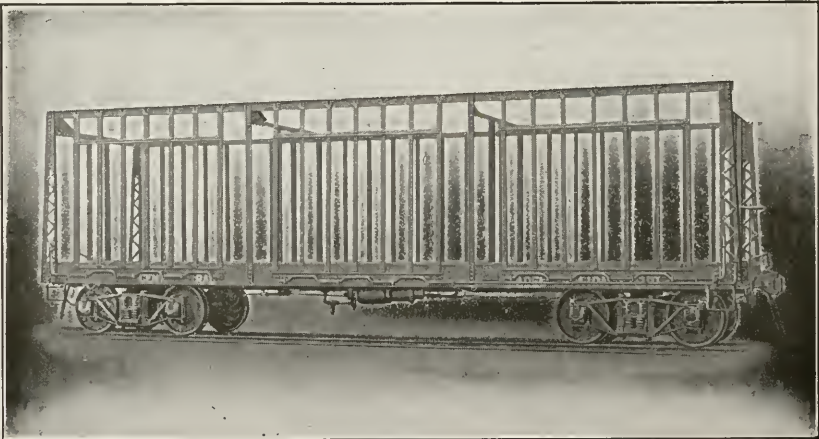
Krajewski-Desant Corporation
Bradford Works *Havana Dry Dock Co*
Blaisdell Machinery Co *Havana Iron Works*

WORKS: BRADFORD, PA. — AND — HAVANA, CUBA
NEW YORK OFFICES: 50 BROAD STREET

CABLES: "IDOLWAX" NEW YORK and HAVANA

PLANTATION CARS OF ALL KINDS

ALSO THE PARTS FOR SAME



El grabado enseña uno de nuestros carros, todo de acero, para caña


Tenemos otros tipos de capacidades varias y hemos fabricado un gran numero de carros para caña para uso en Cuba, Puerto-Rico. América-Central y México, que tienen jaulas de acero ó de madera y conruidas para los distintos tipos de carga y descarga de la caña.

AMERICAN CAR & FOUNDRY EXPORT CO., NEW YORK, E. U. A.

Dirección telegráfica: NALLIM, New York.

Producción anual de más de 100,000 carros.

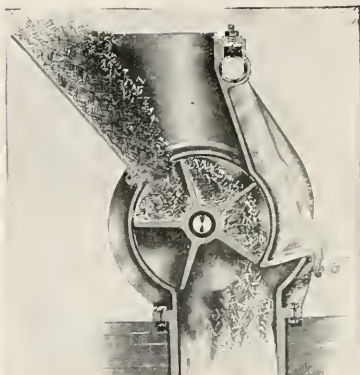
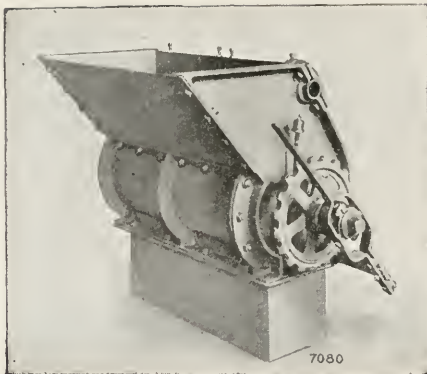
Representante para Cuba: OSCAR B. CINTAS, Oficios 29-31 Havana.



THE CVBA REVIEW

1.00 A Year **AUGUST 1919** 10 Cents A Copy

Published by the Munson Steamship Line 82-92 Beaver Street, New York City



LINK-BELT BAGASSE FEEDERS

Constructed to feed the furnaces uniformly, and effectually prevent the escape of sparks and hot air, or the entry of cold air into the furnace. The temperature cannot be lowered, or combustion interfered with.

Further particulars in our catalog. Write for a copy.

LINK-BELT COMPANY

299 BROADWAY

NEW YORK

JAMES M. MOTLEY

71 BEAVER STREET
NEW YORK

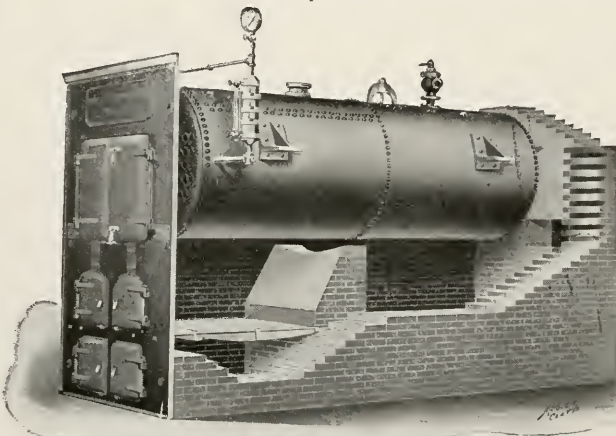
Gerente del Departamento de Ventas en el Extranjero de

THE WEIR FROG COMPANY
GLOVER MACHINE WORKS
THE RAHN-LARMON CO.

STANDARD SAW MILL MACHINERY CO.

PENNSYLVANIA BOILER WORKS
DUNCAN, STEWART & CO. LTD.
STANDARD WATER SYSTEMS CO.
MACHINERY CO.

Los productos de estas Fábricas aban



Locomotoras Livianas
Carros: Para Cía
Para Carga
Carriles y accesorios
Via Portátil
Ranas y Chuchos
Puentes de Acero
Edificios de Acero
Maquinas de Izar
Aseñaderos
Calderas
Máquinas de Vapor
Máquinas de Gasolina
Bombas
Tanques
Tornos
Presnas para Ruedas
Acepilladoras para Metales
Ejes, Poleas y Accesorios
Máquinaria Frigorífica
Trapiches, Desmenzadoras y toda clase de Máquinaria para Ingenios de Azúcar
Calentadores de Agua para Calderas
Alambiques para Agua
Evaporadores de Serpentes

A solicitud se remiten catálogos y presupuestos.
Dirección cablegráfica: **JAMOTLEY, New York** (Se usan todas las claves).

RAMAPO

Carros de Ingenios

Para todos usos y de todos tamaños, de los para caña con cuarto ruedas y capacidad de 1½ toneladas á los con juegos dobles de ruedas y capacidad de 30 toneladas.

Hacemos una especialidad de juegos de herrajes, incluyendo los juegos de ruedas, completamente armados, con todas las piezas de metal, y planos completos para construir los carros á su destino de maderas del país.



A 802

RAMAPO IRON WORKS. 30 Church St., NEW YORK, N. Y. CABLE ADDRESS RAMAL'AM

HOLBROOK TOWING LINE, Inc.

W. S. HOLBROOK, PRES.

Sea, Harbor and General Towing. Steamship Towing a Specialty

Boilers Tested for any Required Pressure

Phone Broad
4266-4267

15 WILLIAM ST., NEW YORK, U. S. A.

Night Phone
1105 Bay Ridge
1368 Richmond Hill

WILLETT & GRAY, Brokers and Agents

FOREIGN AND
DOMESTIC

SUGARS

RAW AND
REFINED

82 Wall Street, New York

Publishers of Daily and Weekly Statistical Sugar Trade Journal—the recognized authority of the trade.

TELEGRAPHIC MARKET ADVICES FURNISHED

POPULAR TROLLEY TRIPS

Via the HAVANA CENTRAL RAILROAD to

Guanajay

Trains every hour daily from CENTRAL STATION from 5 A. M. to 8 P. M. Last train 11.20 P. M.

Fare (Round Trip), \$1.40

Guines ----

Trains every hour daily from CENTRAL STATION from 5.50 A. M. to 7.50 P. M. Last train 11.10 P. M.

Fare (Round Trip), \$1.92

SUBURBAN SERVICE TO REGLA, GUANABACOA AND CASA BLANCA (CABAÑAS FORTRESS) FROM LUZ FERRY, HAVANA, TO

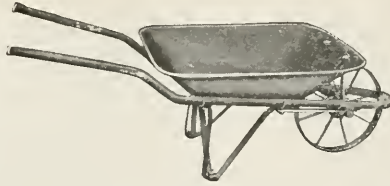
Regla (Ferry).....	\$0.05
Guanabacoa (Ferry and Electric Railway).....	.10
Casa Blanca and Cabañas Fortress (Ferry).....	.05

Ferry Service to Regla and Car Service to Guanabacoa every 15 minutes, from 5 A. M. to 10.30 P. M., every 30 minutes thereafter up to 12 midnight, and hourly thence to 5 A.M. To Casa Blanca, every 30 minutes from 5.30 A.M. to 11 P.M.

Hay una Carretilla

Jackson

para
Todos Propósitos



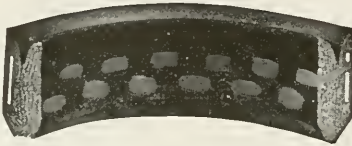
Precio,
Calidad,
Servicio,
y Variedad

Escribase Solicitando Catalogo No. 10

Acaba de recibirse del impreso—Pídase una Carretilla Jackson

**THE JACKSON MANUFACTURING CO.
HARRISBURG, PA.**

Insist upon Walker's "LION" Packing



Avoid imitations, insist upon getting **WALKER'S METALLIC "LION" PACKING**. Look for "The Thin Red Line" which runs through all the Genuine and the "Lion" Brass Trade Mark Labels and Seals attached.

WRITE FOR
OUR DESCRIPTIVE CATALOGUE

JAMES WALKER & COMPANY, Ltd.

27 Thames Street

New York City

Western Railway of Havana

TRAIN SERVICE DAILY

P M	P M	P M	A M	A M	A M	Fare			Fare	A M	A M	P M	P M	P M	P M
6.15	2.55	1.45	10.15	6.55	5.45	1st cl.	Lv. Cen. Sta...Ar	3d cl.	7.20	11.09	12.01	3.20	7.09	8.00	
8.24	4.24	3.55	12.24	8.24	7.55	\$2.65	Ar...Artemisa..Lv	\$1.40	5.15	9.40	9.45	1.15	5.40	5.45	
.....	5.51	.....	.....	9.51	.....	5.19	Ar. Paso Real..Lv	2.54	.....	8.05	.....	.....	4.05	.....
.....	6.05	.....	.....	10.05	.....	5.62	Ar. Herradura..Lv	2.74	.....	7.48	.....	.....	3.48	.....
.....	6.56	.....	.....	10.56	7.30	6.71	Ar. Pinar del RioLv	3.25	.....	6.55	.....	.....	2.55	6.00	
.....	8.40	.....	.....	12.40	11.45	8.83	Ar... Guane...Lv	4.22	.....	5.20	.....	.....	1.20	2.00	
P M	P M	P M	P M	P M	A M				A M	A M	A M	P M	P M	P M	P M

**IDEAL
TROLLEY
TRIPS**

Round Trip Fares From Havana To

Arroyo Naranjo.....24 cts. Rancho Boyeros.....38 cts.
Calabazar.....26 cts. Santiago de las Vegas...50 cts.
Rincon.....60 cts.

Leaving Central Station every half hour from 5.15 A. M. to 7.15 P. M.,
and every hour thereafter to 11.15 P. M.

"WEEK-END" TICKETS

FIRST- AND THIRD-CLASS

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 and Monday, and are sold at very low rates.

THE CUBA REVIEW

"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. XVII

AUGUST 1919

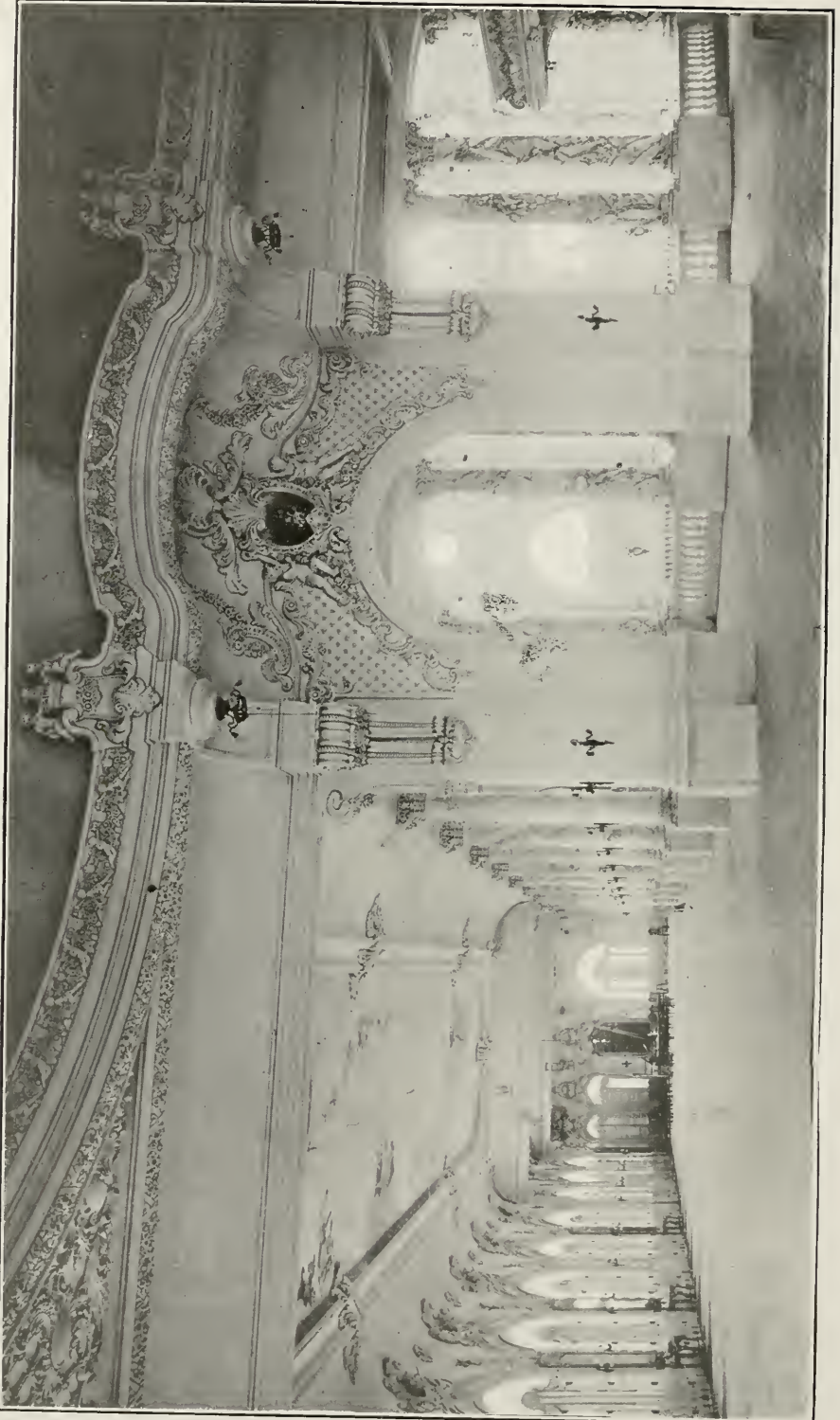
No. 9

Contents of This Number

Cover Page—Head of Stairway, Centro Gallego, Havana.

Frontispiece—Grand Ball Room, Centro Gallego, Havana.

	Page
Commercial Department of Cuban Legation	19
Cuban Commercial Matters:	
American Chamber of Commerce	20
Cigar Tax	21
Manufacture of Alcohol	21
Market for Horsehoes	21
Market for Musical Instruments	20
Port of Boston	21
Trade with United Kingdom	20
Cuban Financial Matters:	
Banco Nacional de Cuba	23
Condition of the Bank of Cuba in New York	30
Havana Electric Railway, Light & Power Co.....	24, 25, 26, 27, 28, 29, 30
Prevailing Prices for Cuban Securities	23
Cuban Government Matters:	
Baron Stephen Leech	8
Celebration of Bastille Day	9
Creation of New Consulates & Legations	8
Electoral Reform Bill	7
Fourth of July	9
Packages for Cuba	8
Passport Regulations for Flight to Cuba	8
Temporary Detective Force	8
Grapefruit Crop of Isle of Pines	19
Havana Correspondence	10, 11, 12, 13
National Association of Tourism	19
The Sea Grape or Uvero Tree, illustrated, by C. H. Pearson.....	14, 15, 16, 17, 18, 19
The Sugar Industry:	
Cane Acreage in United States	32
Dos Hermanos Sugar Estate	34
Moving Picture Enterprise	34
New Machinery	32
New Sugar Centrals	34
Proposed Sugar Producers' Organization	31, 32
Sale of Arroyo Prieto Estate	36
Sugar Review, English	33, 34
Sugar Review, Spanish	35, 36
Traffic Receipts of Cuban Railroads	22, 23



Grand Ballroom of the Centro Gallego, Havana, in which building the National Theatre is also located.

THE CUBA REVIEW

"ALL ABOUT CUBA"

Copyright, 1919, by the Munson Steamship Line

VOLUME XVII

AUGUST, 1919

NUMBER 9

CUBAN GOVERNMENT MATTERS

ELECTORAL REFORM BILL

Maj. Gen. Enoch Crowder, U. S. A., sailed for New York August 7th, aboard the Cuban cruiser Cuba, after spending the day as the guest of President Menocal and his family at Varadero de Cardenas, where the President signed the laws which General Crowder framed.

General Crowder drafted three laws, namely, the Census law, an electoral law and a statute controlling executive pardoning power.

The Senate passed the electoral reform bill without amendment by a vote of 14 to 2.

Following are the more important of the bill's provisions:

All political parties must be reorganized.

Employees of the federal government, provinces or municipalities may not be delegates to party assemblies, and party assemblies may not make presidential nominations except during the year in which elections are to be held.

Counting of ballots must be done publicly and must terminate before midnight of election day.

Electors who fail to cast their ballot lose their right to vote and must apply for re-registration.

Each elector is to be given an identification card which must be presented at the polls.

Ballot tabulators are to be considered as public functionaries and, therefore, may not be pardoned if convicted of election frauds.

A vote of thanks and a testimonial of public estimation and gratitude to Major General E. H. Crowder, in recognition of the service he has rendered to Cuba in revising the electoral and census laws, was passed in both houses of the Cuban Congress.

The Senate voted authorization to Havana University to confer on General Crowder the degree of Doctor of Laws, an honor the university has not paid to anyone in the last fifty years.

On the return trip from New York the Cuba will bear the body of Gonzalo de Quesada, for years Cuban Minister at Washington, and later at Berlin, where he died a short time before Cuba entered the war.

BARON STEPHEN LEECH

The British minister to Cuba has received knighthood at the hands of King George of Great Britain, in recognition of his services during the war.

LIBRARY
NEW YORK
1919

1919 - 1919

CUBAN GOVERNMENT MATTERS

CREATION OF NEW CONSULATES AND LEGATIONS

A law of May 6th last enlarges the Cuban consular service and provides for new consulates and vice consulates as follows: General consulates in Stockholm, Copenhagen, Athens and Kobe; second-class consulates in Amsterdam, Halifax, Milan, Osaka, Nagoya, Detroit, Cincinnati, Cleveland, Norfolk and Pensacola, and vice consulates in Aguadilla, Palma de Mallorca and Pascagoula. The same law creates the post of a consul of the second class attached to the general consulate in Barcelona, Spain, and raises to the rank of consulates general of the first class the consulates in Genoa, Yokohama, San Jose de Costa Rica, Quito and Asuncion; to consulates of the first class, Belfast, Santa Cruz de Tenerife, Boston, New Orleans, San Francisco and San Juan de Puerto Rico, and to consulates of the second class the vice consulates at Geneva, Bordeaux and Glasgow. The consulate general at Halifax is transferred to Ottawa, capital of Canada.

The same law establishes a legation in Portugal in charge of a minister resident and second secretary, closes the general consulate at Lisbon, and establishes a second-class consulate in the Portuguese capital. This law also establishes the post of first secretary in the legations of Brazil and Chile and discontinues the post of secretaries of the second class in said legations, as well as the consulate of the second class at Petrograd. The two legations maintained in Central America are merged into one, in charge of a minister extraordinary and plenipotentiary and a second secretary, the headquarters of the legation to be designated by the President. The vice consulate attached to the legation of Guatemala is made into an independent office, in charge of a vice consul and a chancellor.

After this law has been in force one year the President will advise Congress which of the nations have no accredited diplomatic representatives to the Repub-

lic, so that Congress may act as it may deem proper concerning the matter.

PACKAGES FOR CUBA

The Post Office Department has been advised of the return from Cuba of a large number of packages of merchandise mailed in the United States, for the reason that said packages were closed against inspection.

As there is no parcel-post convention between the United States and Cuba, the provisions of paragraph 189, on page 154 of the Postal Guide for 1918, are not applicable to packages of merchandise mailed in the United States and addressed for delivery in Cuba, such packages being transmissible to Cuba under the provision of the postal convention between the United States and Cuba, which stipulates that articles other than letters in their usual and ordinary form must never be closed against inspection.

Postmasters have been requested, therefore, to cause due notice of the foregoing to be taken with the view to prevent the acceptance for mailing to Cuba of articles, other than letters in their usual and ordinary form, when said articles are closed against inspection.

TEMPORARY DETECTIVE FORCE

A presidential decree has been issued authorizing the appointment of a body of detectives, destined to serve in the secret police force for the time decided upon as necessary, and an amount not exceeding \$913 per month may be utilized for the purpose, which amount will be charged to general expenses of the Government department.

PASSPORT REGULATIONS FOR FLIGHT TO CUBA

Officers of the army leaving the United States for Cuba or other foreign countries by airplane will be required to have passports under orders issued by the U. S. War Department as the result of a ruling by the State Department.

CUBAN GOVERNMENT MATTERS

FOURTH OF JULY

As an act of admiration and friendship towards the United States in celebration of their national feast and as a demonstration of thankfulness for the termination of the world war by the signing of peace with Germany, the Fourth of July was declared a national holiday in Cuba. President Menocal authorized the executive authorities to dispose of a credit up to \$5,000 to defray the costs of the celebration.

A concert of historical American music, arranged by Master Guillermo Tomas, and rendered by the Municipal Band, was an interesting feature of the celebration. It represented months of preparation and was the history of the United States in music, from the landing of the Pilgrims from the Mayflower to the present day.

The annual Fourth of July breakfast of the American Club was given in the rooms of that organization. The affair was the most successful that has been given in several years. It was largely attended. President Charles Williams presided over the banquet. On his right sat General Marti, Secretary of War and personal representative of President Menocal; on his left sat Hon. W. E. Gonzales, the American minister to Cuba. Among other officials present were: Secretary of State Desvernine, General Enoch Crowder, Postmaster General Charles Hernandez, Mayor Varona Suarez, Consul General Harris, Colonel Paul Beck, attaché of the American legation; Secretary of Public Works José R. Villalon, Secretary of Government Montalvo, Secretary of Agriculture Agramonte, and Vice-Consul Joseph Springer.

CELEBRATION OF BASTILLE DAY

By presidential decree, July 14th, France's national holiday was declared a holiday in Cuba, and a banquet was given at the former Hotel Sevilla, in commem-

oration of the taking of the Bastille. The banquet was attended by members of the French, American, Italian, Belgian and British legations.

There was a military parade and review at Camp Columbia, Marianao, which was viewed by thousands of persons. This ceremony was arranged in connection with the presentation to Mr. Sosthenes Behn of Havana of the United States Distinguished Service Medal and the medal of the French Legion of Honor, for services rendered in France during the world war. The presentation of both medals was made by Colonel Paul Beck, military attaché of the American legation in Cuba. The French minister was to have made the presentation on behalf of the French government, but, owing to his illness, he was unable to be present.

The ceremony, the first of the kind witnessed in Cuba, was of great interest to all who saw it. Additional interest was added to the ceremonies by the participation of fifty American marines from Camaguey.

The review was received by General Varona, Chief of Staff of the Cuban Army. On the left of General Varona were: United States Minister W. E. Gonzales, Col. Sosthenes Behn, Col. Paul Beck, Lt. Col. Repp, Lt. Col. Campbell, U. S. Marines, Commander Kear of the U. S. Navy, and General Eduardo Pujol of the Cuban Army.

WHARF AT JUCARO

The provincial governor of Camaguey, at the instance of Pedro F. Diago, representing the Cuban Distilling Company, has petitioned the secretary of public works for permission to construct a branch wharf off the port of Jucaro, which is the terminal of the Jucaro-San Fernando railroad.

HAVANA CORRESPONDENCE

July 25, 1919.

CONGRESS: While a great many bills have been introduced since our last letter, we do not recall any special measures which have been passed with the exception of the Census law referred to below and the suspension of constitutional guarantees for thirty days in all parts of the Republic excepting in towns where partial elections were to be held, this action being taken on account of the numerous strikes which were continually taking place. This period expired on July 11th and as there were no strikes in effect, no action was taken by Congress to provide for an extension of this measure.

NEW ELECTORAL LAW: In our letter written in May we mentioned that General Crowder had recently delivered to the President his draft of this law and had left on a short trip to the North. He returned soon thereafter and again took up this work, the final result of which will soon be presented to the Cuban Congress, accompanied by a message from President Menocal.

The Census bill, also drafted by Gen. Crowder, which is preliminary to the Electoral bill, was duly passed by Congress, and it is expected that the Electoral bill will also be passed without much delay.

CUBAN FOOD ADMINISTRATION: Under date of May 30th the Cuban Food Administration announced that all restrictions imposed by that Board on the importation and exportation of merchandise, both local and foreign, were cancelled. This referred, however, more particularly to flour imports, as we have advised in past letters that practically all other restrictions had previously been abolished.

POSTAL RATES: While on July 1st the United States went back to the former postal rates of 2 cents for letters and 1 cent for postal cards, Cuba, which had followed her action when rates were increased, has not yet reduced them, although it is expected that this will soon be done.

GONZALO DE QUESADA: It is reported that the cruiser "Cuba" will shortly sail for New York to receive the remains of Gonzalo de Quesada, one of the important public men of Cuba, who served Cuba for several years as Minister in Germany, and died there in 1915.

INDEPENDENCE DAY: While Cuba has not held a separate official peace celebration, yet national holidays were declared by the President and Congress on July 14th, in honor of the anniversary of the fall of the Bastille, which is a French national holiday; also, later on July 19th, in honor of the British peace celebration day; and again, on July 21st, in accordance with similar celebration by the Belgians. All public edifices were adorned with flags of these different countries on the respective dates and special exercises were held in commemoration of same.

POSTAL AND CABLE CENSORSHIP: This came to an end on July 2nd in accordance with presidential decree.

CUBAN PASSPORTS: Announcement is made by the passport section of the State Department that between July 27, 1917, and July 14, 1919, 25,000 passports were issued to Cuban citizens for foreign travel, of which 11,000 were for use between Cuba and the United States and the balance between Spain and Central and South American countries. It is expected that as soon as the United States and Cuba ratify the peace treaties these passport restrictions will be removed.

WATER SUPPLY: Havana has again been experiencing one of her periodical shortages of water, and as usual many plans are being submitted for the improvement

of the water supply. This time, however, it is hoped that Congress will take some action so that the city may be assured of a sufficient supply of water and so that the supply may be competently administered.

AEROPLANE ACCIDENT: The first fatal accident to Cuban aviators since the establishment of the Government aviation corps happened on July 7th when the machine in which two of the members who were flying over the aviation field at Camp Columbia struck the ground. The accident was due to trying to loop the loop at too low an altitude. The plane was smashed and the two occupants were burned to death when the gasoline tank exploded.

PROJECTED AMERICAN CHAMBER OF COMMERCE: On July 7th the American Minister, Hon. W. E. Gonzales, issued the following notice in the Havana newspapers addressed to the business men of this city:—

"Several times during the past few years the idea has been advanced of forming in this city a Chamber of Commerce to represent the spirit and interests of citizens of the United States engaged in business here.

"I am strongly in favor of, and advise, such an organization, believing it would have a healthy, unifying influence and would have a voice in the community which would be beneficial not alone to its members, but to the interest of the United States.

"Believing the present to be a most opportune time for the organization of such a Chamber of Commerce I take this method of extending to each of you an invitation to meet at the American Legation at five o'clock, Tuesday afternoon, July 15th, for the purpose of considering the subject, and for such action as you may desire."

In compliance with this suggestion some 250 of the principal business men of this city met at the Legation and preliminary plans were drawn up toward the effecting of a permanent organization. A committee of fifteen was appointed, presided over by Chairman Frank Steinbart, President and General Manager of the Havana Electric Ry., Light and Power Co., to hold a meeting for the purpose of organizing the Chamber of Commerce.

RESUMPTION OF TRADE BETWEEN THE UNITED STATES AND GERMANY: Under date of July 17th the American Minister here published the following notice in the leading papers:

"I have to advise you that in the United States general licenses have been issued effective July 14, 1919, authorizing the general resumption of trade and communication between the United States and Germany.

"Please give this prominent notice in your publication."

HAVANA TOURIST ASSOCIATION: The Havana Rotary Club is interesting itself in establishing an association for the promotion of tourist travel to Havana, which project has the approval of the governor of the province and the mayor of the city. The first meeting has been held, at which were present many business and professional men of the city, and plans were made for perfecting this organization. It is expected that by the establishment of an association of this kind tourist travel will be greatly increased.

IMPROVEMENTS AT MARIANAO BEACH: We have mentioned in previous letters the extensive improvements now being made at this Beach by the Compañía Urbanizadora del Parque y Playa de Marianao, which company is backed by large financial interests here. During the present summer season, Havana and its suburbs are greatly handicapped in the matter of beach bathing, as this company in the course of its improvement has torn down practically all the public bath houses at Marianao Beach. However, the company announces that it expects to finish the work by the summer of 1920 on a very extensive scale, when the baths will again be opened to the public.

SALE OF THE PROVINCIAL INSTITUTE: Another of Havana's ancient landmarks passed from public into private hands when the sale was consummated the fore part of this month covering the building occupied at present by the Provincial Institute and part of the National University located on Obispo Street between San Ignacio and Mercaderes Streets. The buyers have not yet announced what disposition will be made of these buildings, but we presume that they will be replaced by modern business structures, or remodeled for such purpose.

In this connection we might add that the old church of Santo Domingo, sold some time ago to private interests here, is now being torn down to make way for a business edifice.

PROJECTED NEW HOTEL: The subject has again arisen on the part of the American capitalists interested in building a new hotel here as to making some arrangement with the public authorities to secure possession of the present jail located near the foot of the Prado in exchange for a new model jail building to be erected at the expense of the former on a more suitable location. This site is undoubtedly an ideal one for a tourist's hotel, commanding at it does a splendid view of the harbor entrance, and while this same project has come up various times it has never been put through to completion, hence, doubt is expressed in some quarters that this will be the result of present negotiations.

Havana is in great need of additional hotels to take care of the tourist travel. While this movement was comparatively small during the past winter, due largely to passport restrictions, yet the city was unable to take care of all the travelers who came here, this being partly on account of the closing down of Hotel Sevilla, one of the best of the hotel buildings here, which had been converted from a hotel into an office building. There is now some talk of using this edifice as a hotel again and it is stated that the present owners have been approached by Northern interests to this effect.

QUINTA DEL OBISPO: What is known as the "Quinta del Obispo," an ancient country home, at one time the summer residence of one of the bishops of Havana, which comprises a considerable tract of land situated in Cerro, one of Havana's principal suburbs, has been sold to a real estate firm, which, we understand, is headed by José Lopez Rodriguez and Ramon Mendoza, both of whom are largely interested in suburban property. It is expected that development of this subdivision will begin shortly and that the lots will be placed on the market here.

COMPANIA NACIONAL DE CAMIONES: We reported some time ago the organization of a company by local capital here for the manufacture of auto trucks. Nothing further has been heard about this company, but recently the stockholders have held various meetings for the purpose of liquidating its accounts, as apparently the original idea has been abandoned.

PUBLIC MARKETS: Since the closing by the Sanitary Department of the public market on Galiano Street, known as the "Plaza del Vapor", due to alleged unsanitary conditions, this market has been conducted in temporary wooden sheds built on the old Villameva station grounds. A campaign is being made against conditions of this market there also, due to unsanitary conditions, and plans are under way for the erection of a new market in a more suitable location.

MONUMENT TO GENERAL MAXIMO GOMEZ: In our May letter we referred to the competition for the memorial monument to General Maximo Gomez. The first prize amounting to \$25,000 was awarded to Aldo Gamba, an Italian sculptor. The second prize of \$5,000 went to Moises de Huerta, a Spaniard, and Felix Cabarrocas, a Cuban, and the third prize of \$2,000 to Gutzon Borglum, a noted American sculptor.

There was considerable discussion awakened over the result of the award, and some of the unsuccessful competitors threatened to bring suit to annul the decision of the Committee.

FISH: During the fiscal year ended June 30th, according to figures furnished by the Government, the consumption of fish in Havana amounted to 11,761,253 lbs. with a value of \$1,941,763.08, to which should be added the value of shell fish, etc., giving a total amount of \$2,041,031.53. This was \$138,276.08 less than the value of fish consumed in the previous year.

STEAMSHIP SERVICES: With the arrival last month of a British steamer from Montevideo loaded with a cargo of jerked beef, service by steamer between the River Plate and Havana was again resumed after an interruption of about four years during the war. During this time occasional cargoes of jerked beef were brought up by sailing vessels, as we have reported in previous letters.

The first vessel to arrive from Belgian ports at Havana since the beginning of the war reached here on June 21st, when an English steamer came here from Antwerp.

The Canadian Government Merchant Marine has recently established a service between Canada and Cuban ports, two steamers having already arrived loaded with products from that country.

We have mentioned in previous letters the establishment of services on the part of Japanese lines. Another new line of this same nationality is the "Osaka Shosen Kaisha" coming from Japan and touching at Pacific coast ports, thence via the Panama Canal to Havana and other Cuban points.

ARRIVALS OF VESSELS DURING THE YEAR ENDED JUNE 30, 1919: According to figures furnished by the Custom House here, during the year mentioned above, 2,292 vessels entered this port, 189 less than during the previous year.

NEW AMERICAN MINISTER: Boaz W. Long will succeed Mr. W. E. Gonzales as American Minister to Cuba, the latter having been appointed first United States Ambassador to Peru. Confirmation of the appointment by the Senate has been held up pending an investigation of certain matters by a Senate subcommittee. Mr. Long has had considerable experience in the diplomatic service both in Latin-American countries and with the State Department at Washington.

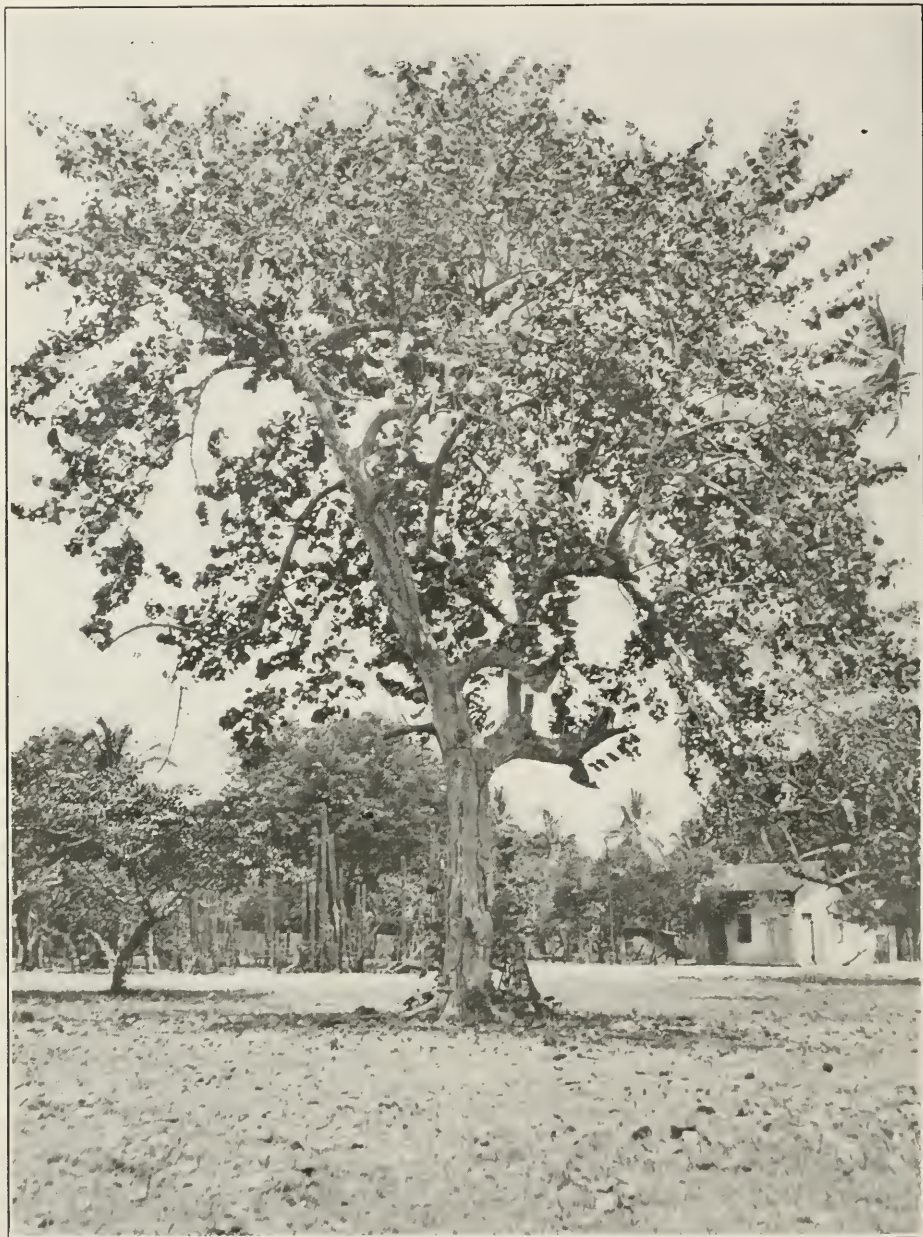
ORIENTAL RACE TRACK, MARIANAO: In our May letter we reported the sale of this track to Messrs. Frank Steinhart and A. H. Diaz, of this city, and G. W. Loft, of New York. Recently, however, the newspapers have stated that this deal has finally fallen through and present indications are that racing the coming season will be conducted under the same management as heretofore.

PINEAPPLE SEASON: The present crop may be considered as having ended during the last week of June, total shipments amounting to some 750,000 crates. This is considerably less than the normal crop, as owing to scarcity of ships in which to transport the fruit during war years, the growers allowed their output to become reduced. On the other hand, very good prices were secured during the entire present season, although the heavy rains which put an end to the shipping season caused a large quantity to be left uncut in the fields, which, however, will be consumed in the local market here.

NEW LAW FIRM

A new law firm has been formed in Havana for practice before the courts of Cuba. The members of the firm are Dr.

Ricardo Dolz, one of Cuba's most famed lawyers, and a professor in the School of Law in the Havana University, and Dr. J. Justin Franco, a graduate of Havana University.



A Large Cocolobo Tree.

THE SEA GRAPE OR UVERO TREE

By C. H. Pearson.

Sea grape is the usual name given to an interesting tropical American tree that is botanically known as *Coccoloba uvifera*. The generic name *Coccoloba* comes from



The Sea Grape in Fruit.

two Latin words, *Coccus*, meaning carpel or shell, and *loba*, a lobe, having reference to the peculiarity of the calyx lobes of the flower which surrounds the ripe fruit. The specific term *uvifera* is from the Latin *uva*, berry and *ferre* to bear, meaning berry-bearing. The fruits occur in clusters of pear-shaped purple berries about the size of large grapes. It is for this reason that the tree is variously known as grape, mangrove grape, wild grape, sea grape, seaside grape, seaside plum, round-leaved seaside plum and pigeon wood tree. It is less often referred to as the American, Jamaican and West Indian kino tree. The following Spanish names of this tree likewise have reference to the peculiar character of the fruit: *uva caleta*, *uva mar*, *uvero* and *uverillo*.



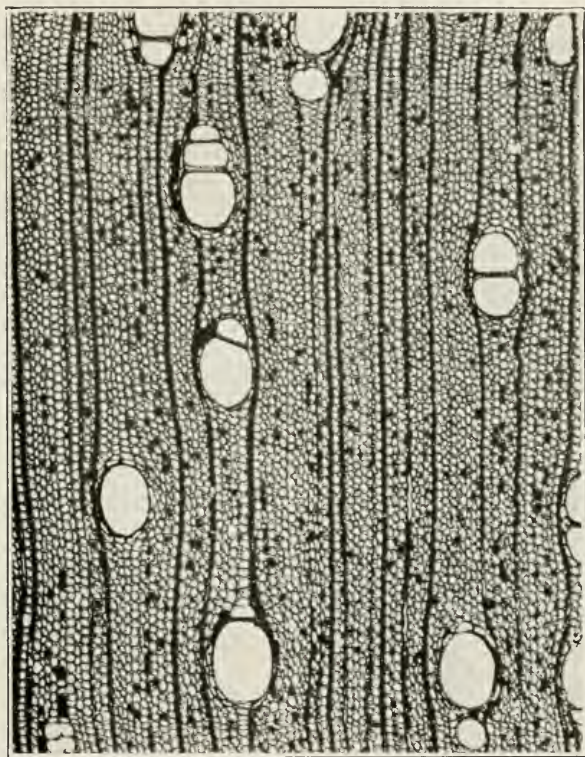
A Sea Grape Tree, Growing at Marco, West Coast of Florida.

The names listed indicate clearly that the tree is largely confined in its range of growth to the seacoast. The name mangrove grape infers that the tree grows among the mangrove trees, which do not thrive beyond the limits of high tide. In fact, next to the mangrove it is said to be the commonest tree on the shores of Cuba, as well as in other parts of the West Indies. The sea grape is very common in southern Florida from Cape Canaveral southward. It is found on all of the West Indian Islands and on the tropical parts of the Spanish Main. The tree is not wholly confined to seashore, but in Cuba and Jamaica, where it finds its best development, it grows in the moist woods of the interior at elevations of 500 feet or more. Very little is known in reference to the distribution of the sea grape in South America. The shores of the Caribbean Sea afford the most congenial conditions for the growth.

In a range so large and including situations so various, it is natural that the tree should vary greatly in size. Generally speaking, the sea grape is only a low shrub in many parts of the west coast of Florida. It rarely grows to be more than twenty feet in height and one foot in diameter. In poor seaside sand the trees remain small and bushy, while in good soil and protected from the strong ocean winds they often attain a height of from 25 to 60 feet and from 18 to 24 inches or more in diameter. There is perhaps no tree in the tropics better distinguished from others, even by those who possess but little knowledge on the subject, than the sea grape. The young branches are smooth and gray, but the older ones and the trunks have a rough bark full of fissures. The leaves are remarkable for their large size; they are nearly round with a narrow cleft at the base, where they are attached to very short-leaf stalks, which single it out from most other trees. According to Oriedo, the Spaniards used the wide leaves of this tree to write on with the point of a bod-

kin. They are sometimes covered with a slight gummy exudation that has an astringent taste similar to the extract of kino. The berries, which are eaten like grapes and highly esteemed as a table dessert, have a refreshing, agreeable sub-acid taste.

As a timber-yielding tree, it holds a far more prominent rank than is generally supposed. In Cuba, Jamaica and Porto Rico it furnishes an economic wood of considerable local importance. It has been described as being hard, heavy, strong, tough



Cross Section of the Wood of the Sea Grape, Magnified 50 Times.
The Dark Spots are the Source of Kino.

and durable in contact with the soil. It is dark brown, tinged with red or sometimes slightly violet colored. Upon boiling the wood in water or in a dilute alkaline solution, it imparts a ruby-red color to the water. The wood possesses many valuable properties and when it occurs in large sizes it is deemed among the finest woods for many important uses. In Cuba and Jamaica it is employed extensively for making expensive cabinet work and fine furniture. Although it is hard and compact, it works with considerable ease and has a very fine grain and is susceptible of a good polish. The pores are very small and evenly distributed throughout the annual rings of growth, which are scarcely visible to the unaided eye.

The timber and the fruit of this tree do not constitute the only products it yields. An astringent resinous substance or concrete juice, called West Indian kino in the trade, is obtained from this interesting tree. While it is at present of comparatively little commercial importance outside of the region of its production, it is,



A Small Clump of *Cocolobis Uvifera*.

nevertheless, frequently the subject of inquiries, and, as the information published regarding it is somewhat scanty, it may be useful to record briefly a few of the more important facts relative to this little-known product, the methods of obtaining it and its uses.

The so-called West Indian kino is variously known also as gum kino, American kino, American extract of rhatany or false rhatany extract. Kino is a comprehensive trade name applied to a number of astringent resinous substances obtained either by tapping the trunks or by extracting it from various parts of the tree. The tapping is accomplished by making a V-shaped incision in the bark. The exuding material is usually led into a container at or near the base of the tree. For this purpose an open, perpendicular channel is cut, connecting the bases of the V-shaped incisions. The product may be extracted from the wood, bark and leaves by boiling and evaporating it down. The residue is at first thin and red, but it rapidly becomes thick and dark brown. It is a brittle product that may be easily reduced to a powder of a rich, ruby-red color. In the market it occurs most commonly in grains of a shining aspect.

At one time there was a small trade in this West Indian product. It was first

collected and exported from Jamaica and several islands of the West Indies. In recent years the demand for kino has been supplied by West Africa and parts of the East Indies, but there is no reason why this West Indian product is not more generally collected and put to some economic use. There is at present only a limited use for kino in medicine, but it may be employed also as an astringent and for tanning leather and for dyeing cotton. The imports of kino from most of the countries producing it are not shown separately in the trade returns. The only import figures available are those for West African ports and East India, and in 1911 these amounted to 26,283 pounds, valued at \$9,407.

NATIONAL ASSOCIATION OF TOURISM IN CUBA

A meeting of prominent business men and the heads of various associations was called by the Rotary Club of Havana on July 18th for the purpose of discussing the tourist problem. The organization of the National Association of Tourism in Cuba was effected, with Mr. Frank Steinhart, President of the Havana Electric Railway, as President. The object of the association is to attract tourists to Cuba, see that they are properly cared for when they arrive and protect them against imposters. The imperative need of modern hotels of large capacity was recognized.

The importance of good roads has been discussed and announcement has been made that there are bankers in Cuba willing to co-operate in the floating of a loan of \$25,000,000 for the completion of the Central Highway, planned to traverse the Island from end to end, the loan to be guaranteed by a tax on automobiles, should the municipalities agree.

GRAPEFRUIT CROP PROSPECTS FOR ISLE OF PINES

Although last year's grapefruit crop fell to less than 40 per cent. of the normal, the average prices realized in the United States for most of this fruit were higher than they had been any time before. This enabled the fruit growers during last winter to use fertilizers more liberally than they had been able to do in the past few years, although the price of the same had only diminished slightly as compared with the previous year. This more extended use of fertilizers improved the condition of many orchards which had been neglected in previous years.

All trees of orchards properly worked bloomed plentifully. In a number of groves the fruit has already so far developed that, provided weather conditions are favorable, this year's crop will probably commence to be brought to market as early as the beginning of August.

While the coming grapefruit crop will probably not reach the normal, it is safe to predict that, barring unforeseen incidents, it will be a very satisfactory one.

There are good reasons to expect that the growing of grapefruit this year will be more remunerative than it has been for a long time, and this being the case, it will encourage most owners of groves that had been almost entirely abandoned to restore them to their original fertility. The fact that fertilizers are expected to become cheaper during the coming summer will aid the grove owners materially in accomplishing this end.

Not only is the quantity of grapefruit expected to be materially increased, but the prospects in regard to quality are considered to be most encouraging.—*Consul William Bardel, Nueva Gerona, Isle of Pines.*

COMMERCIAL DEPARTMENT OF CUBAN LEGATION

The Cuban Legation in Washington has established a commercial department where all exporters of the United States and Cuba will find complete information regarding any matter concerning commerce.

Information concerning specific trade opportunities, and other data regarding the possibility for the sale of certain commodities in Cuba, is on file at this office and will be furnished gladly to American manufacturers.

CUBAN COMMERCIAL MATTERS

AMERICAN CHAMBER OF COMMERCE

At the call of United States Minister William E. Gonzales, two hundred and fifty American business men of the city of Havana met at the American legation on July 15th to consider the advisability of forming an American Chamber of Commerce. It was unanimously agreed that such an association should be formed and a committee was appointed to draw up plans for the organization.

Frank Steinhart was appointed temporary chairman and expressed the opinion that such an organization as that contemplated was greatly needed in Havana. Vice Consul General Harris mentioned similar organizations of Americans which exist in London, Paris, Brussels, and, before the war, in Berlin.

It was decided to appoint a committee of fifteen, including the chairman, to complete the plans of organization. Upon suggestions, Chairman Steinhart appointed the following: Charles Williams, president of the American Club; Col. Sosthenes Behn, president of the Cuba Telephone Co.; John M. Draper, Cuban representative of Borden & Co.; William Harry Smith, agent of the Ward Line; Ricardo E. Ulbricht, comptroller of the National Bank of Cuba; William P. Field, of Field & Co.; William M. Whitner, of the Trust Company of Cuba; E. F. Curry, of the Pan-American Express Co.; A. C. Gahan, the local attorney; Halsey B. Leavitt, business manager of the *Havana Post*; John Z. Horter, of Horter & Co.; Lawrence B. Ross, representative in Cuba of the Ford Motor Co., and E. G. Harris, of the Harris Bros. Co.

A meeting was held at the American Club on August 1st and the permanent organization of the American Chamber of Commerce of Cuba was effected.

Temporary headquarters of the association will be at the Trust Company of Cuba, Obispo 53, Havana.

MARKET FOR MUSICAL INSTRUMENTS

The Cuban people are very fond of music, and the market for phonographs

here, in particular, is excellent. Sales depend solely on prices, terms and quality. Phonographs are selling in the local retail stores from \$5 to \$181. The most popular are those selling from \$20 to \$30. —*Consul C. S. Winans, Cienfuegos.*

MANUFACTURE OF ALCOHOL

Due to the enormous production of sugar in Cuba, the manufacture of alcohol from molasses promises to be one of the principal industries of the Island, according to the "Bulletin of the Pan American Union."

In the manufacture of a ton of sugar forty gallons of molasses are produced, out of which sixteen gallons of alcohol can be distilled. As the present crop of sugar is estimated at 4,000,000 tons, the importance of this industry will be at once seen.

A considerable part of Cuban molasses is exported, but at the present time steps are being taken to establish ten new distilleries on the Island in order to distill the alcohol from a larger quantity of the molasses produced. The exports of alcohol from Cuba during the last few years were as follows: In 1912, 200,518 gallons, valued at \$50,130; in 1913, 229,478 gallons, valued at \$52,871; in 1914, 173,941 gallons, valued at \$31,684; in 1915, 418,523 gallons, valued at \$193,053, and in 1916, 2,570,329 gallons, valued at \$1,800,535.

TRADE WITH UNITED KINGDOM

The value of the imports from Cuba into the United Kingdom during January-March, 1918 and 1919, was (conversion from sterling to American currency has been at the normal rate of \$4.8665):

<i>January-March</i>	
1918	1919
\$5,218,698	\$15,836,112

Exports to Cuba are shown in the following table:

<i>January-March</i>	
1918	1919
\$2,533,077	\$2,062,462

CUBAN COMMERCIAL MATTERS

PORT OF BOSTON

The following tabulation shows the value of Cuba's imports and exports through the port of Boston for the month of April and 12 months ending April 30, 1919, as compared with corresponding periods of 1918:

	Year Ending April 30, 1919	Year Ending April 30, 1918
Imports—April 1919...	\$2,904,536	\$23,605,405
Exports—April 1919...	\$628,720	\$12,969,800
Imports—April 1918...	\$2,404,037	\$13,977,407
Exports—April 1918...	\$1,165,625	\$7,105,645

CIGAR TAX

Great anxiety has been caused in the Havana tobacco industry through the news, cabled recently from Paris, that the imposition of luxury taxes by various war-ridden European nations will curtail exports of fine tobacco leaf and Havana cigars to the extent of millions of dollars.

During the war, with the German market cut off, Havana tobacco from the best Yuelta Abajo districts, fabricated into the popular brands which have won world renown, was fairly plentiful, despite the unfavorable weather of the last two seasons. This year, with a finer crop than for a long time, the entire Cuban tobacco industry has been experiencing a series of misfortunes of which the luxury tax policy of Europe comes as the climax.

L. S. Houston, manager of the Henry Clay y Bock Compañía, Havana, is quoted as follows in a recent edition of *Heraldo de Cuba*:

"Such a drastic taxation measure as has been introduced in France will in all probability decrease the sales in France to about a fourth of their recent volume. In default of more definite news about the matter, I venture to say that it is likely that the French Government proposes by this measure either to increase its fiscal ingress, or to reduce the consumption of the leaf throughout the country, considering tobacco as an article of luxury. At any rate, whatever the ob-

ject the French Government may have in view in regard to this matter, it will be detrimental to the interests of the cigar manufacturers in Cuba."

MARKET FOR HORSESHOES

The latest available statistics give the number of horses in Cuba at 560,000 and the number of mules at about 60,000. The relatively small number of these two classes of live stock on this island is due in part to the large number of cattle used for draft purposes, especially on the sugar plantations, and the absence of general agriculture on an extensive scale, together with climatic conditions not especially favorable to the raising of heavy draft horses. The adoption of automobiles, motor trucks, and tractors is also having its effect in reducing the use of horses and mules for driving and for draft purposes.

In a trip into the country one is likely to see scores of small horses used in part for riding purposes, and not observe, perhaps, a single heavy team of horses such as would be seen on a well-conducted Middle West farm.

Under these conditions it necessarily follows that the horseshoe required is considerably lighter in weight than that of the typical American. The consulate is informed that in the rural districts, including the sugar plantations, British-made shoes are chiefly in use. This shoe is lighter in weight and is said to cost about half as much as the American shoe. It is said that for some time past there have been delays in the shipment of British shoes.

American shoes are imported in considerable quantities and are said to be in use for Cuban cavalry horses and for the heavier draft horses and mules in and around Havana. Such shoes as are used on cattle are said to be made chiefly by native blacksmiths and are crude and inexpensive. Prices of imported shoes under existing conditions are not fixed, and it would be difficult to obtain any figures likely to be of much value.—*Consul General H. W. Harris, Havana.*

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE CUBA RAILROAD COMPANY.

The report of the Cuba Railroad for the month of May and for eleven months ended May 31st, 1919, compares as follows:

	1919	1918	1917	1916	1915	1914	1913
May gross	\$1,282,646	\$1,186,421	\$562,968	\$681,003	\$540,877	\$462,000	\$447,127
Expenses.....	846,406	726,983	413,830	332,317	207,919	240,788	208,436
May net	436,239	460,327	149,138	348,685	332,957	221,212	238,690
Other income	8,372	19,551	994	.....	.....	.....	.....
Net income.....	444,611	479,888	150,132	348,685	332,957	.....	.....
Charges.....	94,725	104,887	94,352	87,554	72,308	71,566	66,791
Other interest chgs..	8,615	.....	.....	.....	.....	.....	.....
May surplus.....	341,271	375,001	55,780	261,131	260,649	149,646	171,898
Eleven months gross	11,138,767	10,582,079	5,645,586	6,211,584	4,749,143	4,732,487	4,232,939
Net profit	2,910,743	3,484,732	1,552,982	3,199,617	2,469,791	2,293,970	1,996,174
Other income.....	150,416	32,506	11,195	6,108	.....	.....	.....
Fixed charges.....	1,043,841	1,163,052	1,012,613	890,773	781,547	749,041	734,430
Other interest chgs.	124,184	.....	.....	.....	.....	.....	.....
Eleven mos. surplus.	\$1,893,134	\$2,354,186	\$551,565	\$2,314,953	\$1,688,244	\$1,544,928	\$1,261,744

EARNINGS OF THE UNITED RAILWAYS OF HAVANA.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914	1913
Week ending June 1st.....	£64,220	£49,238	£35,498	£30,020	£23,919	£20,107	£20,055
Week ending June 28th.....	69,851	48,246	40,948	31,257	23,839	19,010	19,741
Week ending July 5th	57,304	48,520	36,829	29,550	23,725	20,489	19,703
Week ending July 12th.....	56,952	47,831	35,686	30,160	23,802	20,922	19,343

EARNINGS OF THE HAVANA ELECTRIC RAILWAY, LIGHT & POWER CO.

<i>Month of May:</i>	1919	1918	1917	1916	1915
Gross earnings.....	\$740,304	\$685,731	\$564,237	\$498,275	\$478,732
Operating expenses.....	352,676	312,501	252,894	185,634	193,138
Net earnings	387,628	373,230	311,343	312,641	285,594
Miscellaneous income	19,434	9,656	6,361	9,136	4,937
Total net income.....	407,062	382,886	317,704	321,777	290,531
Surplus after deducting fixed charges..	248,411	221,641	153,818	191,271	177,798
<i>5 Months to May 31st:</i>					
Gross earnings.....	3,576,816	3,253,267	2,696,060	2,417,062	2,303,205
Operating expenses	1,776,177	1,481,702	1,161,292	934,014	942,597
Net earnings	1,800,639	1,771,565	1,534,768	1,483,048	1,360,608
Miscellaneous income	52,374	63,357	53,987	55,810	39,610
Total net income.....	\$1,853,013	\$1,834,922	\$1,588,755	\$1,538,858	\$1,400,218
Surplus after deducting fixed charges	1,078,558	1,028,695	771,686	912,911	853,646

EARNINGS OF THE WESTERN RAILWAY OF HAVANA.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914	1913
Week ending June 28th.....	£13,447	£6,548	£9,751	£5,212	£4,694	£5,373	£5,792
Week ending July 5th.....	9,650	7,039	7,169	5,148	5,054	5,813	5,709
Week ending July 12th.....	8,653	6,980	7,276	5,992	5,238	5,419	6,491

EARNINGS OF THE CUBAN CENTRAL RAILWAYS.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914	1913
Week ending June 21st.....	£20,262	£19,087	£14,210	£12,987	£8,124	£8,551	£6,817
Week ending June 28th.....	19,397	20,250	16,190	8,544	3,728	3,550	4,581
Week ending July 5th.....	12,641	14,678	13,997	9,012	7,005	6,690	6,386
Week ending July 12th.....	19,110	15,333	13,974	9,446	8,041	6,801	6,702

CUBAN FINANCIAL MATTERS

THE PREVAILING PRICES FOR CUBAN SECURITIES

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

	Bid	Asked
	%	%
Republic of Cuba Interior Loan 5% Bonds.....	83	85
Republic of Cuba Exterior Loan 5% Bonds of 1944.....	96	96½
Republic of Cuba Exterior Loan 5% Bonds of 1949.....	91	93
Republic of Cuba Exterior Loan 4½% Bonds of 1949.....	80	83
Republic of Cuba 6% Treasury Bonds of 1929.....	97½	98
Havana City First Mortgage 6% Bonds.....	100	103
Havana City Second Mortgage 6% Bonds.....	100	102
Cuba Railroad Preferred Stock.....	70	80
Cuba Railroad Co. First Mortgage 5% Bonds of 1952.....	84	88
Cuba Company 6% Debenture Bonds.....	90	100
Cuba Co. 7% Cumulative Preferred Stock.....	90	100
Havana Electric Rwy. Co. Consolidated Mortgage 5% Bonds.....	86	89
Havana Electric Rwy., Light & Power Co. Preferred Stock.....		
Havana Electric Rwy., Light & Power Co. Common Stock.....		
Matanzas Market Place 8% Bond Participation Certificates.....	100	None
Cuban-American Sugar Co. Preferred Stock.....	102	
Cuban-American Sugar Co. Common Stock.....	210	220
Guantanamo Sugar Company Stock.....	\$65	\$67
	%	%
Santiago Electric Light & Traction Co. 1st Mtge. 6% Bonds.....	80	85

BANCO NACIONAL DE CUBA

President Menocal has published in the *Official Gazette* a decree, countersigned by the secretary of state, renewing the contract with the Banco Nacional as state depository and fiduciary for a period of four years more.

The Banco Nacional is to receive in payment of its services to the state, as from the first of the present month, a reduction of 25 per cent. in the commission authorized up to now of one-eighth of one per cent.

UNITED RAILWAYS

By order of the board of directors in London, adopted May 16th last, a 2 per cent. dividend of the United Railways of Cuba has been declared out of the profits of the fiscal year ending June 30, 1919.

BANK OF CUBA IN NEW YORK

W. A. Prendergast, who was for eight years comptroller of the City of New York, has been elected a director of the Bank of Cuba in New York.

HAVANA ELECTRIC RAILWAY, LIGHT & POWER COMPANY

ANNUAL REPORT FOR THE YEAR ENDED DECEMBER 31, 1918

TO THE STOCKHOLDERS:

Your Directors beg to submit their seventh annual report.

The Gross Earnings for the years 1915, 1916, 1917 and 1918 were as follows:

1915	1916	1917	1918
\$5,541,302.72	\$6,017,708.59	\$6,989,599.33	\$8,176,544.76

A condensed statement of the result of the operations during the same four years is:

	1918	1917	1916	1915
Gross Earnings	\$8,176,544.76	\$6,989,599.33	\$6,017,708.59	\$5,541,302.72
Operating Expenses and Taxes	4,376,655.65	3,385,469.83	2,443,885.33	2,337,506.05
Net Income	\$3,799,889.11	\$3,604,129.50	\$3,573,823.26	\$3,203,796.67
Miscellaneous Income.....	140,894.91	149,754.70	144,561.49	147,874.95
Total Net Income.....	\$3,940,784.02	\$3,753,884.20	\$3,718,384.75	\$3,351,671.62
First Charges	989,138.16	1,138,623.30	1,297,093.23	1,115,413.99
Net Profit from Operation and Miscellaneous Income.....	\$2,951,645.86	\$2,615,260.90	\$2,421,291.52	\$2,236,257.63

Out of the Net Profits from Operation and Miscellaneous Income for the year under review, namely \$2,951,645.86
There has been set aside as Reserve for Depreciation..... 293,000.00

Leaving Balance of \$2,748,645.86
The Balance at credit of Profit and Loss Account January 1, 1918, was.. 2,270,290.19
Total \$5,018,936.05

and the following disposition was made thereof:

Provision for Sinking Fund in respect to English Bonds of Compañia de Gas y Electricidad de la Habana	13,052.33
Provision for Sinking Fund in respect to the Consolidated Mortgage Bonds of the Havana Electric Railway Company.....	109,703.50
Reserve for Bad and Doubtful Debts	101,541.82
Dividends paid during the year (6% on the Preferred and Common Shares)	2,155,612.98
Profit and Loss Account—Balance carried forward to 1919.....	2,639,025.42
Total	\$5,018,936.05

The following is a summary of the operation of the various Departments during the year 1918:

Departments	Gross Earnings from Operation	Operating Expenses and Taxes (not including First Charges)	Per Cent. of Gross Earnings	Net Earnings from Operation	Per Cent. of Gross Earnings
Electric Railway....	\$3,977,868.39	\$2,174,059.69	54.65	\$1,803,808.70	45.35
Electric Light.....	2,851,030.61	1,176,510.24	41.25	1,674,520.37	58.75
Gas	1,169,432.02	856,451.47	73.24	312,980.55	26.76
Omnibuses	178,213.74	169,634.25	95.18	8,579.49	4.82
	\$8,176,544.76	\$4,376,655.65	53.53	\$3,799,889.11	46.47

The report of the General Manager shows not only an enormous increase in the cost of materials and supplies required for the maintenance and operation of your property, the difficulties which attended the securing of them and the scarcity of

competent labor, but also that the gross earnings from operation increased 16.98% over those of 1917, that the net earnings from operation were 12.39% greater than last year notwithstanding that operating expenses increased 22.8% and that after deduction of both United States and Cuban taxes there still remains a gain of 5.43% in net earnings over the preceding year.

This satisfactory result was brought about through the loyal co-operation and efficient services of the officers and employes of your Company, to whom thanks are due and cheerfully rendered.

In former reports reference has been made to the cordial relations existing between the employes of this Company and the management, and although the stir and bustle of the great war which came to an end in November last have produced unrest among the laboring class in Cuba as well as in many other countries, these cordial relations have not suffered, but on the contrary they have become more closely cemented because sound reasoning by and with your employes has convinced them that strikes and Bolshevism and the panics produced thereby cannot improve their condition, but only result in hardship to themselves and injury to the enterprise of which they are a most important part and in which their welfare is so closely related with yours and that of the good public of Havana.

The gross receipts from all sources were \$8,317,439.67.

The total expenditures for construction account were \$637,146.58.

Customs duties paid on imports into Cuba amounted to \$159,814.14.

Your Company subscribed to \$200,000 United States of America Third Liberty Loan 4¼% Bonds and to an equal amount of the Fourth Liberty Loan 4¼% Bonds, and in addition thereto your Company subscribed \$18,050.00 on behalf of your employes to the Fourth Liberty Loan.

Your contributions to War Charities during the year amounted to \$6,000.00.

The improvement in public lighting has continued and during the year 153 high-efficiency incandescent lamps in 1,000 and 600 c.p. units and 83 less brilliant lamps were installed. The increase in electrical output was 15.3% and the increase in net earnings on account of electric lighting 8.7%. The increase in gross earnings in the Electric Light and Power Department broke all records, but the operating expenses were greater than ever last year, due almost entirely to the high cost of fuel and the rise in material prices. A total of 831 new wood poles were set and 60 tubular steel railway poles were extended to carry electric light and power lines and in some cases street lamps. The number of electric meters in service December 31, 1918, was 28,266, being 3,234 in excess of those in service on the same date of the preceding year.

The statistics of gas service in the accompanying report show an increase of 37.6% in the cubic feet output, an increase of 43.1% in gross earnings, an increase of 48.5% in operating expenses and an increase of 32.6% in net earnings as compared with 1917. The total length of street mains December 31, 1918 (176.58 miles), is 2.28 miles in excess of 1917. The net increase in the number of meters during the year was 1,628. The stoves and ranges installed by your Company at the end of 1918 total 12,661,—water heaters, 2,488; hot plates, 1,989, and industrial appliances, 1,444,—a most excellent showing when you recall that a few years ago gas heating appliances in Havana were a novelty and that difficulties were encountered in getting the people to use them.

The total number of passengers carried on the cars during the year, 75,611,777, shows an increase of 9,193,327, or 13.8%, compared with 1917. The total earnings from car operation show an increase of 13.7%, and the number of passenger car miles a decrease of 0.6% as compared with 1917. The net earnings from operation for the year show an increase of 10.7%. Track statistics show 85.55 miles of single track, exclusive of yard track miles.

Your consolidated power plant has operated reliably and, considering the poor quality of "pool" coal received at times, very economically. The net output was

57,215,953 K.W.H., an increase of 7.8% as compared with 1917, in the production of which 54,691 tons of coal were consumed, or 2.14 lbs. per K.W.H.

To meet the high cost of operating the Omnibus Service of your Company, the stage line organization was discontinued and its buildings and equipment were turned over to the Transportation Department and thus by more careful administration the operating cost was decreased and the accompanying report shows net earnings during the year 1918 as \$11,584.99 against loss in operation during 1917 of \$21,742.70—in other words, an increase of \$33,327.69. On December 31, 1918, there were 49 stages and 14 motor buses in operation.

It is with great sorrow that your Board of Directors is called upon to record the death on December 1, 1918, of one of its most active and useful members—Mr. Horace E. Andrews.

To each member of the Board, Mr. Andrews had endeared himself, both by his genial personality and by the valuable services rendered to your Company in his faithful devotion to its affairs.

The vacancy in the Board of Directors occasioned by the death of Mr. Andrews was filled by the Board of Directors through the election on December 5, 1918, of Mr. E. N. Brown, to hold office for the unexpired portion of the term of the late Mr. Andrews, to wit, until the annual meeting of the Stockholders on the third Thursday in May, 1919.

The Employees' Mutual Benefit Society has continued sound and prosperous and at the end of 1918 had 1,455 members, or 22 less than on December 31, 1917. The sum of \$21,921.55 has been expended in assistance to members, and the object to protect them against loan sharks by advances at a low rate of interest has not been lost sight of.

Accompanying this report will be found the balance sheet and profit and loss account as of December 31, 1918, in connection with which your Board of Directors desire to state that as all of the power generating and distributing equipment is comparatively new and up-to-date in design and construction and thoroughly maintained, the amount of \$203,000.00 set aside for depreciation during 1918, in addition to the payments to the sinking funds, aggregating \$122,755.83, is deemed ample in the judgment of your Engineers to cover the loss of value due to unavoidable deterioration and obsolescence.

For the Board of Directors,

FRANK STEINHART, *President.*

Havana, Cuba, March 31, 1919.

BALANCE SHEET—DECEMBER 31, 1918

ASSETS

PROPERTIES, PLANT AND EQUIPMENT, as per December 31, 1917, Report	\$56,095,157.26	
NET ADDITIONS DURING YEAR.....	637,146.58	
		\$56,732,303.84
INVESTMENTS (At Cost).....		544,213.38
CURRENT ASSETS:		
Cash in Banks and on Hand.....	\$863,718.19	
Accounts Receivable after providing for Bad and Doubtful Debts	1,206,280.71	
Stocks and Materials, Merchandise and Supplies on Hand	1,406,312.14	
Materials in Transit	112,912.38	
		3,589,223.42
DEFERRED ASSETS:		
Insurance paid in Advance, Deferred Charges, etc. . .		136,869.49
		<u>\$61,002,610.13</u>

LIABILITIES

CAPITAL STOCK :

Authorized and Issued :

Common :

150,000 Shares, par value \$100.00 each, fully paid
and non-assessable \$15,000,000.00

Less: Held in Treasury :

515.94 Shares, par value \$100.00 each..... 51,594.00

\$14,948,406.00

6% Cumulative Preferred :

210,000 Shares, par value \$100.00 each..... \$21,000,000.00

Less: Held in Treasury :

215.23 Shares, par value \$100.00 each..... 21,523.00

20,978,477.00\$35,926,883.00

FUNDED DEBT :

Consolidated Mortgage 5% Gold Bonds of Havana
Electric Railway Company, dated February 1, 1902,
due February 1, 1952

\$8,983,111.00

Less: In Treasury

478,541.00

\$8,504,570.006% General Consolidated Obligations of Compañía
de Gas y Electricidad de la Habana, called for
redemption on June 15, 1917.....

56,500.00

Fifty Year 6% Mortgage Bonds of Compañía de Gas
y Electricidad de la Habana, 1904.....

3,998,000.00

Thirty-seven Year 5% English Mortgage Bonds of
Compañía de Gas y Electricidad de la Habana,
1906 (£123,500)

596,916.60

General Mortgage 5% Sinking Fund Gold

Bonds, dated September 1, 1914, due

September 1, 1954\$6,660,000.00

Less :

Deposited with Government

of Cuba \$52,000.00

In Treasury 763,000.00 \$15,000.00

5,845,000.00

19,000,986.69

CURRENT LIABILITIES :

Accounts Payable \$ 333,580.92

Dividends and Interest due but unpaid..... 184,963.16

Accrued Interest on Bonds 294,197.41

\$812,681.49

CONSUMERS' AND OTHER DEPOSITS :

Consumers' Deposits \$ 359,626.55

Other Deposits 47,650.84

407,277.39

SUNDRY ACCRUALS FOR TAXES, ETC.....

556,626.96

CAPITAL STOCK OF HAVANA ELECTRIC RAILWAY COMPANY,

OUTSTANDING: to be exchanged for Capital Stock of
Havana Electric Railway, Light and Power Com-
pany

16,235.00

CAPITAL STOCK OF CAMPAÑIA DE GAS Y ELECTRICIDAD DE LA

HABANA, OUTSTANDING: to be exchanged for Capital
Stock of Havana Electric Railway, Light & Power
Company

2,547.74

\$ 18,782.74Less: CAPITAL STOCK OF THE HAVANA ELECTRIC RAIL-
WAY, LIGHT & POWER COMPANY, held in reserve in
respect of above18,782.74

SPECIAL RESERVE

510,837.04

CORPORATE SURPLUS:

Profit and Loss Account—Credit Balance, as per Statement herewith	\$ 2,639,025.42		
Funded Debt retired through Income and Surplus:			
Consolidated Mortgage 5% Gold Bonds of Havana Electric Railway Company	\$478,000.00		
Thirty-seven Year 5% English Mortgage Bonds of Compañía de Gas y Electricidad de la Habana.....	128,083.31	606,083.31	
Sinking Fund		116,208.83	
Reserve for Depreciation		426,000.00	3,787,317.56
			<u>\$61,002,610.13</u>

CONDENSED PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED
DECEMBER 31, 1918.

	<i>Railway Department</i>	<i>Light and Power Department</i>	<i>Total</i>
GROSS EARNINGS FROM OPERATION.....	\$4,156,082.13	\$4,020,462.63	\$8,176,544.76
Operating Expenses	2,112,200.95	1,662,619.83	3,774,820.78
	<u>\$2,043,881.18</u>	<u>\$2,357,842.80</u>	<u>\$4,401,723.98</u>
DEDUCT			
Taxes, U. S. A.	\$ 216,148.15	\$ 249,341.88	\$ 465,490.03
Taxes, Cuba	12,000.00	121,000.00	133,000.00
Trigo Annuities	3,344.84		3,344.84
Interest	572,990.80	416,147.36	989,138.16
	<u>\$ 804,483.79</u>	<u>\$ 786,489.24</u>	<u>\$1,590,973.03</u>
	<u>\$1,239,397.39</u>	<u>\$1,571,353.56</u>	<u>\$2,810,750.95</u>
DEDUCT			
Reserve for Depreciation	\$ 89,513.23	\$ 113,486.77	\$ 203,000.00
	<u>\$1,149,884.16</u>	<u>\$1,457,866.79</u>	<u>\$2,607,750.95</u>
ADD			
MISCELLANEOUS INCOME			
Interest on Deposits			\$ 40,981.07
Rents			27,034.67
Other Miscellaneous Income			72,879.17
			<u>\$ 140,894.91</u>
			<u>\$2,748,645.86</u>
DEDUCT			
Reserve for Bad and Doubtful Debts		\$ 101,541.82	
Provision for Sinking Fund of English Bonds of Compañía de Gas y Electricidad de la Habana.....		13,052.33	
Provision for Sinking Fund of Havana Electric Railway Company Consolidated Mortgage Bonds.....		109,703.50	224,297.65
			<u>\$2,524,348.21</u>
NET PROFIT FOR THE YEAR.....			<u>2,270,290.19</u>
Balance at Credit of Profit and Loss Account, January 1, 1918			<u>\$4,794,638.40</u>
DIVIDENDS PAID			
On Preferred Shares:			
May 15, 1918, on \$20,978,477 at 3%.....	\$ 629,354.31		
Nov. 15, 1918, on \$20,978,477 at 3%.....	629,354.31	\$1,258,708.62	

On Common Shares:

May 15, 1918, on \$11,948,406 at 3%.....	\$ 448,452.18		
Nov. 15, 1918, on \$11,948,406 at 3%.....	448,452.18	\$96,904.36	2,155,612.98
Balance carried to Balance Sheet.....			\$2,639,025.42

STATEMENT OF OPERATION OF THE LIGHT & POWER DIVISION FOR THE YEAR ENDING DECEMBER 31, 1918

ELECTRICITY

OPERATING EXPENSES:			
Manufacture	\$495,012.31		
Distribution	145,826.87		
General	223,648.31		
Total Operating Expenses		\$ 864,487.49	
NET EARNINGS FROM SALE OF ELECTRICITY FOR 1918.....		1,986,543.12	
			\$2,851,030.61

GAS

OPERATING EXPENSES:			
Manufacture	\$555,827.92		
Distribution	92,654.96		
General	149,649.46		
Total Operating Expenses		\$ 798,132.34	
NET EARNINGS FROM SALE OF GAS FOR 1918.....		371,299.68	
			\$1,169,432.02
Interest		\$ 416,147.36	
Taxes, etc.		370,341.88	
Reserve for Depreciation		113,486.77	
NET INCOME FOR THE DIVISION FOR 1918.....		1,457,866.79	
			\$2,357,842.80

ELECTRICITY

EARNINGS:			
Sale of Electricity	\$2,798,307.68		
Miscellaneous Earnings	52,722.93		
GROSS EARNINGS		\$2,851,030.61	
			\$2,851,030.61

GAS

EARNINGS:			
Sale of Gas	\$1,102,590.56		
Miscellaneous Earnings	66,841.46		
GROSS EARNINGS		\$1,169,432.02	
			\$1,169,432.02
NET EARNINGS FROM SALE OF ELECTRICITY AND GAS FOR 1918.....		\$2,357,842.80	
			\$2,357,842.80

STATEMENT OF OPERATION OF THE RAILWAY DIVISION FOR THE YEAR ENDING DECEMBER 31, 1918

OPERATING EXPENSES:	
Maintenance	\$ 381,313.88
Transportation	1,347,869.39
General	216,388.93
Stage Lines	125,767.48
Gasoline Omnibuses	40,861.27

Total Operating Expenses	\$2,112,200.95
NET EARNINGS FROM OPERATION FOR 1918.....	2,043,881.18
	<u>\$4,156,082.13</u>
Interest	\$ 572,990.80
Taxes, etc.	231,492.99
Reserve for Depreciation	89,513.23
NET INCOME FOR THE DIVISION FOR 1918.....	1,149,884.16
	<u>\$2,043,881.18</u>
EARNINGS:	
Car Earnings	\$3,894,003.59
Miscellaneous Earnings	83,864.80
Stage Earnings	117,539.62
Gasoline Omnibus Earnings	60,674.12
	<u>GROSS EARNINGS</u>
	<u>\$4,156,082.13</u>
	<u>\$4,156,082.13</u>
NET EARNINGS FROM OPERATION FOR 1918.....	\$2,043,881.18
	<u>\$2,043,881.18</u>

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

at the close of business on the 30th day of
June, 1919:

RESOURCES

Stock and bond investments, viz.:	
Public securities	\$142,477.57
Loans and discounts secured by other collateral	502,000.00
Loans, discounts and bills purchased not secured by collateral	554,150.73
Due from approved reserve depositories, less amount of offsets	66,797.81
Specie	80,000.00
Other currency authorized by the laws of the United States	96,309.23
Customers' liability on accept- ances (see liabilities, per contra)	40,000.00
Other assets, viz.:	
Accrued interest not en- tered on books at close of business on above date...	1,985.57
Trade acceptances	67,138.73
Total	<u>\$1,550,859.64</u>
LIABILITIES	
Capital stock	\$100,000.00
Surplus:	
Surplus fund..	\$50,000.00
Undivided prof- its	36,161.62
	<u>\$6,161.62</u>

Deposits: Not pre-
ferred, as fol-
lows:

Deposits sub- ject to check..	\$1,154,206.66
Time deposits, certificates and other de- posits, the payment of which cannot legally be re- quired within thirty days..	658.66
Demand cer- tificates of deposit	124,133.09
Cashiers' checks out- standing, in- cluding simi- lar checks of other officers	22,848.88
Certified checks	9,728.97
Unpaid divi- dends	6,000.00
Total deposits	<u>1,317,576.26</u>
Acceptances of drafts payable at a future date or au- thorized by commercial let- ters of credit	40,000.00
Other liabilities, Reserves for taxes, ex- penses, etc...	\$4,544.82
Accrued inter- est not en- tered on books at close of business on above date	2,576.94
	<u>7,121.76</u>
Total	<u>\$1,550,859.64</u>

THE SUGAR INDUSTRY

PROPOSED PRODUCERS' ORGANIZATION

Discussion of the question of whether Cuba's sugar producers shall effect an organization for handling the sale of sugar in the future, and revival of the question of compensation of the brokers for their services in connection with the disposal of the crop have been topics of great interest in connection with the sugar industry.

Mr. H. O. Neville, Havana correspondent for *Facts About Sugar*, gives a complete account of the situation, which we quote below.

The latter question has been brought up afresh through the presentation to President Menocal of a petition asking for a modification of the presidential decree of December 30, 1918, which established a commission of one cent per bag to be divided among those brokers who had engaged in sugar operation during the years 1914 to 1917, in proportion to the average business handled by each in that period.

The present petition, which was presented by Dr. Ricardo Dolz, asks:

First, that the commissions for authenticating shipments from any port be allotted among the brokers of that port in proportion to the operations of each in the period of 1914-17.

Second, that commissions corresponding to 60 per cent. of the sugars shipped be divided equally among all the notarial commercial brokers of the island.

The reasons put forward for this modification are that all notarial commercial brokers in Cuba are sugar brokers, there being no such thing in Cuba as brokers who deal with sugar exclusively, and that only 40 per cent. of the total sugars sold were in the past sold through the brokers, the other 60 per cent. being handled through other channels. Hence the request for the setting aside of commissions on 60 per cent. of the crop for division among all the brokers, regardless of the extent of their sugar transactions in previous years.

The question of whether a producers'

league or other organization for controlling the sale of sugar ought to be formed has been discussed in the press by a number of prominent members of the financial and business worlds, generally with an affirmative conclusion.

PROPOSES OFFICIAL BODY

Sr. Vidal Morales believes that a league or committee of sugar producers is essential, but that the Government should have a part in any such organization, inasmuch as what affects the sugar industry affects the whole of Cuba. He suggests as the best solution that the creation of a league of sugar manufacturers and colonos be provided for by law, so that the organization shall have an official character, and that the sale of sugar except through the committee appointed by this body be prevented by the state.

Sr. Morales expresses the opinion that under such conditions there would no longer exist the necessity for selling sugar as soon as possible after its manufacture, as the banks would be encouraged to furnish the funds required to carry it in store. He also suggests that it may be found desirable to limit the increase of sugar production.

Sr. Higinio Fanjul also believes in the necessity of a producers' organization, and proposes the appointment of a commission, made up of persons who command entire general confidence, to which the sale of the entire Cuban crop should be left in future. Such a commission, he suggests, should also have the handling of other problems, including that of obtaining labor for the sugar industry.

Sr. J. I. Lezama likewise holds that the condition existing at present, by which the sale of Cuba's sugar is effected by a small committee appointed for the purpose, should be continued, at least for the next two years, and proposes the appointment of a commission of producers, on which the Government shall also be represented, and which shall endeavor to obtain a contract covering the sale of the 1920-21 crop, under terms similar to those of the contracts of last year and this.

THE SUGAR INDUSTRY

i. e., a fixed price and disposal of the entire production.

PLAN FOR A BANK URGED

Sr. Lezama goes further and suggests the establishment by the producers of a bank to make loans and otherwise assist in carrying the industry through difficult periods. Subscription of 10 or 20 cents per bag of sugar made would provide such a bank with ample capital at the end of three or four years, Sr. Lezama holds, arguing that had such a bank been established ten years ago it would have been of the greatest value to the sugar industry and would by this time have become one of the strongest financial institutions of the island.

The continued agitation of the project discussed above finally resulted in a call being sent out for a meeting of those interested. Present conditions seem to be more propitious for bringing about a real unity of action among those engaged in the industry than has been the case at any previous time, and it is to be hoped that some agreement will be reached.

NEW MACHINERY

According to information published in *Facts About Sugar*, Senor Pedro Laborde, owner of Central El Pilar, located at Artemisa, in the province of Pinar del Rio, is to install a large amount of new equipment in the mill, at the end of the grinding season. This includes a battery of Fulton mills, consisting of six mills of three rolls each, and two seven-foot crushers.

Other machinery to be installed, to be constructed in the shops of Manuel Galdo & Co. of Cardenas, consists of a pre-evaporator of 8,000 sq. ft. heating surface, a giant vacuum pan of 85-ton capacity, a triple-effect of 12,000 square feet heating surface, 3 multitubular boilers, 8 ft. 6 in. by 22 feet, 3 defecators, 4 crystallizers, a central condenser and tower, a self-sup-

porting chimney, and oil and water storage tanks.

Central Estrella, at Sierra Morena, Camaguey, which was erected last year and which is now engaged in grinding its first crop, is to have its capacity increased. Its owner, Domingo Leon, has closed a contract with the Fulton Iron Works Company of St. Louis for a seven-foot double crusher and nine-roller mill, with engines and other equipment. Estrella was constructed from a combination of the former Caridad and Santa Lutgarda centrals, of Santa Clara province.

Contracts have also been made with the Fulton Iron Works Company by the Cuban American Sugar Company for three new pre-crushers for Central Chaparra and the same number for Central Delicias.

The same company has a contract to remodel both tandems, reshell all rolls, and install two pre-crushers, and new hydraulics in all top caps at Central Jaticbonico.

CANE ACREAGE IN U. S.

The total area under sugar cane in the United States this year, including cane grown for syrup but not including sorghum, is reported by the Department of Agriculture as 509,190 acres, against 526,575 acres in 1918. The decrease is due to the smaller acreage planted for sugar and syrup in Louisiana and Texas, all other states showing increases.

The following are the acreage figures by states for this year and last:

	Acres	
	1919	1918
Louisiana	264,000	303,000
Alabama	92,200	81,800
Georgia	77,600	67,300
Mississippi	31,200	30,500
Florida	21,000	16,300
Texas	12,600	17,000
South Carolina	7,755	7,355
Arkansas	3,200	2,800
North Carolina	640	520
Total	509,190	526,575

SUGAR REVIEW

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

We wrote you last on June 30, 1919, since which date the number of centrals grinding in Cuba has been reduced to twelve. The 183 centrals which have completed their crop to date outturned 24,063,899 bags (3,472,076 tons), against Messrs. Guma-Mejer's January estimate of 24,116,000 bags. Total exports of the 1918-19 crop to June 30 are as follows: U. S. Atlantic Ports 1,372,074 tons, New Orleans 226,075 tons, Galveston 27,592 tons, Savannah 47,197 tons, elsewhere in the United States 4,222 tons, Europe 433,352 tons, and Canada 12,151 tons, a total export of 2,122,663 tons.

As regards the domestic cane crop in Louisiana, our New Orleans correspondent informs us that weather recently has been hot and dry, permitting considerable work in the fields. However, the very wet spring and early summer has had its effect on the growing crop, and the outturn of sugar this year will hardly reach anything like a normal crop, although it is likely that some recovery will be made from the estimate of 140,000 tons, on account of the recent more favorable weather.

Since we last wrote you we have issued our estimate of the domestic beet sugar production at 800,000 tons for the 1919-20 season. While this estimate was very conservative, based on the acreage planted this year, it is now evident that same will be the maximum figure obtainable, the abandonment this year being larger than usual on account of unfavorable conditions as regards weather, blight, etc. Of the 1918-19 crop 604,515 tons of sugar were distributed to June 30th out of the total crop of 674,892 tons. The following table gives the distribution in detail to that date, in bags:

FROM FACTORIES IN

To State of	California	Oregon		Montana	Iowa	Totals
		Washington	Nevada	Wyoming	Minnesota	
		Utah	Michigan	Colorado	Wisconsin	
		Idaho	Ohio	Nebraska	Illinois	
			Indiana	Kansas	Menominee	
Arizona	97,279	.....	.....	.....	.....	97,279
Arkansas	96,526	23,475	.....	9,840	.....	129,841
California	941,996	.....	.....	.....	.....	941,996
Colorado	.....	.....	.....	390,483	.....	390,483
Idaho	500	112,787	.....	.....	.....	113,287
Illinois	494,810	719,106	377	1,260,070	103,544	2,577,907
Indiana	1,090	21,600	373,154	77,930	.....	473,774
Iowa	47,680	213,891	.....	341,710	116,617	719,898
Kansas	4,600	44,533	.....	287,306	.....	336,439
Kentucky	.....	.....	154,527	600	.....	155,127
Michigan	870	5,600	1,073,093	10,060	39,101	1,128,724
Minnesota	53,270	404,811	.....	313,199	226,489	997,769
Missouri	58,561	226,122	.....	713,412	.....	998,095
Montana	.....	35,985	.....	159,611	.....	195,596
Nebraska	13,400	41,162	.....	371,241	.....	425,803
Nevada	1,217	.....	.....	.....	.....	1,217
New Mexico	55,210	.....	.....	12,960	.....	68,170
New York	.....	.....	105,378	.....	.....	105,378
North Dakota	5,250	17,745	.....	142,290	.....	165,285
Ohio	.....	.....	1,137,290	.....	.....	1,137,290
Oklahoma	44,520	132,415	.....	136,172	.....	313,107
Oregon	10,235	4,650	.....	.....	.....	14,885
Pennsylvania	.....	.....	208,137	.....	.....	208,137
South Dakota	660	34,020	.....	106,005	.....	140,685
Tennessee	.....	.....	1,193	.....	.....	1,193
Texas	58,330	149,020	.....	281,895	.....	489,245
Utah	.....	208,323	.....	.....	.....	208,323
Virginia	.....	.....	20,164	.....	.....	20,164

Washington ...	15,040	63,783	.....	.....	.....	78,823
West Virginia..	.....	.....	114,847	.....	.....	114,847
Wisconsin	23,820	117,800	.....	264,172	255,356	661,148
Wyoming .....	.....	9,100	.....	50,020	.....	59,120
Alaska	120	.....	.....	.....	.....	120
Totals	2,024,984	2,585,928	3,260,160	4,928,976	741,107	13,541,155
Chicago, Ill., July 17, 1919.					Tons.....	604,515

From Canadian sources we have the returns on the sugar industry for the fiscal year ending March 31, 1919. The total imports of sugar amounted to 320,974 tons, against 342,799 tons in the preceding year. Notwithstanding the decrease in imports in 1918, the Canadian consumption during the past year shows an increase of 17 per cent. over 1918, amounting to 342,358 tons, against 292,855 tons, the apparent discrepancy in the figures being accounted for by the heavy exports in 1918 against practically nothing in 1919, 61,164 tons against only 916 tons.

Our latest advices from Philippine Islands are to the effect that the crop of Iloilo is now all harvested, and did not exceed 85,000 tons, so that the estimate for all of the islands is correspondingly reduced by us to a total of 150,000 tons. Exports during the month of June amounted to 22,000 tons to the Far East, and 1,000 tons to San Francisco.

We have a cable from Java stating that the 1919-20 crop is not coming up to previous expectations, and will probably outturn slightly less than our estimate of 1,300,000 tons. Quotations for white sugars have advanced rapidly, owing to heavy demand, and at normal exchange are now equaled to 11.80c per lb. f. o. b. Java.

The strike troubles which are tying up sugar-carrying boats in the United States Ports continue to interfere with the delivery of raw supplies. Some of the trouble has been satisfactorily settled, and the grievances of the engineers are now receiving attention with the expectation of an agreement being reached shortly. Our refiners have been instructed by the Equalization Board not to sell any refined sugar for export until further notice, in an effort to clear up the domestic situation which is still very much demoralized. The refiners are not accepting any new business, and are still unable to catch up on their old orders. In many markets of the country the scarcity is very apparent, and resales are being made by the fortunate holders of sugar to the less fortunate ones at fancy prices. Refiners' quotations are unchanged and fairly nominal, basis of 9c regular terms.

New York, N. Y., July 28, 1919.

NEW SUGAR CENTRALS

A sugar mill is about to be erected at San German, Province of Oriente. The machinery will be taken from the western part of the island. The mill will be named Central "Canarias." It is expected that the mill will be ready for operation by the end of the coming December and that it will have a capacity of 150,000 bags.

It is probable that a mill will go up at Bartle. Definite information on the subject will be available by the end of October.

It seems probable that a mill will be built at Virginia, near Camaguey, on the property of Mr. Frank Hall. This matter should be decided shortly.

DOS HERMANOS SUGAR ESTATE

According to press reports the trustees of the Dos Hermanos Sugar Estate, Cienfuegos, have sold the cane lands by public auction to J. Ferrer, sugar exporter of Cienfuegos. The price was \$472,703.75 for the estate and factory together with about 173 caballerias of land.

MOVING-PICTURE ENTERPRISE

It is reported that the director of a moving-picture enterprise in the United States has taken the necessary apparatus and 15,000 feet of blank film to Cuba, for the purpose of taking views of sugar-cane fields and sugar factories, to be shown in the United States.

REVISTA AZUCARERA

Escria especialmente para THE CUBA REVIEW por Willett & Gray de Nueva York

Desde que se publicó nuestra última reseña, con fecha 30 de junio de 1919, el número de centrales ocupadas en la mollienda en Cuba se ha reducido a doce. Los 183 centrales que han terminado su zafra hasta la fecha produjeron 24,063,899 sacos de azúcar (3,471,076 toneladas), contra el cálculo de enero de los Sres. Gimna-Mejer de 24,116,000 sacos. El total de las exportaciones de la zafra de 1918-19 hasta el 30 de junio es como sigue: a puertos del Atlántico en los Estados Unidos, 1,371,074 toneladas; a Nueva Orleans, 226,075 toneladas; a Galveston, 27,592 toneladas; a Savannah, 47,197 toneladas; a otras partes de los Estados Unidos, 4,222 toneladas; a Europa, 433,352 toneladas, y al Canadá, 12,151 toneladas, una exportación total de 2,122,663 toneladas.

Respecto a la producción de caña de la Luisiana, nuestro corresponsal de Nueva Orleans nos comunica que recientemente el tiempo ha estado caluroso y seco, facilitando considerablemente el trabajo en los campos. Sin embargo, la primavera tan húmeda así como al principio del verano se ha dejado sentir en la caña creciente, y la rendición de azúcar este año escasamente llegará a una producción normal, aunque es probable que habrá algún aumento del cálculo de 140,000 toneladas, a causa del tiempo más favorable recientemente.

Desde nuestra última reseña hemos hecho nuestro cálculo de la producción del azúcar de remolacha del país en 800,000 toneladas para la estación de 1919-20. Aunque este cálculo era muy moderado, basado en la extensión de terreno plantado de caña este año, es ahora evidente que ese será el máximo de las cifras obtenibles, la pérdida este año siendo mayor de lo acostumbrado a causa de condiciones desfavorables en lo que se refiere al tiempo, al pulgón, etc. De la cosecha de 1918-19, 604,515 toneladas de azúcar fueron distribuidas hasta el 30 de junio, de la cosecha total de 674,892 toneladas. La siguiente tabla da en detalle la distribución en sacos hasta esa fecha:

DE FABRICAS EN

Al estado de	Oregon		Montana		Iowa		Totales
	Washington	Verada	Michigan	Wyoming	Wisconsin	Minnesota	
	Utah	Idaho	Ohio	Colorado	Illinois	Nebraska	
Arizona	97,279	.....	.....	.....	.....	.....	97,279
Arkansas	96,526	23,475	.....	9,840	.....	.....	129,841
California	941,996	.....	.....	.....	.....	.....	941,996
Colorado	.....	.....	.....	390,483	.....	.....	390,483
Idaho	500	112,787	.....	.....	.....	.....	113,287
Illinois	494,810	719,106	377	1,260,070	103,544	.....	2,577,907
Indiana	1,090	21,600	373,154	77,930	.....	.....	473,774
Iowa	47,680	213,891	.....	341,170	116,617	.....	719,898
Kansas	4,600	44,533	.....	287,306	.....	.....	336,439
Kentucky	.....	.....	154,527	600	.....	.....	155,127
Michigan	870	5,600	1,073,093	10,060	39,101	.....	1,128,724
Minnesota	53,270	404,811	.....	313,199	226,489	.....	997,769
Missouri	58,561	226,122	.....	713,412	.....	.....	998,095
Montana	.....	35,985	.....	159,611	.....	.....	195,596
Nebraska	13,400	41,162	.....	371,241	.....	.....	425,803
Nevada	1,217	.....	.....	.....	.....	.....	1,217
New Mexico	55,210	.....	.....	12,960	.....	.....	68,170
New York	.....	.....	105,378	.....	.....	.....	105,378
North Dakota	5,250	17,745	.....	142,290	.....	.....	165,285
Ohio	.....	.....	1,137,290	.....	.....	.....	1,137,290
Oklahoma	44,520	122,415	.....	136,172	.....	.....	313,107
Oregon	10,235	4,650	.....	.....	.....	.....	14,885

Pennsylvania .. .. .	.....	208,137	.....	.....	280,137
South Dakota .. . 660	34,020	.....	106,005	.....	140,685
Tennessee .. . . .	.....	1,193	.....	.....	1,193
Texas 58,330	149,020	.....	281,895	.....	489,245
Utah	208,323	.....	.....	.....	208,323
Virginia .. . . . . .	.....	20,164	.....	.....	20,164
Washington .. . 15,040	63,783	.....	.....	.....	78,823
West Virginia .. . . .	.....	114,847	.....	.....	114,847
Wisconsin 23,820	117,800	.....	264,172	255,356	661,148
Wyoming	9,100	.....	50,020	.....	59,120
Alaska 120	.....	.....	.....	.....	120
Totales 2,024,984	2,585,928	3,260,160	4,928,976	741,107	13,541,155
Chicago, Ill., July 17, 1919.				Toneladas.....	604,515

De origen canadiense damos aquí los resultados de la industria del azúcar por el año económico que terminó el 31 de marzo de 1919. El total de las importaciones de azúcar ascendió a 320,974 toneladas contra 342,799 toneladas el previo año. A pesar de la disminución de importaciones en 1918, el consumo de azúcar en el Canadá durante el año pasado muestra un aumento de 17% sobre el de 1918, ascendiendo a 342,358 toneladas, contra 292,855 toneladas, la diferencia aparente en las cifras siendo atribuida a las grandes exportaciones en 1918 comparado con verdaderamente nada en 1919. 61,164 toneladas contra solamente 916 toneladas.

Los últimos avisos que hemos recibido de las Islas Filipinas son al efecto de que la siembra de Iloilo está ahora toda cosechada y que no ha pasado de 85,000 toneladas, así es que el cálculo para todas las Islas es por consiguiente reducido por nosotros a un total de 150,000 toneladas. Las exportaciones durante el mes de junio ascendieron a 22,000 toneladas para el lejano Oriente y 1,000 toneladas a San Francisco de California.

Hemos recibido de Java un aviso por cable manifestando que la cosecha de 1919-20 no está llegando a lo que se esperaba, y probablemente producirá algo menos del cálculo que hicimos de 1,300,000 toneladas. Las cotizaciones por los azúcares blancos han subido rápidamente, debido a la grande demanda, y al cambio normal equivalen ahora a 11.50c la libra l. a. b. Java.

Los inconvenientes de la huelga que está paralizando los buques portadores de azúcar en los puertos de los Estados Unidos continúa intercaptando la entrega de azúcares crudos. Ya se han arreglado satisfactoriamente algunas de las dificultades, y se están considerando ahora las quejas de los maquinistas, con la esperanza de llegar pronto a un arreglo. La Junta Distribuidora ha dado instrucciones a nuestros refinadores para que no vendan ningún azúcar para la exportación hasta que reciban aviso, con objeto de ventilar la cuestión del azúcar en el país, que continúa aún muy perturbada. Los refinadores no aceptan nuevos pedidos, y aún no pueden dar abasto a sus antiguos pedidos. En muchos mercados del país se deja sentir mucho la escasez de azúcar, y los que tienen la suerte de tener azúcar la están vendiendo a los menos afortunados a precios muy altos. Las cotizaciones de los refinadores siguen sin cambio y bastante nominales, bajo la base de 9c y bajo condiciones regulares.

Nueva York, julio 28 de 1919.

SALE OF ARROYO PRIETO ESTATE

The purchase by the Punta Alegre Sugar Company from Sr. José María Espinosa of the Arroyo Prieto estate of 820 caballerías (about 27,300 acres), situated between Caibarién and Morón, has been reported. Three hundred caballerías of this are under rental contract for twenty years, but the rest comes under the control of the purchaser immediately.

NEW CROP PRICE FOR FRENCH SUGAR

The Ministry of Agriculture of France has announced to sugar manufacturers its proposed arrangements for the purchase of the 1919-20 crop, according to the *Journal des Fabricants de Sucre*. The basic price proposed is 99 francs per quintal (8.685 cents per pound) for white sugar number three.

Cable "Turnure"

FOUNDED IN 1832

NEW YORK—64 Wall Street

LAWRENCE TURNURE & CO.

Deposits and Accounts Current. Deposits of Securities, we taking charge of Collection and Remittance of Dividends and Interest. Purchase and Sale of Public and Industrial Securities. Purchase and Sale of Letters of Exchange. Collection of Drafts, Coupons, etc., for account of others. Drafts, Payments by Cable and Letters of Credit on Havana and other cities of Cuba; also on England, France, Spain, Mexico, Puerto Rico, Santo Domingo and Central and South America.

CORRESPONDENTS :

HAVANA : N. Gelats & Co. PARIS : Heine & Co.
 PUERTO RICO : Banco Commercial de Puerto Rico
 LONDON : The London Joint City & Midland Bank Ltd.
 SPAIN : { Banco Urquijo, Madrid
 { Banco de Barcelona, Barcelona
 { Banco Hispano Americano and Agencies

EIMER & AMEND

FILTER PAPER

An American-Made Filter Paper of excellent quality, free from sizing or starch products. Our mill in New England is devoting its entire attention to the manufacture of Filter Paper, and we are, therefore, in a position to handle orders in any quantity. All sizes from circles of 3" to 20" square sheets.

WRITE TO-DAY FOR DATA

EIMER & AMEND, 3d Ave., 18th to 19th Sts. NEW YORK CITY

PITTSBURGH OFFICE: 2011 Jenkins Arcade

Map of Cuba

THE CUBA REVIEW has ready for delivery a Map of the Island of Cuba, showing the location of all the active sugar plantations in Cuba and giving other data concerning the sugar industry of Cuba. Size 29¾ x 24. Price \$1.00 postpaid.

THE CUBA REVIEW

82 Beaver St., New York



**IRON PIPE
VALVES**

**BOILER TUBES
FITTINGS**

GENERAL OFFICES: 452-4 Water Street, NEW YORK CITY

Warehouses and Shops: 437-446 Water Street

Established 1876

N. GELATS & COMPANY

Bankers

Transact a General Banking Business.
Correspondents at all the principal places of the world

SAFE DEPOSIT VAULTS

**Office: Aguiar 108
HAVANA**

**A Weekly Publication of
International Interest**

It covers every field and phase of the industry
WRITE FOR SAMPLE COPY

Subscription - \$3.00 Per Year

Facts About Sugar

82 Wall Street, New York

JAMES S. CONNELL & SON

Sugar Brokers

ESTABLISHED 1836. AT 105 WALL ST.

Cable Address, "Tide, New York"

BANK OF CUBA IN NEW YORK

34 Wall St., New York

Associate Bank of National Bank of Cuba

General banking business transacted with special facilities for handling Cuban items through the National Bank of Cuba and its 65 branches. We are especially interested in discounting Cuban acceptances.

Current Interest Rates Paid on Deposit Accounts subject to check.

Loans, Discounts, Collections and Letters of Credit will receive our best attention.

W. A. MERCHANT - - - - President
J. T. MONAHAN - - - - Vice-President
CHAS. F. PLARRE - - - - Cashier
L. G. JONES - - - - Asst. Cashier
J. W. ALBAUGH - - - - Asst. Cashier

Se habla Español

WHEN SHIPPING

Consign your goods to care of

**THOS. MEADOWS & CO.
NEW YORK**

Freight Contractors & Custom House Brokers

IN BUSINESS SINCE 1842

Thro Bs L Issued to All Parts of the World

HOME INDUSTRY IRON WORKS**ENGINES, BOILERS AND MACHINERY**

Manufacturing and Repairing of all kinds. Architectural Iron and Brass Castings.
Light and Heavy Forgings. All kinds of Machinery Supplies.

A. KLING, Prop.
JAS. S. BOGUE, Supt

MOBILE, ALA.

**STEAMSHIP WORK
A SPECIALTY**

Telephone, 33 Hamilton.

Night Call, 411 Hamilton.

Cable Address: "Abiworks" New York.

ATLANTIC BASIN IRON WORKS**Engineers, Boiler Makers & Manufacturers.****Steamship Repairs in all Branches.**

Heavy Forgings, Iron and Brass Castings, Copper Specialties, Diesel Motor Repairs, Cold Storage
Installation, Oil Fuel Installation, Carpenter and Joiner Work

18-20 Summit Street—11-27 Imlay Street**Near Hamilton Ferry****BROOKLYN, N. Y.****Agents for "Kinghorn" Multiplex Valve****PURCHASE OF SUGAR BY AUSTRALIAN
GOVERNMENT**

"The Australian Commonwealth Government," says Consul General J. I. Britain, Sydney, "has purchased 40,000 tons of sugar to make good the Australian production shortage of last season.

"The estimated consumption of sugar in Australia for the year ended June 30, 1919, is 295,000 tons. The sugar on hand is 53,000 tons, the Queensland production being 190,000 tons, New South Wales 12,000 tons, making a total of 255,000 tons.

"Last year the supplies of sugar were made available for army contracts at \$126.36 per ton, but the manufacturers of jam had to pay \$141.74 per ton."

REMOVAL OF FRENCH IMPORT RESTRICTION ON SUGAR

Commercial Attaché C. D. Snow has cabled from Paris that a decree of June 6, 1919, permits the importation of raw and refined sugar, beginning June 10. The Government will continue rationing the sugar stock now on hand.

Since March, 1916, raw, refined, or powdered sugar has been imported only by the French Government. By a decree of April 14, 1919, the importation of raw sugar for refining or further manufacture into confectionery, etc., has been permitted under special guaranty that the goods would be re-exported.

**HOLLAND REMOVES RESTRICTIONS ON
BEET SOWINGS**

The Government of Holland last year limited the area which could be sown in sugar beets to 80 per cent. of the average of 1913, 1914 and 1915. This amounted to 120,000 acres maximum. This restriction has now been removed and liberty to cultivate beets at pleasure has been restored.

LOUISIANA SUGAR CROP

The Louisiana cane crop deteriorated 9.1 points in June and the yield of sugar for the coming season, it is estimated, will be about 100,000 short tons less than last year, according to a report of John S. Demee, Louisiana field agent for the Government bureau of crop estimates. The condition of the cane crop July 1 was fixed at 62.9.

AMERICAN BEET SUGAR COMPANY

The operations of the American Beet Sugar Company during the year which ended March 31, 1919, resulted in the production of 918,562 bags of sugar (45,928 tons), as compared with 1,686,544 bags in 1917-18, according to the report of the Board of Directors. The company's net earnings for the year were \$1,200,739, and the surplus on March 31 was \$710,129, as compared with \$1,642,384 on April 1, 1918. Sugar on hand March 31st amounted to 410,039 bags, or 44 per cent. of the total production.

THE
Trust Company of Cuba

HAVANA

CAPITAL - - - - \$600.000

SURPLUS - - - - \$600.000

TRANSACTS A

**GENERAL TRUST AND
BANKING BUSINESS**

Examines Titles, Collects Rents
Negotiates Loans on Mortgages

OFFICERS

Norman H. Davis, Chairman Board of Directors
Oswald A. Hornsby, President
Claudio G. Mendoza, Vice-President
George V. Le Pan, Vice-President
James M. Hopgood, Vice-President
Rogelio Carbajal, Secretary
Alberto Marquez, Assistant Treasurer
W. M. Whitner, Manager Insurance and Real Estate Depts.

The Royal Bank of Canada

Fundado en 1869

Capital Pagado - - - - \$15,000,000

Fondo de Reserva - - - - 15,000,000

Activo Total - - - - - 420,000,000

QUINIENTAS CINCUENTA SUCURSALES
VEINTE Y OCHO SUCURSALES EN CUBA
CINCO SUCURSALES EN LA HABANA

LONDRES: 2 Bank Buildings, Princes Street
NEW YORK: 68 William Street
BARCELONA: Plaza de Cataluña 6

Corresponsales en todas las Plazas Bancables del mundo. Se expiden CARTAS DE CREDITO para viajeros en DOLLARS, LIBRAS ESTERLINAS y PESETAS, valderas sin descuento alguno.

En el DEPARTAMENTO DE AHORROS se admiten depósitos a interés desde CINCO PESOS en adelante.

Sucursal Principal en la Habana : Obrapia 33

Administradores

R. DE AROZARENA F. W. BAIN

Supervisor de Sucursales

F. J. BEATTY

PRICE OF BELGIAN BEETS

The price of beets in Belgium for the coming campaign has been fixed at 60 francs per ton. This is the equivalent of \$10.50 per ton of 2,000 pounds based on pre-war exchange or \$8.72 per ton based on present rate of exchange.

Casa Turull

MERCHANTS—IMPORTERS—EXPORTERS

Now is the time to contract for your Fall requirements in chemicals.

It will be to your advantage to obtain our quotations.

Being sole distributors in Cuba for some of the largest producers and heavy dealers in Sugar Mill Supplies, we can quote lowest figures on materials of the highest standards, spot or future, f. o. b. New York or delivered any point in Cuba.

Everything in Chemical Products:

ACIDS—SODAS—SALTS

LUBRICANTS—FUEL OILS—GREASES

FORMALDEHYDE—BOILER COMPOUNDS

SUGAR BLEACH—FILTERING MATERIALS

PRESERVATIVES

DISINFECTANTS—INSECTICIDES

"ARKSAFE" Elastic Paper Sugar Bag Linings

Communicate with our nearest office
Representative will gladly call.

THOMAS F. TURULL & CO.

RAW MATERIALS FOR ALL INDUSTRIES

170 Broadway, New York

2 & 4 Muralla, Havana

Santiago Cienfuegos Camaguey Matanzas

Aparato Nuevo

para trasbordar y

Pesar Caña Neto

Sistema nueva patentada por
Horace F. Ruggles, 108 Wall St., N. Y.,
constructor de trasbordadores superiores

Funciona por motor, levantando, pesando, trasbordando y disparando la caña por un hombre y imprime billetes duplicadas del peso neto.

Pidanse informes del modelo "La Victoria."

CUBAN SUGAR IMPORTED BY FRANCE

The imports of Cuban raw sugar into France during 1916, 1917 and 1918 are shown in the following table in metric tons:

1916	1917	1918
Metric Tons	Metric Tons	Metric Tons
110,828	55,559	62,010

United Railways of Havana

CONDENSED TIME TABLE OF DAILY THROUGH TRAINS

No. 11 P M	No. 1 P M	No. 7 P M	No. 5 P M	No. 3 A M	No. 9 A M	Miles	HAVANA	No. 2 A M	No. 8 A M	No. 6 P M	No. 10 P M	No. 4 P M	No. 12 A M
10.31	10.01 AM	4.01	1.01	10.01	7.01		Lv...Central Station..Ar	6.50	9.40	3.31	6.30	7.25	6.30
....	12.17 4.05	6.40 8.40 PM	3.23 5.50	11.54 2.00	9.25 12.37 PM	58	Ar....Matanzas....Lv.	4.15	6.52	1.10	3.40	5.06	....
....	6.00	....	9.22	4.47	....	109	Ar....Cardenas....Lv.	12.05	5.00	10.00	1.20	....	....
....	....	....	....	....	....	179	Ar....Sagua.....Lv	10.45	....	6.45	....	....	....
...	9.45	....	....	8.35	....	230	Ar....Caibarien....Lv.	7.25	....	....	....	....	....
....	6.00	....	9.00	....	....	180	Ar....Santa Clara..Lv.	11.00	....	7.40	....	....	....
7.10 AM	....	....	....	7.10 PM	....	195	Ar...Cienfuegos...Lv.	....	....	....	....	....	....
....	9.55	....	....	....	....	241	Ar..Sancti Spiritus..Lv.	4.45	....	....	....	....	....
....	11.35 PM	....	2.55	....	....	276	Ar..Ciego de Avila..Lv.	3.45	....	12.40 AM	....	....	....
....	3.10 AM	....	6.10	....	....	310	Ar...Camaguey..Lv	12.15 AM	....	9.00 PM	....	....	....
....	....	....	2.10	....	....	570	Ar.....Antilla.....Lv.	....	....	10.40	....	....	....
....	3.45 AM	....	6.45 PM	....	....	538	Ar..Santiago de Cuba Lv.	12.01 AM	....	9.00 AM	....	....	....

Sleeping cars on trains 1, 2, 5, 6, 11 and 12.
*Via Carreño.

SLEEPING CAR RATES - UNITED RAILWAYS OF HAVANA

From HAVANA TO	Lower Berth	Upper Berth	Compartment	Drawing-Room
Cienfuegos.....	3.60	\$3.00	.....	\$10.00
Santa Clara.....	3.60	3.00	8.00	10.00
Camaguey.....	4.20	3.50	10.00	12.00
Antilla.....	6.00	5.00	14.00	18.00
Santiago de Cuba.....	6.00	5.00	14.00	18.00

ONE-WAY FIRST-CLASS FARES FROM HAVANA TO PRINCIPAL POINTS REACHED VIA

THE UNITED RAILWAYS OF HAVANA

	U. S. Cy		U. S. Cy.
Antilla.....	\$30.37	Isle of Pines.....	\$7.50
Batabano.....	1.99	Madruga.....	3.97
Bayamo.....	26.82	Manzanillo.....	28.59
Caibarien.....	13.84	Matanzas.....	4.16
Camaguey.....	20.14	Placetas.....	12.36
Cardenas.....	7.05	Remedios.....	13.53
Ciego de Avila.....	16.53	Sagua.....	10.05
Cienfuegos.....	11.33	San Antonio.....	.81
Colon.....	7.20	Sancti Spiritus.....	14.55
Guantanamo.....	33.26	Santa Clara.....	11.09
Holguin.....	27.56	Santiago de Cuba.....	31.35

Passengers holding full tickets are entitled to free transportation of baggage when the same weighs 110 pounds or less in first-class and 66 pounds or less in third-class.

“WEEK-END” TICKETS

FIRST- AND THIRD-CLASS

are on sale from Havana to all stations of the United Railways (except Rincon and such as are located at less than twenty kilometres from Havana) and vice versa, valid going on Saturdays and returning on any ordinary train the following Sunday or Monday at very low rates.

UNITED RAILWAYS OF HAVANA

FRANK ROBERTS, General Passenger Agent

PRADO, 118

HAVANA, CUBA

S. F. HADDAD
 DRUGGIST
PRESCRIPTION PHARMACY
 "PASSOL" SPECIALTIES
 89 BROAD ST., Cor. Stone. NEW YORK

Sobrinos de Bea y Ca S. en C.
 BANKERS AND COMMISSION MERCHANTS
 Importación directa de todas los
 centros manufactureros del mundo

Agents for the Munson Steamship Line, New York
 and Mobile; James E. Ward & Co., New York;
 Serra Steamship Company, Liverpool; Vapores
 Transatlánticos de A. Folch & Co., de Barcelona,
 España.

INDEPENDENCIA STREET 17/21
 MATANZAS, CUBA

JOHN W. McDONALD
Coal, Wood, Lumber and Timber
 OF EVERY DESCRIPTION
 112 Wall St., New York
 Near South Street
 Yard: 56-58 Beard Street. Erie Basin
 TELEPHONES:
 Office, 1905 John Yard, 316 Hamilton

THE SNARE AND TRIEST COMPANY
Contracting Engineers

STEEL AND MASONRY CONSTRUCTION
 Piers, Bridges, Railroads and Buildings

We are prepared to furnish Plans and Estimates
 on all classes of contracting work in Cuba.

New York Office: 8 West 40th Street
 Havana Office: Zulueta 36 D

P. RUIZ & BROS.
 Engravers- - Fine Stationery
 RUIZ BUILDING
 O'Reilly & Habana Sts. P. O. Box 608
 HAVANA, CUBA

John Munro & Son

**Steamship and
 Engineers' Supplies**

722 Third Ave., Brooklyn, N. Y.

Cable Address; Kunomale, New York
 Telephone, 3300 South

Telephone
 215 Hamilton

Box 186
 Maritime Exchange

YULE & MUNRO
SHIPWRIGHTS

CAULKERS, SPAR MAKERS,
 BOAT BUILDERS, ETC.

No. 9 Summit Street

Near Atlantic Dock BROOKLYN

DANIEL WEILL S. EN C.
COMERCIANTE EN GENERAL
 Especialidad en Ropa Hecha de Trabajo

Am in a position to push the sales of
 American high class products Would
 represent a first-class firm.

APARTADO 102 CAMAGUEY, CUBA

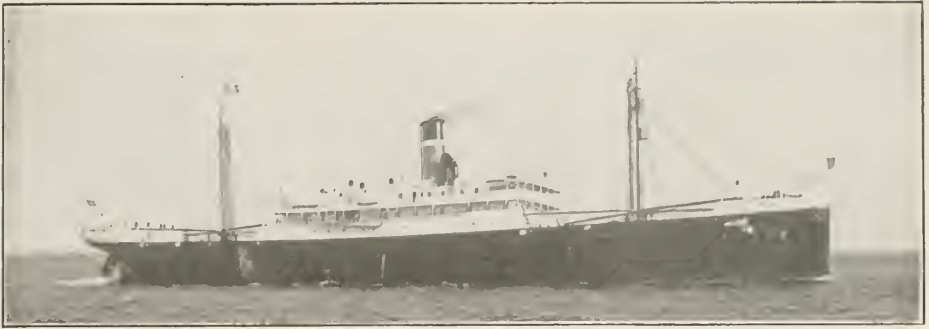
M. J. CABANA
COMMISSION MERCHANT

P. O. Box 3, Camaguey

Handles all kinds of merchandise either on a
 commission basis or under agency arrangements.
 Also furnishes all desired information about lands
 in eastern Cuba.

F. W. Hvoslef E. C. Day R. M. Michelson

BENNETT, HVOSLEF & CO.
Steamship Agents & Ship Brokers
 18 BROADWAY, NEW YORK
 Cable "Benvosco"



S.S. MUNAMAR

NEW YORK—Cuba Service

PASSENGER AND FREIGHT

	Leave New York	Arrive Antilla	Leave Antilla	Arrive New York
SS "MUNAMAR".....	Sept. 6	Sept. 10	Sept. 13	Sept. 17
SS "MUNAMAR".....	Sept. 20	Sept. 24	Sept. 27	Oct. 1

FREIGHT ONLY

Regular sailings for Matanzas, Cardenas, Sagua, Caibarien, Puerto Padre, Gibara, Manati, Banos and Nuevitas.

MOBILE—Cuba Service

AUGUST SCHEDULE

SS "LAKE DUANE"—Havana-Sagua	August 1
SS "TUSCAN"—Havana-Matanzas	" 8
SS "MUNISLA"—Havana-Cardenas.....	" 15
SS "CORSIANA"—Nuevitas-Antilla-Port au Prince	" 19
SS "LAKE DUANE"—Havana-Matanzas	" 22
SS "LAKE FONDULAC"—Caibarien-Santiago-Cienfuegos.....	" 26
SS "TUSCAN"—Havana-Sagua	" 29

MOBILE—South America Service

FREIGHT ONLY

SS "COWANSHANNOCK"—Buenos Aires-Montevideo	August 4
SS "MUNINDIES"—Buenos Aires-Montevideo.....	" 15
A STEAMER—Buenos Aires.....	Late August

NEW YORK—South America Service

FREIGHT ONLY

Frequent sailings for River Plate and Brazilian Ports.

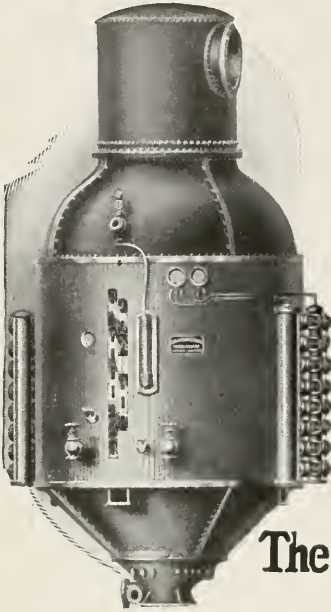
BALTIMORE—Havana Service

FREIGHT ONLY

A STEAMER.....	August 14
A STEAMER.....	" 28

The Line reserves the right to cancel or alter the sailing dates of its vessels or to change its ports of call without previous notice.

MUNSON STEAMSHIP LINE



The Krajewski Improved Coil Vacuum Pan

This pan has excellent circulation of the masecuit. Its sectional coils insure quick drainage; its large discharge opening, and its efficient separator on the vapor outlet,—are all features that appeal to the discriminating engineers and owners of sugar cane centrals.

Built in various sizes from 5 feet diameter up to 14 feet or more if required.

We also build vacuum pans with calandrias and coils and triple and quadruple effects ranging in size from 1,500 square feet to 26,000 square feet of heating surface.

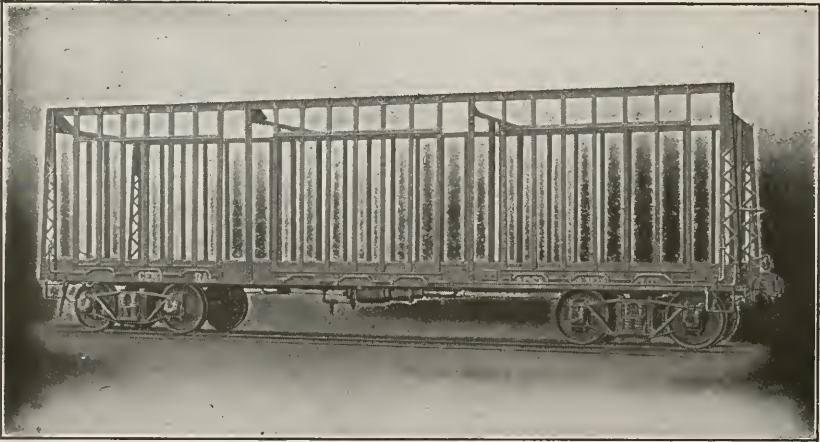
Prompt and courteous response to inquiries will be made by our engineers.

The United States and Cuban Allied Works Engineering Corporation

OWNING AND OPERATING.
Krajewski-Pesant Corporation
Bradford Works Havana Dry Dock Co.
Blaisdell Machinery Co. Havana Iron Works
WORKS: BRADFORD, PA. — AND — HAVANA, CUBA
NEW YORK OFFICES: 50 BROAD STREET
CABLES: "IDOLWAX" NEW YORK and HAVANA

PLANTATION CARS OF ALL KINDS

ALSO THE PARTS FOR SAME



El grabado enseña uno de nuestros carros, todo de acero, para caña.

Tenemos otros tipos de capacidades varias y hemos fabricado un gran numero de carros para caña para uso en Cuba, Puerto-Rico. América-Central y México, que tienen jaulas de acero ó de madera y conruidas para los distintos tipos de carga y descarga de la caña.

AMERICAN CAR & FOUNDRY EXPORT CO., NEW YORK, E. U. A.

Dirección telegráfica: NALLIM, New York.

Producción anual de más de 100,000 carros.

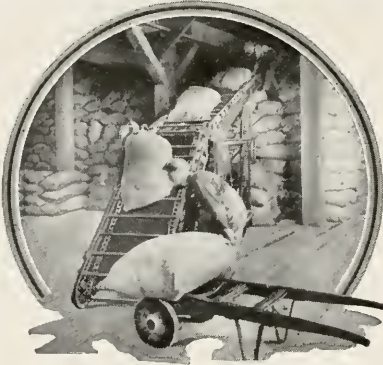
Representante para Cuba: OSCAR B. CINTAS, Oficios 29-31, Havana.

THE CVBA REVIEW



00 A Year **SEPTEMBER 1919** 10 Cents A Copy

Published by the Munson Steamship Line 82-92 Beaver Street, New York City.



Cut Handling Costs

You can speed up the handling of bagged sugar, etc., with less help and with a minimum of expense by employing

LINK-BELT Portable Bag Pilers

They enable one man to do the work usually accomplished by an entire crew, and permit high and proper piling. Their low first cost and great money saving value make their purchase a most profitable investment. Let us send you further details.

LINK-BELT COMPANY

299 BROADWAY

NEW YORK CITY

JAMES M. MOTLEY

71 BEAVER STREET
NEW YORK

Gerente del Departamento de Ventas en el Extranjero de

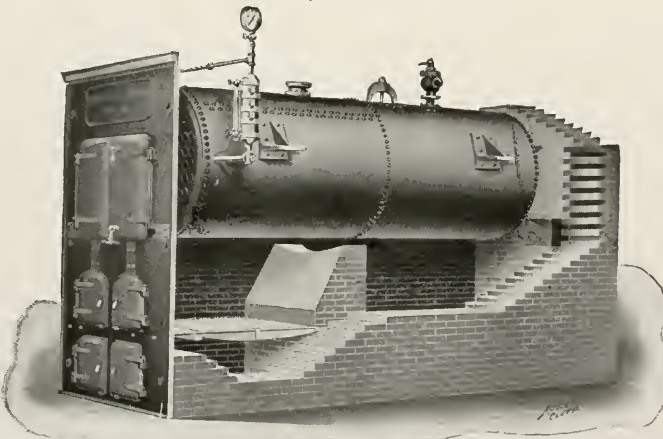
THE WEIR FROG COMPANY
GLOVER MACHINE WORKS
THE RAHN-LARMON CO.

STANDARD SAW MILL MACHINERY CO.

PENNSYLVANIA BOILER WORKS
DUNCAN, STEWART & CO. LTD.
STANDARD WATER SYSTEMS CO.

Los productos de estas Fábricas

Locomotoras Livianas
Carros: Para Caña
Para Carga
Carriles y accesorios
Via Portátil
Ranas y Chuchos
Puentes de Acero
Edificios de Acero
Maquinas de Izar
Aserraderos
Calderas
Máquinas de Vapor
Máquinas de Gasolina
Bombas
Tanques
Tornos
Prensas para Ruedas
Acepilladoras para Metales
Ejes, Poleas y Accesorios
Máquinaria Frigorifica
Trapiches, Desmenuzadoras y toda clase de Máquinaria para Ingenios de Azúcar
Calentadores de Agua para Calderas
Alambiques para Agua
Evaporadores de Serpentes



A solicitud se remiten catálogos y presupuestos.
Dirección cablegrafica: **JAMOTLEY, New York** (Se usan todas las claves).

RAMAPO

Carros de Ingenios

Para todos usos y de todos tamaños, de los para caña con cuarto ruedas y capacidad de 1½ toneladas á los con juegos dobles de ruedas y capacidad de 30 toneladas.

Hacemos una especialidad de juegos de herrajes, incluyendo los juegos de ruedas, completamente armados, con todas las piezas de metal, y planos completos para construir los carros á su destino de maderas del país.



A 802

RAMAPO IRON WORKS. 30 Church St., NEW YORK, N. Y. CABLE ADDRESS RAMALIAM

HOLBROOK TOWING LINE, Inc.

W. S. HOLBROOK, PRES.

Sea, Harbor and General Towing. Steamship Towing a Specialty

Boilers Tested for any Required Pressure

Phone Broad
4266-4267

15 WILLIAM ST., NEW YORK, U. S. A.

Night Phone
1105 Bay Ridge
1368 Richmond Hill

WILLETT & GRAY, Brokers and Agents

FOREIGN AND
DOMESTIC

SUGARS

RAW AND
REFINED

82 Wall Street, New York

Publishers of Daily and Weekly Statistical Sugar Trade Journal—the recognized authority of the trade.

TELEGRAPHIC MARKET ADVICES FURNISHED

POPULAR TROLLEY TRIPS

Via the HAVANA CENTRAL RAILROAD to

Guanajay

Trains every hour daily from CENTRAL STATION from 5 A. M. to 8 P. M. Last train 11.20 P. M.

Fare (Round Trip), \$1.40

Guines ----

Trains every hour daily from CENTRAL STATION from 5.50 A. M. to 7.50 P. M. Last train 11.10 P. M.

Fare (Round Trip), \$1.92

SUBURBAN SERVICE TO REGLA, GUANABACOA AND CASA BLANCA (CABAÑAS FORTRESS) FROM LUZ FERRY, HAVANA, TO

Regla (Ferry).....	\$0.05
Guanabacoa (Ferry and Electric Railway).....	.10
Casa Blanca and Cabañas Fortress (Ferry) .....	.05

Ferry Service to Regla and Car Service to Guanabacoa every 15 minutes, from 5 A. M. to 10.30 P. M., every 30 minutes thereafter up to 12 midnight, and hourly thence to 5 A.M. To Casa Blanca, every 30 minutes from 5.30 A.M. to 11 P.M.

Hay una Carretilla

Jackson

para
Todos Propósitos



Precio,
Calidad,
Servicio,
y Variedad

Escribase Solicitando Catalogo No. 10

Acaba de recibirse del impreso—Pídase una Carretilla Jackson

**THE JACKSON MANUFACTURING CO.
HARRISBURG, PA.**

Insist upon Walker's "LION" Packing



Avoid imitations, insist upon getting **WALKER'S METALLIC "LION" PACKING.** Look for "The Thin Red Line" which runs through all the Genuine and the "Lion" Brass Trade Mark Labels and Seals attached.

WRITE FOR
OUR DESCRIPTIVE CATALOGUE

JAMES WALKER & COMPANY, Ltd.

27 Thames Street

New York City

Western Railway of Havana

TRAIN SERVICE DAILY

P M	P M	P M	A M	A M	A M	Fare		Fare	A M	A M	P M	P M	P M	P M
6.15	2.55	1.45	10.15	6.55	5.45	1st cl.	Lv. Cen. Sta... Ar	3d cl.	7.20	11.09	12.01	3.20	7.09	8.00
8.24	4.24	3.55	12.24	8.24	7.55	\$2.65	Ar... Artemisa... Lv	\$1.40	5.15	9.40	9.45	1.15	5.40	5.45
.....	5.51	.....	.....	9.51	.....	5.19	Ar. Paso Real... Lv	2.54	.....	8.05	.....	.....	4.05	.....
.....	6.05	.....	.....	10.05	.....	5.62	Ar. Herradura... Lv	2.74	.....	7.48	.....	.....	3.48	.....
.....	6.56	.....	.....	10.56	7.30	6.71	Ar. Pinar del Rio... Lv	3.25	.....	6.55	.....	.....	2.55	6.00
.....	8.40	.....	.....	12.40	11.45	8.83	Ar... Gnane... Lv	4.22	.....	5.20	.....	.....	1.20	2.00
P M	P M	P M	P M	P M	A M				A M	A M	A M	P M	P M	P M

**IDEAL
TROLLEY
TRIPS**

Round Trip Fares From Havana To

Arroyo Naranjo.....24 cts. Rancho Boyeros.....38 cts.
 Calabazar.....26 cts. Santiago de las Vegas...50 cts.
 Rincon.....60 cts.

Leaving Central Station every half hour from 5.15 A. M. to 7.15 P. M.,
 and every hour thereafter to 11.15 P. M.

"WEEK-END" TICKETS

FIRST- AND THIRD-CLASS

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 and Monday, and are sold at very low rates.

THE CUBA REVIEW

"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. XVII

SEPTEMBER 1919

No. 10

Contents of This Number

Cover Page—Terry Theatre, Cienfuegos.
Frontispiece—New Hospital at Havana.

	Page
Cuban Commercial Matters:	
American Chamber of Commerce.....	22
British Exports of Cotton Manufactures.....	25
Cattle from Venezuela.....	22
Cuban Exports to U. S. for June.....	25
Development of Petroleum Resources in Cuba.....	23, 24
Erection of Fuel Oil Tanks.....	22
Imports and Exports.....	20
Manufacture of Medicines.....	22
Market for Jewelry.....	21
Market for Saddles in Eastern Cuba.....	24
Market for Toilet Preparations.....	21
Metal Office Furniture.....	25
Trade Through Port of Boston.....	20
Vehicular Traffic in Havana.....	21
Cuban Financial Matters:	
Branches of National Banks in Cuba.....	28
New Branch Banks in Cruces.....	28
Prevailing Prices for Cuban Securities.....	27
Cuban Government Matters:	
Bills Recently Passed by President Menocal.....	8
Boaz Walton Long.....	7
Customs Regulations.....	8
Display of Prices for Necessities.....	8
Gonzalo de Quesada.....	8
Palace of Justice.....	8
Señora Mariana Seva de Menocal.....	8
William E. Gonzales.....	7
Field Practice in Cuba, illustrated, by Sterling C. Lines.....	15, 16, 17, 18, 19, 20
Havana Correspondence.....	10, 11, 12, 13
Model of Entrance to National University, Havana. (Illustration).....	14
Model of General Maximo Gomez Monument, Havana. (Illustration).....	9
The Sugar Industry:	
America's First Sugar Mill.....	32
Bill Proposing Control of Next Cuban Sugar Crop.....	29
Co-operation Between Belgian Manufacturers.....	32
European Sugar Conditions.....	31
Japanese Sugar Industry.....	33
Market for American Machinery in Brazil.....	31
Mosaic Disease in Cuba.....	29
Settlement Between Mills and Colonos of Guantanamo.....	32
Sugar Control.....	30
Sugar in Persia.....	31
Sugar Refining in Great Britain.....	30
Sugar Shipments Through Port of Cienfuegos.....	34
Weight of Sugar Sacks.....	29
Sugar Review, English.....	33, 34
Sugar Review, Spanish.....	35, 36
Traffic Receipts of Cuban Railroads.....	26, 27



Partial View of Hospital now under construction—"General Calixto Garcia," Havana.

THE CUBA REVIEW

"ALL ABOUT CUBA"

Copyright, 1919, by the Munson Steamship Line

VOLUME XVII

SEPTEMBER, 1919

NUMBER 10

CUBAN GOVERNMENT MATTERS

BOAZ WALTON LONG

Boaz Walton Long, newly appointed U. S. Minister to Cuba, was born in Warsaw, Ind., September 27, 1876. He was educated in the public schools of Indiana, New Mexico, and Michigan, and at Wentworth Military Academy, Lexington, Mo., and St. Michael College, Santa Fe, New Mexico. From 1894 to 1898 he was with business concerns in various capacities: he was manager of a commission company in San Francisco, 1899-1900; proprietor of a commission company, with offices in San Francisco, Chicago, and Mexico City, 1900-1913. On May 14, 1913, Mr. Long was appointed Chief of the Division of Latin-American Affairs in the Department of State, Washington, D. C., and on July 29, 1914, he was appointed Envoy Extraordinary and Minister Plenipotentiary to Salvador.

WILLIAM E. GONZALES

At a mass meeting of the residents, American and Cuban, of the American colony of La Gloria, held August 5th, a resolution was passed expressing appreciation for the services of United States Minister William E. Gonzales, and congratulating him on his promotion to the position of Ambassador to Peru.



HON. BOAZ W. LONG,
Newly appointed Minister to Cuba from the
United States.

CUBAN GOVERNMENT MATTERS

GONZALO DE QUESADA

After a brief service in New York, attended by Major General Thomas H. Barry, commanding the Eastern Department, Rear Admiral Charles D. Sigsby and representatives of President Menocal of Cuba, the Cuban legation in Washington and in Havana, the remains of Hon. Gonzalo de Quesada were taken to Havana for burial in Colon Cemetery. Señor de Quesada was formerly a minister to the United States and at the time of his death in Germany was Cuba's minister to that country. In Havana full military honors due a Major-General were paid the Cuban diplomat and patriot, and the national flag of Cuba was at half-mast until the remains were lowered into the grave.

SEÑORA MARIANA SEVA DE MENOCAI

Señora Mariana Seva de Menocal, wife of President Menocal, accompanied by her son and daughter and several intimate friends, including the wife of Gen. Rafael Montalvo, President of the Conservative Party and candidate for the presidency, sailed from Cuba on September 5th for Paris, by way of New York.

DISPLAY OF PRICES FOR NECESSITIES

On August 2nd President Menocal issued a decree requiring all dealers, either wholesale or retail, to display the prices of their goods in a prominent place in their offices or stores. The list of prices will be effective from the 1st to the 15th of the month and from the 16th to the end of each month, and are renewable every fifteen days, with the modifications which may be necessary owing to fluctuations of the market.

The basis for the fixing of these prices will be the sworn declaration of the importer given to the Custom House, or the price fixed in the account, which must also be sworn to, if the articles are bought in Cuba.

The Department of Agriculture, Commerce and Labor will be responsible for compliance with the law.

BILLS RECENTLY SIGNED BY PRESIDENT MENOCAI

President Menocal has signed the following bills:

Concession of \$120,000 for a new school of pharmacy at the University of Havana.

Another of \$15,000 to endow a chair of vaccines and vaccination.

A concession of \$94,000 for the termination of the road between Santa Clara and Sagua la Grande and Sitio Nuevo.

A concession of \$200,000 for alterations and repairs to Las Animas Hospital, and \$25,000 to erect a monument to Dr. D. Finlay.

CUSTOMS REGULATIONS

Consul General Harris, Havana, calls attention to the following Cuban customs regulations that have recently been violated in a number of cases:

Merchandise brought to the island for purposes of sale is not permitted to be brought as baggage, and if so brought is liable to confiscation. Even though the merchandise is in a trunk or suitcase wholly apart from the clothing and other personal effects of the traveler himself it is a violation of the law to bring it in as baggage whether checked or not. Such merchandise should be sent by mail, express, or freight as the circumstances require. Samples above \$500 in value do not come within the law under which 75 per cent. of the duty paid may be refunded when the samples are removed from Cuba. Cuban consular invoices are required in cases where the value of the shipment to Cuba is \$5 or more.

PALACE OF JUSTICE

The Cuban Senate has passed a bill appropriating \$1,500,000 for the building of a Palace of Justice, either on lands belonging to the state or to be acquired for the purpose at a cost not to exceed \$300,000.



Model of Monument to be erected to the memory of General Maximo Gomez in Colon Park, Havana. The Monument will cost in the neighborhood of \$200,000. (Photograph furnished by courtesy of Signor Gamba, Italian sculptor, who was awarded first prize of \$25,000 in the world-wide competition for the model.)

HAVANA CORRESPONDENCE

August 25th, 1919.

CONGRESS: Early this month Congress passed, without any amendments, the new electoral law drafted under the supervision of General Crowder, Judge-Advocate of the U. S. Army, and it was at once signed by the President, thus becoming a law. Among other bills passed since our last letter was one granting amnesty for electoral crimes; also, the different strike leaders which had been detained since the last strike were freed.

Congress adjourned for the summer vacation on August 13th. One of the bills which was held over until the next session was a proposition to sell the present jail building, in which is also located the Supreme Court. It was hoped that the proceedings of this sale would be sufficient to build a new edifice for the Department of Justice and also house the Supreme Court and other departments connected with same, as well as provide for a new jail.

SO-CALLED "TOURISTS' LAW": What is called the "Ley del Turismo" or Tourists' Law recently passed by Congress and approved by the President allows gambling or betting by pari-mutuels or in any other way on games of chance, strength or skill in cities having a population of 25,000 or more. Applications for such concession should be made to the city council, which, if granted, shall pay taxes, part of the latter to be devoted to charitable purposes. Minors and all persons under 21 are prohibited from attending such places either as spectators or participants in the games. The buildings in which these enterprises are conducted must be property of the applicants and after a period of 20 years, during which the concession is effective, revert to the municipalities. These games cannot last for more than nine months of each year.

TOPOGRAPHICAL MAP OF CUBA: In a recent message to Congress President Menocal asked that an appropriation of funds be made for the purpose of making a topographical map of the Republic. He called attention to the great mineral wealth of Cuba, which is largely undeveloped, and mentioned that the United States would co-operate with Cuba in the preparation of this map.

NEW PRESIDENTIAL PALACE: The completion of the work in this building has been considerably delayed due to strikes and other causes, but we understand it is now the intention to formally dedicate it on October 10th, which is the next national holiday.

NATIONAL ASSOCIATION OF TOURIST TRAVEL IN CUBA: This is the translation of the name of the organization formed by interests in Havana called the "Asociación Nacional del Turismo en Cuba" and is the one referred to in our letter of last month as originating with the Havana Rotary Club. This association has addressed communications to the newspapers of Havana, explaining its object and purposes, which are to foster tourist travel in Cuba, using their efforts toward obtaining the construction of a highway extending from Pinar del Rio in the west to Santiago de Cuba in the east; also stimulating the establishment of a system of hotels throughout Cuba to furnish accommodation to tourists, as well as providing the latter with general information regarding the country, its natural resources, means of transportation, its industries and commerce, etc. This communication further states that the wealth that would accrue to Cuba from tourist travel, if proper effort is made to encourage same, would only be excelled by one of the Island's resources, namely, sugar; further that the association does not propose to undertake the establishment of any business or engage in money-making enterprises of any kind.

Mention is also made that all communications to this association should be addressed to Mr. Elgin F. Curry, Director, Asociación Nacional del Turismo en Cuba, P. O. Box 1225, Havana, Cuba.

NEW AMERICAN MINISTER: Havana is awaiting the arrival of Boaz W. Long, who succeeds Wm. E. Gonzales as American Minister to Cuba, the appointment of the latter having been confirmed as first U. S. Ambassador to Peru. Reference to this change was made in our last communication.

NEW POLICE STATION: The Third Police Station, which is now located opposite the new presidential palace, will soon be moved to a new building being erected for them at Zulueta and Dragones Streets. The old building, as well as the city morgue nearby, will be torn down to make way for a park in connection with plans for beautifying the surroundings of the new palace.

PRICE REGULATIONS: In an endeavor to reduce the high cost of living, on August 1st President Menocal issued a decree to the effect that all merchants, either wholesale or retail, selling the following articles, would be required to place in their stores a list showing the prices at which same would be sold for the following 15 days:

"Oil, garlic, onions, alcohol, rice, brooms, sugar (refined or granulated), codfish, coffee, charcoal, all kinds of beans, garbanzos, gasoline, washing soap, flour and corn-flour, eggs, milk from the cow, evaporated or condensed, lard, ham, Lima beans, bread, potatoes, fish, petroleum, salt jerked beef, fresh meat, salted meats, bacon and all kinds of vegetables, as well as clothes and gowns containing cotton for ladies, gentlemen and children; drugs and patent medicines, and shoes."

The decree states the basis for fixing these prices will be the sworn declaration of the importers to the Custom House of the cost of the goods to them plus the freight, on which amount they will be allowed a profit up to 10% and the retailer 15% over the latter price.

Cuban manufacturers or producers, with the exception of sugar, the price of which is already regulated, will be authorized to make a maximum profit of 10% over the cost of production. These lists of prices shall apply from the 1st to the 15th of the month and from the 16th to the end of the month. The exportation of articles embodied in these lists, with the exception of sugar, vegetables and alcohol, is prohibited. The Department of Agriculture, Commerce and Labor will be responsible for the carrying out of this decree.

Since then the Secretary of Agriculture has been visited by many delegations of merchants in an endeavor to secure exceptions to the decree, but he appears to be standing firm, and effective August 18th, all dealers are putting up the required lists of prices and Government inspectors are making the rounds to see that they comply with the law in this respect.

NEW HOTELS: In our last letter we referred to the great need of additional hotel accommodations here and mentioned that the subject was being given consideration by representatives of hotel interests in the North.

The first definite step in this direction is an announcement made in the daily papers a few days ago that the well-known real estate firm of Mendoza & Co. has now under way in their suburb called Barreto, located a short distance from the Playa de Marlanao, a three-story hotel to cost in the neighborhood of \$500,000, which they hope to have ready by the first of December to enable them to take advantage of the coming tourist season.

It is also stated that the "Compañía Nacional de Seguros, La Cubana," owners of the former Hotel Sevilla, which is at present used as an office building, have given an option on this property to American hotel interests.

New York papers mention that the Bowman-Woods circuit of hotels, controlling several of the principal hotels in that city, are also arranging to put up a large hotel in Havana.

HAVANA VEHICLES: Figures recently published by the City of Havana give the following data regarding the number of vehicles operated here:

AUTOMOBILES	
Private	1,932
Professional	206
To rent	3,007
Trucks up to 2 tons	909
Trucks over 2 tons	434
Autobuses	33
Motorcycles	81
Automobiles free from taxes	220

(This includes machines pertaining to the national and city governments, various diplomatic corps, etc.).

OTHER VEHICLES	
Private coaches	318
Private coaches (free of taxes)	18
Livery coaches	160
"Park coaches"	144
Public coaches	60
Omnibuses	40
Hand carts	1,471

It will be noted that the number of the public coaches, of which there were literally hundreds in former times, has now dwindled down to only 60, this being due mainly to the competition of the large number of Ford cars, which operate on a 20-cent fare basis, forcing the coaches to reduce their fares from 20 cents to 10 cents, which latter figure is practically unremunerative.

THE ANGLO-SAXON REALTY CO.: An organization bearing this name has been formed for the purpose of establishing a hospital for the English-speaking residents of Havana, by which this company shall acquire a site and then erect the necessary buildings for the hospital and afterwards take charge of the administration of same. The officers of this company are as follows: President, J. Z. Horter; Vice-President, Dr. D. T. Laine; Secretary and Treasurer, W. M. Whitner. The estimated cost of this hospital will be \$350,000, which it is proposed to raise by issuing a series of mortgage bonds.

BANCO MERCANTIL AMERICANO DE CUBA: This institution, which is backed by powerful banking interests in the United States and opened for business in temporary quarters at Amargura 27, Havana, January 1st, now announces that on September 1st they will move to their permanent location in the new Barraque Building, corner of Cuba and Amargura Streets, the ground floor of which has been especially fitted up for this purpose.

ANNUAL BOAT RACES: It has been the custom to hold the annual rowing races of the different Havana clubs at a bathing beach known as Varadero, near Cardenas, some ninety miles east of Havana.

The event this year was held on August 24th. The winners were the crew of the "Asociación de Dependientes," the second place falling to the Varadero crew and the third place to the Vedado Tennis Club, the remaining contestants, the Havana Yacht Club and the Cuba Athletic Club, finishing in the order named.

OIL WELLS: There have been no new developments in this connection, although work is still being carried on by various of the companies and a very small amount of oil is being produced by some of them.

LOCAL IMPROVEMENTS: Work continues without any apparent let-up in the development of new subdivisions around Havana, while the extension of the present Gulf Avenue is steadily proceeding and will shortly reach the Almendares River, its

western terminus, where a new bridge over that stream is being built to form a new means of communication with the suburban district lying beyond the Almendares River.

The work of paving and asphaltting 23rd Street in Vedado is nearing completion, and this street when connected with Gulf Avenue will form one of the principal arteries of travel between Havana and the suburbs lying to the westward of Vedado, and in fact will be the means of greatly reducing the time between Havana and these districts as the distance is considerably shorter than by the present route via what is known as the "Calzada" in Vedado.

AMERICAN CHAMBER OF COMMERCE: This association, which was in progress of organization at the time of writing our last review, has since been completed, the officers being as follows: President, Frank Steinhart; 1st Vice-President, John Z. Horter; 2nd Vice-President, L. A. Huston; Secretary, W. M. Whitner; Assistant Secretary, Osgood Smith, and Treasurer, Wm. P. Field. This association has its headquarters in the Horter Building, the Secretary's office being Room 335, Horter Building, Obispo 7, Havana.

The membership is divided into three classes, active, associate and non-resident. Active membership is confined to any reputable American citizen, firm or corporation interested in business in the Republic of Cuba; or any reputable firm or co-partnership established in Cuba and inscribed in the Mercantile Register of the Republic of Cuba over fifty per cent. of whose members are American citizens or over fifty per cent. of whose capital is owned by American citizens; or any company, corporation or sociedad anonima duly incorporated and existing under the laws of Cuba and inscribed in the Mercantile Register of the Republic of Cuba, and of good repute, and over fifty per cent. of whose directors and officers are American citizens or over fifty per cent. of whose capital is owned by American citizens.

Associate members are composed of any reputable non-American firm, corporation or individual established in Cuba and inscribed in the Mercantile Register of the Republic of Cuba, and in good standing and which firm, corporation or individual acts as the accredited representative of an American business institution, or any non-American individual representing in Cuba any American business house; or any non-American individual, firm or corporation importing from or exporting to the United States.

Non-resident members consist of any reputable American citizen, firm or corporation interested in business in the Republic of Cuba that has no branch office or no representative in Cuba.

The initiation fee for active and associate members is \$200 and for non-resident members \$100, while the dues for the first two classes are \$50 per quarter and for the non-resident members \$50 per year.

BOOK ON PAN AMERICAN COMMERCE

A report of the Second Pan American Commercial Conference, held in the building of the Pan American Union, Washington, D. C., from June 2nd to 6th, 1919, has been published in book form. The book is entitled *Pan American Commerce, Past-Present-Future*, and was prepared by John Barrett, Director-General of the Pan American Union. It is a summarized report based on the stenographic record of the proceedings, addresses, papers and discussions, together with additional data,

lists of those in attendance or represented, charts, illustrations, etc.

The book contains more up-to-date information on Pan American commerce than any other single volume yet published. It is a symposium of both average and expert opinion. It covers in some measure nearly every phase of Pan American commercial, financial and economic conditions which must be considered and faced after the world war, and it reviews the past and discusses the present.



Model of the entrance to the National University, under construction, Havana.



Tracklayer "Best" hauling 10-bottom plow, preparing soil for planting sugar cane.
(Courtesy of Havana Fruit Co.)

FIELD PRACTICE IN CUBA

By Sterling C. Lines.

The problem of sugar production in Cuba up to this time has centered largely in the manufacture of sugar, with cane production assumed as a natural expectation. Consideration has been centered on factory operation, with only sufficient attention to the field to insure a more or less adequate cane supply at a comparatively low cost. Loose methods prevail on the agricultural side of the industry that would not for a moment be permitted in the mill.

NOT THE FAULT OF THE COLONO

Criticism of agricultural methods generally followed in Cuba is not necessarily a reflection on the colono. He follows the practices in which he has been brought up and in few instances is the opportunity afforded him of obtaining practical information on improved field practice. In the present stage of development of the industry the colono is an important economic unit. While it is probable that in the future there will be an increasing production of administration cane, yet the colono will continue to be necessary to large production. His co-operation in cultivation and harvesting is well nigh indispensable. What is needed particularly is a closer working relationship between the company and the colono, with assistance and supervision by the former of some of the operations which it is difficult for the grower, unaided, to perform in the most efficient manner.

PREPARING THE SEED BED

The most important single operation in sugar production is the preparation of a good seed bed for planting. In Cuba, on old cane lands, this is difficult for the colono to perform. The soils are heavy—they frequently do not scour on the share—and plowing beyond a depth of perhaps six inches frequently requires more power than can be supplied by oxen. Good tractor operation in this work cannot be expected of the colono, at least not without preliminary training and instruction. It is a task that should become one of the operations of the company. Such a plan would not operate to the prejudice of labor in any way and would be welcomed by the colono once it was proved that it paid.

The colono today actually spends more per unit of area in an effort to make a good seed bed than such work would cost if properly done by tractors and suitable tools, let alone that the tractor work would be much better done. Under this plan much land of short haul that now produces but 35,000 arrobas to the caballeria (under 13 tons to the acre) may be made to produce 50,000 arrobas or more, with a



"Fordson" tractor working in cane field, Ingenio Rosario.
(Courtesy of Mr. Martial Facio, Havana.)

much heavier tonnage of plant cane. One large company today hauls seven per cent. cane forty kilometers, while this tonnage could be secured within a radius of six kilometers of the mill, at a five per cent. cost, if these older lands were properly utilized.

The outfit for such work should comprise a large tractor, a mouldboard gang of four sixteen-inch bottoms or six bottoms of fourteen inches, a disc harrow of the rigid style, a tooth cultivator and a timber drag, size about fourteen by thirteen feet. The soil should be worked down as soon as possible after a heavy rain has fallen, using the harrow followed by the cultivator and drag, and finally the seed furrow should be opened and the planting done at a period of good moisture content. Fieldmen should be taught the use of litmus in the test for soil acidity, and where the soil tested sweet or only slightly acid to an increasing depth the plowing should be proportionately deeper.



"Mogul" tractor 8 H. P. hauling two-disc plow.
(Courtesy of J. Z. Horter Co., Havana.)



"Twin-City" 40 H. P. tractor hauling eight plows.
(Courtesy of J. Z. Horter Co., Havana.)

GRADUAL DEEPENING BEST

There are other controlling factors in work of this kind, such as the treatment of shallow soils with heavy clayey substratum, and the rapidity with which some of the Cuban soils may be worked to greater depth in safety. Probably it will be found desirable to increase the depth of the seed bed gradually in order to maintain at all times a good degree of soil fertility.

Light seeding is characteristic of Cuba. Usually the colono plants on the basis of 10 arrobas per cordel or roughly at the rate of one ton to the acre. Furrows are placed about six feet apart and the seed stalks, usually carrying three eyes each, are planted from three to four feet apart in the row. It is not always true that light seeding results in light production, but we are sure that heavy crops cannot be expected if seeding is inadequate. Hence we find the older cane lands, which have been cropped many years, producing first and second stubble crops of but a few tons per acre. I doubt if the average for these lands would much exceed twelve tons. The reason for this condition may be because of a soil and climatic condition peculiar to Cuba, but I doubt it. Of course, the canes to which the Crystallina variety belongs are naturally poor stubble producers. However, all indications point to the possibility of much heavier yields of this variety if better farming were done.

The colono concedes that heavier seeding, say two tons to the acre, produces heavier plant crops but finds that succeeding cuttings are less than under the present system. There may be a special reason for the colono's conclusion, but it does not appear under cursory investigation. The heavy Cuban soils of good humus content, assuming that there is fair drainage, give every indication of greater production than is secured at this time.

SEMI-ARIDITY A HANDICAP

The semi-aridity of much land now farmed to cane is a serious handicap to low cost production. Yields are high in seasons of heavy rainfall, a result naturally to be expected. These soils are usually sweet to a good depth and permit of an extensive root development but the deficiency in humus is a serious handicap. There is but little moisture retention and the plant suffers from drouth on every occasion. It is my impression that the soils of good humus content, based as they are on a lime foundation and assuming that they are of good workable depth, are capable of much greater cane production, an increase over present yields of from 50 to 75 per cent. I refer to the older sections where the problem presses more acutely for solution.

The colono supplies the cane under contract; the operating company manufactures the sugar. So far as the practice by the companies is concerned it has been one largely of manufacture. The management makes the best terms possible in treating with the colonos to secure cane and, for all practical purposes, lets it go at that. Careful attention is then centered on reducing the undetermined mill losses and perfecting the general organization about the factory. Good milling means good operation, although frequently grievous field losses pass by unnoticed. The operation is considered excellent because the mill records are good.

PRESENT TREND OF DEVELOPMENT

Of late many farm tractors and much improved agricultural equipment has been introduced. There are tractors of all sizes and designs scattered about the fields, frequently standing idle. The old methods of crooked stick farming are going into the discard. Cuban soils are usually heavy and difficult to work; hence the resort to an effort at mechanical power farming. The move is economically sound and should result ultimately in greater profits to all interested. However, I desire to present impressions and suggestions ament this important departure that may be of value.



"Fordson" tractor hauling Oliver two-disc plow at Campo Florida, Cuba.
(Courtesy of Mr. Martial Facio, Havana.)

The operation of seed bed preparation, the plowing, harrowing, cultivating, dragging, and furrow opening, should be done by the companies. It is scientific work that should not be left to the judgment of the colonos. The cost should be charged to them and they will be found willing to accept it once they see the greater profit to themselves. This work is mechanical, hence it involves no question of human labor. As under the old system, the cultivation and harvest work falls to the colono; in fact he is not disturbed in any way in his normal processes of life.

A field department should be organized by the larger companies whose duties should be confined to the yearly soil preparation for new planting. That work would continue throughout the year. Included in its equipment should be a road grader and a small rock crusher mounted on a heavy wagon for road repair at dangerous places, railway embankment construction, drainage, and similar work. The man in charge of this work would become one of the most valuable members of the organization.

Careful choice of tractors and tools is most important. An extensive experience in tractor farming leads me to choose the caterpillar type of tractor for Cuba. It should be large, preferably of about 75 horse power, and a complete set of farming implements suitable for use with it should be included in the outfit.

It is a mistake to believe that the small fields require the small tractors for best farming results. Of course, the man farming but a small area is not justified in choosing the larger outfit, but with the Cuban sugar companies it would be better, where practicable, to adjust the fields to the tractor rather than fit the tractor to the fields. I saw many roads poorly located and fence lines that should be gradually changed for more economical operation. In fact a judicious reforming of numerous fields would follow this new era of operation.

HEAVY TRACTOR PREFERRED

Ordinary tractor tools, suitable for use in the States, are not apt to stand up under the heavy Cuban work. I would judge a 75 horse power tractor as capable of handling to the ultimate, deep-plowing depth a mouldboard gang of not to exceed six fourteen-inch bottoms. The disc harrow should be of the close-coupled, rigid type. The drag may be home made of a size perhaps 14 by 30 feet, made of clear pine 4 by 12 inches.

With the deeper seed bed naturally goes heavier seeding. Well chosen stalks planted continuously in the six-foot rows require something over two tons to the acre. That is not heavy seeding, yet it is practically double the practice today.

It might be found desirable to plant very deeply in the semi-arid soils and cover lightly until after good germination. Since I found these soils sweet to a good depth this suggestion may be of value in aiding the plants to root deeply and thus carry over better during the dry periods. Speaking broadly, however, it is questionable judgment to develop such soils to cane.

Except in cases of small land owners, farming tracts of a few acres only, the field for the small tractor is in the lighter work of cultivation, furrow marking for planting, and perhaps sundry hauling during harvest. In a general way it may be stated that good plowing requires a man, a striker, to ride the plows. With a large unit this can be afforded.

Good plowing cannot be done on sharp corners. This applies with equal force to the small as well as the large tractor. As the outfit approaches the corner the tools should be lifted until the turn is made. The ground is then left clean, to be trimmed later by a single walking plow and oxen or mules.

The cost of this mechanical farming, if properly done, should not greatly exceed the cost today to the colono for greatly inferior work. The secret of low cost is proper equipment, able operation (which means the payment of good salaries), and continuity of operation. The gang should be always on the job. Rainy days may be utilized in sundry repair or construction that should pay deferred dividends.

One may travel from end to end of Cuba, inspecting many mills, and not find one light enough in all departments for good safe work. So far as my knowledge goes, there is not a single operation in sugar manufacture that is aided in any way by darkness, excepting the use of the polariscope. Take off the root if necessary, but turn on the light!—*Facts About Sugar.*

IMPORTS AND EXPORTS

Total values of merchandise imported from and exported to Cuba during May and June, 1919, compared with corresponding periods of the preceding year, have been made public by the Bureau of Foreign and Domestic Commerce, Department of Commerce, as follows:

	<i>Month of May</i>		<i>Eleven Months Ended May</i>	
	1919	1918	1919	1918
Imports from Cuba.....	\$52,806,354	\$40,770,665	\$299,140,755	\$233,869,488
Exports to Cuba.....	21,115,061	25,420,545	209,903,887	218,172,965
	<i>Month of June</i>		<i>Twelve Months Ended June</i>	
	1919	1918	1919	1918
Imports from Cuba.....	\$38,513,387	\$30,154,518	\$337,654,142	\$264,024,006
Exports to Cuba.....	19,640,010	17,296,643	229,545,706	235,469,608

TRADE THROUGH PORT OF BOSTON

IMPORTS

	<i>Year Ending</i>
	<i>May 31, 1919</i>
May, 1919	\$3,980,850
	\$25,119,713

IMPORTS

	<i>Year Ending</i>
	<i>May 31, 1918</i>
May, 1918	\$2,466,542
	\$15,205,823

EXPORTS

	<i>Year Ending</i>
	<i>May 31, 1919</i>
May, 1919	\$1,474,113
	\$13,376,740

EXPORTS

	<i>Year Ending</i>
	<i>May 31, 1918</i>
May, 1918	\$1,067,173
	\$8,028,063

CUBAN COMMERCIAL MATTERS

MARKET FOR JEWELRY

Cuba at this time presents unusual opportunities for the sale of American jewelry, silverware, and kindred lines, according to a report by Trade Commissioner S. W. Rosenthal of the Bureau of Foreign and Domestic Commerce. The island is exceptionally prosperous because of the high prices which it has received in the last few years for sugar.

Cuban markets have been open to American manufacturers since the beginning of the war because of curtailed shipments of jewelry from the usual sources of supply. Germany has shipped nothing, and the jewelry from other European countries was for the time being of inferior workmanship. These circumstances, the trade commissioner states, have given American manufacturers an exceptional opportunity to increase their trade.

Although Cuba is a comparatively small country, with a population but slightly larger than that of the State of New Jersey, it is a good field for American manufacturers who are interested in foreign trade—first, because of its accessibility, Havana being within eight hours of Key West and within three days of New York; second, because it is a wealthy country; third, because it is developing rapidly. It is the logical place to start in Latin American trade, because of the preferential rates of duty which American merchandise enjoys and the comparatively low cost of selling.

Cubans are fastidious dressers. They are fond of jewelry and lavish in their expenditure for it, since their fashions encourage the wearing of more jewelry than ours. This market follows European styles, which is natural, since the prevailing population is of European origin, and jewelry has been mainly supplied from there. To American manufacturers who are seriously interested in building up a permanent trade in Latin America, Cuba offers an excellent field in which to start, but in general they will have to follow the prevailing styles of the island. This

should prove to be a profitable market if they spend the time, money, and effort to give it what it wants.

Cuba is primarily a market for solid-gold jewelry. There is a limited demand for gold-plated and gold-filled articles as well as for goods made of platinum, the latter being sold mostly in the large cities.

MARKET FOR TOILET PREPARATIONS

During the fiscal year ended June 30, 1917, the last one for which official statistics are available, 631,245 kilos (286,929 pounds) of perfume valued at \$805,654 were imported into Cuba. Most of this came through the port of Havana. The portion of this credited to the United States was 168,494 kilos (76,588 pounds), valued at \$145,665. The French imports were valued at \$598,308. These statistics represent a slight gain for the United States and a slight loss for France.

On perfumes valued at less than \$1.25 per kilo (\$0.57 per pound) there is a specific duty of \$0.325 per kilo (\$0.15 per pound). On higher values the duty is 32.5 per cent. ad valorem. The United States, however, enjoys a 40 per cent. customs rebate on perfumes and essences which are the product of its soil or industry, making the specific duty \$0.195 per kilo (\$0.09 per pound), and the ad valorem duty 19.5 per cent. These figures include the surtaxes. The immediate container is included in determining the weight.—*Consul John S. Calvert, Nucvitas.*

VEHICULAR TRAFFIC IN HAVANA

According to a recent municipal report of Havana, from July 1st to August 6th of the present year, traffic plates have been applied for by 13,238 vehicles, giving the municipality \$185,447.50 in taxes.

The number of four-seated automobiles for hire reached 2,815.

The number of private automobiles was 1,932.

CUBAN COMMERCIAL MATTERS

CATTLE FROM VENEZUELA

In 1899 and the first few years of the present century the exportation of cattle from Venezuela was a business of considerable magnitude, in which a number of small steamers were constantly engaged. As soon as the restocking of the Cuban ranges had been completed the business died out.

At present, however, the representative of a Cuban firm is in Caracas and states that he has contracted for 20,000 head of cattle for shipment from the port of Guanta to Havana. The cattle will have to be dipped for tick eradication before being shipped. The representative says that the permanency of the business depends entirely upon the condition in which the cattle are found to be upon inspection. — *Consul Homer Brctt, La Guaira, Venezuela.*

MANUFACTURE OF MEDICINES

Cuba, like many other Latin American countries, has suffered from the high cost of drugs as well as their scarcity. In an effort to remedy the situation, there has been formed a company known as the National Medicine Products Company, composed of Cuban capital, whose object is to study the products of the Island and other Latin American countries in order to manufacture medicines for home consumption.

AMERICAN CHAMBER OF COMMERCE

Mr. F. L. Craycraft, Vice-President and Manager of the American Steel Company, has been appointed Chairman of the Committee on Custom House Affairs for the American Chamber of Commerce, Havana.

For many years Mr. Craycraft had been in the Cuban customs service and closely associated with harbor matters.

ERECTION OF FUEL OIL TANKS

In view of the contemplated establishment at Antilla of a fuel oil station by The Texas Co. (South America), the United Fruit Co. has begun the erection of fuel oil tanks on its properties at Banes and Preston, Oriente Province, Cuba. Six tanks will be erected at present by an American construction company. They will be of iron and are sectional, the pieces having arrived at Antilla by direct steamer from New York on July 9, at which time the superintendent and five foremen also arrived. The laborers will be recruited in Cuba with the exception of the supervising officials mentioned.

Three tanks will be erected on each division of the property. On the Banes division two tanks of 20,000 barrels capacity each will be erected at Macabi, where Central Boston, the sugar mill, is located. Macabi is nine miles from Banes, where the head offices are, and where the third tank, having a capacity of 5,000 barrels, will be built. On the Preston division two tanks of 20,000 capacity each will be erected near Central Preston, the sugar mill, and a third tank, of 5,000 barrels capacity, will be located at Guaro, ten miles from Preston on the company's narrow-gauge railroad.

These two sugar mills of the United Fruit Co. are perhaps the first in the district to substitute oil as fuel in place of the coal, wood, and bagasse (cane waste), formerly used. The main fuel tanks for the use of the sugar mills only—those of 20,000 barrels capacity—will be erected at least 300 feet from the mills, the distance prescribed by Cuban regulations.

It may be added that a site has been selected for the fuel oil station in Antilla, and a representative of The Texas Co. is here superintending the preparations for active construction, which will begin shortly.—*Vice Consul Joseph F. Buck, Antilla.*

DEVELOPMENT OF PETROLEUM RESOURCES IN CUBA

Much has been said and written as to the probable petroleum resources of Cuba. A number of companies have been organized for the purpose of developing supposed oil fields on the island. Various questions are arising as to the securing of concessions and as to what has been actually accomplished in the search for petroleum in Cuba.

HOW CONCESSIONS ARE OBTAINED

Under Cuban law, oil and mineral products lying below the immediate surface do not belong to the owner of the land itself but remain the property of the State. Concessions to develop possible oil fields in Cuba are granted freely to foreigners and to Cubans on the same terms. The charges made for concessions are fixed by law and are set forth in certain tables forming a part of the law, the charges depending upon the area included in the concession.

The owner of the surface has no share in the profits of the enterprise, though he is entitled to damages when injury is done to the surface or to buildings or other structures thereon. The time required in securing a concession depends somewhat upon the location of the land in question, its size, the work of survey, etc.

CONCESSIONS IN FORCE

The number of petroleum concessions granted in Cuba up to the close of 1917 was 88, including a total of 17,595 hectares (one hectare is equal to 2.47 acres). Of these concessions, 35 were in the Province of Havana, the smallest of the six Provinces of Cuba and about a third larger than the State of Delaware. This Province has thus far led in prospecting for oil.

It is said that approximately 20 oil wells have up to this time been completed in Cuba, of which only four or five are producing in what can be called paying quantities, and in these cases the actual yield is not large.

The concessions following the regular statutory form differ but little except in the area of the concession. Some have been practically abandoned because of the apparent absence of oil.

VALUE OF CUBAN OIL DEPOSITS

It is impossible at present to state whether the petroleum resources of Cuba are important. Although exploitation has been going on for several years without proof as yet of oil deposits of commercial importance, there are those who profess to believe that wells drilled to considerably greater depth will show valuable deposits. The organizing of companies and selling of stocks seems to have largely subsided. One of the English printed newspapers of Havana recently published a brief review of the oil situation. It said: "There is little change in the Cuban oil situation, most of the drilling being held up at present, due to the failure to receive machinery from the United States." As to the Cuban oil stocks it said: "The oil stock market may be described as being in the depths. So many wells have been stopped temporarily and the producing wells in the Bacuranao have slumped so much in their production that it has had a most depressing effect on prices."

The same publication, under date of June 22, refers to a statement of Thomas Draper, described as "a well-known English geologist," to the effect that he is stronger than ever of the "belief Cuba is destined to occupy an important place in the world's oil production." It is said that Mr. Draper "is now preparing a report on the Cuban oil situation for publication in England, where capitalists are becoming interested in the possibilities of Cuba as an oil field."

Whether this latter announcement may have for its chief purpose the bolstering up of outstanding Cuban oil stocks or the securing of more American and other capital in the enterprise would seem uncertain. The fact remains that as yet no oil field

of commercial importance has been discovered in Cuba and that oil production on the island is at present a negligible item.

ATTITUDE TOWARD FOREIGN CAPITAL

There is no evidence of opposition to foreign capital employed in searching for oil in Cuba. On the contrary, in this as in sugar production and other industries foreign capital is understood to be welcome. Should investigation later show that there are valuable petroleum resources on the island, it is not improbable that the State as owner of these sources might so change legislation as to secure to it a valuable share of the profits.

MARKET FOR SADDLES IN EASTERN CUBA

The Provinces of Oriente and Camagüey, comprising about three-fifths of the total area of Cuba, form a large field for the manufacturer of saddles. These Provinces, although large producers of sugar, are famed for their cattle ranches; Camagüey especially has been noted as a stock-raising Province since the early days of its history, having always been the main source of the meat supply of Cuba. Oriente Province, devoted to sugar, mining and timber products, has some excellent grazing land, and ranks second to Camagüey as a stock-producing Province. Both the cattle and sugar industries have use for many saddles. There are now some 4,000,000 head of cattle registered in Cuba, and as the number is being constantly increased it gives some idea of the importance of this industry, and of the extent of the equipment needed in carrying it on, of which a large item is for saddles. The many sugar centrals also have use for a large number of saddles, and as in the country districts, which have practically no roads, most of the travel is necessarily by horseback, and it would seem that the possibilities of the Cuban market for saddles is well worth the careful attention of the American manufacturer.

The type of saddle commonly preferred by the trade throughout this district is the Texan (tejana) horned saddle, which sells at from \$20 to \$40, although there are sections where quite expensive saddles sell more readily than the cheaper grades, but this depends to a great extent on the local dealer's ability for pushing his lines and also whether he is selling in a locality where the people are earning plenty of money.

In selling this trade it will pay saddle dealers and manufacturers to adhere to a certain fixed policy in their selling plan, and to standardize their various brands. Some firms in an attempt to gain a foothold for their products have made concessions that were not practicable and were difficult to maintain. Other firms by selling inferior copies of good models—reducing the size of certain parts and using poor materials, enabling them to cut prices—are primarily working an injury to their own business and to the whole trade in general.

Liberal terms are desirable, such as 2 per cent. off 45 days, or at 90 days net, date of invoice. The matter of terms is a much-discussed subject by the local buyers. Such rigid selling terms as cash or sight drafts before shipment of goods are not favored. Concerns have lost business thereby, and others have found it extremely difficult to sell this market on such terms.

In granting liberal terms the manufacturer could have recourse to interest charges if he so desired. This plan would help in establishing mutual confidence.

To succeed in selling goods here, the manufacturer should adapt his methods as far as is consistent to the conditions and requirements of the market. It would be unreasonable to expect that the Cuban dealer will at once adopt usual American business methods after having been accustomed to long and easy terms. Eventually he may do so, and come to appreciate the practicability of doing business our way, but in the meantime foreign concerns who anticipate business in this country must meet him more than halfway.—*Vice-Consul John L. Griffith, Santiago.*

CUBAN EXPORTS TO U. S. FOR JUNE

There follows a table showing the principal exports in June from Cuba to the United States:

<i>Ports and articles</i>	<i>Total</i>	<i>In American vessels</i>	<i>In foreign vessels</i>
Antilla—			
Sugar	22,879 tons	22,879	.....
Grapefruit	88 do	88	.....
Bananas	227,027 bunches	128,365	98,662
Molasses	1,650,000 gallons	1,650,000	.....
Moist hides	207 tons	160	47
Fleshings	20 do	.....	20
Guantanamo—			
Cocoa <i>a</i>	367 do	367	.....
Hides	24 1/2 do	24 1/2	.....
Wax <i>a</i>	7 1/2 do	7 1/2	.....
Goatskins	5 do	5	.....
Sugar <i>a</i>	3,523 do	3,523	.....
Honey <i>a</i>	11 do	11	.....
Molasses	1,015,000 gallons	.....	1,015,000
Matanzas—			
Sugar	38,728 tons	35,085	3,643
Nuevitás—			
Sugar	23,387 do	14,942	8,445
Molasses	418 do	.....	418
Grapefruit	48 do	.....	48
Cienfuegos—			
Sugar	18,545 do	18,545	.....
Molasses	16,072 do	16,072	.....
Caibarién—			
Sugar	14,500 do	13,630	870
Molasses	400 do	.....	400
Sagua la Grande—			
Sugar	21,106 do	19,667	1,439
Molasses	5,116 do	80	5,036

METAL OFFICE FURNITURE

Several important Havana firms carry stocks of well-known brands of steel office furniture, which is now extensively used throughout Cuba and is recognized as superior to anything else on the market, particularly since furniture of this type is immune to the ravages of worms, which attack articles of wood in this climate. The sale of steel furniture, however, is considerably retarded by the enormous prices asked for these goods. The average cost of an ordinary three-drawer metal filing cabinet has been in the neighborhood of \$65.00. For this reason most of the small provincial offices are equipped with desks, chairs, cabinets, form chests, etc., made from native hardwoods, such as mahogany and Spanish cedar, which cost considerably less than the metal equipment. At more favorable prices, the market would probably expand.—*Consular Agent George A. Makinson, Cardenas.*

BRITISH EXPORTS OF COTTON MANUFACTURES

Particulars of the exports of cotton yarn and cotton manufactures from the United Kingdom to Cuba during the month of April, 1919, as compared with the same period of the previous year are contained in the following table:

Month of April

1918	1919
<i>Pounds</i>	<i>Pounds</i>
4,648,700	1,616,700

The following figures represent the quantities of cotton piece goods exported from the United Kingdom to Cuba during the month of May, 1919, as compared with the corresponding period of the previous year:

Month of May

1918	1919
<i>Yards</i>	<i>Yards</i>
3,076,600	898,300

TRAFFIC RECEIPTS OF CUBAN RAILROADS

EARNINGS OF THE CUBA RAILROAD COMPANY.

The report of the Cuba Railroad for the month of June and for the fiscal year ended June 30th, 1919, compares as follows:

	1919	1918	1917	1916	1915	1914
June gross	\$1,097,478	\$1,063,018	\$815,772	\$604,112	\$457,570	\$432,183
Expenses.....	697,990	687,507	446,610	286,703	199,822	255,232
Net earnings.....	399,487	375,510	369,162	317,408	257,748	176,951
Other income	6,312	44,328	1,190	524	.....	.....
Net income.....	405,800	419,838	370,353	317,932	257,748	.....
Charges.....	99,490	148,434	94,268	87,470	72,308	70,375
Other interest chgs.	2,124	.....	.....	.....	.....	.....
June surplus.....	304,185	271,404	276,084	230,461	185,440	106,576
Twelve months gross. . .	12,236,245	11,645,097	6,461,359	6,815,696	5,206,714	5,164,670
Net profit	3,310,231	3,860,243	1,922,145	3,517,026	2,727,539	2,470,921
Other income	156,729	76,834	12,385	6,632	.....	.....
Fixed charges.....	1,143,331	1,311,487	1,140,715	978,244	853,855	819,416
Other interest chgs.	126,309	.....	.....	.....	.....	.....
Twelve mos. surplus . . .	\$2,197,319	\$2,625,590	\$793,816	\$2,545,414	\$1,873,684	\$1,651,505

EARNINGS OF THE UNITED RAILWAYS OF HAVANA.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914
Week ending July 19th.....	£53,907	£48,467	£35,194	£29,800	£24,372	£18,929
Week ending July 26th.....	55,509	48,155	35,134	29,025	24,216	18,897
Week ending Aug. 2nd.....	59,768	50,299	34,578	28,831	24,954	20,261
Week ending Aug. 9th.....	57,386	49,124	38,862	28,565	22,992	19,131

EARNINGS OF THE HAVANA ELECTRIC RAILWAY, LIGHT & POWER CO.

<i>Month of June:</i>	1919	1918	1917	1916	1915
Gross earnings	\$745,078	\$666,817	\$554,982	\$476,935	\$448,170
Operating expenses	379,616	302,625	243,262	185,506	182,664
Net earnings.....	365,462	364,192	311,720	291,429	265,506
Miscellaneous income.....	7,419	16,993	21,672	10,852	9,897
Total net income.....	372,881	381,185	333,392	302,281	275,403
Surplus after deducting fixed charges..	234,969	220,256	213,972	166,863	165,998
<i>6 Months to June 30th:</i>					
Gross earnings	4,321,893	3,920,085	3,251,042	2,893,997	2,751,375
Operating expenses.	2,155,793	1,784,327	1,404,554	1,119,520	1,125,261
Net earnings	2,166,100	2,135,758	1,846,488	1,774,477	1,626,114
Miscellaneous income.....	59,794	80,350	75,659	66,662	49,507
Total net income.....	\$2,225,894	\$2,216,108	\$1,922,147	\$1,841,139	\$1,675,621
Surplus after deducting fixed charges	1,313,528	1,248,950	1,129,108	1,079,774	1,019,644

EARNINGS OF THE WESTERN RAILWAY OF HAVANA.

<i>Weekly Receipts :</i>	1919	1918	1917	1916	1915	1914
Week ending July 19th.....	£8,631	£7,609	£6,547	£5,988	£5,276	£6,244
Week ending July 26th.....	9,322	7,475	6,426	6,238	5,436	6,469
Week ending Aug. 2nd.....	9,099	7,244	6,802	5,758	5,274	6,202
Week ending Aug. 9th.....	10,049	7,363	7,293	6,298	4,936	5,424

EARNINGS OF THE CUBAN CENTRAL RAILWAYS.

<i>Weekly Receipts :</i>	1919	1918	1917	1916	1915	1914
Week ending July 19th.....	£16,990	£15,387	£12,639	£10,090	£8,634	£6,940
Week ending July 26th.....	17,956	15,021	12,738	9,182	6,679	6,770
Week ending Aug. 2nd.....	16,221	14,298	12,546	9,440	6,632	6,745
Week ending Aug. 9th.....	16,627	14,042	12,918	8,835	7,006	6,353

CUBAN FINANCIAL MATTERS

THE PREVAILING PRICES FOR CUBAN SECURITIES

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

	<i>Bid</i>	<i>Asked</i>
	<i>%</i>	<i>¢</i>
Republic of Cuba Interior Loan 5% Bonds.....	85	87
Republic of Cuba Exterior Loan 5% Bonds of 1944	93	94
Republic of Cuba Exterior Loan 5% Bonds of 1949	90	92
Republic of Cuba Exterior Loan 4½% Bonds of 1949	80	82
Havana City First Mortgage 6% Bonds	100	103
Havana City Second Mortgage 6% Bonds	98	103
Cuba Railroad Preferred Stock	72	78
Cuba Railroad Co. First Mortgage 5% Bonds of 1952.....	82	87
Cuba Company 6% Debenture Bonds	90	100
Cuba Co. 7% Cumulative Preferred Stock	88	100
Havana Electric Rway Co. Consolidated Mortgage 5% Bonds.....	87	89
Havana Electric Rway., Light & Power Co. Preferred Stock.....		
Havana Electric Rway., Light & Power Co. Common Stock.....		
Matanzas Market Place 8% Bond Participation Certificates.....	100	None
Cuban-American Sugar Co. Preferred Stock.....	104	104½
Cuban-American Sugar Co. Common Stock.....	270	280
Guantanamo Sugar Company Stock.....	\$63	\$65
Santiago Electric Light & Traction Co. 1st Mtge. 6% Bonds.....	82%	86%

CUBA CANE SUGAR CORPORATION

Preferred Stock Dividend. A quarterly dividend of \$1.75 per share has been declared upon the preferred stock of this corporation for the quarter ending September 30th, 1919, payable October 1st, 1919, to stockholders of record at the close of business September 15th, 1919.

DELAWARE CHARTER

Cuban Carbonic Co., \$600,000; Julian A. Gregory, East Orange, N. J.; Allen S. Wren, White Plains, N. Y.; Rosalind Ley, Bayonne, N. J.

THE CUBAN-AMERICAN SUGAR CO.

The Board of Directors have declared the following dividends, payable September 30th, 1919, to stockholders of record at the close of business September 15th, 1919:

On preferred stock, a quarterly dividend of 1¾%.

On common stock, a quarterly dividend of 2½%.

Checks for the payment of the dividends will be mailed.

The transfer books will not be closed.

CUBAN FINANCIAL MATTERS

BRANCHES OF NATIONAL BANKS IN CUBA

There is given below a list of branch banks and of branch offices established in Cuba by national banks and banks doing business under agreement with the Federal Reserve Board, which were open for business on September 1, as reported by these institutions to the Bureau of Foreign and Domestic Commerce.

NATIONAL BANKS

National City Bank, 55 Wall Street, New York City:

Artemisa.
 Bayamo.
 Caibarien.
 Camaguey.
 Cardenas.
 Ciego de Avila.
 Cienfuegos.
 Cruces.
 Cuatro Caminos, Havana.
 Galiano, Havana.
 Guantanamo, Havana.
 Havana.
 Manzanillo.
 Matanzas.
 Pinar del Rio.
 Placetas.
 Remedios.
 Sagua la Grande.
 Sancti Spiritus.
 Santa Clara.
 Santiago.
 Union de Reyes.
 Yagaujay.

BANKS DOING BUSINESS UNDER AGREEMENT WITH FEDERAL RESERVE BOARD

American Foreign Banking Corporation, 53 Broadway, New York City:

Havana.
 Mercantile Bank of the Americas, 44 Pine Street, New York City:
 Affiliated institution—Banco Mercantil Americano de Cuba, Havana.

NEW BRANCH BANKS IN CRUCES

The National City Bank of New York and the Royal Bank of Canada have just opened branch banks at Cruces, Cuba, and it is understood that the International

Bank of Cuba has also only recently established a branch there, making in all five regular banks that are at present doing business at that place, as well as another commercial firm that also does some banking business.

Besides being an important railway junction, Cruces is the center of an important farming and sugar district. The population of the municipal district of Cruces is about 11,500. The place is located about twenty miles northeast of Cienfuegos on the main line of the Cuban Central Railway to Sagua la Grande and it has a branch connection to Santa Clara with the Cuban Railways to Santiago and points on the eastern part of the Island. The electric line of the Cienfuegos, Palmyra & Cruces Electric Railway & Power Co. has its roadbed completed from Cienfuegos to Cruces, but it is as yet operated only to Palmyra.—*Consul Frank Bohr, Cienfuegos.*

NATIONAL BANK OF CUBA

The National Bank of Cuba, Havana, has declared a regular semi-annual dividend of 4 per cent., with an extra dividend of 1 per cent.

SANTA CECILIA SUGAR CORPORATION 44 Whitehall Street, New York

PREFERRED STOCK DIVIDEND NO. 4

At a meeting of the Board of Directors held Friday, June 27, 1919, a semi-annual dividend of three and one-half per cent. (3½%) on the preferred capital stock was declared, payable August 1, 1919, to all preferred stockholders of record on July 25, 1919.

COMMON STOCK DIVIDEND NO. 1

A dividend of one and one-quarter per cent. (1¼%) on the common stock was declared, payable November 1, 1919, to all common stockholders of record on October 25, 1919.

PREFERRED STOCK DIVIDEND NO. 5

A quarterly dividend of one and three-quarters per cent. (1¾%) on the preferred capital stock was declared, payable November 1, 1919, to all preferred stockholders of record on October 25, 1919.

THE SUGAR INDUSTRY

MOSAIC DISEASE IN CUBA

A matter of unusual interest and importance to the sugar planters and one which may seriously affect Cuba's future production has been the definite announcement on the part of investigators that the "mosaic" disease of the cane, now so prevalent in Porto Rico, is present in Cuba, it having been found at Central Soledad, near Cienfuegos, and also at the experiment station at Santiago de las Vegas. Its presence at Soledad has been suspected for a considerable period, but its effects have not been felt severely, so no attempt was made to investigate it until recently. Upon its discovery at the experiment station, all diseased canes and canes close by which might possibly have become contaminated, were dug up and destroyed.

From a description of this disease obtained from one of the agricultural authorities of Porto Rico, Prof. F. S. Earle, now employed by the sugar interests of that island, it is understood that the symptoms are a change from the usual green color of the leaf of the cane to a mottled color caused by loss of the green matter, resulting in a striking appearance noticeable even at a distance. As the disease continues its course, the joints of the canes begin to dry up and to crack, presenting every appearance of frost bite or of canes cut down and allowed to lie in the field till dry.

The strength of the cane stool and its producing powers gradually weaken, and the sugar content and juice content of the cane become continually less, until in the second or third year what cane is produced by the fields is practically valueless. It is reported that the sugar production of some of Porto Rico's mills has been reduced as much as 50 per cent. by this disease. Fortunately, however, the soil in which diseased canes have grown does not seem to become contaminated, and the disease can be destroyed by taking up the affected canes and allowing them to be dried thoroughly by the sun.

To date no one knows either the cause

of the disease or the method by which it spreads. In some years it is apparently very benign in its effect, and almost no tendency to spread is shown, but in other years it spreads with great rapidity, often appearing in locations four or five miles away from other previously affected areas. Publicity is being given the matter in Cuba, and it is expected that Congress will be asked to grant an appropriation to the Department of Vegetable Sanitation, with which to carry out a thorough inspection of the island and take the necessary action to stamp out the disease wherever found.—*Facts About Sugar.*

WEIGHT OF SUGAR SACKS

A new problem has presented itself to sugar planters. Hitherto the standard Cuban sack of sugar has weighed 13 arrobas (325 lbs.). For the handling of these sacks the charge is ten cents each sack.

According to the *Havana Post* a communication has been received from the London Sugar Association to the effect that unless this standard weight can be reduced to that of eight arrobas (200 lbs.) in order to satisfy the British stevedores who complain of the sack weighing too much for easy handling, they will be obliged to stop the purchase of Cuban sugar.

The association quotes Java as putting up their sacks at 200 pounds each.

French importers have also demanded that the weight of a sack of sugar be reduced to 200 pounds.

BILL PROPOSING CONTROL OF NEXT CUBAN SUGAR CROP

A bill has been introduced in the Cuban Congress, looking to the control of the exportation of sugar of the next crop with the object of maintaining or increasing the price.

THE SUGAR INDUSTRY

SUGAR CONTROL

An interesting comment on the world's sugar situation, with particular relation to the results that would follow the removal of restrictions in the British market, appears in a letter of Edwin Tate, vice-chairman of Henry Tate & Sons, Ltd., published in the *London Times*. After referring to the general situation Mr. Tate wrote:

In April permission was given to import, without restriction, sugar for manufacturing purposes, with the result that contracts have been made at prices equivalent to £12 to £13 a ton over the prices of controlled sugar for grocery purposes, which are at present in this country at least 1d. per pound, or nearly £10 a ton, lower than in any other country. What would, therefore, be the effect of the control on sugar being altogether removed? Yet we hear pressure is being brought to bear that this should happen.

The world's production of sugar is something like 2,000,000 tons less than before the war, and all countries, with the exception of England and America, are short of stocks, and this position cannot possibly be improved until the autumn of next year. Therefore, were the control on sugar to be entirely removed the inevitable result would be free buying with limited sellers, and a rise of considerably more than the present difference between the price in the United Kingdom and the world's price. The extent of the possible rise in prices cannot be estimated, for there will be an opportunity for speculators to operate such as they have not had for many a year. The public will see in this nothing but profiteering, and it is for the Royal Commission on the Sugar Supply to see that this does not happen.

The Commission has done well through a difficult time, and it would be a thousand pities were they to give up the control of sugar until the return to more normal conditions.

SUGAR REFINING IN GREAT BRITAIN

A report by the select committee on national expenditure has just been published in the form of a Government "White Paper," describing the work of the National Sugar Commission, which has had charge of the securing and distributing of supplies of sugar since the time when sugar was rationed, and which, after referring to the fact that it has recently been able to increase the weekly ration of sugar from eight ounces to twelve ounces per week, gives some interesting information concerning the refining of sugar in this country. The report states that the annual capacity of the eleven refineries in the United Kingdom is about 900,000 tons, approximately one-half of the former requirements of refined sugar. They have been under control during the war, and were able at one period to produce nearly the whole of the refined sugar consumed, which was approximately 1,100,000 tons. More recently the larger consumption of sugar has made necessary the purchase of large quantities of Cuban sugar refined in the United States at a cost of \$1.30 per hundredweight in excess of the cost of similar sugar produced from the British refineries. On the other hand, when freights are available, the present cost in this country of Java sugar refined in the East Indies is somewhat less than the cost of Java sugar refined in the United Kingdom, though the latter is of better quality. No export of beet sugar from Central Europe can be expected for some time.

SUGAR IN ITALY

Sugar is selling in Italy at 2½ lire a pound (the normal value of the lire is 19.3 cents) according to Thomas B. Gale, American vice-consul at Naples, who has just returned to the United States. Mr. Gale is quoted as saying that Italy is passing through a post-war period of generally inflated prices, in which sugar is only keeping pace with other commodities.

THE SUGAR INDUSTRY

EUROPEAN SUGAR CONDITIONS

The following information, received in the Statistical Department of the United States Sugar Equalization Board regarding European sugar conditions, may be of interest to the trade:

GERMANY

There has been considerable complaint over the shortage of jam, particularly in view of the fact that much sugar is being employed in the manufacture of sweetmeats.

It is reported that of the 9,508,036 long tons of sugar beets available last November, only 3,500,000 long tons had been manufactured into sugar owing to shortage of labor and coal strikes and transport difficulties.

The sugar production from September 1st to February 28th, both for 1918-19 and 1917-18, was as follows:

(Quantities in long tons)

	1919	1918
Production of Beets.....	8,763,000	9,230,000
Raw Sugar	1,333,000	1,520,000
"Edible" Sugar	621,000	643,000

It is reported that 7/12 of this year's beet production is to be retained for rationing and 5/12 is to be released for free trade. By this plan it is expected the factories will be able to enter into more contracts for beets, thus counteracting the tendency to smaller cultivation.

GERMAN-AUSTRIA

For the present there is to be no issue of March and April rations; these will be issued when deliveries from Czecho-Slovakia will permit.

CZECHO-SLOVAKIA

The Government has ordered that beets are not to be used for fodder, permission to dry beets being only in the hands of the Sugar Commission.

The basic prices and terms for 1919-20 are as follows:

- (1) 14 cents per lb. as compared with 11 cents per lb. in 1918-19.
- (2) Beets growers to receive 6.6 lbs. consumer's sugar and 17.6 lbs. beet

seed free on every 22,400 lbs. of beets delivered.

- (3) The sugar factories are to receive 80 per cent. of their coal requirements in May-September and the remaining 20 per cent. in October and November.
- (4) Any beets remaining unworked owing to insufficient coal supplies or defective transport conditions will be paid for by the Government.

SWEDEN

Six and six-tenths pounds of sugar per head are to be distributed during the coming season for jam making, this distribution to be in three installments.

RUSSIA

The sugar ration is reported as being only 1/10 of an ounce per day. The price of sugar in Moscow is reported at 31 cents per lump (20 rubles per 8 lumps).

SUGAR IN PERSIA

Through the Hon. J. L. Caldwell, United States Minister to Persia, *The American Sugar Bulletin* obtained some interesting information, which we reprint, as follows:

"Less is known about Persia than any other large country, and it should be remembered that Persia occupies an area as large as Germany, France and Italy combined. Persia has not a mile of railroad and everything must be brought in by stage coach, camel back or mule back.

"Persian sugar all comes from Russia in the form of large cones, such as were used generally in the fifteenth century.

"An amusing incident occurred one day: I was visiting one of the poorer sections where the people are densely ignorant; their word for war is 'jang,' which is quite expressive, I think. I asked them if they knew a 'jang' was going on and they said, 'Yes, because of the shortage and high price of sugar, which had increased from 50 cents to \$2 a pound.'"

THE SUGAR INDUSTRY

AMERICA'S FIRST SUGAR MILL

What is claimed to be the oldest sugar mill in the Western Hemisphere and one of the oldest existing relics of European settlement in the New World as well, is located at Atlacomulco, near Cuernavaca, in the State of Morelos, Mexico. It is probably not only the oldest American sugar mill but the first to be erected by European colonists, since according to the old Spanish records it was built in 1535 by Hernando Cortes, the conqueror of Mexico.

More remarkable than the fact that a sugar mill built nearly 400 years ago should be standing in America, however, is the fact that it is still in active operation, according to report brought by an American traveller who recently visited the place and who states that at the time of his visit (in the spring of 1919) the mill had just finished a run of several weeks.

The building is described as being a low structure of stone and sun-dried bricks, and as being in a good state of preservation. The original equipment used by Cortes, whom tradition represents as having personally superintended the mill and the adjacent sugar plantation, has naturally disappeared, although the present equipment is reported as of a sufficiently primitive type, being like that of most of the small Mexican mills.

If the old records and traditions are to be accepted as trustworthy, it appears that Cortes was thus not only a soldier and statesman, but a good business man as well, since he appreciated at that early date the value of the sugar industry in the tropical lands of the New World and was, indeed, perhaps the pioneer planter of Mexico. The good judgment shown in the choice of a location for his mill is evident from the fact that Morelos has ever since been one of the main seats of the Mexican sugar industry.

In the days when Mexican conditions were more settled many tourists visited the little pueblo where the mill is located,

attracted by its historic interest as the seat of the beginning of the sugar industry in civilized America as well as by its association with the famous conquistador.
—*Facts About Sugar.*

SETTLEMENT BETWEEN MILLS AND COLONOS OF GUANTANAMO

Sugar mill owners and colonos of the Guantanamo district have reached an agreement in regard to the prices the colonos are to be paid for their sugar.

The colonos named the President as arbitrator and President Menocal turned the matter over to the Department of Agriculture for a solution. The Department has fixed a price of 3.95 cents a pound for the 1917 and 1918 sugars and 4.85 cents a pound for 1918 to 1919 sugars. These prices have been accepted by colonos.

COOPERATIVE PLAN OF BELGIUM SUGAR MANUFACTURERS

The principal sugar manufacturers of Belgium have recently formed a cooperative association, the offices of which are located at 21 Rue Hydraulique, Saint-Josse-ten-Noode, Brussels.

The object of this organization is to group all the manufacturers of sugar together and to work together for the building up of the sugar industry in Belgium. A capital of 60,000 francs (\$11,580) has been subscribed for expense. New members can be taken in at any time with the approval of the board of directors.—*Consul Charles Roy Nasmith, Brussels.*

NEW PHILIPPINE COMPANY

The incorporation at Manila of the Cadiz Sugar Central Company, Inc., with a capitalization of \$1,000,000, is reported by the Revista de la Camara de Comercio of the Philippine Islands. The company was formed for the purpose of erecting a modern sugar central and carrying on the manufacture of sugar.

SUGAR REVIEW

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

Since our last review of the United States sugar markets, dated July 28th, interest has been generally centered in new crop Cuba sugars and while definite information is lacking in connection with the amount of business done, the opinion of the trade seems to be that a minimum of 50,000 tons has been placed, and the figure of 100,000 tons has been accepted by several as the quantity sold, the larger part on the basis of $6\frac{1}{2}$ c f. o. b. Cuba. A large portion of the quantity sold has been secured for the purpose of having the Cuban raws defined on a toll basis by certain New York refiners. The toll basis agreed upon has not been divulged, but is in the neighborhood of 2,00c per pound. The demand at the $6\frac{1}{2}$ c f. o. b. basis has now ceased and the general conditions regarding the market for these sugars are much easier. The offerings at $6\frac{1}{2}$ c are very large, and while there is nothing actually offered below this basis there are intimations that lower prices might be accepted. Old crop conditions are unchanged and there is little of interest to report with quotations continuing on the basis of 5.88c c. & f. or 6.90c duty paid, but for which refiners pay 7.28c at the refinery.

The number of centrals grinding in the Island has been reduced to four; the 191 centrals which have finished the crop to date have outturned 26,176,426 bags of sugar against 26,275,000 bags estimated for these factories by our Cuban correspondents, Messrs. Guma-Mejer, in January. Visible production has now reached the figure of 3,632,126 tons, and based on the estimated figures for the factories still working, the final outturn of the crop should be between 3,900,000 and 3,950,000 tons, figuring roughly on the basis of seven bags to the ton. During the month of July production in the Island exceeded any previous figure for the same month, amounting to 210,218 tons. The strike of marine workers in United States ports, which prevented the ships from going to Cuba and loading sugar, was reflected for a couple of weeks in the light exports and small arrivals here, which prevented our refiners here from working at capacity, and it has been necessary to close down in instances. However, the exports are now getting back to normal, and the figure for the past week showed a good increase over the previous one, the exports amounting to 94,549 tons, of which 66,598 tons are destined ports north of Hatteras.

Some 12,000 bags of Cuban refined sugar have arrived at New York, for shipment abroad, during the past week. Mr. Himely, the Federal Sugar Refining Company's agent in Havana, writes in part under date of August 11, 1919:

"There is a plan on foot to try to have a Governmental decree issued forbidding the sale of any new crop sugars at a lower price than $6\frac{1}{2}$ c f. o. b. The plan presents so many and such serious objections we doubt that it can be put through. Should foreign buyers disapprove of such a measure and find that they were able to refrain from buying Cuban sugars for a time, the position here, at the commencement of a very large crop, would be an embarrassing one and planters might find it difficult to negotiate loans on their sugar. Then again, if a planter is willing to sell at $6\frac{3}{4}$ c or $6\frac{1}{4}$ c, and is hindered from doing so by a Government decree, and the market should drop after that, who would pay him for his loss? It seems to us that such a decree, if it were issued, could not stand long, but would have to be repealed."

Concerning our domestic cane crop in Louisiana, while favorable weather for the development has prevailed recently, the indications continue to point to a very short crop, especially as there will be, no doubt, a tendency to plant generally for next year, entailing a large reservation for seed.

The domestic beet crop is making satisfactory progress, with weather conditions showing some improvement over those prevailing earlier in the season. The campaign is well under way in California, although the crop in that state is poorer than it has been in recent years. The United States Sugar Equalization Board has purchased

200,000 bags of new crop domestic beet sugar, probably all California sugars, for distribution by the Beet Sugar Distributing Committee of Chicago. The price paid for these sugars is on the basis of 9c net cash, although prices on the old crop have been maintained at 8.90c less 2% for some little time.

According to our Canadian advices, advances of from 45 to 55 points have been made by refiners with quotations now ranging from 9.88c to 9.97½c net cash basis at Montreal. Restrictions as to the prices are being enforced on sugar for domestic consumption, but have been lifted on refined sugar for export, considerable quantities of which have been sold by Canadian refiners at prices much above the domestic limits; in fact we have received offers for sugars from Canada as high as 16c per pound.

We have our regular monthly cable from the Philippine Islands giving exports during July of only 14,000 tons, none of which sugars are destined United States.

Exports from Java during the month of July total 142,000 tons, 78,000 tons of which are going to Europe, and the balance to the Far East, no further quantities of Java sugars being expected to come to the United States this year. According to our latest advices from that section the Java market has had a sharp reaction, quotations for Whites falling from 43 guilders per picul to 39 guilders in the latter part of July, the decline being somewhat in excess of 1c per pound. Sales of Java refining grades for delivery July-August, 1920, have been made at prices ranging from 6c up to 7¾c per pound, f. o. b. Java, and Whites at equal to 9¾c, giving some idea of the range of prices that will prevail during the summer of 1920, according to Far Eastern views. Of the present crop in Java only about 250,000 tons remain unsold.

In many markets in the United States a scarcity of refined sugar is still apparent. Refiners, however, are now making good progress in catching up on shipments of old orders, but they are still withdrawn from the market for any new business, and quotations of 9c per pound less 2%, regular terms, are entirely nominal. Sales for export are still prohibited, although shipments of old orders, including those of the Royal Commission, go on.

New York, N. Y., August 29th, 1919.

SUGAR SHIPMENTS THROUGH PORT OF CIENFUEGOS

A comparison of the 1918-19 crop figures of the estates shipping through Cienfuegos with the figures of exports from and the consumption at this port up to August 2, 1919, discloses that at that date over one-third of the old-crop sugar was still awaiting shipment, being stored either at the estates or in local warehouses.

Production is given at 2,831,113 bags, of which the Andreito estate produced 185,855 bags, Caracas 180,000 bags, Cieneguita 82,335, Constanca 201,691, Dos Hermanas 100,700, Dos Hermanos, 30,127, Hormiguero 255,233, Juragua 68,494, Lequeitio 140,393, Manuelito 110,494, Mario Victoria 154,501, Parque Alto 91,200, Pastora 76,100, Perseverancia 140,791, Portugaleta 94,860, San Augustin 144,074, San Francisco 80,375, San Lino 201,129, Santa Catalina 116,290, Santa Maria 108,172, Santa Rosa 126,777, and Soledad 141,522 bags. Sugar shipped up to August 2 totaled 1,835,068 bags; and 10,500 bags were consumed at Cienfuegos.

Of the 985,545 bags of sugar still awaiting shipment or consumption at this port, 726,268 bags were stored on August 2 at the different estates and 259,277 bags were in Cienfuegos warehouses. The capacity of these warehouses is about 900,000 bags, but in view of the approaching new crop it is evident that the principal part of the old crop sugars must be moved before the 1919-20 sugar begins to arrive in any volume.

—*Consul Frank Bohr, Cienfuegos.*

REVISTA AZUCARERA

Escrita especialmente para THE CUBA REVIEW por Willett & Gray, de Nueva York.

Desde nuestra última revista de los mercados de azúcar de los Estados Unidos, con fecha 28 de julio, la atención se ha concentrado generalmente en la nueva zafra de los azúcares de Cuba, y aunque se carece de información definitiva respecto a la cantidad de transacciones efectuadas, la opinión del comercio parece ser que se ha vendido un mínimo de 50,000 toneladas, habiendo aceptado algunos que la cantidad vendida ascendió a la cifra de 100,000 toneladas, la mayor parte bajo la base de 6½c la libra libre a bordo Cuba. Una gran parte de la cantidad vendida se ha conseguido con el objeto de refinar azúcares crudos de Cuba como base de derechos de molienda por ciertos refinadores de Nueva York. No se ha divulgado la base de derechos de molienda en que se ha convenido, pero es alrededor de 2,00c la libra. La demanda bajo la base de 6½c l. a. b. ha cesado ya, y el estado general respecto al mercado por estos azúcares es más desahogado. Las ofertas a 6½c son muy grandes, y aunque verdaderamente no se ofrece nada por bajo de esta base, hay indicios de que podrían aceptarse precios más bajos. El estado de la zafra pasada sigue sin cambio, habiendo poco de interés que comunicar, continuando las cotizaciones bajo la base de 5,88c c. y. f. o sea 6,90c derechos pagados, pero por lo cual los refinadores pagan 7,28c entregado en la refinería.

El número de centrales moliendo en la Isla se ha reducido a cuatro: los 191 centrales que a la fecha han terminado la zafra han producido 26,176,426 sacos de azúcar contra 26,275,000 sacos calculados en enero para estas fábricas por nuestros corresponsales en Cuba, los Sres. Guma-Mejer. La producción visible ha llegado ahora a la cifra de 3,632,126 toneladas, y basado en las cifras calculadas para las fábricas aún trabajando, la producción final de la zafra debería ser entre 3,900,000 y 3,950,000 toneladas, calculando aproximadamente a razón de 7 sacos por tonelada. Durante el mes de julio la producción en la Isla excedió cualquier cifra anterior por el mismo mes, ascendiendo a 210,218 toneladas. La huelga de los obreros marítimos en los puertos de los Estados Unidos, que impidió fueran buques a Cuba y se cargara el azúcar, se dejó sentir por un par de semanas por las pocas exportaciones y las pocas llegadas de azúcar a este país, lo cual impidió aquí a nuestros refinadores el trabajar en toda su capacidad, y ha sido necesario cerrar las refinerías en algunos casos. Sin embargo, las exportaciones están volviendo ahora a su estado normal, y las cifras durante la semana pasada mostraron un buen aumento sobre las de la semana anterior, las exportaciones ascendiendo a 94,549 toneladas, de las cuales 66,598 toneladas son destinadas para puertos al norte de Hatteras.

Han llegado a Nueva York durante la semana pasada unos 12,000 sacos de azúcar refinado de Cuba para embarcar al extranjero. El Sr. Himely, agente en la Habana de la Federal Sugar Refining Company, escribe en parte con fecha 11 de agosto de 1919:

"Hay un plan en expectativa para conseguir que el Gobierno expida un decreto prohibiendo la venta de azúcares de cualquier nueva zafra a un precio menor de 6½c la libra f. o. b. El plan presenta tantas y tan graves objeciones que dudamos se lleve a efecto. Si sucediera que los compradores extranjeros desaprobaran tal medida y averiguaran que podían abstenerse de comprar azúcares de Cuba por algún tiempo, la posición aquí, al comienzo de una zafra muy grande, sería embarazosa y los plantadores podrían hallar dificultad en negociar préstamos sobre su azúcar. Y además, si un plantador está dispuesto a vender el azúcar a 6¾c ó a 6¼c y está imposibilitado de hacerlo así por un decreto del Gobierno y los precios del mercado llegaran a bajar después, quién le pagaría por su pérdida? A nosotros nos parece que tal decreto, si fuera expedido, no podría durar mucho, sino que tendría que ser revocado."

Respecto a la cosecha de caña de la Luisiana, aunque recientemente ha prevalecido tiempo favorable para su desarrollo, los indicios continúan siendo de una cosecha muy

escasa, especialmente como no cabe duda habrá tendencia a plantar generalmente para el año entrante, requiriendo el reservar grande cantidad para semilla.

La cosecha de remolacha del país está progresando satisfactoriamente, con el estado del tiempo mostrando alguna mejoría sobre el que prevaleció al principio de la estación. La Campaña azucarera sigue bien su marcha en California, aunque la cosecha en ese Estado es mucho más escasa de lo que ha sido en años recientes. La Junta Distribuidora de Azúcar de los Estados Unidos ha comprado 200,000 sacos de azúcar de remolacha de la nueva cosecha, probablemente todo azúcares de California, para ser distribuida por el Comité de Distribución de Azúcar de Remolacha de Chicago. El precio pagado por estos azúcares es bajo la base de 9c neto al contado, aunque los precios de la antigua cosecha se han sostenido a 8.30c menos 2% por un poco de tiempo.

Según noticias que hemos recibido del Canadá, los refinadores han aumentado los precios de 45 a 55 puntos, las cotizaciones variando ahora desde 9.88c a 9.97½c base neto pago al contado en Montreal. Se están observando las restricciones respecto a los precios del azúcar para el consumo doméstico, pero se han revocado por el azúcar refinado para la exportación, de cuyo azúcar se han vendido cantidades considerables por refinadores canadienses a precios muy por encima de los límites fijados para el azúcar para uso doméstico; en efecto, hemos recibido ofertas por azúcares del Canadá hasta a 16c la libra.

Hemos recibido de las Islas Filipinas el aviso mensual regular dando las exportaciones durante julio en solamente 14,000 toneladas, mínimas de cuyos azúcares eran destinados para los Estados Unidos.

Las exportaciones de Java durante el mes de julio han dado un total de 142,000 toneladas, de las cuales 78,000 toneladas son para Europa, y el resto para el lejano Oriente, sin que se espere vengan este año a los Estados Unidos otras cantidades de azúcares de Java. Según las últimas noticias recibidas de aquel país, el mercado de Java ha tenido una fuerte reacción, las cotizaciones por azúcares blancos bajando de 43 florines por piculo (133 lbs. aproximadamente) a 39 florines a últimos de julio, la baja siendo algo en exceso de 1c la libra. Se han efectuado ventas de azúcares de Java refinados para entregar en julio-agosto de 1920 a precios variando desde 6c hasta 7¼c la libra l. a. b. Java, y azúcares blancosa un equivalente de 9% c. dando una idea de la variación de precios que prevalecerán durante el verano de 1920, según la opinión del lejano Oriente. De la actual cosecha en Java sólo quedan sin vender unas 250,000 toneladas.

En muchos mercados de los Estados Unidos aún se deja sentir la escasez de azúcar refinado. Sin embargo, los refinadores están ahora adelantando mucho en dar abasto a embarques de antiguos pedidos, pero continúan aún retirados del mercado para nuevas transacciones, y las cotizaciones de 9c la libra menos 2%, condiciones regulares, son enteramente nominales. Las ventas para la exportación están aún prohibidas, aunque continúan los embarques de antiguos pedidos, incluyendo los de la Comisión Real.

Nueva York, agosto 29 de 1919.

MARKET FOR AMERICAN MACHINERY IN BRAZIL

A great demand for sugar machinery for Brazilian mills is reported by Consul A. T. Haeberle from Pernambuco, the port for the principal sugar producing area. Most of the installations at present used by the mills in this region are British, but the report states that the present offers an exceptionally good op-

portunity for American manufacturers to enter the field. Repair parts, as well as new installations, are in demand, as repairs have been prevented by the difficulty of obtaining the necessary materials during the war.

Warning is given, however, that in order to build up a satisfactory trade it will be necessary to have a competent agent who knows the customs and business methods of the country.

Cable "Turnure"

FOUNDED IN 1832

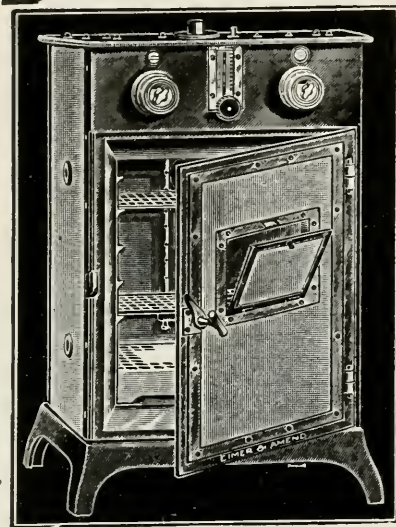
NEW YORK—64 Wall Street

LAWRENCE TURNURE & CO.

Deposits and Accounts Current. Deposits of Securities, we taking charge of Collection and Remittance of Dividends and Interest. Purchase and Sale of Public and Industrial Securities. Purchase and Sale of Letters of Exchange. Collection of Drafts, Coupons, etc., for account of others. Drafts, Payments by Cable and Letters of Credit on Havana and other cities of Cuba; also on England, France, Spain, Mexico, Puerto Rico, Santo Domingo and Central and South America.

CORRESPONDENTS:

HAVANA: N. Gelats & Co. PARIS: Heine & Co.
 PUERTO RICO: Banco Commercial de Puerto Rico
 LONDON: The London Joint City & Midland Bank Ltd.
 SPAIN: { Banco Urquijo, Madrid
 { Banco de Barcelona, Barcelona
 { Banco Hispano Americano and Agencies



FREAS Electric Drying Oven

Efficient Operation
 Durable Construction
 Ease of Temperature Adjustment
 Exact Temperature Control
 Dependable for long, continuous
 and unattended operation
 Alternating or Direct Current
 Any Voltage

EIMER & AMEND

FOUNDED 1851

NEW YORK CITY

Map of Cuba

THE CUBA REVIEW has ready for delivery a Map of the Island of Cuba, showing the location of all the active sugar plantations in Cuba and giving other data concerning the sugar industry of Cuba. Size 29¾ x 24. Price \$1.00 postpaid.

THE CUBA REVIEW

82 Beaver St., New York



**IRON PIPE
VALVES**

**BOILER TUBES
FITTINGS**

GENERAL OFFICES: 452-4 Water Street, NEW YORK CITY

Warehouses and Shops: 437-446 Water Street

Established 1876

N. GELATS & COMPANY

Bankers

Transact a General Banking Business.
Correspondents at all the principal places of the world

SAFE DEPOSIT VAULTS

**Office: Aguiar 108
HAVANA**

**A Weekly Publication of
International Interest**

It covers every field and phase of the industry
WRITE FOR SAMPLE COPY

Subscription - **\$3.00 Per Year**

Facts About Sugar

82 Wall Street, New York

JAMES S. CONNELL & SON

Sugar Brokers

ESTABLISHED 1836. AT 105 WALL ST.

Cable Address, "Tide, New York"

BANK OF CUBA IN NEW YORK

34 Wall St., New York

Associate Bank of National Bank of Cuba

General banking business transacted with special facilities for handling Cuban items through the National Bank of Cuba and its 65 branches. We are especially interested in discounting Cuban acceptances.

Current Interest Rates Paid on Deposit Accounts subject to check.

Loans, Discounts, Collections and Letters of Credit will receive our best attention.

W. A. MERCHANT - - - - - President
J. T. MONAHAN - - - - - Vice-President
CHAS. F. PLARRE - - - - - Cashier
L. G. JONES - - - - - Asst. Cashier
J. W. ALBAUGH - - - - - Asst. Cashier

Se habla Español

Aparato Nuevo

para trasbordar y

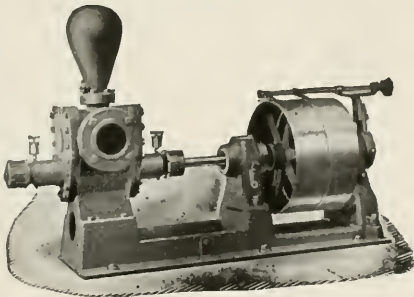
Pesar Caña Neto

Sistema nueva patentada por
Horace F. Ruggles, 108 Wall St., N. Y.,
constructor de trasbordadores superiores

Funciona por motor, levantando pesando, trasbordando y disparando la caña por un hombre y imprime billetes duplicadas del peso neto.

Pidanse informes del modelo "La Victoria."

Bomba Kinney Para Mieles



Presión Positiva. Envolos Rotatorios, Sin Muelles ni Valvulas. Forrado interiormente de Bronce. La Más económica para bombear líquidos espesos, como mirles, aceites guarapos, etc. Funciona actualmente con el mejor éxito en muchos ingenios y refineries. Capacidades de 50 á 800 galones por minuto.

Pídanse precios y pormenores á

Newell Manufacturing Company

SINGER BUILDING - NEW YORK

Agentes para Cuba y la demás Antillas

HOME INDUSTRY IRON WORKS ENGINES, BOILERS AND MACHINERY

Manufacturing and Repairing of all kinds. Architectural Iron and Brass Castings. Light and Heavy Forgings. All kinds of Machinery Supplies.

A. KLING, Prop.
JAS. S. BOGUE, Supt.

MOBILE, ALA.

**STEAMSHIP WORK
A SPECIALTY**

Telephone, 33 Hamilton.

Night Call, 411 Hamilton.

Cable Address: "Abiworks" New York.

ATLANTIC BASIN IRON WORKS

Engineers, Boiler Makers & Manufacturers.

Steamship Repairs in all Branches.

Heavy Forgings, Iron and Brass Castings, Copper Specialties, Diesel Motor Repairs, Cold Storage Installation, Oil Fuel Installation, Carpenter and Joiner Work.

18-20 Summit Street—11-27 Inlay Street

Near Hamilton Ferry

BROOKLYN, N. Y.

Agents for "Kinghorn" Multiplex Valve

JAPANESE SUGAR INDUSTRY

According to a local publication, sugar manufacturing companies in Formosa and Japan during the fiscal year July, 1918, to June, 1919, expect to obtain larger profits than in the preceding fiscal year. The output by sugar companies in Formosa during the preceding fiscal year did not exceed 5,000,000 piculs (1 picul equals 133½ pounds), the figures showing a diminution of 2,200,000 piculs over the estimates for the period. This fact, coupled with the steady advance in the price of fertilizers, freight rates and expenditure of the companies, has had a bad effect upon business. To make the situation worse, the price of Java sugar was lower

than that of Japanese sugar. Since the latter part of last year the price of Java sugar has shown an upward tendency. The result of this has been that the price of Japanese sugar has also risen, and is now ruling at 22.50 yen (\$10.20) per picul (133½ pounds), the figures showing a rise of 4 yen (\$1.99) as compared with the average price of last year. The output by sugar companies in Formosa for the present fiscal year is estimated at 4,200,000 piculs, of which 2,400,000 piculs will be shipped abroad. The net profits of the ten leading Japanese sugar companies during the past fiscal year are reported as amounting to 23,414,756 yen (\$11,672,256).—*Consul General George H. Scidmore, Yokohama.*

THE
Trust Company of Cuba

HAVANA

CAPITAL - - - - \$600,000

SURPLUS - - - - \$600,000

TRANSACTS A

**GENERAL TRUST AND
BANKING BUSINESS**

Examines Titles, Collects Rents
Negotiates Loans on Mortgages

OFFICERS

Norman H. Davis... Chairman Board of Directors
Oswald A. Hornsby..... President
Claudio G. Mendoza..... Vice-President
George V. Le Pan..... Vice-President
James M. Hopgood..... Vice-President
Rogelio Carbajal..... Secretary
Alberto Marquez..... Assistant Treasurer
W. M. Whitner..... Manager Insurance and Real Estate Depts.

Casa Turull

MERCHANTS—IMPORTERS—EXPORTERS

Now is the time to contract for your Fall requirements in chemicals.

It will be to your advantage to obtain our quotations.

Being sole distributors in Cuba for some of the largest producers and heavy dealers in Sugar Mill Supplies, we can quote lowest figures on materials of the highest standards, spot or future, f. o. b. New York or delivered any point in Cuba.

Everything in Chemical Products :

ACIDS—SODAS—SALTS
LUBRICANTS—FUEL OILS—GREASES
FORMALDEHYDE—BOILER COMPOUNDS
SUGAR BLEACH—FILTERING MATERIALS
PRESERVATIVES

DISINFECTANTS—INSECTICIDES
"ARKSAFE" Elastic Paper Sugar Bag Linings

Communicate with our nearest office
Representative will gladly call.

THOMAS F. TURULL & CO.

RAW MATERIALS FOR ALL INDUSTRIES

170 Broadway, New York

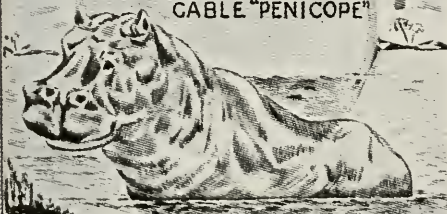
2 & 4 Muralla, Havana

Santiago Cienfuegos Camaguey Matanzas

**"HIPPO"
WATERPROOF
BELTING
IS WATERPROOF**

GARANTIZAMOS QUE ESTA
CORREA ES PERFECTA
POR SU CALIDAD Y
PRECIO.—EL QUE PRUEBA
VUELVE.—

GERENTE P.N. PIEDRA.—
GABLE "PENICOPE"



J. BACHMANN & CO.
BELTING MANUFACTURERS

16-18 READE ST. NEW YORK, N.Y.

The Royal Bank of Canada

Fundado en 1869

Capital Pagado - - - - \$15,000,000

Fondo de Reserva - - - - 15,000,000

Activo Total - - - - 420,000,000

QUINIENTAS CINCUENTA SUCURSALES
VEINTE Y OCHO SUCURSALES EN CUBA
CINCO SUCURSALES EN LA HABANA

LONDRES: 2 Bank Buildings, Princes Street
NEW YORK: 68 William Street
BARCELONA: Plaza de Cataluña 6

Corresponsales en todas las Plazas Bancables del mundo. Se expiden CARTAS DE CREDITO para viajeros en DOLLARS, LIBRAS ES FERLINAS y PESETAS, valaderas sin descuento alguno.

En el DEPARTAMENTO DE AHORROS se admiten depósitos a interés desde CINCO PESOS en adelante.

Sucursal Principal en la Habana: Obrapia 33

Administradores

R. DE AROZARENA F. W. BAIN

Supervisor de Sucursales

F. J. BEATTY

United Railways of Havana

CONDENSED TIME TABLE OF DAILY THROUGH TRAINS

No. 11 P M	No. 1 P M	No. 7 P M	No. 5 P M	No. 3 A M	No. 9 A M	Miles	HAVANA		No. 2 A M	No. 8 A M	No. 6 P M	No. 10 P M	No. 4 P M	No. 12 A M
							Ar	Lv						
10.31 AM	10.01 AM	4.01	1.01	10.01	7.01		Lv...Central Station..Ar		6.50	9.40	3.31	6.30	7.25	6.30
....	12.17	6.40	3.23	11.54	9.25	58	Ar....Matanzas...Lv.	4.15	6.52	1.10	3.50	5.06	....	....
....	4.05	8.40 PM	5.50	2.00	12.37 PM	109	Ar....Cardenas....Lv.	12.05	5.00	10.00	1.20	....	....	....
....	6.00	....	9.22	4.47	....	179	Ar....Sagua.....Lv	10.45	....	6.45	....	12.10 PM	....	....
*...	9.45	....	....	8.35	....	230	Ar....Caibarien....Lv.	7.25	....	....	....	8.15 AM	*... ....	....
....	6.00	....	9.00	....	....	180	Ar... Santa Clara...Lv.	11.00	....	7.40	....	....	....	....
7.10 AM	....	....	....	7.10 PM	....	195	Ar... Cienfuegos...Lv.	....	....	....	....	11.15 AM	10.15 PM	....
....	9.55	....	....	....	....	241	Ar..Sancti Spiritus..Lv.	4.45	....	....	....	....	....	....
....	11.35 PM	....	....	2.55	....	276	Ar..Ciego de Avila..Lv.	3.45	....	12.40 AM	....	....	....	....
....	3.10 AM	....	....	6.10	....	340	Ar... Camaguey ..Lv.	12.15 AM	....	9.00 PM	....	....	....	....
....	....	....	....	2.10	....	520	Ar..... Antilla.....Lv.	....	....	10.40	....	....	....	....
....	3.45 AM	....	....	6.45 PM	....	538	Ar. Santiago de Cuba Lv.	12.01 AM	....	9.00 AM	....	....	....	....

Sleeping cars on trains 1, 2, 5, 6, 11 and 12.

*Via Carreño.

SLEEPING CAR RATES—UNITED RAILWAYS OF HAVANA

From HAVANA TO	Lower Berth	Upper Berth	Compartment	Drawing-Room
Cienfuegos.....	3.60	\$3.00	....	\$10.00
Santa Clara.....	3.60	3.00	8.00	10.00
Camaguey.....	4.20	3.50	10.00	12.00
Antilla.....	6.00	5.00	14.00	18.00
Santiago de Cuba.....	6.00	5.00	14.00	18.00

ONE-WAY FIRST-CLASS FARES FROM HAVANA TO PRINCIPAL POINTS REACHED VIA

THE UNITED RAILWAYS OF HAVANA

	U S. Cy.	U. S. Cy.
Antilla.....	\$30.37	\$7.50
Batabano.....	1.99	3.91
Bayamo.....	26.82	28.59
Caibarien.....	13.84	4.16
Camaguey.....	20.14	12.36
Cardenas.....	7.05	13.53
Ciego de Avila.....	16.53	10.05
Cienfuegos.....	11.33	.81
Colon.....	7.20	14.55
Guantanamo.....	33.26	11.09
Holguin.....	27.56	31.35
Isle of Pines.....	....	....
Madruga.....	....	....
Manzanillo.....	....	....
Matanzas.....	....	....
Placetas.....	....	....
Remedios.....	....	....
Sagua.....	....	....
San Antonio.....	....	....
Sancti Spiritus.....	....	....
Santa Clara.....	....	....
Santiago de Cuba.....	....	....

Passengers holding full tickets are entitled to free transportation of baggage when the same weighs 110 pounds or less in first-class and 66 pounds or less in third-class.

“WEEK-END” TICKETS

FIRST- AND THIRD-CLASS

are on sale from Havana to all stations of the United Railways (except Rincon and such as are located at less than twenty kilometres from Havana) and vice versa, valid going on Saturdays and returning on any ordinary train the following Sunday or Monday at very low rates.

UNITED RAILWAYS OF HAVANA

FRANK ROBERTS, General Passenger Agent

PRADO, 118

HAVANA, CUBA

S. F. HADDAD
 DRUGGIST
PRESCRIPTION PHARMACY
 "PASSOL" SPECIALTIES
 89 BROAD ST., Cor. Stone. NEW YORK

Sobrinos de Bea y Ca S. en C.
 BANKERS AND COMMISSION MERCHANTS
 Importación directa de todas los
 centros manufactureros del mundo

Agents for the Munson Steamship Line, New York
 and Mobile; James E. Ward & Co., New York;
 Serra Steamship Company, Liverpool; Vapores
 Transatlánticos de A. Folch & Co., de Barcelona,
 España.

INDEPENDENCIA STREET 17/21
MATANZAS, CUBA

JOHN W. McDONALD
Coal, Wood, Lumber and Timber
 OF EVERY DESCRIPTION
112 Wall St., New York
 Near South Street
 Yard: 56-58 Beard Street, Erie Basin
 TELEPHONES:
 Office, 1905 John Yard, 316 Hamilton

THE SNARE AND TRIEST COMPANY
Contracting Engineers

STEEL AND MASONRY CONSTRUCTION
 Piers, Bridges, Railroads and Buildings

We are prepared to furnish Plans and Estimates
 on all classes of contracting work in Cuba.

New York Office, 8 West 40th Street
 Havana Office: **Zulueta 36 D**

P. RUIZ & BROS.
Engravers- - Fine Stationery
 RUIZ BUILDING
 O'Reilly & Habana Sts. P. O. Box 608
 HAVANA, CUBA

John Munro & Son

**Steamship and
 Engineers' Supplies**

722 Third Ave., Brooklyn, N. Y.

Cable Address; Kunomale, New York
 Telephone, 3300 South

Telephone
 215 Hamilton

Box 186
 Maritime Exchange

YULE & MUNRO
SHIPWRIGHTS

CAULKERS, SPAR MAKERS,
 BOAT BUILDERS, ETC.

No. 9 Summit Street
 Near Atlantic Dock **BROOKLYN**

DANIEL WEILL S. EN C.
COMERCIANTE EN GENERAL
Especialidad en Ropa Hecha de Trabajo

Am in a position to push the sales of
 American high class products Would
 represent a first-class firm.

APARTADO 102 CAMAGUEY, CUBA

M. J. CABANA
COMMISSION MERCHANT
P. O. Box 3, Camaguey

Handles all kinds of merchandise either on a
 commission basis or under agency arrangements.
 Also furnishes all desired information about lands
 in eastern Cuba.

F. W. Hvoslef E. C. Day R. M. Michelson

BENNETT, HVOSLEF & CO.
Steamship Agents & Ship Brokers
18 BROADWAY, NEW YORK
 Cable "Benvosco"



S.S. MUNAMAR

NEW YORK—Cuba Service

PASSENGER AND FREIGHT

	Leave New York	Arrive Antilla	Leave Antilla	Arrive New York
SS "MUNAMAR".....	Oct. 4	Oct. 8	Oct. 11	Oct. 15
SS "MUNAMAR".....	Oct. 18	Oct. 22	Oct. 25	Oct. 29

FREIGHT ONLY

Regular sailings for Matanzas, Cardenas, Sagua, Caibarien,
Puerto Padre, Gibara, Manati, Banes and Nuevitas.

MOBILE—Cuba Service

SS "MUNISLA"—Havana-Matanzas.....	September 5
SS "LAKE OTISCO" Havana-Cardenas.....	" 12
SS "LAKE GARDNER"—Nuevitas-Antilla-Port au Prince.....	" 16
SS "TUSCAN"—Havana-Matanzas.....	" 19
A STEAMER—Caibarien-Santiago-Cienfuegos.....	" 23
SS "MUNISLA"—Havana-Sagua.....	" 26

MOBILE—South America Service

FREIGHT ONLY

SS "MUNDELTA"—Montevideo-Buenos Aires.....	September 25
--	--------------

NEW YORK—South America Service

FREIGHT ONLY

Frequent sailings for River Plate and Brazilian Ports.

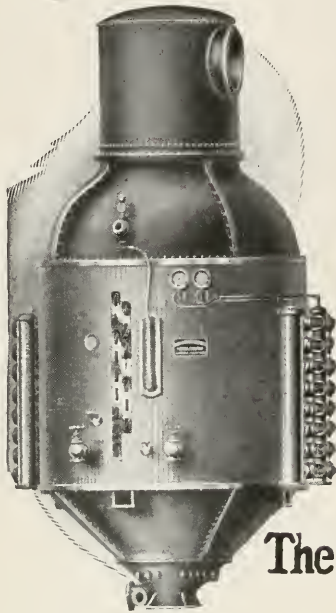
BALTIMORE—Havana Service

FREIGHT ONLY

SS "LAKE ALLEN".....	September 11
A STEAMER.....	" 25

The Line reserves the right to cancel or alter the sailing dates of its vessels or to change its ports of call without previous notice.

MUNSON STEAMSHIP LINE



The Krajewski Improved Coil Vacuum Pan

This pan has excellent circulation of the masecuit. Its sectional coils insure quick drainage; its large discharge opening, and its efficient separator on the vapor outlet,—are all features that appeal to the discriminating engineers and owners of sugar cane centrals.

Built in various sizes from 5 feet diameter up to 14 feet or more if required.

We also build vacuum pans with calandrias and coils and triple and quadruple effects ranging in size from 1,500 square feet to 26,000 square feet of heating surface.

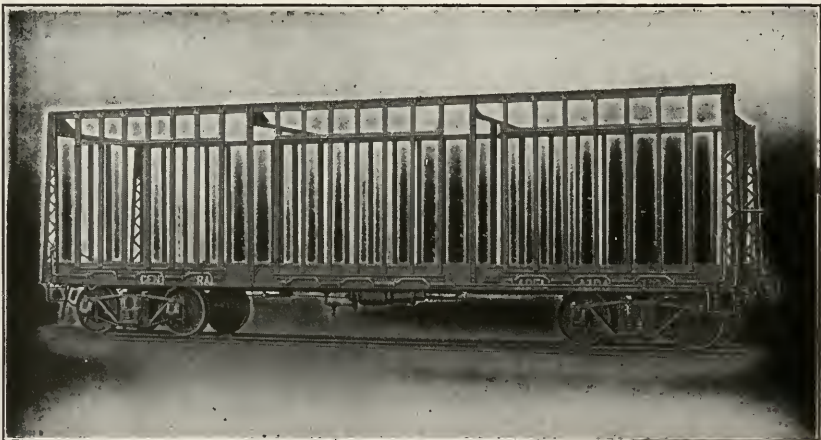
Prompt and courteous response to inquiries will be made by our engineers.

The United States and Cuban Allied Works Engineering Corporation

OWNING AND OPERATING
Krajewski-Pesant Corporation
Bradford Works
Blaisdell Machinery Co.
WORKS: BRADFORD, PA. — AND — HAVANA, CUBA
NEW YORK OFFICES: 50 BROAD STREET
CABLES: "IDOLWAX" NEW YORK and HAVANA

PLANTATION CARS OF ALL KINDS

ALSO THE PARTS FOR SAME



El grabado enseña uno de nuestros carros, todo de acero, para caña.

Tenemos otros tipos de capacidades varias y hemos fabricado un gran numero de carros para caña para uso en Cuba, Puerto-Rico. América-Central y México, que tienen jaules de acero ó de madera y conruidas para los distintos tipos de carga y descarga de la caña.

AMERICAN CAR & FOUNDRY EXPORT CO., NEW YORK, E. U. A.

Dirección telegráfica: NALLIM, New York.

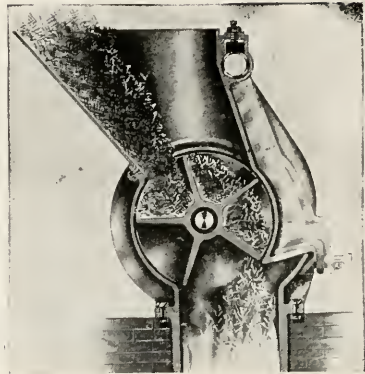
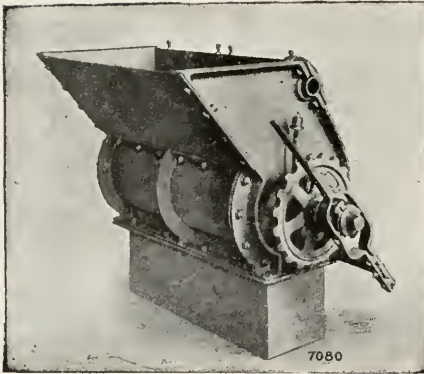
Producción anual de más de 100,000 carros.

Representante para Cuba: OSCAR B. CINTAS, Oficios 29-31. Havana.

THE CUBA REVIEW



.00 A Year **OCTOBER 1919** 10 Cents A Copy
Published by the Munson Steamship Line 82-92 Beaver Street, New York City.



LINK-BELT BAGASSE FEEDERS

Constructed to feed the furnaces uniformly, and effectually prevent the escape of sparks and hot air, or the entry of cold air into the furnace. The temperature cannot be lowered, or combustion interfered with.

Further particulars in our catalog. Write for a copy.

LINK-BELT COMPANY

299 BROADWAY

NEW YORK

JAMES M. MOTLEY

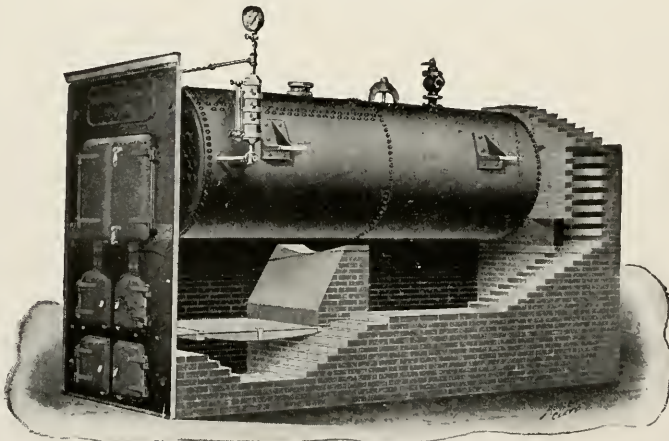
71 BEAVER STREET
NEW YORK

Gerente del Departamento de Ventas en el Extranjero de

THE WEIR FROG COMPANY
GLOVER MACHINE WORKS
THE RAHN-LARMON CO.
STANDARD SAW MILL MACHINERY CO.

PENNSYLVANIA BOILER WORKS
DUNCAN, STEWART & CO. LTD.
STANDARD WATER SYSTEMS CO.

Los productos de estas Fábricas abarcan :



Locomotoras Livianas
Carros: Para Caña
Para Carga
Carriles y accesorios
Vía Portátil
Ranas y Chuchos
Puentes de Acero
Edificios de Acero
Maquinas de Izar
Aserraderos
Calderas
Máquinas de Vapor
Máquinas de Gasolina
Bombas
Tanques
Tornos
Prensas para Ruedas
Acepilladoras para Metales
Ejes, Poleas y Accesorios
Máquinaria Frigorífica
Trapiches, Desmenzadoras y toda clase de Máquinaria para Ingenios de Azúcar
Calentadores de Agua para Calderas
Alambiques para Agua
Evaporadores de Serpentinales

A solicitud se remiten catálogos y presupuestos.
Dirección cablegráfica: **JAMOTLEY**, New York (Se usan todas las claves).

Please mention *THE CUBA REVIEW* when writing to Advertisers

RAMAPO

Carros de Ingenios

Para todos usos y de todos tamaños, de los para caña con cuarto ruedas y capacidad de 1½ toneladas á los con juegos dobles de ruedas y capacidad de 30 toneladas.

Hacemos una especialidad de juegos de herrajes, incluyendo los juegos de ruedas, completamente armados, con todas las piezas de metal, y planos completos para construir los carros á su destino de maderas del país.



A 802

RAMAPO IRON WORKS, 30 Church St., NEW YORK, N. Y. CABLE ADDRESS RAMALIAM

HOLBROOK TOWING LINE, Inc.

W. S. HOLBROOK, PRES.

Sea, Harbor and General Towing. Steamship Towing a Specialty

Boilers Tested for any Required Pressure

Phone Broad
4266-4267

15 WILLIAM ST., NEW YORK, U. S. A.

Night Phone
1105 Bay Ridge
1368 Richmond Hill

WILLETT & GRAY, Brokers and Agents

FOREIGN AND
DOMESTIC

SUGARS

RAW AND
REFINED

82 Wall Street, New York

Publishers of Daily and Weekly Statistical Sugar Trade Journal—the recognized authority of the trade.

TELEGRAPHIC MARKET ADVICES FURNISHED

POPULAR TROLLEY TRIPS

Via the HAVANA CENTRAL RAILROAD to

Guanajay

Trains every hour daily from CENTRAL STATION from 5 A. M. to 8 P. M. Last train 11.20 P. M.

Fare (Round Trip), \$1.40

Guines ----

Trains every hour daily from CENTRAL STATION from 5.50 A. M. to 7.50 P. M. Last train 11.10 P. M.

Fare (Round Trip), \$1.92

SUBURBAN SERVICE TO REGLA, GUANABACOA AND CASA BLANCA (CABAÑAS FORTRESS) FROM LUZ FERRY, HAVANA, TO

Regla (Ferry).....	\$0.05
Guanabacoa (Ferry and Electric Railway).....	.10
Casa Blanca and Cabañas Fortress (Ferry) .....	.05

Ferry Service to Regla and Car Service to Guanabacoa every 15 minutes, from 5 A. M. to 10.30 P. M., every 30 minutes thereafter up to 12 midnight, and hourly thence to 5 A.M. To Casa Blanca, every 30 minutes from 5.30 A.M. to 11 P.M.

Hay una Carretilla
Jackson
para
Todos Propositos



Precio,
Calidad,
Servicio,
y Variedad

Escríbase Solicitando Catalogo No. 10
Acaba de recibirse del impreso—Pídase una Carretilla Jackson

THE JACKSON MANUFACTURING CO.
HARRISBURG, PA.

Insist upon Walker's "LION" Packing



Avoid imitations, insist upon getting **WALKER'S METALLIC "LION" PACKING.** Look for "The Thin Red Line" which runs through all the Genuine and the "Lion" Brass Trade Mark Labels and Seals attached.

WRITE FOR
OUR DESCRIPTIVE CATALOGUE

JAMES WALKER & COMPANY, Ltd.

27 Thames Street

New York City

Western Railway of Havana

TRAIN SERVICE DAILY

P M	P M	P M	A M	A M	A M	Fare	Lv. Cen. Sta...Ar	Fare	A M	A M	P M	P M	P M	P M
6.15	2.55	1.45	10.15	6.55	5.45	1st cl.	Ar...Artemisa...Lv	3d cl.	7.20	11.09	12.01	3.20	7.09	8.00
8.24	4.24	3.55	12.24	8.24	7.55	\$2.65	Ar...Paso Real...Lv	\$1.40	5.15	9.40	9.45	1.15	5.40	5.45
.....	5.51	.....	.....	9.51	.....	5.19	Ar...Herradura...Lv	2.84	.....	8.05	.....	.....	4.05	.....
.....	6.05	.....	.....	10.05	.....	5.62	Ar...Pinar del RioLv	2.74	.....	7.48	.....	.....	3.48	.....
.....	6.56	.....	.....	10.56	7.30	6.71	Ar....Guane...Lv	3.25	.....	6.55	.....	.....	2.55	6.00
.....	8.40	.....	.....	12.40	11.45	8.83		4.22	.....	5.20	.....	.....	1.20	2.00
P M	P M	P M	P M	P M	A M				A M	A M	A M	P M	P M	P M

**IDEAL
TROLLEY
TRIPS**

Round Trip Fares From Havana To

Arroyo Naranjo..... 24 cts. Rancho Boyeros..... 38 cts.
Calabazar 26 cts. Santiago de las Vegas... 50 cts.
Rincon..... 60 cts.

Leaving Central Station every half hour from 5.15 A. M. to 7.15 P. M.,
and every hour thereafter to 11.15 P. M.

"WEEK-END" TICKETS

FIRST- AND THIRD-CLASS

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 and Monday, and are sold at very low rates.

THE CUBA REVIEW

"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

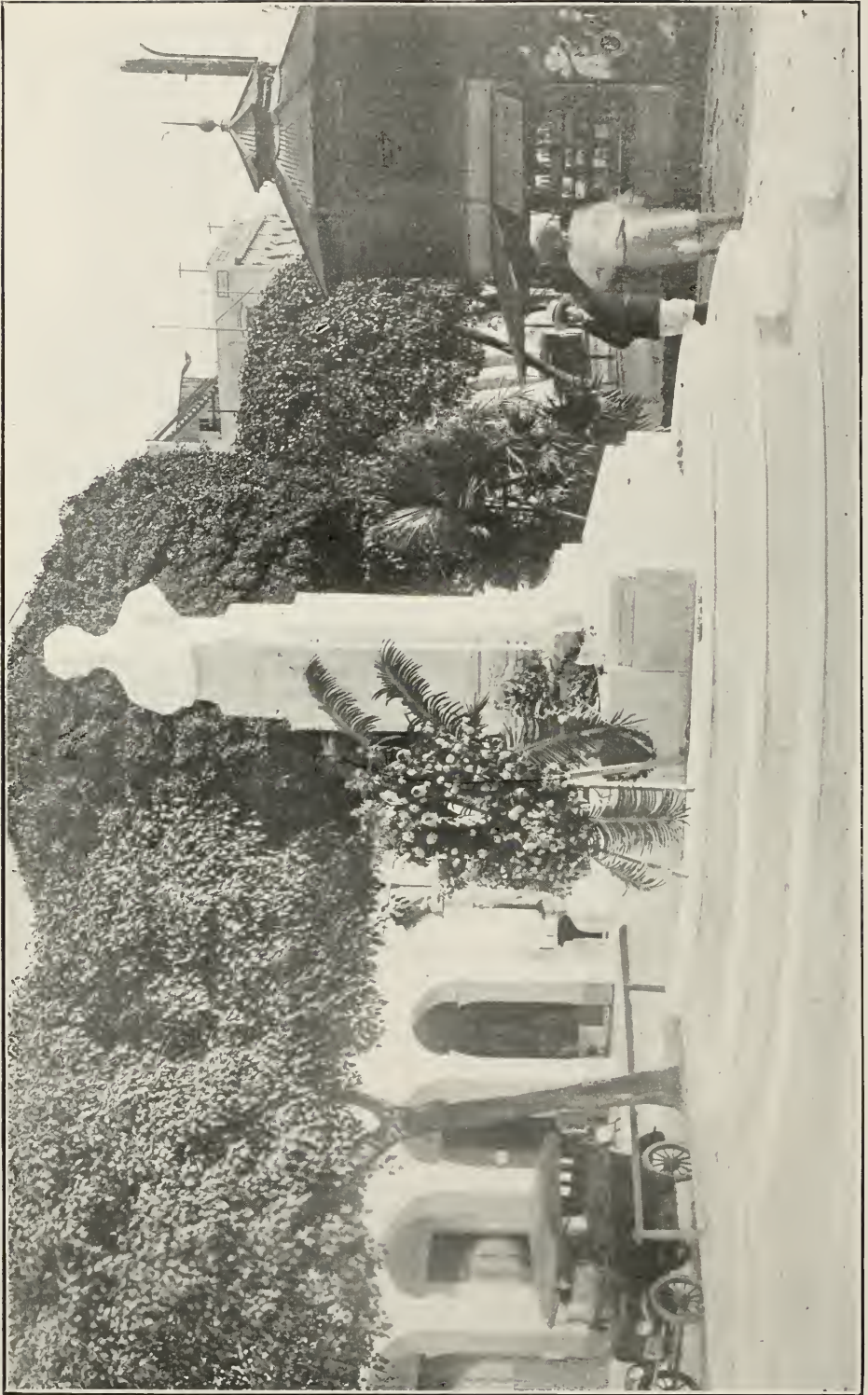
Vol. XVII

OCTOBER 1919

No. 11

Contents of This Number

Cover Page—A Street in Matanzas.	
Frontispiece—Monument to Gonzalo de Quesada.	
Breeding Stations for Cattle.....	Page 25
The Citrus Industry in Cuba, Illustrated, by H. O. Neville. 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24,	25
Cuban Commercial Matters:	
Cuba-China Steamer Service.....	12
Japanese Steamship Line.....	26
Manufacturing Company in Matanzas.....	26
Olive Oil Imported from Spain.....	26
Price of Charcoal.....	26
Trade with Argentina.....	26
Trade with Mexico.....	26
Cuban Financial Matters:	
Prevailing Prices for Cuban Securities.....	28
Report of the Condition of the Bank of Cuba in New York.....	29
Cuban Government Matters:	
Cuban Congress to Convene.....	7
Customs Receipts at Santiago de Cuba.....	7
Department of Justice.....	7
Exchange of Students with Mexico.....	7
New Military Camp.....	7
Revenue from Cuban Stamp Tax.....	7
Study of Influenza	7
Farm Schools	25
Havana Correspondence	9 10, 11, 12
Hospital for Havana.....	25
New Hotel	25
Roosevelt Memorial Campaign.....	12
The Sugar Industry:	
Central Chaparra	33
Contract Price of Sugar Beets, 1919.....	33
Cost and Freight Prices for Cubas.....	30
Enlargement of Punta Alegre Mill.....	33
Increase in Per Capita Consumption in the United States.....	30
Market for Sugar in the Far East.....	36
New Source of Sugar.....	36
Organization of Cuban Sugar Growers.....	30
United States Beet Sugar Crop, 1919-20.....	33
United States Sugar Investigation.....	30
Sugar Review, English.....	31, 32, 33
Sugar Review, Spanish.....	34, 35, 36
Traffic Receipts of Cuban Railroads.....	27, 28



Monument to Gonzalo de Quesada, after the Unveiling of the Statue.

LIBRARY
NEW YORK
BOTANICAL
GARDEN

THE CUBA REVIEW

"ALL ABOUT CUBA"

Copyright, 1919, by the Munson Steamship Line

VOLUME XVII

OCTOBER, 1919

NUMBER 11

CUBAN GOVERNMENT MATTERS

CUBAN CONGRESS TO CONVENE

A call for a special session of Congress, to be convened October 15th, was issued September 30th by President Menocal.

President Menocal wishes to acquaint the members of Congress with the terms of the peace treaty with Germany, and present it to them for ratification.

CUSTOMS RECEIPTS AT SANTIAGO DE CUBA

Customs receipts at Santiago de Cuba for the first six months of the present year amounted to \$1,554,099, an increase of \$74,647 over the amount collected in the corresponding period of 1918.

STUDY OF INFLUENZA

By presidential decree of the 23d of June, Dr. Antonio Cueto Vasquez, Secretary of the Commission of Infectious Diseases, was designated to come to the United States to make an exhaustive study of the treatment of influenza.

REVENUE FROM CUBAN STAMP TAX

The total revenue from seventeen months of the operation of the Cuban stamp tax, from the 1st of September, 1917, to the 31st of January, 1919, was \$4,676,735, which represents an approximate monthly average of \$275,102.

DEPARTMENT OF JUSTICE

President Menocal has commissioned Señor Guillermo Sanchez y Reyes, chief of the Bureau of Personnel, Estates and Accounts of the Department of Justice, to come to the United States to study the most advanced methods in the compilation of criminal statistics, and to collect data required by the Director of the Department of Justice.

NEW MILITARY CAMP

It is reported that negotiations are under way for the purchase by the government of Cuba of a tract of land comprising 334,113 square meters, to be used for a military camp.

The land was acquired from the Cuban Colonial Land Company, and was part of the San Marcos estate.

EXCHANGE OF STUDENTS WITH MEXICO

The Mexican Minister to Cuba, through the Department of Foreign Relations, has suggested to the National University the advisability of an exchange of students between the two countries. The University of Mexico has received the suggestion favorably and will consider means to bring about such an exchange at an early date.

NOV 9 1919



Bandstand at the Foot of the Prado, Flooded by the Sea During the Storm of September 9th. (Photo by American Photo Co., Havana.)

HAVANA CORRESPONDENCE

September 26th, 1919.

CONGRESS: As mentioned in our last letter Congress has adjourned for the summer vacation and there is, therefore, nothing to report.

ALEJANDRO RODRIGUEZ STATUE: On September 21st this statue, erected to the memory of General Alejandro Rodriguez, was unveiled in Varona Suarez Park at the foot of the Paseo in Vedado. General Rodriguez was the first Mayor of Havana after the inauguration of the Cuban Republic and was also one of the principal generals in the Cuban Army at that time.

COMPANIA CUBANA AMERICANA DE AVIACION: The fore part of the present month this company, whose English name is "Cuban American Aircraft Corporation," was duly constituted in Havana. The articles of incorporation state that the company is organized for the purpose of doing a general business in connection with aviation, establishing schools for aviators and carrying passengers and goods between Cuba and the United States, as well as between Havana and other cities of Cuba.

NEW BUILDING FOR CENTRO ASTURIANO: It is reported that this association will erect a handsome seven-story clubhouse on the site of the former building facing Central Park, which was destroyed by fire about a year ago.

CUBAN POSTAL MONEY ORDER RATES: About a year ago the Cuban Government raised the rates considerably on postal money orders between Cuba and the United States, although no change was made in the rates for points in the Island of Cuba, as mentioned by us at the time. However, effective last month by presidential decree, these rates were reduced to their former basis.

CYCLONE: On September 9th Havana felt the effects of the cyclone which passed a few miles to the northward. It struck Key West and did a great deal of damage there, then continued across the Gulf and wound up by devastating Texas ports.

The wind itself did very little harm in Havana, but the havoc done by the water was very great. The waves from the sea came over the seawall, inundating a large part of the nearby residential section. The flooding was unusually extensive as regards both area and devastation, and particularly affected that part of Havana facing the sea and lying between the city proper and the neighboring suburb of Vedado, as well as the lower portion of the Vedado. As much of the district referred to had heretofore passed unharmed through similar floods, the inhabitants were not prepared for what took place in the present instance, with the result that at the last moment homes and stores had to be abandoned without time to save much, if any, of their contents.

Probably the main reason for the flooding of much of the area in question was caused by the breaking of several hundred feet of the newly constructed seawall connecting Havana and Vedado, the result being that the waves took huge sections of the wall weighing several tons and carried them a considerable distance inland, ripping up the street-car tracks and depositing the blocks in the center of the road connecting the two districts mentioned.

The force of the water was so strong that in addition to flooding the adjacent buildings, in some instances whole houses were completely demolished, and in other cases not only were doors and windows carried away but the frames, as well, were entirely torn from their places. Along Marina street, which suffered the largest amount of damage from the water, are erected several large and modern automobile showrooms and garages which suffered greatly by having their large plate glass windows completely demolished. Extensive damage was done to the automobiles and



Section of the new seawall, several hundred feet in length, which was washed out during the storm of September 9th. This section is in front of Santa Clara battery on the road leading from Havana to Vedado. (Photo by American Photo Co., Havana.)



Small house on Marina Street, completely wrecked by the waves during the storm. The street itself is flooded, as may be seen by the water in the foreground. Practically all the houses on this street, which fronts the sea, were rendered uninhabitable. In many cases where the walls of the houses withstood the force of the waves, the door and window frames were completely torn from their places by the tremendous force of the water. (Photo by Harris Bros., Havana.)



View of the driveway connecting Havana and Vedado, showing huge portions of the new concrete seawall, broken up by the waves during the storm. These ruins of the seawall were carried entirely across the new boulevard now being constructed along the seawall, then over the double street-car tracks and were finally deposited in the middle of the roadway at the foot of Santa Clara Battery, as shown. The blocks were so large and heavy that it was necessary to blast them into smaller sections for removal. The rough slabs in the foreground are pieces of the concrete base of the new boulevard mentioned above. (Photo by Harris Bros., Havana.)

stock in general. The Prado was flooded about half way up to Central Park, although the water did not reach the depth it did several years ago, when, in order to rescue the residents of that thoroughfare, it was necessary to resort to boats.

The flood caused the deaths of several persons, some being due to carelessness on their part in venturing into the dangerous sections of the flooded district and being swept off their feet by the incoming waves. Contributions to relieve the sufferers were made on behalf of the Rotary Club of Havana, Cuban Red Cross and other charitable organizations.

No damage was reported to shipping in Havana, but as a result of the cyclone the Spanish steamer "Valbanera" of the Pinillos Line, coming from Spain via Santiago de Cuba, was caught by the storm when nearing this port on September 9th. No trace was found of the vessel, although various searching parties were sent out, until September 13th, when investigators from Key West located the steamer completely submerged in water near Half Moon key to the westward of Key West. A complete investigation of the wreck has not yet been made, but so far no traces whatever have been found either of the passengers or cargo of the ill-fated vessel, which appears to be practically broken in two.

Several American steamers, both freight and passenger, were either wrecked or damaged by the storm off the Florida coast and some boats from Gulf ports to Cuba are still missing at this writing.

PRICE REGULATION: In our report of the last month we referred to the decree issued by President Menocal fixing the amount of profit which could be charged by merchants for their merchandise and also compelling them to post in their places of business a list showing the current prices. We mentioned also that considerable pressure was being brought to bear to secure a modification of this law.

Since then commissions representing business interests of Havana have continued to use their endeavors in this direction, and it is now being proposed by them that the decree be completely annulled and that a new basis for regulating prices be put into effect. However, no definite agreement has as yet been reached in this connection between the Government and business interests.

CUBAN CENSUS: We have previously reported preparations for taking the census of the Island of Cuba for 1920. The first step was the passing of the bill by Congress and recently the work of enumeration has begun. There are over two hundred enumerators for Havana alone.

GONZALO DE QUESADA: As referred to in our last letter, the cruiser "Cuba" was sent to New York to bring back the body of Gonzalo de Quesada, Minister of Cuba, who died in Berlin in 1915. On arrival here, the body laid in state in the city hall. The funeral was conducted by the Government with military honors and was participated in by Government officials, as well as the diplomatic representatives of various countries represented here.

REGULATION OF SUGAR PRICES: On August 27th the President signed two decrees in connection with the sugar industry. One of them fixed the maximum prices of sugar as follows:

On raw sugar delivered to warehouse at seaport: To wholesalers 5.60c per lb., to retailers 6.10c per lb., to consumers 7c per lb.

On the same sugar at the mill partly refined: To the wholesaler 6.70c per lb., to the retailer 7.10c per lb., and to the consumer 8c per lb.

On refined sugar: To the wholesaler 9c per lb., to retailers 9.50c per lb., and to the consumer, loose, 10.50c per lb., or when in sacks 11c per lb.

This decree has no reference to exportation of sugars in accordance with the contract made with the American Government.

Another decree provides that from date of publication of same, all sugar estates must inform the Department of Agriculture the number of sacks of sugar produced during the crop of 1918-1919, if the estates have finished grinding, or if not, as soon as they do so. Such statements must show the quantity sold for local consumption, with names of buyers, quantities shipped to foreign countries and the amount on hand both at the mill or in any warehouse. The Department of Agriculture is authorized to investigate the destination given on sugar sold for local consumption, in order to determine if it exceeds in quantity the allowance under contract made with the United States Sugar Equalization Board; also, in order to be in position to state at any time the amount of stock on hand in warehouses, at the mill or at shipping ports. Further, the Department of Agriculture will place this data in the hands of the Cuban Sugar Export Committee, who in turn will deliver it to the United States Sugar Equalization Board.

OFFICIAL NAMES OF HAVANA STREETS: During the past few years the Havana City Council has changed the names of a large number of streets of Havana from their former Spanish names to those of famous Cuban patriots, such as the name of the Prado to Pasco de Marti and Obispo street, the principal shopping thoroughfare, to Pi y Margall street. The inhabitants of Havana, however, continue from force of habit to speak of streets by their former well-known names and as a result of this the Mayor of Havana has recently issued a decree in an endeavor to compel everyone to call the streets by their present official names and not by the ones by which they were formerly known.

ROOSEVELT MEMORIAL CAMPAIGN

The campaign of the Roosevelt Memorial Association to raise \$5,000,000 for an appropriate monument to the late Theodore Roosevelt has been extended to Cuba. Frank Steinhart, president of the Havana Electric Railway and veteran of the Spanish-American War, has accepted the campaign chairmanship for Cuba.

There is intense interest in the coming campaign, which starts October 20th and ends on October 27th.

CUBA-CHINA STEAMER SERVICE

A direct steamship line between Cuba and China and Indo China is proposed, according to advices received by the Secretary of State, from Señor J. A. Barnet, Cuban Minister to China.

THE CITRUS INDUSTRY IN CUBA

By H. O. Neville.

Perhaps in no country in the world are more luscious oranges and grapefruit of many varieties found than in the Island of Cuba; yet their production was, until a few years ago, a matter of chance, and the result of the kindly disposition of that particular Goddess of Nature which has ruled over the formation of Cuba's soil and controls her rains and sunshine. Native sweet and sour oranges, rough lemons, limes, shaddocks, bergamot oranges, and several other varieties of the citrus family, have been produced here from time immemorial, but the plantings made by the inhabitants consisted only of isolated trees and groups thereof, set out largely in a haphazard manner, without form or order, nearly always too close together, and during their whole existence were unattended save during the time required to gather their production. Such a thing as a citrus industry was not known, even though the total production of the trees set out as described above was large and supplied fairly abundantly the requirements of the population.

With the close of the War of Independence, and the coming of the American Occupation, a change came over these conditions. Among those in the Army of Occupation were some who, in view of the existence of large and aged orange trees which for years, unattended and neglected, had produced bounteous crops of excellent fruit, and the abundance of wild citrus trees in the forests, were lead to believe that there was a future for any one who would settle here and set out groves. Still others, broader in their thoughts, and more inclined to earn their money from the labor of others, were able to see the rich returns that could be secured by those who would start real estate operations and induce northern residents to purchase from them for the purpose of planting citrus groves and reaping in the harvest that could thus be made.

The result of these two lines of thought are apparent today in the many scattered groves, formerly belonging altogether to Americans, though now a considerable number of them have passed to the control of natives, lying within a radius of 60 miles of Havana, especially to the west; and in the colonies of Americans established by the companies formed by the real estate operators.

The establishment of isolated groves by individual planters naturally would be made in that portion of the Island with which the Americans were best acquainted. This, of course, was Havana, so that near it we find the groves of this character. But the real estate operator could make more money from the resale of cheap lands than from that of the costlier lands of the western part of the Island. At the close of the War of Independence, lands were selling for a very moderate price in the two eastern provinces, Camagüey and Oriente, this being also the case for the very sandy and poor lands in the extreme western part of Cuba. So here, naturally, the attention of the real estate men was centered, and the result has been the founding of the many colonies such as La Gloria, Santa Lucía, La Atalaya, Riverside and Canet, in Camagüey Province, and Bartle, Victoria de las Tumas, Omaha, Holguín, Bayate, Cacoécum, and Paso Estancia, in Oriente Province; while to the west of Havana we find Heradura and Ocean Beach as types of the colonies formed by these people. In the central portion of the Island, colonizing of this nature was almost entirely lacking, this portion of Cuba being at that time pretty well developed by native farmers, and land prices being fairly high. Exceptions to this are the colonies at Itabo and Ceiba Mocha, both in Matanzas Province. To the south of Havana, the Isle of Pines deserves special mention, as here thousands of acres have been set out, almost entirely to grapefruit.

We have gone thus in detail into the American colonization of the Island because with it is bound inseparably the establishment of the Island's citrus industry as such. The people of the north, many of them at least, were tiring of the long cold winters and were attracted by the representations made by the land companies regarding Cuba's



A Young Grapefruit Tree, San Pedro, Isle of Pines.



The Dodge Grove, Riverside, Camagüey.



Picking Oranges, Santa Fé, Isle of Pines.

wonderful climate, the marvelous fertility of her soil, and the ease with which products native to the country could be grown, among these, of course, being citrus fruits, and of the profits to be derived from the planting and cultivation especially of these. The native trees which without care and attention had for years produced bountiful crops, were taken as an indication of what could be accomplished by modern cultivation and attention, and the profits to be derived from ventures of this nature were taken to be similar to those which are shown occasionally by the growers of these fruits in Florida and California. The fact that communication in many of the places where colonies were founded practically did not exist, that the distance from points of production to shipping point was in many cases great, that ocean transportation from the shipping port to the point of consumption, the United States, was in many cases also either very intermittent and uncertain or lacking entirely, the difficulty and expenses connected with waiting five or six years after planting the groves till these came into profitable bearing—these were points which, of course, were not brought out and emphasized in the literature of the original promoters of these colonies and did not appeal to the colonists when they first came, so they went to work and set out large acreages of citrus fruits. The individual American farmers near Havana did likewise, and the sight of this going on before the Cuban land owner and holder served to make them also come into line and set out considerable areas.

In the beginning of the establishment of citrus groves, the thought of nearly every incipient grower was that this fruit would be sold in the United States, and therefore he sought those varieties which he believed would have the greatest acceptance there. In those days the grapefruit business had had a boom in Florida, and then received the almost death blow of the freezes of 1895 and 1896. The American public was learning what this fruit was, and was constantly calling for greater supplies. It was, therefore, only natural that the promoters of the land companies should direct the attention of their colonists to the probably large profits to be derived from the production of this fruit. So we find that a large percentage of these early plantings of the American colonists consisted of grapefruit trees. They, however, paid some attention to oranges, though this was largely with the idea of having a supply for home consumption. Lemons in moderate acreage were also tried out in several places, but they were found to require great care and much attention after picking in order to prepare them suitably for market.

Every new industry in any region must necessarily pass through its formative and experimental stage. During the first days of the planting of citrus fruits it was nothing uncommon to find in a ten-acre grove four or five varieties of grapefruit and six or eight of oranges. Experience and time have proved the foolishness of this lack of method, as it has been pretty thoroughly demonstrated that in order to have shipments of grapefruit of sufficient size to make the required volume for economy, both by rail and water, one or two varieties at most should be planted, while with oranges experience has shown that the home demand in Cuba is so great as to require practically the entire production, present and possible, of the Island, so that consideration should be given only to those varieties surest in their productive capacity, most constant in their quality, and ripening at a period when they do not come into competition with the large mass of Cuba's native seedling fruits which arrive on the market most abundantly from December to the end of March.

The production of grapefruit has proved to be a gamble of the first order. To plant a grapefruit tree and be certain of production therefrom is one and the same thing. This class of fruit bears abundantly in Cuba, and the proper varieties yield a most excellent and satisfactory product. The home demand, however, is very small. Only a very few Cubans or Spaniards have learned to eat this fruit with relish, and usually the first taste is the last. The result is that all of this fruit must be shipped to a foreign market, and the only one available is that of the United States. Here we come into contact and competition with fruit from Florida and California, sections where each day sees the introduction of improvements in methods of cultivation, fertili-



A Four-Year-Old Grapefruit Tree, Showing Fruit, Bartle.

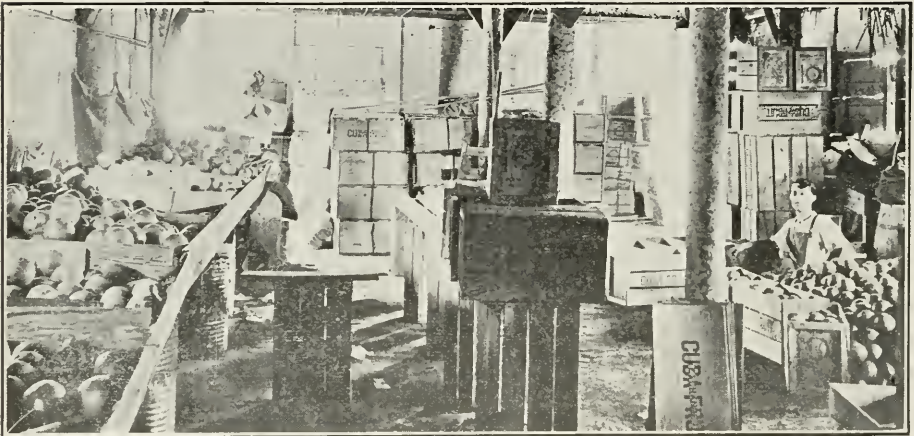
zation, and especially, of spraying. Thus the grapefruit grower has to go to heavy expense for spray materials and machinery for their application, in order to produce a fruit that is clean, free from discolorations and scale, and that is smooth skinned and attractive, in order to compete with the fruit of the United States; and after the greatest care on his part, it often happens that weather conditions have been

such as to offset his work. After production is effected, the grapefruit must be taken to the packing house, thoroughly washed, dried, separated into the various sizes under which it is packed, each fruit wrapped with a tissue paper wrap, and then properly placed in the right order in boxes provided for the purpose, which then must be nailed up, hoops put on and fastened, and branded with the name of the party who will receive it in the north. Shippers from the interior must make arrangements with some one at the ports for the forwarding of their fruit, and consular invoices, bills of lading, and other shipping papers required in order that the shipment be properly effected must be made out. Nor is this all. Very little of Cuba's grapefruit is exported at a price known to the growers when the shipment is made. By far the largest percentage goes forward to commission houses in the north, who sell it on a commission basis, receiving as their pay a certain percentage of what they can obtain for the fruit. As is naturally the case, there is lacking the interest to obtain for the grower the last penny from such shipments, nor is there the incentive for that treatment of fruit arriving in bad condition which will bring to the owner the largest possible return, and the result is that in a great many cases the shipper receives, not a check in return for his product, but a bill for freight and expenses thereon. This, of course, is the dark side. The bright side is seen when it is known that in many cases a check for \$1,000.00 or more has been received for one carload consisting of less than 300 boxes of grapefruit. Many instances such as this could be cited, but by far the most general experience is that the returns are either very small, in very many cases not paying for the boxes, paper, cost of production and packing, or in many others, as we have already mentioned, resulting in a bill of expenses to the shipper.

In great contrast to the experiences of the grapefruit grower have been those of the producers of oranges. With the development accompanying the American occupation of Cuba and the practical certainty of stable Government conditions, every industry in Cuba prospered. The cultivation of tobacco very largely increased, its production under cheesecloth or other shade rapidly spreading. Some growers believed that the tobacco produced under partial shade was superior to and cost much less to produce than that given total shade, and in looking around for means of producing this partial shade the planting of orange trees appealed to many. The result of this was that considerable acreages of oranges were planted, especially in the partidos and semi-vuelta sections lying west of Havana, with the double idea of obtaining fruit from the trees and of securing shade under which the tobacco could be grown. Plantings of this character continued to be made until disastrous years came upon the tobacco industry; the burn of the wrapper-produced under shade seemed to grow more and more defective, and finally a very large percentage of the lands planted to tobacco in this way were turned over to some other crop or allowed to run wild. Furthermore, with the increase in price of sugar in 1915 as the result of the World War, came such a furor of cane planting that in a great many cases orange trees and groves of other classes of fruit have been uprooted to make way for the planting of cane. The heavy losses received by many of the American planters of grapefruit who had set out with their grapefruit relatively small areas of oranges, disheartened them and caused them also to abandon the groves of both character, and the result has been a gradual decrease in the acreage of oranges planted and in the quantity of fruits produced. Coincident with this has been the tremendous increase in prosperity in Cuba due to high sugar prices, the increase in population, especially of workmen during the sugar harvest, and the far greater purchasing power of all the people due to their better economic condition, and, consequently, a very much heavier demand for oranges, a fruit which is loved by every Cuban from the little child to the old gray haired grandfather. This, of course, has brought prosperity and well-being to the homes of all those who were foresighted enough to plant oranges instead of grapefruit or who, seeing the trend of events, had converted their grapefruit trees into orange by rebludding. Especially fortunate were those who had been sufficiently close to market conditions to note the great scarcity of oranges in the sum-



Well Packed Grapefruit, Isle of Pines.



Interior of Home-made Packing Plant, Herradura.



Interior View of Packing House, Swetland Groves, San Francisco Heights, Isle of Pines.

mer time and the heavy demand for them, resulting in prices as high as \$60.00 per 1,000 being frequently paid by middlemen for oranges on the trees in the groves. In many cases the producer is not even obliged to cut and deliver the fruit, though many do this from choice.

These favorable conditions naturally point to further plantings of citrus fruits, especially of oranges, by far-sighted agriculturists, and, therefore, some suggestions regarding the localities in which plantings should be made, the character of the soil which should be used, the preparation thereof, the varieties which have given the best results, and the cultivation and general attention to the groves after planting will be in order.

In the first days of citrus plantings, as we have already indicated, groves were set out very largely upon soils and in localities selected from the map without actual practical knowledge thereof. Experience has shown, however, that the location has a great influence upon the success of the planter. In the case of grapefruit only the possibility of obtaining labor and the reduction of transportation charges are to be considered, as this fruit must be exported; but in the case of oranges it has been the universal experience that plantations situated not very far distant from large centers of consumption meet with a competitive demand for their products which causes higher prices always to be received than are received for the fruit from those groves in isolated locations of more or less difficult access. Soil conditions being favorable, the location of a grove can be recommended wherever good sized towns exist, the grove being located as near as possible to a main thoroughfare; or the grove may be planted in any locality which is in the midst of a large sugar producing area. As instances of such localities, we have the district to the west and south of Havana, in a region to which access can be had by a number of first-class macadam roads which allow the fruit to be brought to Havana, Guamarjay, to Artemisa, and to a hundred smaller towns by either purchasers, or, if the grove owner wishes thus to conduct his business, by the grove owner himself. Another instance of favorable locations is that of the groves near San Marcos to the south of Santo Domingo in Santa Clara Province, situated just on the outskirts of a district in which some seventeen or more large sugar mills are located. The groves of Ceballos in the western portion of the Province of Camagüey are another instance of a good location. Progress here has brought this result about, for during the early days of production of these groves many difficulties were met in the profitable disposal of their product, but since the advance eastward of the sugar industry and the establishment and enlargement of the many mills now seen around Ciego de Avila, a change has taken place which has made these groves, once almost failures, very valuable properties.

The party, therefore, who intends planting a citrus grove should take time to examine various localities, should always endeavor to secure lands near a good means of communication, preferably a macadam road, should seek districts of considerable population, and, of course, should select that class of soil which is adapted to his needs. He should also, if possible (and the advisability of a water supply in sufficient quantity for irrigation is becoming more pronounced each year), be located near a good water supply.

Experience with citrus trees in Cuba indicates that they will grow on practically any kind of soil found in the Island. Groves are planted and doing well on the poor sandy soils of western Cuba, on the deep yet worn-out red soils of central Cuba, and on the heavy black soils occurring in bodies throughout the Island, but the prospective grove owner should consider not only that the tree will grow on nearly any kind of soil, but also the ease with which the cultivation of the grove can be done, and for this reason should select as light a soil as can be found in the location that he has chosen. The sandy soils of western Cuba are good and are very easily cultivated, though they require constant fertilization to secure the best result. This region is, however, unfortunately subject to cyclones, and these are very frequently a source of complete loss of the crop and of severe damage to the trees constituting the groves.



A Good Example of Rebudding.

The lighter red soils of central Cuba are to be recommended, as these are usually quite deep and permit the full extension of the orange roots, but these soils are usually very porous and subject to drought, and for the best results require an arti-

ficial water supply. They also require nearly as much fertilizer as do the lighter sandy soils of western Cuba. In central and eastern Cuba vast bodies of timber land formerly existed, and these were chosen by many of the first comers to plant their groves. The forest trees were cut down and burned, and the orange trees set out in holes dug among the stumps and cultivation was carried on almost entirely with the hoe or native "machete." Later on when the stumps began to rot, these were pulled and burned, permitting cultivation with plows and teams. Nearly all of the lands thus employed were of the heavy clay varieties and have shown excellent productive capacity, but are sticky and hard to work, and are furthermore in regions where access is difficult and where the best commercial results cannot be obtained, though the continued extension of Cuba's sugar interest towards the east may produce the same results in many of the localities where large acreages of citrus groves are found as have been produced at Ceballos above mentioned.

The preparation of the soil for the planting of a citrus grove admits of wide variation. In the early days of planting in the old cleared lands of the west, in many instances furrows were plowed covering a space five or six feet wide, in the center of which holes were dug and the trees planted. Later on, as the trees grew older, the unplowed area between the tree rows was plowed until the whole area was under cultivation. This, of course, tended towards economy, but is not the best method. This would be, naturally, the deep plowing of the whole area before trees are planted and the cultivation thereafter of the whole field, using, of course, cover crops to keep down the weeds and to render necessary as few cultivations as possible. A system has come into considerable favor by which the whole area of the grove after the trees have reached considerable size is allowed to become covered with grass, and this is mowed at intervals and the cut grass is piled as a mulch underneath the trees. When fertilizing is necessary, the mulch is removed, the fertilizer scattered over the area under the trees, and lightly hoed in, after which the mulch is replaced. Excellent results have been secured in connection with irrigation with this system. In the eastern forest lands, of course, the great expense which would be entailed by the removal of the stumps and roots from the soil prevents this being done, and practically compels the digging of holes and the planting of trees in these, as indicated in the preceding paragraph.

The varieties of citrus fruits that have come into favor in Cuba as the result of the experience of years is small in number. Among grapefruit the Duncan, the Walters and the Marsh Seedless, have given good accounts of themselves, producing abundantly fruit of good quality and of the sizes required by the northern market. Only the Marsh Seedless has a tendency at times to produce small fruit, but otherwise it is an excellent variety, and its lack of seeds recommends it highly. Among oranges we have, of course, indicated that varieties should be selected that mature either very early or very late. Among these are the Washington Navel, the Valencia Late and Hart's Late. The Washington Navel becomes sweet before any variety, even preceding some of our earliest native seedlings. Great care, however, must be used in selecting the stock for planting, as so-called improved strains of this variety have proved absolutely worthless in Cuba, producing a large orange filled with fiber and entirely lacking in juice. Strains, however, of the original Washington Navel can be secured which have year after year produced the heaviest and juiciest of fruit here, and the product of these trees is universally sought by the consumer. The Valencia Late and Hart's Late begin maturing in March, but will hang on the tree without deterioration for two or three months, and, therefore, their sale can be delayed until that period when practically all our native citrus fruits are out of the market, thus commanding excellent prices. For a mid-season fruit coming into competition with the native product, but a very abundant and regular bearer, the Pineapple Orange can be recommended, as very favorable results have been secured with them. Our consuming public also appreciates the oranges of the Kid Glove varieties, and to supply this demand the planting of the varieties King, Mandarin



Young Citrus among the Coconuts, La Gloria. Corn is Planted Between the Trees.



A Citrus Nursery, Consolación del Sur.



Tomatoes Planted Between Citrus Trees, Bainoa.

and Tangerine is to be recommended. The Tangerine especially is very productive, and if given good attention and care will prove very profitable. If, however, the trees are neglected, the fruit deteriorates in size and quality. An orange which is very highly recommended in Florida as capable of hanging on the tree from one year to another, but not tried out here extensively yet, is the Lue Gim Gong, but if this proves an abundant and regular bearer it should prove a valuable addition to the varieties above mentioned.

We have already referred to the two different methods of cultivation and the permitting of grass to cover the area of the grove, and there remains only the necessity of indicating the advisability of irrigation. As is well known, Cuba has its rainy and dry seasons. The former occurs from May to October with a more or less dry period in late July and August, but usually from December to March very little rain falls. The fruit of our citrus groves comes to maturity during this period, and, of course, the blossoms for the next year's crop are put out and the young fruit sets on the trees during these months. The effect, therefore, of excessive drought upon the prospects for the coming year may be disastrous. There are only three groves that we know of in Cuba which are being irrigated, and in these three we have never known a case of a crop failure. Instead, bountiful production is the rule each season. Of course, the owners of these groves are intelligent and realize that heavy fertilization must accompany irrigation, so that each year their trees are bountifully supplied with plant food, and the result of this practice and that of irrigating is that great success has been attained and heavy crops are gathered and sold at excellent prices each year. In two of these groves irrigation water is secured from wells, one of which supplies water from a depth of about 150 feet. In this grove only very moderate quantities of water are furnished the trees once or twice during the winters of prolonged drought, but the water is always furnished at such a time as to bring out the blossoms, and a second irrigation is given in time to prevent the young fruit from dropping.

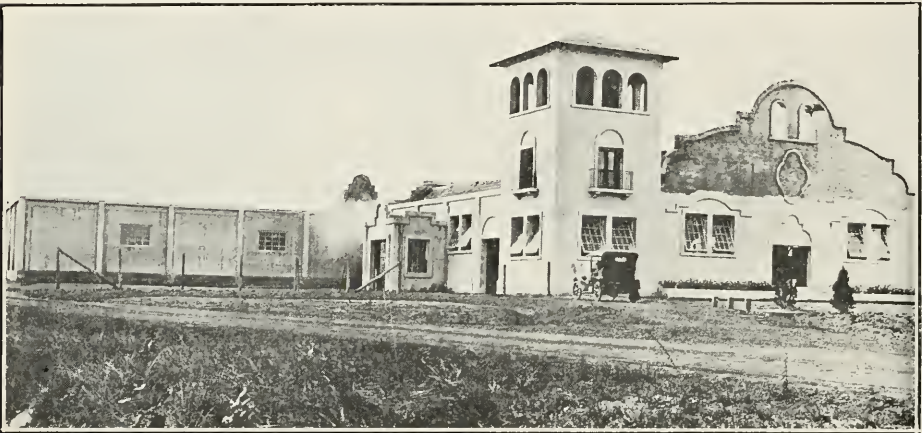
The spraying of citrus trees here is necessary only to keep down those insect enemies which are injurious to the trees themselves. The character of the surface of the oranges eaten in Cuba influences only to a very slight extent their saleability. A great many of the oranges are peeled by street vendors, so that the skin of the orange is not seen by the purchaser, but even when purchases are made by parties for home consumption, the fact that the skin is more or less discolored is not taken into consideration. This, of course, is not the case with grapefruit, as has already been indicated.

Concerning the methods of sale of oranges, little need be said. No difficulty whatever will be experienced in the disposal of his crop by the grower whose fruit matures in the proper period and who is well located, reasonably close to a good road or to railroad transportation. From the grove of moderate area situated close to a large town or city the fruit can be sold directly in box lots to special customers who will place orders for weekly or semi-weekly delivery. A good business of this character has been built up by a few of our growers located near Havana. Once confidence in the character of the grower's product is established, a business is created that will never be lost.

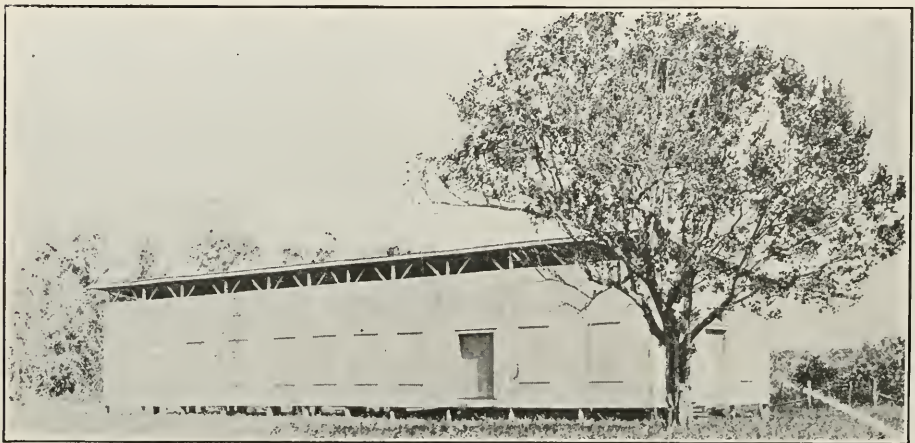
In conclusion we cannot refrain from again indicating the very favorable prospects which lie before the orange producer who uses proper judgment and the local information obtainable in the selection of the location in which to plant his grove, of the land upon which to plant it, of the varieties which he should set out, and of the proper methods of cultivation, fertilization, and irrigation. His success is absolutely assured and the writer's knowledge of Cuba causes him to believe that for the man who is agriculturally inclined and who seeks a quiet living in a climate where extremes are rare, where great heat and cold are unknown, where almost every night, in the midst of summer, is cool enough to require some bed covering, the



One of the Packing Houses of the Isle of Pines Fruit Exchange. (Now defunct.)



Packing House, Sweetland Groves, San Francisco Heights, Isle of Pines.



Packing House at Canasí, La Gloria.

planting of citrus fruits in Cuba offers many inducements, and we believe that with the more settled conditions now prevailing after the close of the war, the planting of citrus groves will again be taken up by northerners, though this time on a firmer and more stable basis.

BREEDING STATIONS FOR CATTLE

The *Bulletin of the Pan American Union* states that the Department of Agriculture of Cuba has accepted the gift of several tracts of land from the townships of Ciego de Avila and Bayamo, in the Provinces of Camagüey and Oriente, for the purpose of establishing breeding stations for horses, mules, cattle and hogs. Bids are being called for to construct model stables for the horses, mules and cattle, pens for hogs of varied breeds, poultry yards, and houses for the employes.

Owing to the large number of cattle Cuba has been importing from Venezuela, Colombia and other Central and South American points through the port of Manzanillo, President Menocal has ordered the establishment of quarantine stations and the installation of cattle dips for imported cattle, as a protection to the native stock. The stations will be installed for the present in the Barrio del Luyanoin of Havana and in the port of Manzanillo.

NEW HOTEL

According to the *Havana Post*, Mr. I. Grossman, manager of the Hotel Plaza at Camagüey, is contemplating the erection of a first-class, up-to-date hotel in Havana.

Arthur Lobo, architect, of New York, who has designed many buildings in Havana, has submitted plans and specifications for the new edifice, which will be erected near the Santa Clara battery.

The projected plans call for a seven-story building with 350 rooms, with baths and swimming pool of sea water. Work is expected to be commenced at once and the building is to be ready for occupancy a year from next January. The hotel will be named *The Malecon*.

FARM SCHOOLS

An illustrated article appears in a recent issue of *Revista de Agricultura Comercio y Trabajo*, describing the work done at the Cuban farm schools. These institutions train boys and youths for all kinds of agricultural occupations. Practical instruction is given in the cultivation of all the important crops grown in Cuba. The schools are residential, and are provided with good workshops, laboratories and class-rooms. There are six schools, one situated in each province. Their aim is to turn out "scientific masters of cultivation."

AMERICAN HOSPITAL FOR HAVANA

The August issue of the *Bulletin* of the Pan American Union contains the following announcement:

In view of the considerable increase in the foreign colonies of Havana, particularly the Anglo-Saxon colony, and the urgent necessity of having a place where sick residents and transients can be treated with every comfort and convenience, a public subscription has been started to raise a fund of \$300,000 to build and maintain an American hospital, provided with all the facilities to care for no less than fifty patients.

NEW SUGAR JOURNAL

With the object of stimulating the development of the cane sugar industry in the Philippines, the Sugar News Company has incorporated at Manila, I. F. It will publish a monthly sugar trade journal, to be known as the *Sugar Central and Planters' News*, the first number of which will appear under date of September 1st, 1919. The publication will be edited in English and Spanish.

CUBAN COMMERCIAL MATTERS

MANUFACTURING COMPANY IN MATANZAS

It is reported that a new company has been organized in Matanzas to manufacture railroad cars to supply the needed rolling stock to Cuban railroads. The machinery for the factory will be of the most modern type, and imported from the United States. The site chosen for the factory is on the San Juan River, near Pueblo Nuevo.

PRICE OF CHARCOAL

United States Consul H. C. von Strave, Havana, has made an interesting report on the prices paid in Havana for charcoal. He stated that the wholesale and retail prices paid for charcoal in Havana are controlled by the Government, but there are no generally ruling fixed prices set by the authorities, as prices in all cases are based on the cost of production. The charcoal consumed in Havana is all shipped in from other parts of the Island, and is sold directly by the producer to the retailer. The producer is required to make an itemized sworn statement in connection with each shipment of the cost of producing the charcoal and shipping it to market; he is permitted to charge the retailer only the cost of production plus an advance of 10 per cent. The retailer in turn cannot sell the charcoal at a higher price than the wholesale price plus 15 per cent. As local conditions where charcoal is produced vary to some extent, the cost of production necessarily is not uniform. In the wholesale market charcoal is dealt in by the "carretón," which, translated, means a large cartload, and consists of 28 standard sugar sacks filled with charcoal. The cost of production of a carretón of charcoal varies from \$60 to \$82, the usual cost being between \$70 and \$75. In the retail trade charcoal is sold in decaliters, a sack containing 16 decaliters. A decaliter is equal to 610.25 cubic inches or a fraction more than a peck. The retail price of charcoal costing \$75 per "carretón" to pro-

duce would therefore be 20 cents per decaliter.

As no statistics are available showing the amount of charcoal used, no intelligent estimate can be obtained as to the amount consumed per year. The best information obtainable is to the effect that the quantity is very large. The use of charcoal is rapidly decreasing in Havana, however, owing to the greater use of gas and oil.

TRADE WITH MEXICO

The value of Cuba's imports from Mexico and exports to Mexico for the years 1913 and 1918 was as follows:

	1913	1918
Imports	\$92,333	\$1,377,351
Exports	\$863,928	\$1,514,585

OLIVE OIL IMPORTED FROM SPAIN

The following table lists quantities of Spanish olive oil, in metric tons, imported by Cuba for the years 1912 to 1916 inclusive:

1912	1913	1914	1915	1916
5,687	4,195	5,155	6,937	7,443

TRADE WITH ARGENTINA

The following table shows Cuba's trade with Argentina for the first nine months of 1918, compared with the same period of the preceding year:

	1917	1918
Imports from Argentina	\$748,764	\$886,635
Exports to Argentina	\$59,911	\$160,180

JAPANESE STEAMSHIP LINE

The Japanese Asaka Shosen Kaisha Line has established a direct line between Havana and Yokohama for passengers and freight. The first steamer recently left Japan loaded with passengers and Japanese products for Cuba. The recent visit of a Japanese mission in Cuba to study business conditions on the Island Republic with a view of establishing exclusive Japanese branches in Havana is along the lines set by the Japanese for development of commerce with Latin American countries.

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 ended July 31st, 1919, compares as follows:

	1919	1918	1917	1916	1915	1914
July gross.....	\$1,000,359	\$1,076,102	\$743,771	\$571,491	\$420,089	\$382,543
Expenses.....	749,914	689,005	514,756	313,186	210,008	220,961
July net.....	250,445	387,096	229,018	258,304	210,081	161,582
Other income.....	6,934	19,719	1,137	817	.....	.....
Other interest chgs.....	.....	12,041	.....	.....	.....	.....
Net income.....	257,379	406,815	230,155	259,121	210,081	.....
Charges.....	99,350	93,928	94,124	87,348	72,269	70,375
July surplus.....	158,029	300,845	136,030	171,773	137,812	91,207
One month's gross.....	1,000,359	1,076,102	743,774	571,491	420,089	382,543
Net profit.....	250,445	387,096	229,018	258,304	210,081	161,582
Other income.....	6,934	19,719	1,137	817	.....	.....
Fixed charges.....	99,350	93,928	94,124	87,348	72,269	70,375
Other interest chgs.....	.....	12,041	.....	.....	.....	.....
Surplus.....	\$158,029	\$300,845	\$136,030	\$171,773	\$137,812	\$91,207

EARNINGS OF THE UNITED RAILWAYS OF HAVANA.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914	1913
Week ending Aug. 16th....	£57,362	£48,843	£37,110	£30,576	£23,298	£18,378	£19,750
Week ending Aug. 23d.....	54,122	50,369	34,381	29,279	24,015	16,735	18,921
Week ending Aug. 30th....	57,547	48,168	34,784	32,022	22,990	18,096	19,996
Week ending Sept. 6th....	55,550	47,432	34,314	31,280	24,197	19,624	19,680

EARNINGS OF THE HAVANA ELECTRIC RAILWAY, LIGHT & POWER CO.

<i>Month of July:</i>	1919	1918	1917	1916	1915
Gross earnings.....	\$794,768	\$694,089	\$575,442	\$495,520	\$448,505
Operating expenses.....	388,409	321,783	251,218	192,999	184,328
Net earnings.....	406,359	372,306	324,224	299,521	264,177
Miscellaneous income.....	7,178	8,470	15,325	13,945	11,737
Total net income.....	413,537	380,776	339,749	313,466	275,914
Surplus after deducting fixed charges..	260,869	219,466	193,133	169,545	168,581
<i>7 Months to July 31st:</i>					
Gross earnings.....	5,116,661	4,614,173	3,826,484	3,886,516	3,199,879
Operating expenses.....	2,544,202	2,106,110	1,653,773	1,312,519	1,309,590
Net earnings.....	2,572,459	2,508,064	2,170,711	2,073,997	1,890,290
Miscellaneous income.....	66,972	88,820	91,183	80,607	61,244
Total net income.....	\$2,639,431	\$2,596,884	\$2,261,894	\$2,154,604	\$1,951,534
Surplus after deducting fixed charges	1,574,397	1,468,426	1,156,404	1,249,319	1,188,225

EARNINGS OF THE WESTERN RAILWAY OF HAVANA.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914
Week ending Aug. 16th	£9,477	£8,013	£7,261	£6,068	£4,652	£5,487
Week ending Aug. 23d	9,660	7,505	6,838	6,104	5,107	5,331
Week ending Aug. 30th	9,830	7,986	8,119	6,321	4,886	5,172
Week ending Sept. 6th	9,855	8,052	7,292	6,317	4,712	4,722

EARNINGS OF THE CUBAN CENTRAL RAILWAYS.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914
Week ending Aug. 16th.....	£16,360	£16,738	£13,082	£ 8,626	£8,528	£6,734
Week ending Aug. 23d.	17,380	16,580	11,854	8,784	8,028	6,532
Week ending Aug. 31st.....	.....	15,282	11,292	9,761	7,204	6,966
Week ending Sept. 6th	18,490	14,492	11,080	9,317	7,346	7,038

CUBAN FINANCIAL MATTERS

THE PREVAILING PRICES FOR CUBAN SECURITIES

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

	<i>Bid</i>	<i>Asked</i>
	<i>%</i>	<i>%</i>
Republic of Cuba Interior Loan 5% Bonds.....	81	85
Republic of Cuba Exterior Loan 5% Bonds of 1944	92 ³ / ₄	93 ³ / ₄
Republic of Cuba Exterior Loan 5% Bonds of 1949	91	93
Republic of Cuba Exterior Loan 4 ¹ / ₂ % Bonds of 1949	78 ¹ / ₂	80
Havana City First Mortgage 6% Bonds	101	103
Havana City Second Mortgage 6% Bonds	100	102
Cuba Railroad Preferred Stock	73	77
Cuba Railroad Co. First Mortgage 5% Bonds of 1952	80	84
Cuba Company 6% Debenture Bonds	83	95
Cuba Co. 7% Cumulative Preferred Stock	89	100
Havana Electric Rway Co. Consolidated Mortgage 5% Bonds.....	86	89
Havana Electric Rway., Light & Power Co. Preferred Stock.....	105	110
Havana Electric Rway., Light & Power Co. Common Stock.....	98	102
Matanzas Market Place 8% Bond Participation Certificates.....	100	None
Cuban-American Sugar Co. Preferred Stock.....	104	104 ¹ / ₂
Cuban-American Sugar Co. Common Stock.....	277	300
Guantanamo Sugar Company Stock.....	\$72	\$74
Santiago Electric Light & Traction Co. 1st Mtge. 6% Bonds.....	81 ¹ / ₂ %	85 ¹ / ₂ %
Republic of Cuba 6% Treasury Bonds of 1929.....	95	98

HAVANA ELECTRIC RAILWAY,
LIGHT & POWER COMPANY

A semi-annual dividend of \$3.00 per share on the Preferred Stock, and a dividend of \$3.00 per share on the Common Stock will be paid on November 15th, 1919, to stockholders of record at the close of business on October 25th, 1919. Checks will be mailed.

Stock transfer books will be closed from October 26th to November 15th, 1919, both inclusive.

BANCO ESPANOL DE LA ISLA DE CUBA

Profits of the Banco Español de la Isla de Cuba for the first six months of this year amounted to \$1,102,000. Of this amount, \$800,000 were added to the reserve fund, making a total in the reserve fund of \$2,700,000.

NEW YORK CHARTER

The Sugar Producers Distributing Corp., Manhattan, \$50,000; F. M. Moore, R. L. Smith, A. W. Davis, 589 West 177th St.

CUBAN FINANCIAL MATTERS

REPORT OF THE CONDITION OF THE
BANK OF CUBA IN NEW YORK
at the close of business on the 12th day of
September, 1919:

RESOURCES

Stock and bond investments, viz.: Public securities.....	\$146,823.24
Loans and discounts secured by other collateral	792,219.29
Loans, discounts and bills pur- chased not secured by col- lateral	469,267.67
Overdrafts	6,788.13
Due from approved reserve depositories, less amount of offsets	740,890.28
Specie	80,000.00
Other currency authorized by the laws of the United States	77,870.94
Cash items, viz.:	
Customers' liability on ac- ceptances (see liabilities, per contra)	14,000.00
Accrued interest not entered on books at close of busi- ness on above date.....	4,982.79
Trade acceptances	48,170.40
Total	\$2,381,012.84

LIABILITIES

Capital stock	\$100,000.00
Surplus fund... \$50,000.00	
Undivided prof- its	45,567.83
Deposits: Not pre- ferred, as fol- lows:	
Deposits sub- ject to check, \$2,001,968.70	
Time deposits, certificates and other de- posits, the payment of which cannot legally be re- quired within thirty days ..	605.05
Demand certi- ficates of de- posit	45,961.99
Cashiers' checks outstanding, including sim- ilar checks of other officers.	42,596.45
Certified checks	74,173.13
Total deposits	2,165,305.32

Acceptance of drafts payable at a future date or author- ized by commercial letters of credit	14,000.00
Other liabilities, viz.:	
Reserves for taxes, ex- penses, etc... \$2,817.24	
Accrued interest not en- tered on books at close of business on above date	3,322.45
	6,139.69
Total	\$2,381,012.84

PUNTA ALEGRE SUGAR CO.

The Board of Directors have passed the following resolutions:—

That there be appropriated out of surplus or net earnings as of May 31st, 1919, and reserved for the payment of dividends upon the common stock during the year beginning October 1, 1919, a sum sufficient, in the opinion of the Treasurer, to provide for the payment during such period of dividends at the rate of 10% (\$5.00 per share) per annum, and further

That out of the sum above voted to be set aside for the payment of dividends there is declared upon the common stock outstanding at the close of business October 1, 1919, a dividend of 2½% (\$1.25 per share) of the par value thereof, payable October 15, 1919, to stockholders of record at the close of business October 1, 1919.

NEW YORK CHARTER

Bartlett, Morgan & Keller, Inc., Cuba, Allegany County, oil and petroleum, \$100,000; R. H. Bartlett, H. P. Morgan, H. E. Keller, Cuba.

CUBA COMPANY

At the organization meeting of the Board of Directors of the Cuba Company, G. H. Whigham was elected Chairman, and Herbert G. Lakin, of Lord, Day & Lord, President. Mr. Lakin also was elected President of the Cuba Railroad Company, a subsidiary of the Cuba Company.

THE SUGAR INDUSTRY

ORGANIZATION OF CUBAN SUGAR GROWERS

Cane growers and sugar mill owners in Cuba have organized an association known as the Association of Colonos and Hacendados of Cuba, to obtain the passage of laws favorable to both planters and mill owners.

The object of the association is to defend the interests, economic, moral, and material, of the sugar industry; to bring to bear upon the public authorities that pressure necessary for the regulation of taxes to be levied upon the industry; and to obtain agricultural and industrial laws favorable thereto.

A resolution was adopted petitioning Congress to fix a minimum price to apply to all sales, both for export and for local consumption.

Two classes of memberships are proposed, active and honorary, the latter to include sugar brokers, mill managers, sellers of machinery for sugar mills and for agriculture, and other persons who may be interested in the development and betterment of the industry.

The directing authority is to be lodged in a board of directors of 25 members, who shall in turn appoint a central executive committee of seven to reside permanently in Havana. Provincial boards in each province and local committees are also provided for, as well as the organization of various departments to look after agricultural affairs, industrial affairs, immigration, transportation, statistics, taxation and duties, arbitration, banks and warehouses, moral and material welfare, and legal affairs.

The plan also proposes the organization of a bank to be known as the Bank of the Association of Hacendados and Colonos, with a capital of \$100,000,000, to be obtained by the collection of a fee of 20 cents for each bag of sugar which the member shall make, if a hacendado, or for each 250 arrobas of cane grown, if a colono.

Latest advices state that the organization is making rapid progress.

U. S. SUGAR INVESTIGATION

A resolution to investigate the sugar situation has been introduced in the United States Senate and adopted without opposition.

The Senate Committee on Commerce has been instructed to investigate the shortage of sugar and prices of sugar in the United States, and the Sugar Equalization Board has been respectfully requested to cooperate with the committee in this investigation.

The Senate Committee on Agriculture has been directed to report on various phases of the situation, including the reasons for the sugar shortage, the price of sugar and the prospects for relief.

INCREASE IN PER CAPITA CONSUMPTION IN UNITED STATES

The per capita sugar consumption in the United States for the first half of the year, according to the figures compiled in the second quarterly report issued by the Sugar Equalization Board, shows a gain for the last six months of four pounds over the corresponding period in 1918.

Per capita consumption from January 1 to July 1 of this year, calculated on a basis of a population of 105,000,000, was 46 pounds as against 42 pounds for the first half of last year.

COST AND FREIGHT PRICES FOR CUBAS

The following table was taken from *Willet & Gray's Weekly Statistical Sugar Trade Journal* and gives an interesting account of the variations in cost and freight prices for Cuban sugar from December, 1903, to January, 1919:

Average cost and freight price	
Cubas 20 years	2.986c
Average cost and freight price	
Cubas since Reciprocity Treaty,	
Dec. 27, 1903	3.190c
Lowest cost and freight price Cubas	
since 1890 was in 1902.....	1.565c
Lowest cost and freight price Cubas	
since Reciprocity Treaty was in	
1913	1.875c
Highest cost and freight price	
Cubas since Reciprocity Treaty	
was in 1917	6.500c

SUGAR REVIEW

Specially written for THE CUBA REVIEW by Willett & Gray, New York.

Since our last review of the United States sugar markets, dated August 29th, the number of centrals grinding has been reduced to one. The 194 centrals which have finished the crop have outturned 27,436,578 bags, against Messrs. Guma-Mejer's January, 1919, estimate of 27,520,000 bags. Visible production has now reached the figure of 3,758,957 tons and the total crop will be in the neighborhood of four million tons, as estimated. The new crop conditions constitute the main feature of interest. There has been a steady demand for these sugars and prices have shown an important advance. December shipment Cubas, which have sold at 67½ c f. o. b. Cuba are now selling at 7c f. o. b. Cuba. The other months have also shown an improvement as the sale of late December combined with early January brought 6¾ c f. o. b. Cuba. For some time it has been relatively easy to purchase February-March sugars at 6½ c f. o. b., but the market has now become firm at 65½ c with sale of February at this figure. The quantity of new crop sold is now estimated at close to 500,000 tons.

Price of full duty sugars such as San Domingos, Perus, etc., have naturally been affected by the general demand, and San Domingos, after selling at 6.75c to 6.775c c. i. f. New York were sparingly offered at 7c c. i. f., and then withdrawn, having been sold at the offering price. Perus, which were obtainable for earlier shipment than San Domingos, are offering at about 8c c. i. f. New York after sale of these sugars to Vancouver at 7.50c c. i. f. Vancouver.

A contract has been entered into by the Hawaiian sugar planters and the two San Francisco sugar refiners, the California & Hawaiian Sugar Refining Co. and the Western Sugar Refining Co., to purchase the Hawaiian crops of the next two years, say 1920 and 1921. For a long period, it has been the custom to sell part of the crop to eastern refiners, the quantity coming east being usually from 200-250,000 tons, but under the new contract no Hawaiian sugars will be forwarded east. One of the reasons for the new purchases is that for the past few years the Western Refinery has been receiving all the 96° test Philippine sugars, amounting to somewhat about 40,000 tons per year. The 96° sugars of the new Philippine crop, harvesting of which commences about November, 1919, have all been sold to Japan at prices far above what the Western could pay, and hence the Western Sugar Refining Co. had to find another source of supply by securing additional quantities of Hawaiian sugars.

The arrangement noted above only applies to the Western for the 1920 crop, when they will receive 75-100,000 tons additional Hawaiians. As far as the 1921 crop is concerned the C. & H. will receive the entire crop. The latter refinery is making an important increase in its capacity, and which increase will be available for use next year.

Regarding our domestic cane crop in Louisiana, same has had more or less rain recently, which has been quite welcome. Nevertheless, the campaign in Louisiana will begin much later than usual because of the limited amount of cane that is to be ground, and because of the desire to wait until the last moment in order to give the crop all the opportunity possible to mature. Our estimate of 125,000 tons of sugar as the outturn is still maintained.

There is little to report regarding the domestic beet situation. Purchases of new crop granulated have been made by the Equalization Board at 9c and at 9½ c, which sugars will be distributed at the 9c price. Meanwhile new crop California beet sugars for prompt shipment are being offered basis 11½ c to manufacturers. The situation in the Michigan-Ohio district, however, is unchanged as to the Government's attitude toward new crop production. Unless the domestic beet producers offer their sugar freely, which is not likely, owing to the high prices prevailing for

new crop, there will be no improvement in the situation, and the demand will continue in excess of supply for the balance of the year. The distribution table of the Chicago Committee shows a total of the 1918-19 crop to August 31, of 675,793 tons as under.

GEOGRAPHICAL DISTRIBUTION.—(By States) of 1918-19 beet sugar, *in bags*, sold from beginning of season to August 31, 1919:

To State of	FROM FACTORIES IN						Totals
	California	Idaho	Indiana	Kansas	McNomince		
Arizona	109,299	.....	.....	.....	.....	.....	109,299
Arkansas	103,726	23,475	.....	10,770	.....	.....	137,971
California	1,206,077	.....	.....	.....	.....	.....	1,206,077
Colorado	.....	.....	.....	562,476	.....	.....	562,476
Idaho	500	162,276	.....	.....	.....	.....	162,776
Illinois	494,810	838,693	377	1,246,911	103,544	.....	2,684,335
Indiana	1,090	21,600	373,265	78,650	.....	.....	474,605
Iowa	62,880	251,476	.....	419,597	116,617	.....	850,570
Kansas	27,940	61,305	.....	303,431	.....	.....	392,676
Kentucky	.....	.....	154,527	600	.....	.....	155,127
Michigan	8,270	5,600	1,085,321	10,060	39,101	.....	1,148,352
Minnesota	76,970	449,676	.....	365,115	226,489	.....	1,118,250
Missouri	68,961	282,329	.....	760,737	.....	.....	1,112,027
Montana	.....	43,285	.....	217,207	.....	.....	260,492
Nebraska	34,000	55,392	.....	458,018	.....	.....	547,410
Nevada	1,527	.....	.....	.....	.....	.....	1,527
New Mexico	69,410	.....	.....	14,280	.....	.....	83,690
New York	.....	.....	105,378	.....	.....	.....	105,378
North Dakota	6,950	18,395	.....	180,690	.....	.....	205,435
Ohio	.....	.....	1,137,290	.....	.....	.....	1,137,290
Oklahoma	52,580	141,045	.....	150,740	.....	.....	344,365
Oregon	17,170	7,470	.....	.....	.....	.....	24,640
Pennsylvania	.....	.....	280,137	.....	.....	.....	280,137
South Dakota	1,260	49,620	.....	140,385	.....	.....	191,265
Tennessee	.....	.....	1,193	.....	.....	.....	1,193
Texas	66,332	173,540	.....	331,575	.....	.....	571,447
Utah	.....	301,324	.....	.....	.....	.....	301,324
Virginia	.....	.....	20,164	.....	.....	.....	20,164
Washington	22,040	68,682	.....	.....	.....	.....	90,722
West Virginia	.....	.....	114,847	.....	.....	.....	114,847
Wisconsin	24,420	125,600	.....	252,468	255,356	.....	657,844
Wyoming	.....	11,270	.....	72,700	.....	.....	83,970
Alaska	120	.....	.....	.....	.....	.....	120
Totals	2,456,332	3,092,053	3,272,499	5,575,810	741,107	.....	15,137,801

Tons 675,793

The refined situation is unchanged, all our refiners occasionally entering the market and allotting small quantities of sugar to their regular trade at 9c less 2%, basis f. o. b. refining point. All refiners are still withdrawn on export sugars. According to our advices from Chicago the situation is still very acute and the outlook extremely serious, many jobbers and manufacturers being entirely out of supplies. From California it is reported that the demand for refined continues heavy. The California & Hawaiian Sugar Refining Co. is withdrawn and will continue so until the arrival of new crop sugars in January, they having refined and sold all the sugars allotted to them for this year. The Western Sugar Refining Co. is allotting small quantities of sugar to the jobbers, but same is not sufficient to take care of the demand.

In Canada all refiners have now advanced to the basis of 11c, which is the

maximum price allowed them in selling to the domestic trade.

Exports of sugar from Java during August amounted to 43,000 tons to Europe, with 165,000 tons to Far Eastern countries, a total for the month of 208,000 tons.

Philippine Island shipments during August were only 7,000 tons to Japan and China, with no shipments to America.

The 1918-19 sugar season in San Domingo is now closed with a production of 166,680 tons of sugar, against 143,430 tons in the preceding year. This output is below the estimate made at the beginning of the year, the reduction being attributed to the early beginning of the rainy season, which compelled several estates to close down with considerable ripe cane still standing in the fields. The weather was persistently wet throughout May and June, the most important grinding months. The outlook at the present time for 1919-20 is for an outturn of about 200,000 tons of sugar.

The crop in the Virgin Islands is also finished with an outturn of 9,000 tons of sugar, or rather an excess of early estimates, caused by the very favorable weather conditions during the growing season. The outlook for the new crop is very promising and the estimate at this writing is placed at 12,000 tons.

New York, September 30, 1919.

P. S.—In further reference to new crop Cuba sugars besides sales of December shipment at 7c f. o. b. Cuba, sales are also reported of 1st and 2nd half of January at 7c f. o. b. Cuba. The market conditions for new crop Cuban sugars continue firm, with offerings of January at 7c and February-March at 6¾c f. o. b. Cuba.

ENLARGEMENT OF PUNTA ALEGRE MILL

Officials of the Punta Alegre Sugar Company have announced that because of the highly successful earnings which are to be credited to the Punta Alegre mill at San Juan, Camagüey Province, for the 1918-19 season, the company has decided to increase its capacity by 100 per cent. The present daily grinding capacity of this mill is 3,000 tons of cane per 24 hours. For 1920 it will have a daily capacity of 6,000 tons.

Plans for carrying on this important expansion have been made and the work of carrying out the development is to be pushed by the company during the next four months. This is the most extensive expansion project among the Cuban mills that has so far been reported.

The entire engineering direction of the new work is in the hands of the West India Sugar Finance Corporation, formerly the West India Management and Consultation Company, Inc., and a contract to furnish and erect the new machinery has been let to the Bancroft-Thrall Construction Company.

In addition to enlarging its mill capacity the Punta Alegre Sugar Company will greatly extend its cane acreage during the

next season. Recent purchases of valuable cane lands have been made by the company and its program also calls for the opening and cane cultivation of new areas among its large holdings.

CENTRAL CHAPARRA

A radio telegraph station and an office building have been erected on the grounds of the Chaparra sugar factory, Chaparra.

U. S. BEET SUGAR CROP, 1919-20

The United States Department of Agriculture, in its September crop report, estimated the domestic beet sugar production of the 1919-20 season at the high figure of 953,500 ordinary tons. This is nearly 100,000 tons more than the estimates made in unofficial quarters.

The department's figures are based on an expected crop of 7,265,000 tons of beets from 792,000 acres.

CONTRACT PRICES OF SUGAR BEETS, 1919

With few exceptions the contract price to be paid to growers for sugar beets this year is \$10 a ton, not counting premiums to be paid at the end of the factory season and contingent upon the price of sugar.

REVISTA AZUCARERA

Escrita especialmente para THE CUBA REVIEW por Willett & Gray, de Nueva York.

Desde nuestra última reseña de los mercados de azúcar de los Estados Unidos, con fecha 29 de agosto, el número de centrales ocupados en la molienda se ha reducido a un solo central. Los 149 centrales que han terminado la zafra han producido 27,436,578 sacos de azúcar, contra el cálculo de los Sres. Guma-Mejer de enero de 1919 de 27,520,000 sacos. La producción visible ha llegado ahora a la cifra de 3,758,957 toneladas, y la zafra total será alrededor de 4,000,000 de toneladas, según se calculó. El estado de la nueva zafra constituye el principal característico de interés. Ha habido una demanda estable por estos azúcares, y los precios han mostrado un alza importante. Los azúcares de Cuba para embarcar en diciembre, que se han vendido a 6½ c l. a b. Cuba, se están ahora vendiendo a 7c l. a b. Cuba. El precio de los azúcares para embarcar en otros meses también ha mostrado aumento, pues la venta de últimos de diciembre combinada, con la de principios de enero llegó a 6¾ c l. a b. Cuba. Por algún tiempo ha sido relativamente fácil comprar azúcares para febrero y marzo a 6½ c l. a b., pero el mercado se ha puesto ahora firme a 6½ c con la venta para febrero a este precio. La cantidad de la nueva zafra vendida se ha calculado en cerca de 500,000 toneladas. El precio de azúcares con todos los derechos, como por ejemplo de Santo Domingo, el Perú, etc., naturalmente se ha afectado por la demanda general, y los azúcares de Santo Domingo, después de venderse de 6.75c a 6.775c c. s. y f. Nueva York, escasamente se ofrecieron a 7c c. s. y f. y entonces fueron retirados, habiéndose vendido al precio ofrecido. Los azúcares del Perú, que fueron obtenibles para embarque más pronto que los de Santo Domingo, se están ofreciendo a unos 8c c. s. y f. Nueva York después de venderse estos azúcares a Vancouver a 7.50c c. s. y f. Vancouver.

Se ha llevado a cabo un contrato por los plantadores de azúcar del Hawaii y las dos refinerías de azúcar de San Francisco de California, la California & Hawaiian Sugar Refining Co. y la Western Sugar Refining Co., para comprar las cosechas de los dos próximos años, es decir 1920 y 1921. Por largo tiempo ha sido costumbre vender parte de la cosecha a los refinadores del este, la cantidad que llegaba al este siendo generalmente de 200,000 a 250,000 toneladas, pero bajo el nuevo contrato no se enviarán azúcares al este. Uno de los motivos de las nuevas compras es que durante estos últimos años la Refinería Western ha estado recibiendo todos los azúcares de polarización de 96 grados de las Filipinas, ascendiendo a unas 40,000 toneladas al año. Los azúcares de polarización de 96 grados de la nueva cosecha de las Filipinas, cuya recolección empieza en noviembre de 1919 aproximadamente, se ha vendido toda al Japón a precios mucho más altos de lo que podría pagar la Refinería Western, y por lo tanto la Western Sugar Refining Co. tuvo que buscar otro medio para proveerse de existencias consiguiendo mayores cantidades de azúcares de Hawaii.

El arreglo antedicho sólo se aplica a la Refinería Western para la cosecha de 1920, en que recibirá de 75,000 a 100,000 toneladas adicionales de azúcar de Hawaii. En cuanto se refiere a la cosecha de 1921, la California & Hawaiian Sugar Refining Co. recibirá la cosecha entera. Esta última refinería está aumentando considerablemente su capacidad, y cuyo aumento estará disponible para usarse el año próximo.

Respecto a la cosecha de caña de la Luisiana, ésta ha tenido recientemente más o menos lluvias, lo cual ha sido bastante halagüeño. Sin embargo, la campaña azucarera en la Luisiana empezará mucho más tarde de lo acostumbrado a causa de la cantidad limitada de caña que ha de molerse, y también por el deseo de aguardar hasta el último momento con objeto de dar a la caña toda la oportunidad posible para que madure. Nuestro cálculo de 125,000 toneladas de azúcar como producto se sostiene aún en esa cifra.

Hay poco que referir respecto a la situación de la remolacha del país. Se han efectuado compras de azúcar granulado de la nueva cosecha por la Junta Dis-

tribuidora de Azúcar a 9c y a 9½c, cuyos azúcares serán distribuidos al precio de 9c. Entretanto se están ofreciendo azúcares de remolacha de la nueva cosecha de California para pronto embarque bajo la base de 11½c a los fabricantes. Sin embargo, la situación en el distrito de Michigan y Ohio sigue sin cambio respecto a la actitud del Gobierno hacia la producción de la nueva cosecha. A menos que los productores de remolacha del país ofrezcan libremente su azúcar, lo cual no es probable, debido a los altos precios que prevalecen para la nueva cosecha, no mejorará la situación y la demanda continuará en exceso del abasto por el resto del año. La tabla de distribución del Comité de Chicago muestra un total de 675,793 toneladas de azúcar de la cosecha de 1918-19 hasta el 31 de agosto.

DISTRIBUCION GEOGRAFICA.—(Por Estados) del azúcar de remolacha de 1918-1919 en sacos, vendido desde el principio de la estación al 31 de agosto de 1919.

DE FABRICAS EN

Al estado de	Oregon	Washington	Nevada	Utah	Michigan	Indiana	Colorado	Nebraska	Moulaana	Iowa	Wisconsin	Illinois	Totales
	California	Idaho	Idaho	Idaho	Ohio	Kansas	Kansas	Mcnomince	Wyoming	Minnesota	Wisconsin	Illinois	
Arizona	169,299	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	169,299
Arkansas	103,726	23,475	.....	.....	.....	.....	10,770	.....	.....	.....	.....	.....	137,971
California	1,206,977	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,206,977
Colorado	.....	.....	.....	.....	.....	.....	562,476	.....	.....	.....	.....	.....	562,476
Idaho	500	162,276	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	162,776
Illinois	494,810	838,693	377	.....	.....	1,246,911	.....	.....	103,544	.....	.....	.....	2,684,335
Indiana	1,090	21,600	373,265	.....	.....	.....	78,650	.....	.....	.....	.....	.....	474,605
Iowa	62,880	251,476	.....	.....	.....	.....	419,597	.....	116,617	.....	.....	.....	850,570
Kansas	27,940	61,305	.....	.....	.....	.....	303,431	.....	.....	.....	.....	.....	392,676
Kentucky	.....	.....	.....	.....	154,527	.....	600	.....	.....	.....	.....	.....	155,127
Michigan	8,270	5,600	1,085,321	.....	.....	.....	10,060	.....	39,101	.....	.....	.....	1,148,352
Minnesota	76,970	449,676	.....	.....	.....	.....	365,115	.....	226,489	.....	.....	.....	1,118,250
Missouri	68,961	282,329	.....	.....	.....	.....	760,737	.....	.....	.....	.....	.....	1,112,027
Montana	.....	43,285	.....	.....	.....	.....	217,207	.....	.....	.....	.....	.....	260,492
Nebraska	34,000	55,392	.....	.....	.....	.....	458,018	.....	.....	.....	.....	.....	547,410
Nevada	1,527	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,527
New Mexico	69,410	.....	.....	.....	.....	.....	14,280	.....	.....	.....	.....	.....	83,690
New York	.....	.....	.....	.....	105,378	.....	.....	.....	.....	.....	.....	.....	105,378
North Dakota	6,950	18,395	.....	.....	.....	.....	180,090	.....	.....	.....	.....	.....	205,435
Ohio	.....	.....	.....	.....	1,137,290	.....	.....	.....	.....	.....	.....	.....	1,137,290
Oklahoma	52,580	141,045	.....	.....	.....	.....	150,740	.....	.....	.....	.....	.....	344,365
Oregon	17,170	7,470	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24,640
Pennsylvania	.....	.....	.....	.....	280,137	.....	.....	.....	.....	.....	.....	.....	280,137
South Dakota	1,260	49,620	.....	.....	.....	.....	140,385	.....	.....	.....	.....	.....	191,265
Tennessee	.....	.....	.....	.....	1,193	.....	.....	.....	.....	.....	.....	.....	1,193
Texas	66,332	173,540	.....	.....	.....	.....	331,575	.....	.....	.....	.....	.....	571,447
Utah	.....	301,324	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	301,324
Virginia	.....	.....	.....	.....	20,164	.....	.....	.....	.....	.....	.....	.....	20,164
Washington	22,010	68,682	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	90,722
West Virginia	.....	.....	.....	.....	114,847	.....	.....	.....	.....	.....	.....	.....	114,847
Wisconsin	24,420	125,600	.....	.....	.....	.....	252,468	.....	255,356	.....	.....	.....	657,844
Wyoming	.....	11,270	.....	.....	.....	.....	72,700	.....	.....	.....	.....	.....	83,970
Alaska	120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	120
Totales	2,456,332	3,092,053	3,272,499	5,575,810	741,107	15,137,891	Toneladas 675,793						

La situación del azúcar refinado sigue sin cambio, todos nuestros refinadores entrando al mercado de vez en cuando y repartiendo pequeñas cantidades de azúcar a sus parroquianos regulares al precio de 9c menos 2%, bajo la base de l. a b. en las refinerías. Todos los refinadores siguen aún retirados de los azúcares para la exportación. Según avisos que hemos recibido de Chicago, la situación es aún allí muy crítica y el porvenir extremadamente grave, muchos comerciantes al por mayor y fabricantes careciendo enteramente de existencias de azúcar. Se tiene aviso de California de que la demanda por azúcar refinado continúa en gran manera. La

California & Hawaiian Sugar Refining Co. se ha retirado del mercado y continuará así hasta la llegada de azúcares de la nueva cosecha en enero, habiendo refinado y vendido todos los azúcares que le fueron otorgados para este año. La Western Sugar Refining Co. está concediendo pequeñas cantidades de azúcares a los comerciantes al por mayor, pero esto no es suficiente para atender a la demanda.

En el Canadá todos los refinadores han aumentado ahora el precio a la base de 11c. que es el precio máximo que se les concede en la venta para el comercio del país.

Las exportaciones de azúcar de Java durante agosto ascendieron a 43,000 toneladas para Europa, con 165,000 toneladas para los países del lejano Oriente, o sea un total de 208,000 toneladas para dicho mes.

Los embarques de azúcar de las Islas Filipinas durante agosto fueron solamente 7,000 toneladas al Japón y la China, sin embarques a América.

La estación del azúcar de 1918-19 en Santo Domingo ya ha terminado, con una producción de 166,680 toneladas de azúcar, contra 143,430 toneladas en el año previo. Este rendimiento es por bajo del cálculo hecho al principio del año, la disminución atribuyéndose a la estación de las lluvias, que obligaron a varios ingenios a terminar sus operaciones con cantidad considerable de caña madura aún en los campos. El tiempo fué constantemente húmedo durante todo el mes de mayo y junio, los meses más importantes para la molienda. La perspectiva al presente para 1919-20 es para una producción de 200,000 toneladas de azúcar aproximadamente.

La zafra en las Islas Virgenes está también terminada, con una producción de 9,000 toneladas de azúcar, o más bien un aumento de los primeros cálculos que se hicieron, causado por el estado tan favorable del tiempo durante la estación de la molienda. La perspectiva para la nueva cosecha es muy halagüeña, y el cálculo al escribir esta revista se fija en 12,000 toneladas.

Nueva York, septiembre 30 de 1919.

P. S.—Refiriéndonos aún más a las azúcares de Cuba de la nueva zafra, además de las ventas para embarcar en diciembre a 7c l. a b. Cuba, también se tiene ahora aviso de ventas para entregar la primera y segunda mitad de enero a 7c l. a b. Cuba. Las condiciones del mercado para los azúcares de Cuba de la nueva zafra continúan firmes, con ofertas para entregar en enero a 7c y para febrero y marzo a 6¾c l. a b. Cuba.

MARKET FOR SUGAR IN FAR EAST

The August number of *Sugar* says that Japanese and Chinese buyers are scouring the Philippines and Hawaii under orders to buy up as much as possible of the coming crops of sugar in those countries. Reports have reached New York of a contract with one Philippine plantation, under which the whole of the 1920 crop has already been sold at 11c a lb. Strenuous efforts on the part of Japanese emissaries are reported from Honolulu, and it is not at all improbable that they will manage to obtain considerable quantities of Hawaiian sugar next year. Prices in Java have risen in leaps and bounds and sugar is actually more expensive today in Soerabaya than in New York City. As a natural consequence stocks and bonds of

sugar companies are booming and high dividends are expected on the majority of plantation shares.

NEW SOURCE OF SUGAR

Señor Carlos García Velez, Cuban Minister to London, has gathered some interesting information regarding the production of sugar from the nipa palm, which grows in the Philippines and other countries of the Orient.

According to this information, which Sr. Velez obtained from the London *Board of Trade Journal*, it is possible to obtain a yield of 12 per cent. with an annual average of 4,000 gallons of juice that will produce four thousand pounds of sugar from an acre of nipa.



**IRON PIPE
VALVES**

**BOILER TUBES
FITTINGS**

GENERAL OFFICES: 452-4 Water Street, NEW YORK CITY

Warehouses and Shops: 437-446 Water Street

Established 1876

N. GELATS & COMPANY

Bankers

Transact a General Banking Business.
Correspondents at all the principal places of the world

SAFE DEPOSIT VAULTS

**Office: Aguiar 108
HAVANA**

**A Weekly Publication of
International Interest**

It covers every field and phase of the industry
WRITE FOR SAMPLE COPY

Subscription - \$3.00 Per Year

Facts About Sugar

82 Wall Street, New York

**JAMES S. CONNELL & SON
Sugar Brokers**

ESTABLISHED 1836. AT 105 WALL ST.

Cable Address, "Tide, New York"

BANK OF CUBA IN NEW YORK

34 Wall St., New York

Associate Bank of National Bank of Cuba

General banking business transacted with special facilities for handling Cuban items through the National Bank of Cuba and its 65 branches. We are especially interested in discounting Cuban acceptances.

**Current Interest Rates Paid on Deposit Accounts
subject to check.**

**Loans, Discounts, Collections and Letters of
Credit will receive our best attention.**

W. A. MERCHANT - - - - - President
J. T. MONAHAN - - - - - Vice-President
CHAS. F. PLARRE - - - - - Cashier
L. G. JONES - - - - - Asst. Cashier
J. W. ALBAUGH - - - - - Asst. Cashier

Se habla Español

Aparato Nuevo

para trashedorar y

Pesar Caña Neto

Sistema nueva patentada por
Horace F. Ruggles, 108 Wall St., N. Y.,
constructor de trashedoradores superiores

Funciona por motor, levantando, pesando, trashedorando y disparando la caña por un hombre y imprime billetes duplicadas del peso neto.

Pidanse informes del modelo "La Victoria."

HOME INDUSTRY IRON WORKS

ENGINES, BOILERS AND MACHINERY

Manufacturing and Repairing of all kinds Architectural Iron and Brass Castings.
Light and Heavy Forgings. All kinds of Machinery Supplies.

A. KLING, Prop.
JAS. S. BOGUE, Supt.

MOBILE, ALA.

STEAMSHIP WORK
A SPECIALTY

Telephone, 33 Hamilton.

Night Call, 411 Hamilton.

Cable Address: "Abiworks" New York.

ATLANTIC BASIN IRON WORKS**Engineers, Boiler Makers & Manufacturers.****Steamship Repairs in all Branches.**

Heavy Forgings, Iron and Brass Castings, Copper Specialties, Diesel Motor Repairs, Cold Storage
Installation, Oil Fuel Installation, Carpenter and Joiner Work.

18-20 Summit Street—11-27 Imlay Street**Near Hamilton Ferry****BROOKLYN, N. Y.****Agents for "Kingham" Multiplex Valve****HONGKONG SUGAR MARKET**

The price of sugar of various grades has advanced considerably in the Hongkong market as a result of speculation following the discovery on the part of Chinese dealers that the market was short of supplies. As previously reported the great Hongkong refineries bought considerable quantities of sugar at comparatively low prices, while the sharp demand for sugar from Europe and other fields usually reached by the Hongkong refineries led to the stocks in Hongkong being unduly depleted. At the same time the Chinese importers, in view of the high prices, refused to buy for the future, counting upon lower prices later. It has been realized, however, that prices are not going to be lower for some time to come. The result has been advances in the prices of sugar in Hongkong far greater than are justified by the prices of raw sugar in Java and the Philippines. Sugar (soft Java white) which sold in Hongkong in January for \$9 local currency or \$7.20 gold per picul of 133 $\frac{1}{3}$ pounds, advanced to \$11.50 local currency or \$9.43 gold in May and to \$17 local currency or \$13.60 gold about July 12 and is quoted today, July 22, at \$25 local currency or \$20 gold per picul. The prices in Hongkong at the present time are purely speculative, for they are above parity with Java at the present time. Poor crop returns in Java, Formosa, and other producing countries in the Far East point to continued high prices, but Hongkong exports indicate that they do not justify present conditions in this market, which,

of course, will profoundly affect the course of the refining business during the year. The demand for Hongkong refined sugar in Europe is on the increase as a result of greater available tonnage and the freer movement of supplies, while the high course of prices is reducing consumption in China and is reducing imports into China both of Hongkong and Japanese sugars.—*Consul General George E. Anderson, Hongkong.*

GERMANY'S CROP

Prospects for the 1919-20 German crop are not favorable and a Committee of Sugar Manufacturers of Saxe-Thuringe as early as February 12th adopted resolutions stating that if the price of beets were not fixed satisfactorily within two weeks, the crop would be greatly curtailed.

The price was not fixed as desired and a marked decrease in sowings appears certain.

The association also received little encouragement in its endeavors to (1) fix the price of beets at a sufficiently high point to improve the condition of labor, (2) secure better conservation of fertilizer, (3) establish factories for the fixation of atmospheric nitrogen, (4) import phosphates, (5) locate workers during the crop, (6) increase the rations of sugar, (7) reduce the taxes on beets, and to (8) ration coal.

THE
Trust Company of Cuba

HAVANA

CAPITAL - - - - \$600,000
SURPLUS - - - - \$600,000

TRANSACTS A

**GENERAL TRUST AND
BANKING BUSINESS**

Examines Titles, Collects Rents
Negotiates Loans on Mortgages

OFFICERS

Norman H. Davis...Chairman Board of Directors
Oswald A. Hornsby.....President
Claudio G. Mendoza.....Vice-President
George V. Le Pan.....Vice-President
James M. Hoppood.....Vice-President
Rogelio Carbajal.....Secretary
Alberto Marquez.....Assistant Treasurer
W. M. Whitner.....Manager Insurance and Real
Estate Depts.

Casa Turull

MERCHANTS—IMPORTERS—EXPORTERS

Now is the time to contract for your Fall requirements in chemicals.

It will be to your advantage to obtain our quotations.

Being sole distributors in Cuba for some of the largest producers and heavy dealers in Sugar Mill Supplies, we can quote lowest figures on materials of the highest standards, spot or future, f. o. b. New York or delivered any point in Cuba.

Everything in Chemical Products :

ACIDS · SODAS—SALTS
LUBRICANTS—FUEL OILS—GREASES
FORMALDEHYDE—BOILER COMPOUNDS
SUGAR BLEACH—FILTERING MATERIALS
PRESERVATIVES
DISINFECTANTS—INSECTICIDES
“ARKSAFE” Elastic Paper Sugar Bag Linings

Communicate with our nearest office
Representative will gladly call.

THOMAS F. TURULL & CO.

RAW MATERIALS FOR ALL INDUSTRIES

170 Broadway, New York

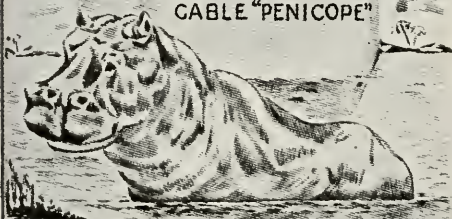
2 & 4 Muralla, Havana

Santiago Cienfuegos Camaguey Matanzas

“HIPPO”
**WATERPROOF
BELTING
IS WATERPROOF**

GARANTIZAMOS QUE ESTA
CORREA ES PERFECTA
POR SU CALIDAD Y
PRECIO.—EL QUE PRUEBA
VUELVE.—

GERENTE P.N. PIEDRA.—
CABLE “PENICOPE”



J. BACHMANN & CO.
BELTING MANUFACTURERS

16-18 READE ST.

NEW YORK, N.Y.

The Royal Bank of Canada

Fundado en 1869

Capital Pagado - - - - \$15,000,000
Fondo de Reserva - - - - 15,000,000
Activo Total - - - - 420,000,000

QUINIENTAS CINCUENTA SUCURSALES
VEINTE Y OCHO SUCURSALES EN CUBA
CINCO SUCURSALES EN LA HABANA

LONDRES: 2 Bank Buildings, Princes Street
NEW YORK: 68 William Street
BARCELONA: Plaza de Cataluña 6

Corresponsales en todas las Plazas Bancables del mundo. Se expiden CARTAS DE CREDITO para viajes en DOLLARS, LIBRAS ESTERLINAS y PESETAS, valederas sin descuento alguno.

En el DEPARTAMENTO DE AHORROS se admiten depósitos a interés desde CINCO PESOS en adelante.

Sucursal Principal en la Habana: Obrapia 33

Administradores

R. DE AROZARENA

F. W. BAIN

Supervisor de Sucursales

F. J. BEATTY

United Railways of Havana

CONDENSED TIME TABLE OF DAILY THROUGH TRAINS

No. 11 P M	No. 1 P M	No. 7 P M	No. 5 P M	No. 3 A M	No. 9 A M	Miles	HAVANA	No. 2 A M	No. 8 A M	No. 6 P M	No. 10 P M	No. 4 P M	No. 12 A M
10.31	10.01 AM	4.01	1.01	10.01	7.01		Lv. Central Station..Ar	6.50	9.40	3.31	6.30	7.25	6.30
....	12.17	6.40	3.23	11.54	9.25	58	Ar. Matanzas....Lv.	4.15	6.52	1.10	3.50	5.06	....
....	4.05	8.40 PM	5.50	2.00	12.37 PM	109	Ar. Cardenas....Lv.	12.05 PM	5.00 AM	10.00	1.20	....	....
....	6.00	....	9.22	4.47	....	179	Ar. Sagua.....Lv	10.45	....	6.45	....	12.10 PM	....
*....	9.45	....	....	8.35	....	230	Ar. Caibarien....Lv.	7.25	....	....	....	8.15 AM	*....
....	6.00	....	9.00	....	....	180	Ar. Santa Clara..Lv.	11.00	....	7.40	....	....	....
7.10 AM	....	....	....	7.10 PM	....	195	Ar. Cienfuegos...Lv.	....	....	....	....	11.15 AM	10.15 PM
....	9.55	....	....	....	....	241	Ar. Sancti Spiritus. Lv.	4.45	....	....	....	....	....
....	11.35 PM	....	2.55	....	....	276	Ar. Ciego de Avila..Lv.	3.45	....	12.40 AM	....	....	....
....	3.10 AM	....	6.10	....	....	340	Ar. Camaguey..Lv.	12.15 AM	....	9.00 PM	....	....	....
....	....	....	2.10	....	....	50	Ar. Antilla.....Lv.	....	....	10.40	....	....	....
....	3.45 AM	....	6.45 PM	....	....	538	Ar. Santiago de Cuba Lv.	12.01 AM	....	9.00 AM	....	....	....

Sleeping cars on trains 1, 2, 5, 6, 11 and 12.

*Via Carreño.

SLEEPING CAR RATES—UNITED RAILWAYS OF HAVANA

From HAVANA TO	Lower Berth	Upper Berth	Compartment	Drawing-Room
Cienfuegos.....	3.60	\$3.00	....	\$10.00
Santa Clara.....	3.60	3.00	8.00	10.00
Camaguey.....	4.20	3.50	10.00	12.00
Antilla.....	6.00	5.00	14.00	18.00
Santiago de Cuba.....	6.00	5.00	14.00	18.00

ONE-WAY FIRST-CLASS FARES FROM HAVANA TO PRINCIPAL POINTS REACHED VIA

THE UNITED RAILWAYS OF HAVANA

	U. S. Cy.		U. S. Cy.
Antilla.....	\$30.37	Isle of Pines.....	\$7.50
Batabano.....	1.99	Madruza.....	3.91
Bayamo.....	26.82	Manzanillo.....	28.59
Caibarien.....	13.84	Matanzas.....	4.16
Camaguey.....	20.14	Placetas.....	12.36
Cardenas.....	7.05	Remedios.....	13.53
Ciego de Avila.....	16.53	Sagua.....	10.08
Cienfuegos.....	11.33	San Antonio.....	.81
Colon.....	7.20	Sancti Spiritus.....	14.55
Guantanamo.....	33.26	Santa Clara.....	11.09
Holguin.....	27.56	Santiago de Cuba.....	31.35

Passengers holding full tickets are entitled to free transportation of baggage when the same weighs 110 pounds or less in first-class and 66 pounds or less in third-class.

“WEEK-END” TICKETS

FIRST- AND THIRD-CLASS

are on sale from Havana to all stations of the United Railways (except Rincon and such as are located at less than twenty kilometres from Havana) and vice versa, valid going on Saturdays and returning on any ordinary train the following Sunday or Monday at very low rates.

UNITED RAILWAYS OF HAVANA

FRANK ROBERTS, General Passenger Agent

PRADO, 118

HAVANA, CUBA

S. F. HADDAD
 DRUGGIST
PRESCRIPTION PHARMACY
 "PASSOL" SPECIALTIES
 89 BROAD ST., Cor. Stone. NEW YORK

Sobrinos de Bea y Ca S. en C.
 BANKERS AND COMMISSION MERCHANTS

Importación directa de todas los
 centros manufactureros del mundo

Agents for the Munson Steamship Line, New York
 and Mobile; James E. Ward & Co., New York;
 Serra Steamship Company, Liverpool; Vapores
 Transatlánticos de A. Folch & Co., de Barcelona
 España.

INDEPENDENCIA STREET 17/21
 MATANZAS, CUBA

JOHN W. McDONALD
Coal, Wood, Lumber and Timber

OF EVERY DESCRIPTION

112 Wall St., New York
 Near South Street

Yard: 56-58 Beard Street, Erie Basin

TELEPHONES:
 Office, 1905 John Yard, 316 Hamilton

THE SNARE AND TRIEST COMPANY
Contracting Engineers

STEEL AND MASONRY CONSTRUCTION
 Piers, Bridges, Railroads and Buildings

We are prepared to furnish Plans and Estimates
 on all classes of contracting work in Cuba.

New York Office. 8 West 40th Street
 Havana Office: Zulueta 36 D

P. RUIZ & BROS.

Engravers- - Fine Stationery

RUIZ BUILDING

O'Reilly & Habana Sts. P. O. Box 608
 HAVANA, CUBA

John Munro & Son

**Steamship and
 Engineers' Supplies**

722 Third Ave., Brooklyn, N. Y.

Cable Address; Kunomale, New York
 Telephone, 3300 South

Telephone
 215 Hamilton

Box 186
 Maritime Exchange

YULE & MUNRO

SHIPWRIGHTS

CAULKERS, SPAR MAKERS,
 BOAT BUILDERS, ETC.

No. 9 Summit Street

Near Atlantic Dock BROOKLYN

DANIEL WEILL S. EN C.

COMERCIANTE EN GENERAL

Especialidad en Ropa Hecha de Trabajo

Am in a position to push the sales of
 American high class products Would
 represent a first-class firm.

APARTADO 102 CAMAGUEY, CUBA

M. J. CABANA

COMMISSION MERCHANT

P. O. Box 3, Camaguey

Handles all kinds of merchandise either on a
 commission basis or under agency arrangements.
 Also furnishes all desired information about lands
 in eastern Cuba.

F. W. Hvoslef E. C. Day R. M. Michelson

BENNETT, HVOSLEF & CO.
Steamship Agents & Ship Brokers

18 BROADWAY, NEW YORK
 Cable "Benvosco"



S.S. MUNAMAR

NEW YORK—Cuba Service

PASSENGER AND FREIGHT

	Leave New York	Arrive Antilla	Leave Antilla	Arrive New York
S/S "MUNAMAR".....	Nov. 1	Nov. 5	Nov. 8	Nov. 12

FREIGHT ONLY

Regular sailings for Matanzas, Cardenas, Sagua, Caibarien, Puerto Padre, Gibara, Manati, Banes and Nuevitas.

MOBILE—Cuba Service

S/S "LAKE GARDNER"—Havana-Sagua	Oct. 3
S/S "LAKE OTISCO"—Havana-Matanzas.....	" 10
S/S "TUSCAN"—Havana-Cardenas.....	" 17
S/S "LAKE FONDULAC"—Nuevitas-Antilla-Port au Prince (Haiti)	" 21
S/S "OLINDA"—Havana-Matanzas	" 24
S/S "LAKE ALVADA"—Caibarien-Santiago-Cienfuegos.....	" 28
S/S "LAKE OTISCO"—Havana-Sagua.....	" 31

MOBILE—South America Service

FREIGHT ONLY

S/S "QUITTACAS"—Buenos Aires-Montevideo.....	First Half October
A STEAMER—Buenos Aires	Second Half October

NEW YORK—South America Service

FREIGHT ONLY

Frequent sailings for River Plate and Brazilian Ports.

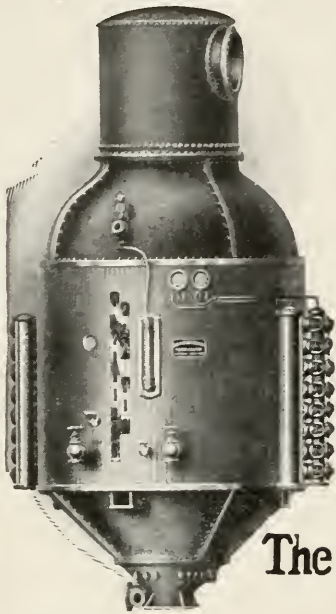
BALTIMORE—Cuba Service

FREIGHT ONLY

A STEAMER—Baltimore-Havana	Every Other Thursday
A STEAMER—Baltimore-Santiago-Cienfuegos.....	Every Other Thursday

The Line reserves the right to cancel or alter the sailing dates of its vessels or to change its ports of call without previous notice.

MUNSON STEAMSHIP LINE



The Krajewski Improved Coil Vacuum Pan

This pan has excellent circulation of the masecuit. Its sectional coils insure quick drainage; its large discharge opening, and its efficient separator on the vapor outlet,—are all features that appeal to the discriminating engineers and owners of sugar cane centrals.

Built in various sizes from 5 feet diameter up to 14 feet or more if required.

We also build vacuum pans with calandrias and coils and triple and quadruple effects ranging in size from 1,500 square feet to 26,000 square feet of heating surface.

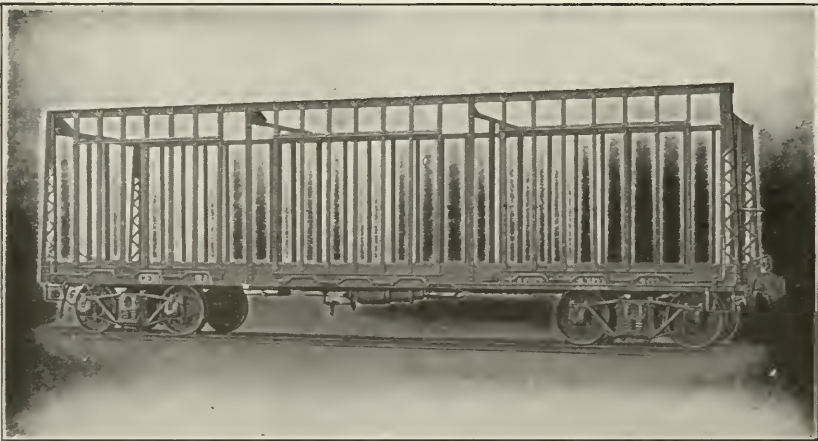
Prompt and courteous response to inquiries will be made by our engineers.

The United States and Cuban Allied Works Engineering Corporation

OWNERS AND OPERATING:
Krajewski - Desant Corporation
Bradford Works Havana Dry Dock Co
Blaisdell Machinery Co Havana Iron Works
WORKS: BRADFORD, PA. — AND — HAVANA, CUBA
NEW YORK OFFICES: 50 BROAD STREET
CABLES: "IDOLWAX" NEW YORK and HAVANA

PLANTATION CARS OF ALL KINDS

ALSO THE PARTS FOR SAME



El grabado enseña uno de nuestros carros, todo de acero, para caña.

Tenemos otros tipos de capacidades varias y hemos fabricado un gran numero de carros para caña para uso en Cuba, Puerto-Rico. América-Central y México, que tienen jaulas de acero ó de madera y conruidas para los distintos tipos de carga y descarga de la caña.

AMERICAN CAR & FOUNDRY EXPORT CO., NEW YORK, E. U. A.

Dirección telegráfica: NALLIM, New York.

Producción anual de más de 100,000 carros.

Representante para Cuba: OSCAR B. CINTAS, Oficios 29-31, Havana.

THE CVBA REVIEW



00 A Year **NOVEMBER 1919** 10 Cents A Copy
Published by the Munson Steamship Line 82-92 Beaver Street, New York City.



Cut Handling Costs

You can speed up the handling of bagged sugar, etc., with less help and with a minimum of expense by employing

LINK-BELT Portable Bag Pilers

They enable one man to do the work usually accomplished by an entire crew, and permit high and proper piling. Their low first cost and great money saving value make their purchase a most profitable investment. Let us send you further details.

LINK-BELT COMPANY

299 BROADWAY

NEW YORK CITY

JAMES M. MOTLEY

71 BEAVER STREET
NEW YORK

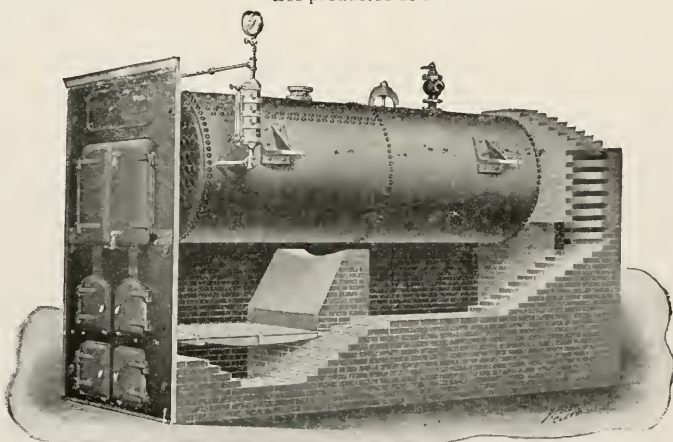
Gerente del Departamento de Ventas en el Extranjero de

THE WEIR FROG COMPANY
GLOVER MACHINE WORKS
THE RAHN-LARMON CO.

PENNSYLVANIA BOILER WORKS
DUNCAN, STEWART & CO. LTD.
STANDARD WATER SYSTEMS CO.

STANDARD SAW MILL MACHINERY CO.

Los productos de estas Fábricas abarcan :



Locomotoras Livianas
Carros: Para Caña
Para Carga
Carriles y accesorios
Via Portátil
Ranas y Chuchos
Puentes de Acero
Edificios de Acero
Maquinas de Izar
Aserraderos
Calderas
Máquinas de Vapor
Máquinas de Gasolina
Bombas
Tanques
Tornos
Prensas para Ruedas
Acepilladoras para Metales
Ejes, Poleas y Accesorios
Máquinaria Frigorífica
Trapiches, Desmenzadoras y toda clase de Máquinaria para Ingenios de Azúcar
Calentadores de Agua para Calderas
Alambiques para Agua
Evaporadores de Serpentesines

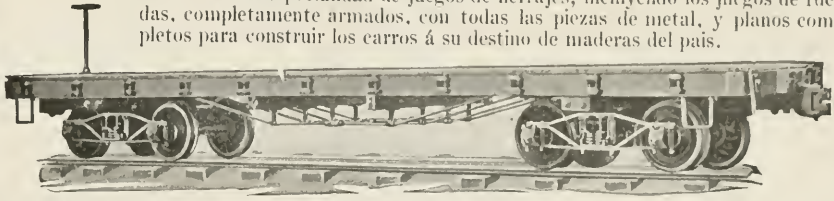
A solicitud se remiten catálogos y presupuestos.
Dirección cablegráfica: **JAMOTLEY, New York** (Se usan todas las claves).

RAMAPO

Carros de Ingenios

Para todos usos y de todos tamaños, de los para caña con cuarto ruedas y capacidad de 1½ toneladas á los con juegos dobles de ruedas y capacidad de 30 toneladas.

Hacemos una especialidad de juegos de herrajes, incluyendo los juegos de ruedas, completamente armados, con todas las piezas de metal, y planos completos para construir los carros á su destino de maderas del país.



A 802

RAMAPO IRON WORKS. 30 Church St., NEW YORK, N. Y. CABLE ADDRESS RAMALIAM

HOLBROOK TOWING LINE, Inc.

W. S. HOLBROOK, PRES.

Sea, Harbor and General Towing. Steamship Towing a Specialty

Boilers Tested for any Required Pressure

Phone Broad
4266-4267

15 WILLIAM ST., NEW YORK, U. S. A.

Night Phone
1105 Bay Ridge
1368 Richmond Hill

WILLETT & GRAY, Brokers and Agents

FOREIGN AND
DOMESTIC

SUGARS

RAW AND
REFINED

82 Wall Street, New York

Publishers of Daily and Weekly Statistical Sugar Trade Journal—the recognized authority of the trade.

TELEGRAPHIC MARKET ADVICES FURNISHED

POPULAR TROLLEY TRIPS

Via the HAVANA CENTRAL RAILROAD to

Guanajay

Trains every hour daily from CENTRAL STATION from 5 A. M. to 8 P. M. Last train 11.20 P. M.

Fare (Round Trip), \$1.40

Guines ----

Trains every hour daily from CENTRAL STATION from 5.50 A. M. to 7.50 P. M. Last train 11.10 P. M.

Fare (Round Trip), \$1.92

SUBURBAN SERVICE TO REGLA, GUANABACOA AND CASA BLANCA (CABAÑAS FORTRESS) FROM LUZ FERRY, HAVANA, TO

Regla (Ferry).....	\$0.05
Guanabacoa (Ferry and Electric Railway).....	.10
Casa Blanca and Cabañas Fortress (Ferry).....	.05

Ferry Service to Regla and Car Service to Guanabacoa every 15 minutes, from 5 A. M. to 10.30 P. M., every 30 minutes thereafter up to 12 midnight, and hourly thence to 5 A.M. To Casa Blanca, every 30 minutes from 5.30 A.M. to 11 P.M.

Hay una Carretilla
Jackson
para
Todos Propósitos



**Precio,
Calidad,
Servicio,
y Variedad**

Escribase Solicitando Catalogo No. 10
Acaba de recibirse del impreso—Pídase una Carretilla Jackson

THE JACKSON MANUFACTURING CO.
HARRISBURG, PA.

Insist upon Walker's "LION" Packing



Avoid imitations, insist upon getting **WALKER'S METALLIC "LION" PACKING.** Look for "The Thin Red Line" which runs through all the Genuine and the "Lion" Brass Trade Mark Labels and Seals attached.

**WRITE FOR
OUR DESCRIPTIVE CATALOGUE**

JAMES WALKER & COMPANY, Ltd.

27 Thames Street

New York City

Western Railway of Havana

TRAIN SERVICE DAILY

P M	P M	P M	A M	A M	A M	Fare		Fare	A M	A M	P M	P M	P M	P M
6.15	2 55	1.45	10.15	6 55	5.45	1st cl.	Lv. Cen. Sta...Ar	3d cl.	7 20	11.09	12.01	3 20	7.09	8.00
8.24	4.24	3.55	12.24	8 24	7.55	\$2.65	Ar...Artemisa..Lv	\$1.40	5 15	9.40	9.45	1.15	5.40	5.45
.....	5.51	.....	.....	9.51	.....	.....	Ar...Paso Real..Lv	2.54	.....	8 05	.....	.....	4.05	.....
.....	6.05	.....	.....	10.05	.....	5.62	Ar...Herradura..Lv	2.74	.....	7.48	.....	.....	3.48	.....
.....	6.56	.....	.....	10.56	7.30	6 71	Ar...Pinar del RioLv	3.25	.....	6.55	.....	.....	2.55	6.00
.....	8.40	.....	.....	12.40	11.45	8.83	Ar....Guane...Lv	4.22	.....	5.20	.....	.....	1.20	2.00
P M	P M	P M	P M	P M	A M				A M	A M	A M	P M	P M	P M

**IDEAL
TROLLEY
TRIPS**

Round Trip Fares From Havana To

Arroyo Naranjo.....24 cts. Rancho Boyeros.....38 cts.
Calabazar.....26 cts. Santiago de las Vegas...50 cts.
Rincon.....60 cts.

Leaving Central Station every half hour from 5.15 A. M. to 7.15 P. M.,
and every hour thereafter to 11.15 P. M.

"WEEK-END" TICKETS

FIRST- AND THIRD-CLASS

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 and Monday, and are sold at very low rates.

THE CUBA REVIEW

"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. XVII

NOVEMBER 1919

No. 12

Contents of This Number

Cover Page—Havana Country Club, Havana.

Frontispiece—Prado and Promenade, Havana.

	Page
Aerial Services between the United States and Cuba.....	22
Automobile Markets in Cuba, illustrated	11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22
Cuban Commercial Matters:	
Automobiles and Supplies in Cuba	23
Boqueron Terminal, Guantanamo	24
Consumption of Fish	24
Cotton Manufactures	24
Cuba's Foreign Trade	23
Market for Cuban Liquors	24
New Line of Steamers	23
Purchase of Hotel Sevilla	24
Regulation of Drug and Medicine Trade	24
Sardines from Vigo, Spain	24
Trade with the United Kingdom	24
Cuban Financial Matters:	
Cuba Cane Sugar Corporation	32
Cuba Railroad Company Report	27, 28, 29
Prevailing Prices for Cuban Securities	26
Cuban Government Matters:	
American Legion	7
Appropriation for Electoral Boards	8
Appropriations for Census	7
Commercial Envoy to Europe	8
Contributions to Roosevelt Memorial	7
Cuban Congress	7
Custom House Receipts	8
Delegates to International Labor Conference	8
Dr. Dominguez Roldan	7
Enlistments in the Cuban Army	8
Financial Congress	8
Public Instruction	7
Quarantine Against Marseilles, France	8
Student from Serbia	8
Three Millions in Small Change for Cuba	8
Havana Correspondence	9, 10
The Sugar Industry:	
Forecast for Crop of 1919-20 in India	34
Foreign Sugar Trade of the United States	30, 31, 32
Sale of Cane and Timber Lands	34
Sugar and Molasses	34
Sugar Review, English	33, 34
Sugar Review, Spanish	35, 36
Traffic Receipts of Cuban Railroads	25, 26



Prado and Promenade, Havana.

THE CUBA REVIEW

"ALL ABOUT CUBA"

Copyright, 1919, by the Munson Steamship Line

VOLUME XVII

NOVEMBER, 1919

NUMBER 12

CUBAN GOVERNMENT MATTERS

CUBAN CONGRESS

The Cuban Congress convened in extraordinary session on October 15th, to consider the question of ratification or rejection of the peace treaty with Germany. Both the Senate and House voted to refer the treaty to the Foreign Relations Committee, which is expected to meet later in joint session, before which the Cuban delegate to the Peace Conference, Dr. Antonio Sanchez de Bustamante, is to appear and explain the provisions.

CONTRIBUTIONS TO ROOSEVELT MEMORIAL

The Roosevelt memorial project was inaugurated on October 25th. The national headquarters of the association received a dispatch from Cuba, stating that President Menocal would ask the Cuban Congress for an appropriation of \$50,000 as Cuba's official contribution to the memorial fund. Mr. Frank Steinhart, chairman of the committee of the Roosevelt Memorial Association for the Island of Cuba, stated that in addition to Cuba's official contribution the popular gift from the Cuban people would doubtless exceed \$100,000.

DR. DOMINGUEZ ROLDAN

Dr. Dominguez Roldán, Secretary of Public Instruction in President Menocal's cabinet, has tendered his resignation.

AMERICAN LEGION

One hundred Americans living in Cuba have enrolled as charter members of Havana Post No. 1, American Legion. This showing is remarkable, when it is known that comparatively few posts, even in the United States, have organized with a charter list of one hundred members.

Among those signing the application are Col. Paul W. Beck, U. S. A. military attaché, who is the post commander, and Commander C. R. Kear of the Navy. Lieut. Col. Sosthenes Behm, formerly of the signal corps, has been elected post historian. Many distinguished Americans and Cubans who rendered patriotic service to the United States during the war will be elected honorary members of the local branch.

APPROPRIATIONS FOR CENSUS

An additional sum of \$300,000 has been authorized by President Menocal to complete the work of taking the census. The original appropriation for the work was \$1,000,000.

PUBLIC INSTRUCTION

Dr. Oscar Diaz Albertini, who has occupied the post of legal adviser to the State Department, has been appointed by President Menocal Sub-secretary of Public Instruction.

CUBAN GOVERNMENT MATTERS

ENLISTMENTS IN CUBAN ARMY

The Chief of Staff of the Cuban army has announced that 4,333 enlistments and re-enlistments in the army have been recorded between March 30 and September 20.

Of this number, 2,347 were enlistments and 1,959 were re-enlistments. A campaign to stimulate enlistments in the army was started the latter part of October and it is expected that the total enlistments will reach a satisfactory figure.

COMMERCIAL ENVOY TO EUROPE

President Menocal has appointed Sr. Miguel Gonzalez de Mendoza to the post of commercial envoy to go to France, England, Belgium and other countries to study the present state of commerce and industry in relation to the products of Cuba. The purpose is to secure new markets for Cuban goods and it is hoped that mutual commercial benefit will result.

STUDENT FROM SERBIA

Lieutenant Dragogliut Stajanose, of the Serbian army, is now in Cuba for the purpose of studying the agricultural methods in the Island.

CUSTOM HOUSE RECEIPTS

Collections at the Havana Custom House for the month of October amounted to \$3,511,442.91. This is the largest amount collected in a single month in the history of Havana.

THREE MILLIONS IN SMALL CHANGE FOR CUBA

The Secretary of the Treasury has been informed that the work of coining the \$3,000,000, which the Cuban government proposes to have coined in small coins at the United States mint in Philadelphia, can be started early in the coming year.

APPROPRIATION FOR ELECTORAL BOARDS

President Menocal recently signed a bill carrying an appropriation of \$200,000 to defray the expenses of the electoral boards of the country.

DELEGATES TO INTERNATIONAL LABOR CONFERENCE

The Cuban delegates appointed to the International Labor Conference in Washington, commencing October 29th, were Dr. Antonio Sanchez de Bustamante, delegate to the peace conference in Paris; Dr. Carlos Armenteros and Dr. Francisco Carrera Jestiz, representatives of the Cuban Government, and Dr. Luis Rosainz, representative of the employers.

QUARANTINE AGAINST MARSEILLES, FRANCE

Because of the report that cases of bubonic plague have been discovered in Marseilles, France, the Chief of Quarantine at Havana, Dr. Hugo Roberts, has addressed a circular to the port physicians in Cuba, in which it is directed that all ships arriving from that port be quarantined and a rigid examination of the passengers made before any are permitted to land.

FINANCIAL CONGRESS

A commission, with Secretary of the Treasury Cancio as its President, has been named to attend the Financial Congress which is to be held in Washington in February.

One of the most important matters of interest to Cuba to be considered at the congress is the question of a free port in each of the countries in the Americas. In case the free port proposition is accepted, it is proposed that either Cardenas or Cienfuegos in Cuba be named.

HAVANA CORRESPONDENCE

October 28th, 1919.

CONGRESS: On a call from the President, the Cuban Congress met on October 15th in special session for the sole purpose of considering the Treaty of Peace, and this subject is still under consideration at the present writing.

CUBA'S FOREIGN TRADE: The newspapers publish figures given out by the statistical section of the State Department, showing that the foreign commerce of Cuba for the fiscal year 1918-19 amounted to \$794,242,578, of which sum imports were valued at \$315,587,167, exports \$477,221,863, and re-exportations \$1,433,548.

The fiscal year mentioned showed a gain of \$110,493,683 over that of 1917-18, which amounted to \$683,748,895.

Custom House collections for the past fiscal year were \$39,546,650.90, as against \$39,489,004.55 for the previous year.

Sugar was naturally the most important single item of Cuba's foreign commerce. During 1918-19 there were 37,000,000 tons of cane ground, which is equivalent to 4,100,000 tons of sugar, as against 31,413,710 tons of cane, producing 3,533,000 tons of sugar, for the previous year.

POSTAL RATES: Effective October 11th, the postal rates on first-class matter were reduced from 3c to 2c per ounce, and on postal cards from 2c to 1c, these being the rates in effect formerly.

SMALLPOX: The Health Department of Havana has ordered compulsory vaccination of all inhabitants, due to some thirty odd cases of smallpox which have broken out in Havana during the present month, originating with immigrants from Spain. The authorities state they have the situation well in hand and do not look for much further spread of the disease.

In Spanish times smallpox was considered endemic here, but since then Havana has been free from this plague, with the exception of occasional cases among Spanish immigrants, which are naturally promptly isolated to prevent further propagation of the disease.

NEW PRESIDENTIAL PALACE: This building was not finished in time for its inauguration on October 10th, the anniversary of the "Grito de Yara," one of the Cuban national holidays, but it is now reported that the edifice will be dedicated on New Year's day.

AIRPLANE SERVICE BETWEEN THE UNITED STATES AND CUBA: Last month mention was made of the formation of the Compañía Cubana Americana de Aviación, whose English name is given as "Cuban American Aircraft Corporation."

About the same time a representative of the United States Post Office Department made a short visit to Havana for the purpose, according to the papers, of investigating the question of establishing a mail aeroplane service between the two Republics, but on his return north the newspapers reported that he had stated that nothing definite would be done at present in this respect, but that he understood private interests in Cuba were preparing to establish such a service.

The latest development in connection with the airplane service is that Hannibal J. Mesa, a wealthy Cuban resident of Havana, on his arrival from New York en route from France to Cuba, reported that he had purchased several aeroplanes in France which he intended to place in service between Havana and the United States.

BASEBALL: The Pittsburgh National baseball team arrived here the fore part of October and have been playing a series of games with the Cuban teams, the majority of which they have been winning.

OIL WELLS: There is nothing new to report in this connection since our last advices other than that drilling is still going on to a certain extent, and also a very small amount of oil is being produced by some of the wells.

MARIANAO RACE TRACK: Once more it is reported that the controlling interest in this enterprise has changed hands, the latest purchasers being given by the newspapers as Chas. E. Stoneham and John J. McGraw, President and Vice-President of the New York National League Baseball Club, who have just made a short business trip here. It is understood that the operation of the track will continue about along the same lines as heretofore, although it is expected that considerable improvements will be made to the present plant.

The opening day for the coming annual race meet has not yet been announced, but presumably it will be the latter part of November, as in the past.

CABLE ADDRESSES: The Commercial Cable (Postal) and Western Union Companies here announce that effective November 1st, all present registered cable addresses, both here and in the United States, will expire unless they are renewed at a cost of \$2.50 per annum for each such registered address. The main reason given for this, as we understand it, is that there are a large number of cable addresses registered with these companies, which are practically never used. Therefore, with the idea of cutting them out and also to pay for the expense of maintaining all the addresses in proper form, it is necessary to make the above charge.

HOTEL ACCOMMODATIONS: While the newspapers report a number of projects for increased hotel accommodations in Havana, the only definite information we can secure on this subject is that the large new building known as the Carreño Building on Marina Street, facing the sea between Havana and Vedado, originally built for a garage and automobile showroom, will have several additional stories added to it and will be transformed into a hotel, to be called Hotel Malecon, the intention being to have it in operation by another season.

It is also stated that the former Hotel Sevilla will again be opened up by New York hotel interests and the building is being gone over now for this purpose. It is further reported that New York capitalists will put up a large hotel on the former site of the Centro Asturiano, which faces Central Park. The Hotel Miramar will also again be in operation, after having been closed as a hotel for a few years past.

SUBMARINE TELEPHONE BETWEEN CUBA AND THE UNITED STATES:

Some time ago we reported the formation of the Intercontinental Telephone and Telegraph Co., Muzzo System, for the purpose of establishing telephonic communication by means of a submarine cable between Havana and Key West. The public was offered an opportunity to subscribe to the stock, but we are unable to learn that anything definite has been done towards putting this system in operation.

On the other hand, the newspapers have just announced the organization of the Cuban-American Telephone and Telegraph Co., with a paid-up capital of \$2,000,000. This company is formed by interests connected with the Cuban Telephone Co., which has a monopoly of the telephone business in the Island of Cuba, and the purpose of the company is the laying of a submarine telephone and telegraph cable, connecting Havana with Key West and thence to New York, so that a direct service may be had between these two cities. It is stated that the cables have already been ordered from England and that the new service will be in operation within a few months.

EXPRESS-TRAIN SERVICE FROM HAVANA TO SANTIAGO DE CUBA

The Bulletin of the Pan American Union states that the United Railways of Havana and the Cuba Railroad Company have decided to establish an express-train service from Havana to Santiago de Cuba.

Rolling stock has been ordered. Trains will be made up of two first-class coaches, one third-class coach, one diner, one sleeper, and one baggage car. Trains will make fast time and it is calculated that the run between the two points can be made in six hours less than the schedule maintained by the mail train.



Boniato Road, Santiago de Cuba.

AUTOMOBILE MARKETS IN CUBA

The West Indies absorb nearly a third of the total automobile exports from the United States to Latin America, and Cuba, our best Latin American customer, takes 84 per cent. of this West Indian trade. Large returns from sugar have made the Cuban planters prosperous, and they purchase not only motor trucks for use on their estates, but the highest-priced passenger cars for pleasure driving. From the fiscal year 1913 to 1918 the value of our exports of motor vehicles and parts to Cuba multiplied 20 times.

UNITED STATES EXPORTS OF MOTOR VEHICLES TO CUBA.

The increase in the number and value of our exports of automobiles and parts and motorcycles to Cuba is shown in the following record of these shipments in a pre-war year, in two full years of the war, and in the 9-month fiscal period from July 1, 1918, to March 31, 1919:

Articles.	Years ended June 30—						9 months ended	
	1913		1917		1918		Mar. 31, 1919.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
Automobiles:								
Commercial	14	\$23,639	397	\$722,519	554	\$1,130,982	476	\$888,636
Passenger	223	242,686	3,529	2,515,971	2,975	3,029,813	1,326	1,955,579
Engines	5	718	2	439	13	3,726	6	2,805
Tires		12,322		1,019,915		1,336,233		1,492,271
Parts		35,928		966,710		1,028,276		1,012,805
Motorcycles	43	8,285	73	15,076	165	26,408	77	19,718
Total values....		323,578		5,209,730		6,565,438		5,371,814



The Malecon, Havana.



Paseo Marti, Santiago de Cuba.

At the present rate of shipment the value of our automobile trade with Cuba in the present fiscal year will exceed that of 1918. It has already exceeded the total value of the 1917 exports. However, the rate of exports of passenger cars has decreased this year, though the average value of the cars shipped has risen from \$1,018 in the last fiscal year to \$1,474 in the first nine months of the 1919 fiscal year. There has been a recent gain in the number of passenger cars exported, as the average monthly number from January to March, inclusive, 1919, was 151, while from July to December, inclusive, 1918, the average per month was 145. There was also a gain in monthly shipments of commercial cars from an average of 46 in the last six months of the 1918 calendar year, to 58 in the first three months of 1919. The table above shows a marked rise in our exports of automobile parts and tires to Cuba in the current fiscal year, the total value of these two items in the nine months ended March 31, 1919, exceeding the total for the whole fiscal year 1918. February of 1919 was a particularly good month for motorcycles, as 26 such machines, or a third of the total for nine months, were exported to Cuba in that month. February's shipments of 213 passenger cars was the largest monthly record since the shipment of 214 in July last.

NUMBER OF AUTOMOBILES IN CUBA.

No exact census of automobiles in Cuba is available, but the United States has shipped to that island in the last seven years 13,043 passenger cars and 1,483 commercial vehicles, making a total of 14,526 cars, or one for every 180 persons. This estimate does not take into account any cars shipped into Cuba before 1913, either from the United States or Europe, nor, on the other hand, does it consider the cars discarded because of breakage or worn-out condition. Some of the cars accredited to Cuba are forwarded to the Isle of Pines, where about a fifth of the population is American, and where, according to a 1917 estimate, there are at least 250 cars. Good roads in the Isle of Pines have aided in the sale of automobiles.

Havana, the capital and largest city in Cuba, with a population of about 400,000, was reported in 1915 to have 3,400 automobiles in use. Since that year we have sent 11,164 passenger cars and 1,429 motor trucks to Cuba, most of these going to Havana, the chief distributing center of the island. Cuban statistics for 1917 show that 3,325 cars were received at Havana in that year, 38 at Nuevitas on the eastern coast of Camaguey Province, 34 at ports in Santa Clara Province, 30 in the Province of Oriente, 14 in Matanzas Province, and 12 in the Isle of Pines. Santiago, the second largest city in Cuba, the capital of Oriente and the principal port on the southern coast, with a population of 55,000, has about 400 cars. Camaguey, the capital and chief city in the Province of the same name, with a population of about 50,000, was reported in 1918 to have about 200 cars, while adjacent towns had from 10 to 50 each.

USE OF MOTOR CARS AND TRUCKS IN CUBA.

The remarkable increase in our shipments of cars to Cuba in the last five years indicates the growing popularity of the automobile in that island. The motor car not only appeals to the class of people of Spanish descent who are fond of driving through city boulevards on late afternoons, but it also supplies a need for both urban and rural transportation of passengers and merchandise. Havana has one of the finest boulevard systems in the world, boasting nearly 200 miles of paved streets. Naturally, therefore, with the easy demonstration of the automobile on these boulevards, it won immediate favor. An autobus service was inaugurated in Havana last year, connecting the suburbs of the city with the water front. The fare rivaled that for street car service, and the new bus line proved so popular that the municipal authorities recently received a request for permission to establish nine more auto lines. The cars used in this service are of American make and carry about 10 passengers.

Motor trucks are replacing the mule-drawn, two-wheeled carts in city streets,



Road in Guines, near Matanzas.

and also on sugar plantations. The natural slowness of the cart traffic is further impeded in the cities by the narrowness of streets, and the economy of time in the use of motor trucks has been demonstrated under the pressure of war demands for Cuban products. In the country the trucks are used for transporting manufactured supplies and foodstuffs into the interior, and native products to the cities. While the railway transportation of Cuba has been much improved in recent years, there being now about 2,600 miles of track in the country, connecting the larger cities of the coast and the interior, there still remain many rich agricultural sections where the railway has not penetrated. Along the coast much traffic is done by small sailing vessels and motor boats that ply between the towns and various landing places on the numerous bays.



In the Yumuri Valley, Matanzas.

CUBA'S INTEREST IN ROADS HELPS AUTOMOBILE TRADE.

Cuba is beginning to realize the value of the motor vehicle to supplement transportation by railway and coasting steamers, and it is facilitating motor transport by repairing many of the old military roads, and also by the construction of new highways. There are good roads along the coast, but in the interior many of the roads are impassable except by pack mules. The Cuban Secretary of Public Works placed before the Congress some time ago a plan for a general system of macadam roads throughout the island, which would enable motor cars to go from Pinar del Rio in the west to Santiago de Cuba in the east. In addition to the principal highways



Road to Batabano, Province of Havana.

extending east to west, there are to be branch roads connecting the cities in the interior with the coast. The length of the island is about 740 miles, and the width varies from 22 miles at Havana to 160 miles in the Province of Oriente. The total area of the country is about 45,000 square miles, the eastern and western section being of a mountainous character, while in the central Provinces the land is gently rolling. To cover all this territory with a network of roads, in accordance with the project presented to the Cuban Congress, would require a sum estimated at \$100,000,000, which is not now available.

The Congress has already appropriated for road construction millions of dollars in smaller sums at various times, and there are now about 1,250 miles of good roads on the island. Work in all the Provinces progresses as appropriations become available. The Cuban newspapers actively support the good-roads movement, and one Havana daily advocates the use of prison labor in making road repairs. Cuba has an abundance of lime and manufactures cement for road construction, but road-making machinery must be imported from the United States. The Automobile Club of Cuba, with headquarters at Havana, also co-operates in the road propaganda and issues a map of roads in Havana, Pinar del Rio, and Matanzas Provinces.

ROAD CONDITIONS IN THE DIFFERENT PROVINCES—WESTERN DISTRICT.

Motoring for pleasure is chiefly done in the Province of Havana, where there is a greater mileage of paved streets and macadam roads than in any other part of

the island. There is a famous drive known as the Malecon, extending 8 or 10 miles along the waterfront at Havana, which is frequented by tourists and resident society, and the Department of Public Works has under consideration a plan for the construction of a similar drive and a sea wall at the beach suburb of Marianao. There are also excellent roads leading from the city and suburbs to the more distant sections of the Province. In January of this year the Cuban Congress approved a project granting a credit of \$1,500,000 for the construction and repair of roads in Havana Province. The work is to be done within six years, the appropriations to be delivered gradually.

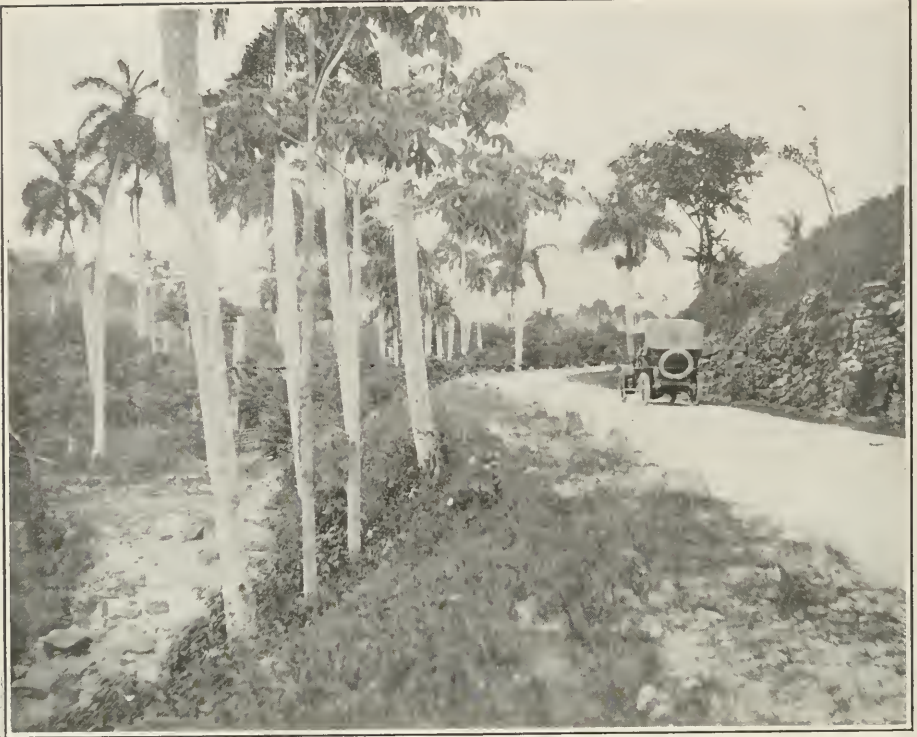
An appropriation of \$170,000 was made by Congress in 1918 for road work in Pinar del Rio, the westernmost Province of Cuba. A good road connects the city of Pinar del Rio with the city Havana, 110 miles distant, and another popular highway is from Pinar del Rio to the resort city of Viñales, 13 miles north, where there are mineral baths. This Province is one of the most picturesque in the island, with its mountain chains, brilliantly colored soil, and numerous streams. It produces the finest of the Cuban tobacco and enjoys fairly good transportation facilities.

East of Havana is the Province of Matanzas, which has good roads along the coast to the city of Cardenas, 98 miles from Havana city. The port of Matanzas is the nearest to the United States, being nearly due south of Key West, and is the chief port for the exportation of sugar. While nearly all of the automobiles received in Cuba come through the port of Havana, in 1917 Matanzas imported nine motor cars direct from the United States and five others came through the port of Cardenas. Matanzas Province, in addition to the production of sugar, raises henequen fiber and manufactures it into cordage.

In Santa Clara, the Province east of Matanzas, the topography is varied, the mountains being interspersed with stretches of plain which afford outlet to the coast for the enormous production of sugar and the different varieties of tropical fruits. A considerable part of the sugar of this Province is exported through Cienfuegos, the largest port on the southern coast. Roads leading to Cienfuegos from several towns 20 miles distant were constructed in 1917, thus opening to transport service a large farming area. Recent paving of the streets of Cienfuegos and railway construction work in that vicinity have increased the local demand for motor cars and trucks.

PROVINCE OF CAMAGUEY HAS FEW GOOD ROADS.

The Province of Camaguey, which adjoins Santa Clara on the east, has few good roads, even in the towns. However, work was begun in 1918 on the improvement of a central highway from the city of Camaguey to Santiago de Cuba, the chief port in the easternmost Province of Oriente. American cars are popular in Camaguey, and the people in that rich farming section are prosperous enough to buy them, but the poor roads do not permit much motoring, hence the purchases have been comparatively few. In the larger cities motor trucks are employed to some extent, and in Nuevitas taxis and busses are used to save climbing up the steep hills. This port has the distinction of having received in 1917 the largest number of automobiles, outside of those entering Havana Harbor. Plans have been discussed for the construction of a road from Camaguey city to Nuevitas, since this is the principal port of the Province and seems destined to become of considerable importance. The proposed road would practically parallel the Cuba Railway, and would offer additional facilities to a number of sugar mills. There is also a project to connect the city of Camaguey with the north coast of La Gloria, crossing the Cubitas Mountains. The large American colony at La Gloria did some volunteer work on this road, and it is now passable for automobiles except during the rainy season. The road is about 30 miles long, and if entirely macadamized it would prove an attractive route for pleasure cars, as well as a valuable transport line for motor trucks. At present the one good road outside of Camaguey city runs east from that capital for about 10



On the Road from Havana to Batabano.



Boniato Road, Santiago de Cuba.

miles. The only other improved roads are the old military or "royal roads" which need repairs. Under recent appropriations work was begun on a road to connect the city of Camaguey with the port straight south of it, Santa Cruz del Sur, and improvements are to be made in the paving of Camaguey city.

SANTIAGO DE CUBA HAS GOOD ROADS.

There are excellent roads in Santiago, the capital of the Province of Oriente, and the chief distributing point for the eastern end of the island. In 1915 the American consul at Santiago reported that American cars were very popular there, 90 per cent. of the cars used in that district being of American make. Several motor trucks are used for transporting goods from Santiago to towns in the interior. Near the town of Guantnamo, 50 miles east of Santiago, there is a lack of good roads, which has greatly retarded development. There is little motoring in that region, though a few motor trucks are used in Guantnamo and on neighboring sugar estates. A road is now being built from Santiago to Guantnamo, having been completed as far as Alto Songo in 1918. When finished, the trip between the ports of Santiago and Guantnamo can be made more quickly by automobile than by train, since there is no direct railway line. Though the Province of Oriente is the largest in Cuba, its road mileage is the lowest, there being in that district only about 60 miles of highway suitable for motor transportation.

PROSPERITY IN SUGAR INDUSTRY INCREASES AUTOMOBILE TRADE.

The increasing interest in road construction in Cuba is an indirect result of the world demand for Cuban sugar in the war period when planters needed the aid of motor trucks and tractors to overcome the shortage of labor and to enlarge, as well as market, the sugar production. Moreover, good profits from sugar meant prosperity for the planters, and larger imports of automobiles were followed by demands for better roads. Sugar represents 80 per cent. of the exports of Cuba, tobacco 8 per cent., minerals 3 per cent., and the remaining 9 per cent. is made up of fruits, honey, wax, hides, and hardwoods. In 1915 the value of the total exports of Cuba was \$254,200,000 (an increase of \$70,000,000 over the highest record of any previous year), and in that year the exports of automobiles from the United States to Cuba jumped from 318 to 1,476 cars. In 1916 the Cuban exports rose to \$356,400,000, and in 1917 to \$366,800,000. In 1918 the Cuban exports to the United States alone were \$264,000,000. The increase in Cuba's imports of motor cars and trucks has kept pace with this increase in exports. For the first eight months of the present fiscal year the imports of sugar from Cuba into the United States amounted to 2,717,496,100 pounds, valued at \$136,087,732, indicating a considerable increase over the imports of last year. Cuba estimates that its total crop of sugar this year will be worth \$500,000,000, and as it will be marketed at the prices assured by the Sugar Equalization Board, there is no immediate prospect of a curtailment of Cuba's prosperity.

CUBAN FOREIGN TRADE PER CAPITA—POPULATION AND HEALTH.

In 1917 the value of the total exports of Cuban sugar was \$305,300,000, the value of the tobacco exported in that year was \$30,000,000, of minerals \$11,000,000, of fruit, vegetables, honey, native woods, hides, skins, and other exports \$20,500,000, making the total value of the year's exports \$366,800,000. The imports in 1917 amounted to \$272,500,000, giving a total foreign trade of \$639,300,000, with a favorable trade balance of \$94,300,000. As the population of Cuba is approximately 2,700,000, the exports per capita in 1917 were \$136, the imports \$100, and the total foreign trade \$236 per capita. The trade of the island with the United States alone in 1918 was \$185 per capita.

This high figure of Cuban trade per inhabitant suggests the commercial possibilities of the island. At present the population is about 59 inhabitants per square mile, the Cuban Government estimating that 70 per cent. are white and 30 per cent.



A Cuban Road in the Winter Season.

colored. The annual increase of the population is estimated at 90,000. Since the introduction of sanitary measures during the American occupation the country has been unusually healthful, its death rate of 12.54 per thousand being one of the lowest in the world. About one-seventh of the total population of Cuba is found in Havana.

HAVANA THE STARTING POINT IN SALES OF AMERICAN GOODS.

As Havana is but 100 miles from Key West, there is much travel between the two cities and the standards of living are similar in many respects. The methods of developing trade are essentially the same as those followed in the Middle West of the United States, questions of price, terms of payment, quality, promptness of delivery, and other conditions entering into the trade here as elsewhere. Many large American firms have well-located branch houses in Havana, usually in charge of capable American citizens. Other concerns have their business in charge of sales agencies, sometimes American, sometimes Cuban or other, which handle several allied lines. A few of these agencies have attractive buildings and carry extensive stocks for several factories. To a great extent dealers in American lines place orders with traveling salesmen who visit Cuba, or they send their own buyers to New York and other markets to purchase direct.

The general practice in entering the Cuban market with new makes of motor trucks or pleasure cars is to open a general sales office or contract with an established firm in Havana, allowing this office to appoint agents in the Provinces who receive a portion of the sales commission allowed by the factory. In Havana automobiles are displayed in attractive show rooms. In other Cuban cities the principal garage owners act as sub-agents for Havana representatives of American cars, and these provincial agents do a constantly increasing business in both passenger cars



A Road in Porto Padre, Province of Oriente.

and trucks. They are mostly persons of limited means, however, and do not expect to make outright purchases of cars. They usually have two or three cars on exhibition, perhaps of different makes, and they also handle tires and other accessories.

BEST METHODS OF INTRODUCING AUTOMOBILES—KINDS OF CARS IN DEMAND.

Catalogues, even in Spanish, are of little use in initiating trade in Cuba. Advertising in the local press is better, but American houses will do best to employ good representatives who will study all the conditions that affect the trade, who will make acquaintances and establish agencies. Commerce in Havana is thoroughly organized, and keen competition is expected in the near future when European cars will doubtless be well presented in the Cuban markets. During the war years the United States supplied over 90 per cent. of Cuba's imports of automobiles, only a few cars and a small proportion of accessories coming from Spain, Italy, France, and Great Britain. Cuban statistics do not show separately the pre-war imports of automobiles, but it is certain that a much larger percentage of European cars were imported by Cuba prior to 1914.

Agents sent to work the Cuban field should have a thorough understanding of the cars sold. A study of the Cuban market indicates that large, expensive cars are in demand by the wealthier classes in Havana and other cities, but there is a growing market for medium-priced and light cars for use on the rough roads in the country sections. In Santiago, the second largest city, there are numerous hills, the only good driving streets being on the water front. At present there appears to be little market in Cuba for electric cars, largely because it is not customary for Cuban women to drive cars, and this eliminates the largest factor in the sale of electric

vehicles. As the downtown streets in Havana are very narrow and the traffic frequently congested, driving is rather difficult in that section. However, there is more space in the residential section, and as there are no hills in Havana it is probable that the growing use of automobiles will lead to a market there for electric cars.

One of the small points for automobile dealers to remember is that Cuba enforces a strict antiglare law, and care must be used in the selection of automobile lamps. Occasional difficulties reported from the Cuban custom houses over the appraisal of automobiles and parts indicate that a special study should be made of tariff requirements, in order to avoid errors in declarations, as they lead to fines and annoying delays.

The recent establishment in Cuba of several branches of American banks affords the island needed facilities for financing crops and handling imports. Automobile houses inaugurating a Cuban business will find these branch banks of value, also, in furnishing credit information on prospective agents in the provinces.—[*Latin American Circular No. 57, prepared by the Latin American Division, Bureau of Foreign and Domestic Commerce.*]

AERIAL SERVICES BETWEEN THE UNITED STATES AND CUBA

The establishment of an aeroplane passenger and express carrying line from Havana to Key West, Miami, Palm Beach, Jacksonville and New York has been announced. This service will be under the ownership of Hannibal J. de Mesa, a wealthy Cuban merchant, and is expected to be in operation by December 1st.

Senor de Mesa purchased two sixteen-passenger and four three-passenger Farman type biplanes in France, which are expected to arrive in Cuba the first part of November. Captain Henri K. de Kerillis, now business manager of the Farman Company in Paris, will be in charge of the operation of the planes, and with him will be four prominent French aces and twelve airplane experts.

Captain de Kerillis was in the French air service during the war and is credited with having brought down forty-six German machines. He made 150 bombardments in German territory. He received the Legion of Honor, the Croix de Guerre with seven palms, the Italian and Belgian Legion of Honor and an English decoration.

This service will save forty-eight hours between New York and Havana.

An aeroplane delivery service between New York and Cuba was started on October 28th by the L. E. Waterman Company of New York. Three flying boats have been

chartered and the first cargo consisted of fountain pens valued at \$100,000.

The Cuban-American Aircraft Corporation will inaugurate a passenger and mail service, by aerial route, between Cuba and the United States, the two objective points being Havana and Key West. A hydro-aeroplane, piloted by C. J. Zimmerman, chief test pilot of the Aeromarine Plane and Motor Company of Keyport, N. J., left the United States on October 27th for Key West, and two other ships will be sent by freight. The ship used in the test flight has a 130 horse-power motor and the type is similar to that used in the navy for training purposes. Reports state that the Aeromarine Company are constructing larger planes than these, capable of carrying twelve passengers, in addition to pilot and mechanic, and five hundred pounds of mail. These planes will be delivered to the Cuban-American Aircraft Corporation about December 1st.

ICE FACTORY FOR HAVANA

According to press reports a large ice factory will be constructed on Luyano Street in Havana. It is stated that machinery valued at \$500,000 has been ordered for the plant.

LAMBORN & COMPANY

Lamborn & Company has widened its European trade field through the opening of a Paris office located at 3 Rue Taitbout.

CUBAN COMMERCIAL MATTERS

AUTOMOBILES AND SUPPLIES IN CUBA

An estimate of the total number of motor vehicles in the Province of Santa Clara, based on the present registration in the four principal municipal districts of this Province, gives 750 as the figure for passenger cars, 60 for motor trucks, and 70 for motorcycles. The registration in these municipalities is as follows:

Province	Passenger Cars Number	Motor Trucks Number	Motorcycles Number
Caibarien	54	7	..
Cienfuegos	463	20	35
Sagua la Grande	53	8	15
Santa Clara	106	10	10

Practically all the motor vehicles in use in this Province are of American make, there evidently having been no imports of European vehicles since the beginning of the war. The official license record indicates that the majority of the cars here are the lighter and cheaper American cars, which are regarded as more serviceable. The United States is also the principal source of supply for automobile accessories, including tires, the best-known American makes being sold in the supply houses.

The increased use of motor vehicles, particularly in the interior, depends on the improvement of roads. If proposed plans for road construction and repair are put into execution, there will be a larger market for motor vehicles of all kinds in this Province.—*Consul Frank Bohr, Cienfuegos.*

RECENT REGISTRATION IN MATANZAS

Annual licenses were issued recently for the motor vehicles in Matanzas Province, and the completed registration shows a total of 250 passenger cars and 116 motor trucks in use here. All of the motor trucks and most of the passenger cars are of American manufacture, the lighter and cheaper cars being in the majority, though some of the machines are of the more expensive makes.

A few foreign cars are to be seen here, but the difficulty of obtaining repair parts has not tended to make them popular.

Moreover, it is believed that the heavily built European cars wear out tires more quickly than do the lighter American machines. The prices of American cars have been about 41 per cent. more here than in the United States. The price of gasoline is at present 52 cents per gallon retail and 49 cents wholesale. However, the high cost of cars and fuel is not so great an obstacle to the sale of automobiles as are the poor streets. The bad condition of streets and highways makes driving difficult, and leads to great expense for tires. The largest automobile dealer in the city estimates that Matanzas purchases an average of \$10,000 worth of tires every month.—*Vice Consul R. C. Beer, Matanzas.*

(A general survey of automobile markets appears in another part of this magazine.)

CUBA'S FOREIGN TRADE

According to the figures of the Statistical Section of the State Department, the foreign commerce of Cuba during the fiscal year 1918-19 reached the stupendous sum of \$794,242,578. Of this sum imports amounted to \$315,587,167, and exports to \$477,221,863. Re-exportation amounted to \$1,433,548.

Foreign trade for the fiscal year of 1918-19 showed a gain of \$110,493,683 over that of 1917-18, when it amounted to \$683,748,895.

Custom House collections amounted to \$39,546,560.90 during the last fiscal year. Collections during the year of 1917-18 amounted to \$39,489,004.55.

NEW LINE OF STEAMERS

A new steamship passenger and freight line has recently been incorporated under Cuban laws, with a subscribed capital of \$2,000,000. The company is to be known as the Viajera Antillana Company, and will ply between island ports, Santo Domingo and Porto Rico. It is expected this company will start operations as soon as steamers can be chartered and it is the intention of the management to acquire by purchase nine steamers.

CUBAN COMMERCIAL MATTERS

PURCHASE OF HOTEL SEVILLA

The Bowman-Woods interests, controlling the Biltmore, Manhattan, Belmont, Commodore and Murray Hill hotels in New York, have purchased the Hotel Sevilla in Havana. Mr. Bowman, accompanied by a representative of Warren & Wetmore, architects, made a trip to Havana where plans were completed for turning the Sevilla into a modern hotel in every respect. It will be renovated and refurnished at a cost of \$500,000 and is expected to be ready for occupancy in time for the coming tourist season.

CONSUMPTION OF FISH

Figures of the Board of Fisheries of the Department of Agriculture show that 11,761,253 pounds of fish were consumed in Havana during the period from June 1, 1918, to June 30, 1919. This represents a value of 1,941,863 pesos, which, added to the value of shellfish, turtles and mollusca, amounts to a total of 1,041,031 pesos. This was a decrease in value of 138,276 pesos, compared with the consumption of the preceding year. During this period 92,725 pounds of frozen hake, cod and mackerel were imported direct from New York for Havana hotels.

REGULATION OF DRUG AND MEDICINE TRADE

The "Gaceta Oficial" of July 25th contains a law to regulate the importation into, and production and sale in, Cuba of alkaloid products. The law provides that only legally established pharmacists and druggists attached to a hospital, clinic or similar institution may import or produce certain alkaloid products and salts specified in the decree.

COTTON MANUFACTURES

Cotton manufactures exported from the United Kingdom to Cuba for August, 1918 and 1919, amounted to 1,805,100 yards in 1918, as compared with 3,010,500 yards this year.

SARDINES FROM VIGO, SPAIN

Cuba, before the war, was one of the principal purchasers of Vigo sardines, but the war was responsible for a decreased demand because of the high prices brought about by higher freights and the increased cost of production. Cuba imported sardines to the value of \$193,399 in 1913, \$88,134 in 1917, and only \$85,405 in 1918, which last figure includes a large quantity of preserved fish other than sardines.

TRADE WITH UNITED KINGDOM

The values of imports and exports of the United Kingdom to Cuba for the first six months of 1918 and 1919 (converted from sterling to American currency at the normal rate of \$4.8665) were:

	January-June—	
	1918	1919
Imported from		
Cuba	\$36,732,021	\$44,870,429
Exported to Cuba	5,116,015	4,057,060

The following table shows the trade of the United Kingdom with Cuba during 1917 and 1918:

	1917	1918
Imports	\$86,480,805	\$108,668,220
Exports	9,794,644	9,554,064

MARKET FOR CUBAN LIQUORS

According to Cuban newspaper notices, Uruguay has become a market for Cuban liquors. In July two schooners, one Spanish and one Cuban, loaded with Cuban wines, left Sagua la Grande and Havana, bound for Montevideo.

BOQUERON TERMINAL, GUANTANAMO

The Guantanamo & Western R. R. Co. is erecting a large fuel oil plant at its Boqueron Terminal docks and is converting all of its locomotives into fuel oil burners. A 75-ton Consolidation-type super-heater oil burning locomotive has just been shipped to that company by the Baldwin Locomotive Works. The Sinclair Company has secured the contract for the oil supply.

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:

	1919	1918	1917	1916	1915	1914
August gross.....	\$976,503	\$1,017,026	\$839,815	\$558,326	\$416,634	\$343,487
Expenses.....	806,579	752,619	562,920	293,978	219,235	212,039
August net.....	169,923	264,407	276,895	264,348	197,398	131,447
Other income.....	6,124	4,355	1,386	874	.....	.....
Net income.....	176,047	268,762	278,281	265,223	197,398	.....
Charges.....	99,106	95,154	93,886	87,091	72,012	70,195
Other interest chgs.....	.....	12,041	.....	.....	.....	.....
August surplus.....	76,941	161,566	184,395	178,131	125,386	61,251
<i>From July 1st:</i>						
Two month's gross.....	1,976,862	2,093,128	1,583,589	1,129,818	836,723	726,031
Two month's net.....	420,368	651,503	505,913	522,653	407,480	293,030
Other income.....	13,058	24,074	2,524	1,691	.....	.....
Fixed charges.....	198,456	189,082	188,011	174,440	144,281	140,470
Other interest chgs.....	198,456	24,083	.....	.....	.....	.....
Surplus.....	\$234,970	\$462,412	\$320,426	\$349,904	\$263,198	\$152,459

EARNINGS OF THE WESTERN RAILWAY OF HAVANA.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914
Week ending Sept. 13th.....	£7,931	£7,735	£7,026	£5,891	£4,638	£5,126
Week ending Sept. 20th.....	8,269	7,941	7,058	5,567	5,039	4,696
Week ending Sept. 27th.....	8,798	7,600	5,365	5,902	4,411	4,206
Week ending Oct. 4th.....	8,673	6,533	5,869	5,754	4,598	4,009
Week ending Oct. 11th.....	7,796	7,041	6,237	5,191	4,080	4,707
Week ending Oct. 18th.....	8,121	6,744	6,830	5,459	4,208	4,111

EARNINGS OF THE CUBAN CENTRAL RAILWAYS.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914
Week ending Sept. 13th.....	£17,165	£15,108	£11,552	£ 9,621	£7,881	£6,735
Week ending Sept. 20th.....	15,790	14,355	11,737	10,564	8,259	6,508
Week ending Sept. 27th.....	15,761	15,710	10,351	8,778	8,341	6,011
Week ending Oct. 4th.....	16,401	15,163	9,728	8,900	7,967	5,551
Week ending Oct. 11th.....	17,721	13,316	11,443	8,554	7,438	6,786
Week ending Oct. 18th.....	16,789	13,627	12,003	9,215	8,472	6,930

EARNINGS OF THE UNITED RAILWAYS OF HAVANA.

<i>Weekly Receipts:</i>	1919	1918	1917	1916	1915	1914
Week ending Sept. 13th.....	£50,981	£46,152	£36,979	£32,581	£23,643	£18,179
Week ending Sept. 20th.....	54,128	45,213	36,743	30,261	23,806	17,552
Week ending Sept. 27th.....	54,843	46,308	35,985	30,463	25,089	20,094
Week ending Oct. 4th.....	54,981	44,229	35,370	29,989	25,931	17,883
Week ending Oct. 11th.....	53,736	42,229	36,770	29,532	24,948	19,574
Week ending Oct. 18th.....	57,296	45,485	40,575	31,204	25,777	18,360

EARNINGS OF THE HAVANA ELECTRIC RAILWAY, LIGHT & POWER CO.

<i>Month of August :</i>	1919	1918	1917	1916	1915
Gross earnings.....	\$815,869	\$713,637	\$592,461	\$513,376	\$465,554
Operating expenses.....	387,693	335,996	269,110	192,546	190,877
Net earnings.....	428,176	377,641	323,351	320,830	274,677
Miscellaneous income.....	4,387	3,674	6,221	8,482	7,622
Total net income.....	432,563	381,315	329,572	329,311	282,299
Surplus after deducting fixed charges..	280,993	217,265	175,004	196,695	175,278
<i>8 Months to August 31st:</i>					
Gross earnings.....	5,932,530	5,327,811	4,418,945	3,899,892	3,665,433
Operating expenses.....	2,931,895	2,442,106	1,924,883	1,505,065	1,500,467
Net earnings.....	3,000,635	2,885,705	2,494,062	2,394,827	2,164,966
Miscellaneous income.....	71,359	92,494	97,404	89,089	68,866
Total net income.....	\$3,071,994	\$2,978,199	\$2,591,466	\$2,483,916	\$2,233,832
Surplus after deducting fixed charges	\$1,855,390	\$1,685,691	\$1,331,408	\$1,458,514	\$1,363,502

CUBAN FINANCIAL MATTERS

THE PREVAILING PRICES FOR CUBAN SECURITIES

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

	<i>Bid</i>	<i>Asked</i>
	<i>%</i>	<i>%</i>
Republic of Cuba Interior Loan 5% Bonds.....	79	81
Republic of Cuba Exterior Loan 5% Bonds of 1944.....	92	92½
Republic of Cuba Exterior Loan 5% Bonds of 1949.....	82	84
Republic of Cuba Exterior Loan 4½% Bonds of 1949.....	77½	78
Havana City First Mortgage 6% Bonds.....	100	104
Havana City Second Mortgage 6% Bonds.....	100	104
Cuba Railroad Preferred Stock.....	75	78
Cuba Railroad Co. First Mortgage 5% Bonds of 1952.....	80	83
Cuba Company 6% Debenture Bonds.....	87	93
Cuba Company 7% Cumulative Preferred Stock.....	90	100
Havana Electric Ry. Co. Consolidated Mortgage 5% Bonds.....	85	88
Havana Electric Ry., Light & Power Co. Preferred Stock.....	107	
Havana Electric Ry., Light & Power Co. Common Stock.....	100	
Matanzas Market Place 8% Bond Participaton Cffs.....	100	None
Cuban-American Sugar Co. Preferred Stock.....	107	
Cuban-American Sugar Co. Common Stock.....	360	400
Guantanamo Sugar Company Stock.....	\$80	\$82
	<i>%</i>	<i>%</i>
Santiago Electric Light & Traction Co. 1st Mtge. 6% Bonds.....	80	83

GUANTANAMO & WESTERN
RAILROAD CO.

M. H. Lewis, President of the Guantanamo & Western R. R. Co., has sold \$1,500,000 bonds of that company to banking interests in New York, Boston and Havana.

SANTA CECILIA SUGAR CORP.

On November 1 the Santa Cecilia Sugar Corporation paid quarterly dividends on its preferred and common stock of 1¾% and 1¼% respectively, and has redeemed and cancelled under sinking fund provisions \$100,000 of its bonds, reducing the issue to \$600,000.

THE CUBA RAILROAD COMPANY

STATEMENTS TO JUNE 30TH, 1919

September 2nd, 1919.

TO THE SHAREHOLDERS:

Your Directors beg leave to submit the following report of operations for the year ended June 30th, 1919, and a General Balance Sheet at that date:

The gross earnings of the railroad for the year were \$12,236,215.81; the net earnings after deducting taxes were \$3,310,231.32, while the gross income was \$3,466,960.42. The operating expenses of the railroad were still maintained at a high level throughout the year by the prevailing high prices of materials and supplies and the high cost of labor. Fuel for locomotives for the year cost \$1,660,290.56, as compared with \$1,359,858.02 the previous year. Charges amounting to \$879,969.12 for depreciation of property have been made against operation during the year as compared with \$790,956.12 the previous year. The reserve for this purpose now amounts to \$1,936,475.23, while the value at which the Marine and Industrial Company's capital stock is carried on your balance sheet has been reduced by \$36,000.

During the year \$400,371.44 has been charged against operation to cover the amount of taxes payable for the year, as against \$343,342.72 for the previous year. The reserve for this purpose now stands at \$498,026.88.

The Surplus Account has been increased by the amount of the subsidies received during the year on account of the construction of the Trinidad Lines, while a charge has been made against Surplus of \$63,032.00 to cover the amount of the depreciation on ties and bridges on the Trinidad Lines from Fomento to Casilda incurred during the period of construction which included the 1917 Revolution.

Turning to the Balance Sheet you will see that the advances to the Camagüey & Nuevitas Railroad Company for the construction of Pastelillo Terminals have been reduced during the year from \$1,329,636.13 to \$692,882.73.

The Republic of Cuba 6% Treasury Bonds, which had been held in your Treasury, were sold at a satisfactory price.

On the completion of the Trinidad Lines there were issued on this extra mileage \$1,140,000 of the Company's First Mortgage Bonds, making a total of \$13,170,000 of these bonds outstanding.

The \$3,000,000 Three-Year Five Per Cent. Secured Gold Notes of the Company were redeemed on November 15th, 1918, and in their place there were issued \$2,000,000 Two-Year Six Per Cent. Secured Gold Notes due November 15th, 1920.

On June 1st, 1919, the \$600,000 of Notes Payable were redeemed, while Equipment Trust Certificates have been reduced during the year from \$3,158,000 to \$2,742,000.

Loans Payable, which at the end of the previous fiscal year amounted to \$1,750,000, have been entirely paid off, while advances from the Republic of Cuba against services to be rendered have been reduced from \$1,974,437.77 to \$1,673,953.38.

The work of track and other improvements has been carried on vigorously throughout the past year. Six new passing tracks and 5 business tracks were built. In the main line 30.38 miles of track have been relaid with 75 lb. rails, while 31.36 miles were supplied with rock ballast. Including the Camagüey & Nuevitas Railroad there were renewed during the year 127,789 ties, representing 6.16% of all ties in the track, while 32,127 were provided for the construction of the Trinidad Lines. Thirty-nine bridges, aggregating 3,409 feet in length, were replaced with permanent work, either steel, masonry, concrete or filling, while 68 bridges, aggregating 3,621 feet in length, were replaced with native hardwood. There were built during the year 1 standard station, 6 provisional stations, 3 shelter sheds and platforms, 2 freight houses, 3 section houses, 8 water tanks, 1 pump house, 1 general storehouse, 13 switchmen's shelters, and various miscellaneous structures.

The Trinidad Line was opened for traffic right through to Casilda on March 10th, and your Company is already deriving considerable traffic from this new line. The total expenditure on the Trinidad Line to date amounts to \$3,824,670.64, of which \$729,931.62 was expended during the past fiscal year.

Your Company owns all of the Common Stock of the Camagüey & Nuevitas Railroad Company, of which the net earnings for the year amounted to \$616,865.56. This Company has built during the year 2 section houses, 10 laborers' cottages, 1 large sugar warehouse at Pastelillo, and 4 miscellaneous structures. Seventeen miles of track were rock ballasted.

Half yearly dividends of 3% were declared on the Preferred Stock of The Cuba Railroad Company, payable February 1st, 1919, and August 1st, 1919.

The thanks of your Directors are due to the Vice-President and General Manager, and to the Officers of the Company, who, through their zeal and efficiency, have contributed so largely to the satisfactory results obtained.

For the Directors,

G. H. WHIGHAM,
President.

INCOME STATEMENT FOR YEAR ENDED JUNE 30TH, 1919

Gross Earnings	\$12,236,245.81	
Operating Expenses	8,926,014.49	
Net Earnings	\$3,310,231.32	
OTHER REVENUE:		
Income from Rents	\$16,669.30	
Interest on Cuban Government Bonds.....	71,924.15	
Miscellaneous Interest	22,527.88	
Town Lot Sales	45,607.77	
		156,729.10
Gross Income		\$3,466,960.42
LESS:		
Interest on First Mortgage Bonds.....	\$606,566.82	
Interest on Improvement and Equipment Bonds.....	200,000.00	
Interest on Three-Year 5% Secured Gold Notes.....	56,250.00	
Interest on Two-Year 6% Secured Gold Notes.....	75,000.00	
Interest on Car Trust Certificates.....	147,911.76	
Interest on Scrip Warrants	34,500.00	
Interest on Temporary Loans	126,309.06	
Discount on Bonds and Notes	23,102.82	
		1,269,640.46
Net Income Transferred to Profit and Loss Account..		\$2,197,319.96

GENERAL BALANCE SHEET, JUNE 30TH, 1919

ASSETS

COST OF ROAD AND EQUIPMENT.....		\$50,456,982.28
INVESTMENTS:		
Camagüey and Nuevitas R. R. Co., Capital Stock (pledged)	\$2,692,700.00	
Advances to Camagüey and Nuevitas R. R. Co. for construction of Pastelillo terminals	692,882.73	
CAPITAL STOCK:		
Marine and Industrial Company of Cuba, Capital Stock	111,805.33	3,497,388.06
CURRENT ASSETS:		
Cash in Banks and on Hand	\$2,237,494.64	
Agents and Conductors	278,359.93	
Individuals and Companies	346,501.74	
Traffic Balances	300,405.52	
Materials and Supplies	1,528,452.66	
Compañía Cubana (Since Collected)	448,804.88	5,140,019.37

DEFERRED DEBIT ITEMS:

Expenditures on account of Revolutionary Damages...	\$532,458.99	
Bond and Note Discount	283,878.90	
Insurance Premiums paid in advance	16,392.00	\$82,729.89

\$59,927,119.60

LIABILITIES

CAPITAL STOCK:

Preferred Shares	\$10,000,000.00	
Common Shares	15,800,000.00	\$25,800,000.00

BONDED DEBT:

First Mortgage Bonds, due July 1, 1952.....	\$13,170,000.00	
Improvement and Equipment Bonds, due May 1, 1960..	4,000,000.00	
Two-Year 6% Secured Gold Notes	2,000,000.00	19,170,000.00

EQUIPMENT CERTIFICATES:

Equipment Trust of 1914	\$430,000.00	
Equipment Trust of 1915	330,000.00	
Equipment Trust of December, 1915	520,000.00	
Equipment Trust of 1916	1,462,000.00	2,742,000.00

CURRENT LIABILITIES:

Accounts and Wages Payable	\$657,876.80	
Traffic Balances	3,412.01	
Interest on Funded Debt—due July 1, 1919.....	329,250.00	
Interest on Funded Debt—matured but unclaimed..	239,684.34	
Interest on Funded Debt—accrued	77,891.65	
Accrued Interest on Scrip Dividend Warrants.....	24,000.00	
Accrued Taxes	498,026.88	1,830,141.68

DEFERRED CREDIT ITEMS:

Credits for Traffic Services rendered during revolution but not yet adjusted	\$307,382.49	
Miscellaneous Deferred Items	4,822.84	312,205.33

RESERVE FOR LOSS AND DAMAGE CLAIMS.....		61,198.24
RESERVE FOR DEPRECIATION OF PROPERTY		1,936,475.23
RESERVE FOR DIVIDEND PREFERRED STOCK, payable Aug. 1, 1919.....		300,000.00
REPUBLIC OF CUBA, advances against services to be rendered.....		1,673,953.38
PROFIT AND LOSS SURPLUS		5,501,145.74
SCRIP DIVIDEND WARRANTS:		
Payable Feb. 1, 1921	\$300,000.00	
Payable Aug. 1, 1921	300,000.00	600,000.00
PROFIT AND LOSS SURPLUS		5,501,145.74

\$59,927,119.60

PROFIT AND LOSS ACCOUNT YEAR ENDED JUNE 30TH, 1919

Balance from June 30, 1918	\$4,005,309.86
Fourth Instalment of Subsidy on Account of Construction of the Trinidad Line from Placetas to Pomento	54,000.00
First Instalment of Subsidy on Account of Construction of Trinidad Line from Pomento to Casilda	98,992.00
Refund of Income Taxes Erroneously Collected for Year 1916.....	13,685.14
Net Income for Year Ended June 30, 1919.....	2,197,319.96

LESS:

Loss on Storehouse and Contents Destroyed by Fire		\$6,369,306.96
April 25, 1919	\$25,129.22	
Additional Depreciation on Ties and Bridges.....	63,032.00	
Adjustment of Reserve for Taxes	180,000.00	
Dividends on Preferred Stock:		
No. 20 paid Feb. 1, 1919.....	\$300,000	
No. 21 payable Aug. 1, 1919.....	300,000	600,000.00

\$68,161.22

Surplus June 30, 1919
 \$5,501,145.74 |

THE FOREIGN SUGAR TRADE OF THE UNITED STATES

(Prepared by the Division of Statistics, Bureau of Foreign and Domestic Commerce.)

An average import price of 5.3 cents a pound, an average export price of 7.3 cents a pound, and an average per capita consumption of 82 pounds in the fiscal year 1919, contrasted with 2 cents, 3.6 cents, and 89 pounds in the fiscal year 1914, are facts brought out by a study of official statistics of sugar imports and exports of the United States for these respective years.

The import figures further disclose an increase over 1914 of 13.66 per cent. in the quantity and one of 179.2 per cent. in the value of the sugar received during 1919; and the export figures, a gain of 999.6 per cent. in quantity and one of 2,195 per cent. in value.

PRESENT AND PRE-WAR SHIPMENTS

Between these two years is comprised almost the whole span of the Great War, with its disrupted shipping schedules, its rationing of sugar, and its breaking down of trade traditions in the matter of sources of supply. Certain of the countries of Europe that became large purchasers from the United States possessed sugar industries of their own which the war interrupted or destroyed; others had been wont to procure their supplies from Germany and Austria-Hungary, out of the surpluses of domestic beet sugar which were available in these countries in normal times, or from the United Kingdom, which, producing no sugar itself, was nevertheless a not unimportant trader in foreign and colonial sugars. When these normal sources of supply were no longer open, northern Europe and Greece, Italy and Spain in southern Europe (and, for a time, Switzerland, too) made heavy calls upon the American market. How fully these demands were met by the United States is graphically shown in the comparative statistics presented below:

Fiscal Year Ended June 30—

<i>Exported to—</i>	1914	1916	1917	1918	1919
<i>Pounds</i>	<i>Pounds</i>	<i>Pounds</i>	<i>Pounds</i>	<i>Pounds</i>	<i>Pounds</i>
Belgium .....	.....	9,084,473	25,643,618	25,864,619	37,142,473
Denmark .....	.....	4,330,565	4,986,564	1,568,000	3,287,128
France	1,000	350,296,244	478,967,887	270,694,062	385,113,162
Gibraltar .....	.....	5,658,480	560,000	112,000	48,059,500
Greece .....	.....	33,511,160	27,256,534	225,000	9,328,320
Italy .....	.....	20,912,913	58,586,230	10,585,518	88,384,082
Netherlands .....	.....	18,332,170	8,812,648	.....	560,000
Norway .....	.....	96,264,757	109,260,134	13,246,638	17,020,101
Spain	284,859	23,749,380	64,991,946	7,224,077	49,970,548
Switzerland .....	.....	36,791,230	23,965,680	3,960	2,268,210
United Kingdom..	1,514,875	932,458,299	198,713,168	77,712,822	317,642,918
Canada	419,353	642,253	841,892	11,936,008	59,671,218
Panama	8,715,106	6,964,767	6,492,342	1,424,956	1,906,643
Mexico	5,426,125	13,764,626	34,709,232	18,761,715	18,497,090
Newfoundland and Labrador	12,763,265	9,493,422	8,935,002	3,442,828	6,745,675
West Indies	9,746,079	7,526,807	9,727,140	1,830,761	1,885,934
Argentina	52,830	4,329,402	89,914,919	92,618,940	216,200
Uruguay	10,000	40,892,418	46,017,304	21,607,726	18,531,400
Philippine Islands	5,755,294	2,025,717	274,200	16,724	10,976
British Africa	315,296	3,873,871	5,976,553	3,095,579	681,347
Other countries...	5,892,644	9,247,909	44,275,293	14,511,117	48,942,599

Total to foreign countries

50,895,726 1,630,150,863 1,248,908,286 576,483,050 1,115,865,524

Alaska	6,171,752	6,743,861	8,619,972	9,253,372	4,334,504
Hawaii	1,593,670	2,135,598	1,377,664	1,019,462	631,812
Porto Rico	16,855,067	10,265,579	9,331,896	3,017,215	276,172
Re-exports of foreign sugar	21,536,134	35,745,109	5,711,344	11,089,805	3,017,259
Grand total...	97,052,349	1,685,041,010	1,273,949,162	600,862,904	1,124,125,271

The exports of sugar from the United States to Canada and Gibraltar in 1919 when compared with previous years show remarkable increases. To Canada in 1917 went \$41,892 pounds, in 1918 11,936,008 pounds, in 1919 59,671,318 pounds; to Gibraltar in 1917 there went 560,000 pounds, in 1918 112,000 pounds, in 1919 48,059,500 pounds. In an article in *Commerce Reports* for August 4, 1919, "Revival of Export Trade with Austria-Hungary and Gibraltar," it is stated that exports consigned to Gibraltar were sent there for orders and include shipments destined for Italy, Jugoslavia and other Mediterranean countries.

In marked contrast to this increase is the enormous decrease in 1919 of exports to Argentina when compared with the two years preceding. A sharp decline may also be noted in sugar exports to the Philippine Islands and Hawaii.

CUBA THE CHIEF SUPPLIER OF SUGAR

To satisfy these foreign calls and to meet the domestic demand not filled by American-grown cane and beet sugars the United States imported from foreign countries and non-contiguous territories of the United States 7,755,000,000 pounds of sugar in the fiscal year ended June 30, 1919. The receipts in 1914 amounted to 6,823,000,000 pounds, increasing in 1915 to 7,287,000,000 and in 1916 to 7,620,000,000 pounds. There was a decrease to 7,473,000,000 in 1917 and to 6,657,000,000 pounds in 1918. The receipts in 1919 were nearly 1,100,000,000 pounds larger than in 1918, having increased at the rate of 16.5 per cent.

In 1919 Hawaii shipped 1,216,000,000 pounds of sugar to continental United States; 703,000,000 pounds were received from Porto Rico and 211,000,000 pounds from the Philippines. Cuba shipped 5,489,000,000 pounds, and the balance of 136,000,000 pounds came from the East and West Indian Islands, Mexico, Central and South America, and other tropical countries. The receipts of sugar from the principal foreign countries and from the insular territories of the United States in other years were:

Fiscal Year Ended June 30—

	1914	1916	1917	1918	1919
<i>Imported from—</i>	<i>Pounds</i>	<i>Pounds</i>	<i>Pounds</i>	<i>Pounds</i>	<i>Pounds</i>
Central America	1,258,562	17,662,232	38,897,212	19,946,962	11,319,465
Mexico	2,182,378	14,632,049	9,286,807	15,692,447	16,647,390
Cuba	4,926,606,243	5,150,851,544	4,669,097,398	4,560,749,643	5,488,711,032
Virgin Islands of the United States	440	.....	26,406,776	23,921,591	18,055,674
Dominican Republic	4,316,282	107,503,110	114,367,301	14,395,335	4,390,594
Peru	8,981,684	82,795,918	80,307,104	43,962,088	10,377,825
Other South America	405,048	35,863,695	77,800,356	32,018,367	20,850,450
Dutch East Indies .....	.....	32,941	21,813	.....	30,966,384
Japan .....	.....	6,410	21,885,000	7,840,000	1,193
Philippine Isl...	116,749,211	217,190,825	267,891,954	173,600,941	210,950,700
Hawaii	1,114,750,702	1,137,159,828	1,162,605,056	1,080,908,797	1,215,594,766
Porto Rico.....	641,252,527	849,763,491	977,377,996	672,937,334	703,286,023

Imports from Cuba made a high record in 1919, but receipts from the Virgin Islands show an appreciable decrease against 1917 and 1918. Imports from the Dominican Republic, which in 1917 were more than 114,000,000 pounds, have fallen to pre-war figures, while imports from Mexico have each year exceeded those of 1914. Imports from Japan amounted to nearly 22,000,000 pounds in 1917, but fell to 1,193 pounds in 1919. A resumption of American trade with the Dutch East Indies, which before the war approximated 300,000,000 pounds, is forecast by the imports into the United States of nearly 31,000,000 pounds of sugar in 1919, as against 21,813 pounds in 1917. Imports from South America in 1919 show a marked decrease when compared with the three years preceding, but an increase over the pre-war year of 1914.

PRODUCTION, AVAILABLE SUPPLY AND PRICES

The production of cane sugar in the United States for the year 1918-19 is estimated at 569,000,000 pounds, and of beet sugar at 1,530,000,000 pounds, indicating a total production of about 2,100,000,000 pounds. This production, with the imports from foreign countries and the receipts from non-contiguous territories, gives a total of approximately 9,855,000,000 pounds available in the markets of the United States. Deducting from this amount the exports from continental United States of domestic sugar, 1,057,000,000 pounds, the re-exports of foreign sugar 3,017,000 pounds, and shipments to non-contiguous American territories 5,242,000 pounds, makes in round numbers the net amount retained for consumption in the United States 8,790,000,000 pounds. This works out an average per capita consumption of 82 pounds in 1919, against 86 pounds in 1915, the first year of the war, and 89 pounds in 1914, the last year before the war.

The average import price of sugar was 2 cents a pound in 1914, 3.7 cents in 1916, 4.8 cents in 1918, and 5.3 cents in 1919. This is an increase of 163 per cent. in 1919 over 1914. The average price per pound of sugar from Hawaii was 3 cents and 6.2 cents in 1919; and from Porto Rico, 3.1 cents in 1914 and 6.8 cents in 1919. The average export price of sugar was 3.6 cents per pound in 1914, 4.9 cents in 1916, and 7.3 cents in 1919. The price of imported sugar is based on the wholesale price in the country from which imported, while the export price is based on actual cost at time of exportation at ports from which shipped.

CUBA CANE SUGAR CORPORATION

New financing to the extent of \$25,000,000 has been announced by the directors of the Cuba Cane Sugar Corporation. This will take the form of 10-year 7 per cent. bonds, convertible into common stock at 60. A special meeting of the stockholders of the corporation will be called within a short time to pass on the proposal. Hayden Stone & Co. and J. and W. Seligman will head a syndicate to underwrite the issue.

It is stated that the money obtained by the bond offering will be used to increase working capital and that none of it will go for extensions or betterments. The lack of working capital was one of the items to which attention was called in the report to George W. Goethals, who investigated the company some time ago.

This is the second proposal for new financing that has been put forth by the Cuba Cane Sugar Corporation this year.

Several months ago there was a proposal to float a bond issue of \$25,000,000, but this was abandoned, even though the approval of the stockholders had been obtained. In the annual report for last year the floating indebtedness of the company was placed at about \$22,000,000. Since that time the debt has been greatly reduced.

SHIPMENT OF CARS

The American Car & Foundry Company has shipped three passenger coaches for the Guantanamo & Western R. R. Co. and is about to ship 22 all-steel cane cars to the Santa Cecilia Sugar Corporation.

NEW INSURANCE COMPANY

A general insurance company under the name of "La Union Antillana, S. A.," has been organized in Santiago de Cuba. The company will insure maritime and land transportation.

SUGAR REVIEW

Specially written for THE CUBA REVIEW by Willett & Gray, New York.

We wrote you last on September 30, 1919.

One central, the "Santa Lucia," continues to grind the old crop in Cuba, against none on this date last year and none in 1917. Visible production has now reached the figure of 3,867,395 tons. According to the Cuban Allotment Committee, in their statement of October 25, the total crop will be 3,965,000 tons, of which 3,793,000 tons is available for the United States and the Royal Commission. As the total quantity taken care of by them to October 31 amounts to 3,748,730 tons, the balance remaining, for which tonnage has to be allotted, is only 45,000 tons, of which 36,000 tons are for the United States and the balance for Europe.

The market for new crop sugars has continued firm with upward tendency throughout the period under review, and latest quotations are sales and sellers of early January at 8½c, January 8c, February 7.75c, March-May 7.50c, all f. o. b. Cuba.

The question of sugar control for 1920 is still the interesting factor in the situation. Such control cannot be put through without further legislation by Congress, and we maintain our previously expressed opinion that it is now too late to attempt this with at least one-fourth of the new Cuba crop already sold. Such control would most certainly work more harm than good, as the sugars already sold would have to be taken into consideration, and if attempts were made to cancel these contracts, a chaotic condition would most certainly result.

The longshoreman's strike in Eastern harbors has tied up the delivery of raw supplies to the refineries, when same were needed most badly, but as some of the men have now returned to work the situation shows a little improvement.

In view of the current excitement on the sugar situation, the Equalization Board has issued the following explanation to account for the existing condition:

1. The figures now available for September show that there has been delivered into domestic consumption in the period January-September, 1919, the enormous total of 3,263,000 long tons refined sugar, as against 2,661,000 tons in the same period of 1918, an increase of 600,000 tons, or 1,344,000,000 lbs., a 22.5 per cent. increase. This is entirely independent of our exports.

2. The pre-war average consumption for this period is about 2,900,000 tons, so that this year we have consumed over 350,000 tons more than normal, an increase of 12 per cent.

3. This means that there has been delivered into domestic consumption in the first nine months almost as much sugar as in the whole of 1918 (the 1918 consumption was 3,400,000 tons, while in the first nine months of this year it was 3,263,000 tons).

4. The per capita consumption in these nine months has been 70 lbs., as against 73 lbs. for the whole year 1918 and 83 lbs. for the whole of 1917.

5. Figures do not always express the actual fact; it is best to use comparisons. The consumption for the whole year of 1919 (which will probably be 4,100,000 long tons) will be over ONE-HALF of the world's total exportable surplus for 1919 and over ONE-QUARTER of the total world's sugar production. This statement expresses the situation better than figures can express it.

6. In spite of the shortage, there remains sufficient sugar to supply to the domestic trade about 400,000 tons of refined cane sugar, 75,000 tons of Louisiana sugars and 400,000 tons of beet sugars—all this for the last quarter of 1919, a total of 875,000 tons. This amount added to what has already been distributed will give a consumption for 1919 of 4,100,000 long tons, as against 3,400,000 tons in 1918 and a maximum of 3,800,000 tons in 1915. There remains, therefore, 100,000 tons more sugar for distribution in the last quarter of 1919 than in 1918.

7. Conclusion: In spite of a world shortage of nearly 2,000,000 tons in the world production, as compared to normal the American people have been supplied with one-

quarter of the world's sugar production and one-half of the world's exportable surplus, while all the rest of the world, including our former allies, France, England and Italy, are all on short rations clamoring for sugar.

All this sugar has been supplied at a wholesale price of 8.82 cents per pound and the retail price of about 11-12 cents per pound, while French people pay 16.8 cents wholesale, England 12½ cents and other countries much higher prices.

American people want even more sugar than they have received. The question arises as to whether we have the moral right to take away out of the world's "sugar cake" more than we have already taken, even if more sugars were available.

UNITED STATES SUGAR EQUALIZATION BOARD, INC.,
Statistical Division,

October 14, 1919.

According to advices from New Orleans in regard to the domestic cane crop just started, the major portion of the crop averages poorly, although beneficial rains and high temperatures during the latter part of September assisted in the improvement of the cane. The condition on October 1st was fixed at 53% of normal, which would indicate a sugar crop of about 125,000 tons of sugar or about half a normal crop. The first arrivals of new crop Louisiana sugars at New Orleans were reported to us this week. This lot consisted of 162 barrels of clarified sugar, and sold at 20½ cents per pound. This is, of course, to a large extent, a sentimental price, buyers continuing their custom of many years in paying a liberal premium on the first lot of new crop sugars.

The distribution of the new crop domestic beet sugar is now becoming general in the territory west of Buffalo-Pittsburgh and the 80th meridian, but owing to the serious shortage of sugar in these sections, the supply will go but a short way in filling in extremely heavy demand. These sugars are being distributed on the basis of 10½ cents less 2% Seaboard basis, despite the opinion of the Attorney General that the price of 10 cents less 2% Seaboard basis is the highest price justified.

According to our cable advices from the United Kingdom, the household sugar ration, which had previously been maintained at 12 ounces per head per week, was recently reduced to one-half this amount, but later, on the settlement of the English railroad strike, the quantity was increased to eight ounces per person. Wholesale grocers, however, are being restricted to 75% and manufacturers to 50% of the amount used by them in 1915.

New York, N. Y., October 29, 1919.

SALE OF CANE AND TIMBER LANDS

M. H. Lewis, President of the La Maya Valley Land & Improvement Co., has sold the cane and timber business of the company and its 60,000 acres of land and other property at Belona, on the Guantanamo & Western R. R., to the Belona Sugar Co. of Havana. It is the intention to develop the property into a 500,000-bag central.

CENTRAL SANTA MARIA

Mr. M. Gurri, Administrator of the La Maya Valley Land & Improvement Co., at Belona, Oriente, has been appointed Administrator of Central Santa Maria, Guantanamo.

SUGAR AND MOLASSES

A report from the vice consul at Matanzas, Cuba, says that 27,098 tons of sugar were shipped direct to the United States in American vessels during September and 23,025 tons of molasses; also 5,671 tons of sugar in foreign vessels.

FORECAST FOR CROP OF 1919-20 IN INDIA

According to official advices the forecast of India's sugar cane crop for 1919-20 is that the crop will be good in most of the important cane-growing provinces.

The total area planted is estimated at 2,686,000 acres, as against 2,550,000 acres at the corresponding date last year, and final acreage last year of 2,820,000 acres.

REVISTA AZUCARERA

Escrita especialmente para la CUBA REVIEW por Willett & Gray, de Nueva York.

Nuestra última reseña estaba fechada el 30 de septiembre de 1919.

Un central, el "Santa Lucía," continúa moliendo en Cuba la caña de la última estación, mientras que en esta fecha el año pasado no se molió ninguna ni tampoco en 1917. La producción visible ha llegado ahora a la cifra de 3,867,395 toneladas. Según el Comité Cubano de Asignación, en su informe del 25 de octubre, el total de la zafra será 3,965,000 toneladas, de las cuales 3,793,000 toneladas son disponibles para los Estados Unidos y la Comisión Real. Como la cantidad total de que se harán cargo hasta el 31 de octubre asciende a 3,748,730 toneladas, el resto que queda, para el cual hay que asignar tonelaje, es solamente 45,000 toneladas, de las cuales 36,000 toneladas son para los Estados Unidos y el resto para Europa.

El mercado para los azúcares de la nueva zafra ha continuado firme con tendencia al alza durante todo el período bajo reseña, y las últimas cotizaciones son ventas para principios de enero a 8¼c, enero Se, febrero 7.75c, marzo a mayo 7.50c, todas l. a b. Cuba.

El asunto de la administración del azúcar por el Gobierno para 1920 es aún el factor interesante en la situación. Dicha administración no puede llevarse a cabo sin la legislación del Congreso, y sostenemos nuestra opinión expresada antes de que ahora ya es tarde para intentar eso habiéndose ya vendido por lo menos una cuarta parte de la nueva zafra de Cuba. Dicha administración con seguridad causaría más perjuicio que beneficio, pues los azúcares ya vendidos tendrían que ser tomados en consideración, y si se intentara cancelar esos contratos seguramente resultaría un estado parecido a un caos.

La huelga de los cargadores de muelles en los puertos de la costa oriental ha paralizado la entrega de azúcares crudos a las refinerías, en ocasión en que tanto se necesitaban, pero como algunos de los huelguistas han regresado a su trabajo, la situación se ha mejorado algo.

En vista de la excitación actual en la cuestión del azúcar, la Junta Distribuidora ha expedido la siguiente explicación como causa del estado existente:

1. La cantidad de azúcar ahora disponible, para septiembre muestra que en el período de enero a septiembre de 1919 se ha entregado al consumo doméstico el enorme total de 3,263,000 toneladas completas de azúcar refinado, contra 2,661,000 toneladas en el mismo período de 1918, un aumento de 600,000 toneladas, o sea 1,344,000,000 libras, un aumento de 22.5 por ciento. Esto es enteramente aparte de nuestras exportaciones.

2. El promedio del consumo antes de la guerra por este período era de unos 2,900,000 toneladas, así es que este el consumo ha sido 350,000 toneladas más de lo normal, un aumento de 12 por ciento.

3. Esto significa que ha sido entregado al consumo doméstico en los primeros nueve meses casi tanto azúcar como en todo el año de 1918 (el consumo en 1918 fué 3,400,000 toneladas, mientras que en los primeros nueve meses de este año era 3,263,000 toneladas).

4. El consumo por persona en estos nueve meses ha sido 70 libras, contra 73 libras durante todo el año de 1918, y 38 libras durante todo el año de 1917.

5. Las cifras no siempre indican el hecho verdadero; lo mejor es hacer comparaciones. El consumo durante todo el año 1919 (que probablemente será 4,100,000 toneladas completas) será más de UNA MITAD del total sobrante del azúcar del mundo exportable para 1919 y más de UNA CUARTA PARTE de la producción total de azúcar del mundo. Esta relación indica mejor la situación de lo que puede expresarse con cifras.

6. A pesar de la merma, queda suficiente cantidad de azúcar para surtir al comercio doméstico con unas 400,000 toneladas de azúcar de caña refinado, 75,000

toneladas de azúcares de la Luisiana y 400,000 toneladas de azúcares de remolacha —todo esto para el último trimestre de 1919, un total de 875,000 toneladas. Esta cantidad, agregada a lo que ya se ha distribuido, dará un consumo para 1919 de 4,100,000 toneladas completas, comparado con 3,400,000 toneladas en 1918 y un máximo de 3,800,000 toneladas en 1915. Por lo tanto, quedan 100,000 toneladas más de azúcar para ser distribuido en el último trimestre de 1919 que en 1918.

7. En conclusión: A pesar de la merma de cerca de 2,000,000 toneladas de azúcar en la producción del mundo, comparado con la producción normal, el pueblo de los Estados Unidos ha sido surtido con una cuarta parte de la producción de azúcar del mundo y una mitad del sobrante de la exportación del mundo, mientras que en el resto del mundo, incluyendo nuestros aliados, Francia, Inglaterra e Italia hay escasez y están pidiendo azúcar con ansiedad.

Todo este azúcar ha sido suministrado a un precio al por mayor de 8.82c la libra y a un precio al por menor de 11 a 12c la libra, mientras que en Francia el pueblo paga 16.8c al por mayor, Inglaterra 12½c, y otros países precios mucho más altos.

En los Estados Unidos el pueblo quiere aun más azúcar de lo que han recibido. La cuestión es si en conciencia tenemos el derecho de apropiarnos más azúcar del mundo de lo que ya hemos conseguido, aun cuando hubiera más azúcares disponibles.

UNITED STATES SUGAR EQUALIZATION BOARD, INC.,
División de Estadística,

Octubre 14 de 1919.

Según noticias recibidas de Nueva Orleans acerca de la cosecha de azúcar de caña que acaba de empezar, la mayor parte de la cosecha es mala por término medio, aunque las lluvias beneficiosas y las altas temperaturas durante últimos de septiembre contribuyeron al mejoramiento de la caña. El primero de octubre el estado de la cosecha se fijó en 53% de lo normal, lo cual indicaría una cosecha de azúcar de unas 125,000 toneladas, o sea como la mitad de una cosecha normal. Las primeras llegadas de los azúcares de la nueva cosecha a Nueva Orleans nos fueron comunicadas esta semana. Este lote consistía de 162 barriles de azúcar clarificado, y se vendió a 20½c la libra. Esto, por supuesto, es en gran manera un precio muy condescendiente, los compradores continuando su costumbre de muchos años en pagar muy buen precio por el primer lote de azúcares de nueva cosecha.

La distribución del azúcar de remolacha de la nueva cosecha del país se está ahora haciendo general en el territorio al oeste de Buffalo y Pittsburgh y el meridiano 80, pero debido a la grande merma de azúcar en estas secciones, las existencias llenarán muy poco la demanda tan extremadamente grande. Estos azúcares se están distribuyendo bajo la base 10½c la libra menos 2% base del litoral marítimo, a pesar de la opinión del Procurador General de que el precio de 10c menos 2% base del litoral marítimo es el precio más alto justificado.

Según noticias que hemos recibido por cable de la Gran Bretaña, la ración de azúcar para uso doméstico, que se había fijado antes en 12 onzas por semana por cabeza, ha sido reducida recientemente a una mitad de esa cantidad, pero más tarde, al arreglarse el asunto de la huelga en los ferrocarriles de Inglaterra la cantidad se aumentó a ocho onzas por persona. Sin embargo, los comerciantes de víveres al por mayor están restringidos a un 75% y los fabricantes a 50% de la cantidad usada por ellos en 1915.

Nueva York, octubre 29 de 1919.

NEW TERMINAL SUPERINTENDENT AT
BOQUERON

C. F. Myers, General Manager of the
Guantanamo & Western R. R. Co., an-

nounces the appointment of Hal Belford
as Terminal Superintendent at Boqueron.
Mr. Belford was for several years at the
United States Naval Station at Boqueron.

Cable "Turnure"

FOUNDED IN 1832

NEW YORK—64 Wall Street

LAWRENCE TURNURE & CO.

Deposits and Accounts Current. Deposits of Securities, we taking charge of Collection and Remittance of Dividends and Interest. Purchase and Sale of Public and Industrial Securities. Purchase and Sale of Letters of Exchange. Collection of Drafts, Coupons, etc., for account of others. Drafts, Payments by Cable and Letters of Credit on Havana and other cities of Cuba; also on England, France, Spain, Mexico, Puerto Rico, Santo Domingo and Central and South America.

CORRESPONDENTS :

HAVANA: N. Gelats & Co.

PARIS: Heine & Co.

PUERTO RICO: Banco Commercial de Puerto Rico

LONDON: The London Joint City & Midland Bank Ltd.

SPAIN: { Banco Urquijo, Madrid

{ Banco de Barcelona, Barcelona

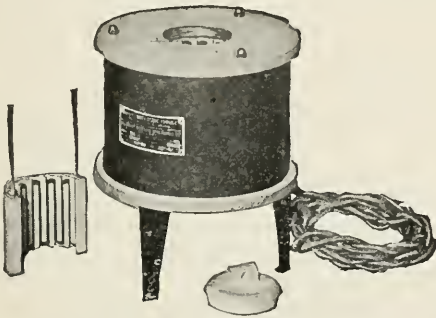
{ Banco Hispano Americano and Agencies

Multiple Unit Electric Furnaces

MUFFLE

CRUCIBLE

TUBE



THE Replaceable Unit Feature of these furnaces, and their rugged construction, guarantee long, efficient and continuous service.

Write for Multiple Unit Booklet

EIMER & AMENDFOUNDED 1851
NEW YORK CITY**Map of Cuba**

THE CUBA REVIEW has ready for delivery a Map of the Island of Cuba, showing the location of all the active sugar plantations in Cuba and giving other data concerning the sugar industry of Cuba. Size 29 $\frac{3}{4}$ x 24. Price \$1.00 postpaid.

THE CUBA REVIEW

82 Beaver St., New York



**IRON PIPE
VALVES**

**BOILER TUBES
FITTINGS**

GENERAL OFFICES: 452-4 Water Street, NEW YORK CITY

Warehouses and Shops: 437-446 Water Street

Established 1876

N. GELATS & COMPANY
Bankers

Transact a General Banking Business.
Correspondents at all the principal places of the world

SAFE DEPOSIT VAULTS

**Office: Aguiar 108
HAVANA**

**A Weekly Publication of
International Interest**

It covers every field and phase of the industry
WRITE FOR SAMPLE COPY

Subscription - \$3.00 Per Year

Facts About Sugar
82 Wall Street, New York

BANK OF CUBA IN NEW YORK

34 Wall St., New York

Associate Bank of National Bank of Cuba

General banking business transacted with special facilities for handling Cuban items through the National Bank of Cuba and its 65 branches. We are especially interested in discounting Cuban acceptances.

**Current Interest Rates Paid on Deposit Accounts
subject to check.**

**Loans, Discounts, Collections and Letters of
Credit will receive our best attention.**

W. A. MERCHANT - - - - - President
J. T. MONAHAN - - - - - Vice-President
CHAS. F. PLARRE - - - - - Cashier
L. G. JONES - - - - - Asst. Cashier
J. W. ALBAUGH - - - - - Asst. Cashier

Se habla Español

JAMES S. CONNELL & SON
Sugar Brokers

ESTABLISHED 1836. AT 105 WALL ST.
Cable Address, "Tide, New York"

Aparato Nuevo

para trasbordar y

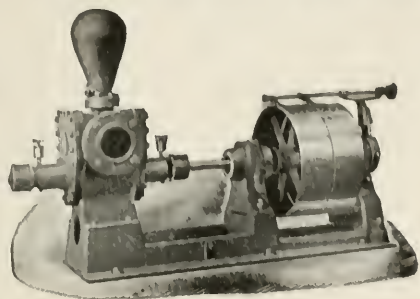
Pesar Caña Neto

Sistema nueva patentada por
Horace F. Ruggles, 108 Wall St., N. Y.,
constructor de trasbordadores superiores

Funciona por motor, levantando pesando, trasbordando y disparando la caña por un hombre y imprime billetes duplicadas del peso neto

Pidanse informes del modelo "La Victoria."

Bomba Kinney Para Mieles



Presión Positiva. Envolos Rotativos. Sin Muelles ni Válvulas. Forrado internamente de Bronce. La Más económica para bombear líquidos espesos, como mieles, aceites guaraños, etc. Funciona actualmente con el mejor éxito en muchos ingenios y refinerías. Capacidades de 50 a 500 galones por minuto.

Pídanse precios y pormenores a

Newell Manufacturing Company

SINGER BUILDING - NEW YORK

Agentes para Cuba y la demás Antillas

HOME INDUSTRY IRON WORKS

ENGINES, BOILERS AND MACHINERY

Manufacturing and Repairing of all kinds Architectural Iron and Brass Castings.
Light and Heavy Forgings. All kinds of Machinery Supplies.

A. KLING, Prop.
JAS. S. BOGUE, Supt

MOBILE, ALA.

STEAMSHIP WORK
A SPECIALTY

Telephone, 33 Hamilton. Night Call, 411 Hamilton. Cable Address: "Atiworks," New York

ATLANTIC BASIN IRON WORKS

Engineers, Boiler Makers & Manufacturers.

Steamship Repairs in all Branches.

Heavy Forgings, Iron and Brass Castings, Copper Specialties, Diesel Motor Repairs, Cold Storage Installation, Oil Fuel Installation, Carpenter and Joiner Work.

18-20 Summit Street - 11-27 Inlay Street Near Hamilton Ferry BROOKLYN, N. Y.

Agents for "Klughorn" Multiplex Valve

IMPORTS AND EXPORTS

Total values of merchandise imported from and exported to Cuba during July, August and September, 1919, and seven, eight and nine months ended July, August and September, 1918, compared with corresponding periods of preceding year, have been made public by the Bureau of Foreign and Domestic Commerce, Department of Commerce, as follows:

	Month of July		Seven Months Ended July	
	1919	1918	1919	1918
Imports from Cuba	\$38,101,320	\$24,185,862	\$275,761,178	\$200,826,565
Exports to Cuba	15,290,837	15,118,975	140,391,007	137,849,188

	Month of Aug. 31		Eight Months Ended August	
	1919	1918	1919	1918
Imports from Cuba	\$21,301,630	\$19,069,808	\$298,060,077	\$222,436,133
Exports to Cuba	21,567,260	11,731,310	161,568,257	152,550,798

	Month of Sept.		9 Months Ended With Sept.	
	1919	1918	1919	1918
Imports from Cuba	\$12,369,734	\$17,170,510	\$310,425,813	\$275,012,940
Exports to Cuba	22,274,316	18,261,312	187,232,582	170,825,110

**THE
Trust Company of Cuba**

HAVANA

CAPITAL - - - - - \$600,000
SURPLUS - - - - - \$600,000

TRANSACTS A

**GENERAL TRUST AND
BANKING BUSINESS**

Examines Titles, Collects Rents
Negotiates Loans on Mortgages

OFFICERS

Norman H. Davis...Chairman Board of Directors
Oswald A. Hornsby.....President
Claudio G. Mendoza.....Vice-President
George V. Le Pan.....Vice-President
James M. Hoppgood.....Vice-President
Rogelio Carbajal.....Secretary
Alberto Marquez.....Assistant Treasurer
W. M. Whitner.....Manager Insurance and Real Estate Depts.

Casa Turull

MERCHANTS—IMPORTERS—EXPORTERS

If you have not already contracted for your Winter requirements in chemicals, we suggest prompt buying, as prices on many commodities are constantly increasing.

Being sole distributors in Cuba for some of the largest producers and heavy dealers in Sugar Mill Supplies, we can quote lowest figures on materials of the highest standards, spot or future, f. o. b. New York or delivered any point in Cuba.

Everything in Chemical Products :

ACIDS—SODAS—SALTS
LUBRICANTS—FUEL OILS—GREASES
FORMALDEHYDE—BOILER COMPOUNDS
SUGAR BLEACH—FILTERING MATERIALS
PRESERVATIVES
DISINFECTANTS—INSECTICIDES
"ARKSAFE" Elastic Paper Sugar Bag Linings

Communicate with our nearest office
Representative will gladly call.

THOMAS F. TURULL & CO.

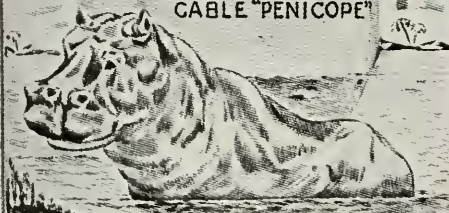
RAW MATERIALS FOR ALL INDUSTRIES
170 Broadway, New York
2 & 4 Muralla, Havana

Santiago Cienfuegos Camaguey Matanzas

**"HIPPO"
WATERPROOF
BELTING
IS WATERPROOF**

GARANTIZAMOS QUE ESTA
CORREA ES PERFECTA
POR SU CALIDAD Y
PRECIO.—EL QUE PRUEBA
VUELVE.—

GERENTE P.N. PIEDRA.—
CABLE "PENICOPE"



J. BACHMANN & CO.
BELTING MANUFACTURERS

16-18 READE ST.

NEW YORK, N.Y.

The Royal Bank of Canada

Fundado en 1869

Capital Pagado - - - - - \$15,000,000
Fondo de Reserva - - - - - 15,000,000
Activo Total - - - - - 420,000,000

QUINIENTAS CINCUENTA SUCURSALES
VEINTE Y OCHO SUCURSALES EN CUBA
CINCO SUCURSALES EN LA HABANA

LONDRES: 2 Bank Buildings, Princes Street
NEW YORK: 68 William Street
BARCELONA: Plaza de Cataluña 6

Corresponsales en todas las Plazas Bancables del mundo. Se expiden CARTAS DE CREDITO para viajeros en DOLLARS, LIBRAS ESTERLINAS y PESETAS, valederas sin descuento alguno.

En el DEPARTAMENTO DE AHORROS se admiten depósitos a interés desde CINCO PESOS en adelante.

Sucursal Principal en la Habana : Obrapia 33

Administradores
R. DE AROZARENA F. W. BAIN
Supervisor de Sucursales
F. J. BEATTY

United Railways of Havana

CONDENSED TIME TABLE OF DAILY THROUGH TRAINS

No. 11 P M	No. 1 P M	No. 7 P M	No. 5 P M	No. 3 A M	No. 9 A M	Miles	HAVANA	No. 2 A M	No. 8 A M	No. 6 P M	No. 10 P M	No. 4 P M	No. 12 A M
10.31	10.01 AM	4.01	1.01	10.01	7 01		Lv...Central Station..Ar	6.50	9.40	3.31	6.30	7.25	6.30
....	12.17	6.40	3.23	11.54	9.25	58	Ar....Matanzas....Lv.	4 15	6.52	1.10	3.50	5 06	....
....	4.05	8.40 PM	5.50	2 00	12 37 PM	109	Ar....Cardenas....Lv.	12 05 PM	5.00 AM	10 00	1.20 PM	....	....
....	6.00	....	9.22	4.47	....	179	Ar....Sagua.....Lv.	10.45	....	6.45	....	12 10 PM	....
...	9.45	....	....	8 35	....	230	Ar....Caibarien....Lv.	7.25	....	....	....	8.15 AM	*...*
....	6.00	....	9.00	....	....	180	Ar...Santa Clara...Lv.	11.00	....	7.40	....	....	....
7.10 AM	....	....	....	7.10 PM	....	195	Ar... Cienfuegos...Lv.	....	....	....	....	PM	....
....	9.55	....	....	....	....	241	Ar...Sancti Spiritus..Lv.	4 45	....	....	....	11.15 AM	10.15 PM
....	11.35 PM	....	2.55	....	....	276	Ar...Ciego de Avila..Lv.	3 45	....	12.40 AM	....	....	....
....	3.10 AM	....	6.10	....	....	340	Ar...Camaguey..Lv.	12.15 AM	....	9 00 PM	....	....	....
....	....	....	2 10	....	....	520	Ar.....Antilla.....Lv.	....	....	10.40	....	....	....
....	3.45 AM	....	6 45 PM	....	....	538	Ar. Santiago de Cuba Lv.	12.01 AM	....	9 00 AM	....	....	....

Sleeping cars on trains 1, 2, 5, 6, 11 and 12.
*Via Carreño.

SLEEPING CAR RATES—UNITED RAILWAYS OF HAVANA

From HAVANA TO	Lower Berth	Upper Berth	Compartment	Drawing-Room
Cienfuegos.....	3.60	\$3.00	.....	\$10.00
Santa Clara.....	3.60	3.00	8.00	10.00
Camaguey.....	4.20	3.50	10.00	12.00
Antilla.....	6.00	5.00	14.00	18.00
Santiago de Cuba.....	6.00	5.00	14.00	18.00

ONE-WAY FIRST-CLASS FARES FROM HAVANA TO PRINCIPAL POINTS REACHED VIA

THE UNITED RAILWAYS OF HAVANA

	U. S. Cy.		U. S. Cy.
Antilla.....	\$30.37	Isle of Pines.....	\$7.50
Batabano.....	1.99	Madrugá.....	3.91
Bayamo.....	26.82	Manzanillo.....	28.59
Caibarien.....	13.84	Matanzas.....	4.16
Camaguey.....	20.14	Placetás.....	12.36
Cardenas.....	7.05	Remedios.....	13.53
Ciego de Avila.....	16.53	Sagua.....	10.03
Cienfuegos.....	11.33	San Antonio.....	.81
Colon.....	7.20	Sancti Spiritus.....	14.55
Guantanamo.....	33.26	Santa Clara.....	11.09
Holguin.....	27.56	Santiago de Cuba.....	31.35

Passengers holding full tickets are entitled to free transportation of baggage when the same weighs 110 pounds or less in first-class and 66 pounds or less in third-class.

“WEEK-END” TICKETS

FIRST- AND THIRD-CLASS

are on sale from Havana to all stations of the United Railways (except Rincon and such as are located at less than twenty kilometres from Havana) and vice versa, valid going on Saturdays and returning on any ordinary train the following Sunday or Monday at very low rates.

UNITED RAILWAYS OF HAVANA

FRANK ROBERTS, General Passenger Agent

PRADO, 118

HAVANA, CUBA

S. F. HADDAD

DRUGGIST

PRESCRIPTION PHARMACY

"PASSOL" SPECIALTIES

88 BROAD ST., Cor. Stone. NEW YORK

Sobrinos de Bea y Ca S. en C.

BANKERS AND COMMISSION MERCHANTS

Importación directa de todas los centros manufactureros del mundo

Agents for the Munson Steamship Line, New York and Mobile; James E. Ward & Co., New York; Serra Steamship Company, Liverpool; Vapores Transatlánticos de A. Folch & Co., de Barcelona, España.

INDEPENDENCIA STREET 17/21
MATANZAS, CUBA

JOHN W. McDONALD**Coal, Wood, Lumber and Timber**

OF EVERY DESCRIPTION

112 Wall St., New York

Near South Street

Yard: 56-58 Beard Street, Erie Basin

TELEPHONES:
Office, 1905 John Yard, 316 Hamilton

THE SNARE AND TRIEST COMPANY**Contracting Engineers**

STEEL AND MASONRY CONSTRUCTION
Piers, Bridges, Railroads and Buildings

We are prepared to furnish Plans and Estimates on all classes of contracting work in Cuba.

New York Office. 8 West 40th StreetHavana Office: **Zulueta 36 D****P. RUIZ & BROS.****Engravers- - Fine Stationery**

RUIZ BUILDING

O'Reilly & Habana Sts. P. O. Box 608

HAVANA, CUBA

John Munro & Son**Steamship and
Engineers' Supplies****722 Third Ave., Brooklyn, N. Y.**

Cable Address; Kunomale, New York
Telephone, 3300 South

Telephone
215 Hamilton

Box 186
Maritime Exchange

YULE & MUNRO**SHIPWRIGHTS**

CAULKERS, SPAR MAKERS,
BOAT BUILDERS, ETC.

No. 9 Summit StreetNear Atlantic Dock **BROOKLYN****DANIEL WEILL S. EN C.**

COMERCIANTE EN GENERAL

Especialidad en Ropa Hecha de Trabajo

Am in a position to push the sales of
American high class products Would
represent a first-class firm.

APARTADO 102 CAMAGUEY, CUBA**M. J. CABANA**

COMMISSION MERCHANT

P. O. Box 3, Camaguey

Handles all kinds of merchandise either on a
commission basis or under agency arrangements.
Also furnishes all desired information about lands
in eastern Cuba

F. W. Hvoslef E. C. Day R. M. Michelson

BENNETT, HVOSLEF & CO.
Steamship Agents & Ship Brokers**18 BROADWAY, NEW YORK**

Cable "Benvosco"



S. S. MUNAMAR

NEW YORK—Cuba Service

PASSENGER AND FREIGHT

	Leave New York	Arrive Antilla	Leave Antilla	Arrive New York
S/S "MUNAMAR".....	Nov. 29	Dec. 3	Dec. 6	Dec. 10
".....	Dec. 20	Dec. 24	Dec. 27	Dec. 31
".....	Jan. 3	Jan. 7	Jan. 10	Jan. 14

FREIGHT ONLY

Regular sailings for Matanzas, Cardenas, Sagua, Caibarien, Puerto Padre, Gibara, Manati, Banos and Nuevitas.

MOBILE—Cuba Service

S/S "PALOMA"—Havana-Sagua.....	Nov. 4
S/S "LAKE GARDNER"—Havana-Matanzas.....	" 7
A STEAMER—Havana-Cardenas.....	" 11
A STEAMER—Havana-Matanzas.....	" 14
S/S "OLINDA"—Havana-Caibarien.....	" 18
A STEAMER—Havana-Matanzas.....	" 21
S/S "PALOMA"—Havana-Sagua.....	" 25
S/S "LAKE ALVADA"—Nuevitas-Antilla-Santiago-Cienfuegos.....	" 26
S/S "LAKE GARDNER"—Havana-Matanzas.....	" 28

MOBILE—South America Service

FREIGHT ONLY

A STEAMER—Montevideo-Buenos Ayres.....	Semi-monthly
A STEAMER—Brazil.....	Occasionally

NEW YORK—South America Service

FREIGHT ONLY

Frequent sailings for River Plate and Brazilian Ports.

BALTIMORE—Cuba Service

FREIGHT ONLY

A STEAMER—Baltimore-Havana.....	Every Other Thursday
A STEAMER—Baltimore-Santiago-Cienfuegos.....	Every Other Thursday

The Line reserves the right to cancel or alter the sailing dates of its vessels or to change its ports of call without previous notice.

MUNSON STEAMSHIP LINE

New York Botanical Garden Library



3 5185 00293 3057

