

THE PEARL OF THE ANTILLES

BY

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FROM HIS BOOK

CUBA – LAND OF OPPORTUNITY

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THE WAR HAS TAUGHT THE WORLD more in geography and history than a century of ordinary education would have imparted. It has destroyed many inherited prejudices and shattered the complacency which was shackling the imagination that built up the British Empire. As Peace introduces a new era of international comity which will test the bonds forged between the Allied countries, this seems an opportune time to present some simple facts regarding Cuba, a young member of the family of nations, that has stood solidly with the Allies from the outset, but of whom the British people know so little. We have special interests in the West Indies, and there are sentimental and practical reasons why we should have a cordial understanding with our largest neighbour there, nearly the size of England.

Cuba - The Need for British Enterprise

In the average Atlas the "Pearl of the Antilles" appears only as a small crescent on the map of the Western Hemisphere, and our sense of proportion suffers. Few people realise that the national area of Cuba is 46,000 square miles, with a coast line of more than 2,000 miles, or that Havana is a more pretentious city than many famous European capitals. There are 2,650 miles of railroads in the Island, the chief of which are owned by British companies.

When Alexis de Tocqueville convinced Europe by his history of American achievement, the United States had existed for half a century. Such an historian could make an astonishing record of progress in Cuba today, though the Island has had less than a generation of independence, which started with a population smaller than that of the early United States; with vast areas devastated during the struggle for freedom, and with its people ruined and reduced by fighting at great odds and by starvation.

Since its inception the Republic has increased its commerce by some 500%. Today, commercially, Cuba ranks fourth in the New World. Her imports are the largest in Latin America. Her total foreign commerce in 1918 was \$710,947,466. Her rapidly advancing volume of trade will soon place her next to the United States and Canada. Yet while exports from the United Kingdom to Cuba are hovering near \$10,000,000, those of the United States last year were approximately \$223,000,000. Through our pre-war apathy it is practically impossible to get a direct passage from the British Isles to Cuban ports, though you can go to Havana direct from Havre or Cadiz. It is also difficult to dispatch goods with certainty and promptness except through the United States.

During the war, reduced space and pressure of events prevented the Press from giving the war efforts of Cuba the notice that they deserved. When Dr. Bustamente, the leader of the Cuban Peace Delegation was placed on important international committees at the Conference, one London editor

found that the Island had been omitted from his list of co-belligerents. President Wilson, Mr. Clemenceau and many French editors knew by repute one of the most brilliant men of contemporary Latin America. But past training and tradition turns British eyes chiefly eastward, hence our wide recognition of the notable war efforts of Siam. We are strangely slow in adjusting ourselves to the growth of Western nations achieved during the decade prior to 1914. Mr. Barrett, Director of the Pan American Union, says:

“It is no exaggeration to speak of Cuba as the key to the Western Hemisphere. Her strategic position between North and South America, commanding the Gulf of Mexico and Caribbean Sea, as well as her rare quality as a country, entitles her to this definition. Her influence in the cause of Pan-Americanism, her record in the history of the New World, her large commerce, her extraordinary wealth of resources and products, in proportion to area and population, her unique geographical position, support this description. Just as the influence of men does not depend upon their stature, but upon their brain quality, so Cuba's place in the family of nations depends not on her area but on what she really is, has, and does.”

In the dark hours of April, 1918, France officially celebrated Cuba's first war anniversary. There were appropriate functions in Paris, the press under headlines *L'Anniversaire Cubain* re-echoed official expressions of gratitude, and Le Grand Cordon de la Legion d'Honneur was conferred on President Menocal, with decorations for other prominent Cubans. When the British War Mission was received with honour and enthusiasm in Havana only one London newspaper mentioned it. Belgium has just sent a special mission to thank Cuba for her work. In the United States the Island has had unstinted praise. In a private message to the writer last year Colonel Roosevelt expressed the pride that he felt in the stand made by the nation for whose liberation he fought when the United States struck the final blow in the Island's bitter fight for Independence. It is obvious that we are the only sufferers if we neglect our friends however small, and it is neither good breeding, nor good business if trade has to be one of our gods.

The very efficient Commission of Propaganda in Havana, passing over its opportunities for national advertisement abroad, has devoted its entire energies to preaching the cause of the Allies in Latin America, and in stimulating the generosity of its own people in the dispatch of money and supplies for the wounded and homeless in Europe. Our commercial interests have suffered for many years because of our apathy, obsolete notions, and lack of information regarding Cuba. I have, therefore, prepared this unpretentious account of her war efforts supplemented by some general facts of our commerce and of modern conditions in this progressive country.

As one of a small group of Englishmen who from motives of simple patriotism have attempted for several years to create at home a greater knowledge of Cuba, when each month produced fresh evidence of the strides made there by the United States and Germany, some of the statistics now presented seem to be a sad commentary on the lack of interest of the British public in foreign affairs which are closely identified with the welfare of our

commerce. This should be stimulated by the Government through the Press, as in America during the past decade. What does the average man know or care about Latin America, its culture, progress, or its opportunities? His ideas of the leading countries there are based on crude misconceptions gathered from the temporary chaos of one or two small and retrogressive republics. This is like taking a small unfortunate Balkan State as a standard for European civilization.

Glancing recently at a small file of a leading New York newspaper, I counted over a hundred columns of general news, conditions, and trade opportunities in Latin America. Nearly one half of these dealt with Cuba. Is it any wonder, therefore, that the United States is getting the lion's share of trade in markets where a few years ago we held a promising place. The war has only aggravated a condition created by neglect.

Cuba's Part in the War

The completion of the Panama Canal has greatly increased the strategic importance of Cuba. In the elaborate plans made to further German aims in the West, the sheltered and isolated cayos on the Cuban coast were to play an important part in providing" supply bases for raiders, submarines, and enemy warships in the Western Atlantic. Fast neutral steamers plying between Spain and Cuba could provide the most prompt and secure communication for Germany with the West free from general interference. But from the outset President Menocal, a member of the family of the famous engineer who projected the Nicaragua Canal, enforced a code of friendly neutrality which nonplussed enemy agents who were enjoying practical immunity in other neutral countries. When raiders were playing their greatest havoc with British shipping, cavalry patrols were used to sweep across remote cayos at low tide, and to guard the shore of promising bays and inlets where supplies could be cached. It is a noteworthy fact that two important raiders loaded with crews and spoil from Allied ships decided to risk the final run for shelter in the Delaware, rather than face the rigid neutrality of more convenient Cuban ports. These ships were promptly interned, however, when they reached American waters. The work of the Cuban Secret Service was admirable throughout. By its agency many far-reaching plots in the United States, Central and South America were foiled. When our increased naval vigilance in the North Sea had negated the utility of Dutch and Scandinavian steamers, the flood of German agents in Spain found that their direct line westward was also short-circuited and useless.

When the Lusitania was sunk, popular feeling in Cuba had risen to boiling point. There were angry demonstrations in many cities. Prominent Germans were ostracised. In both Houses eminent leaders had demanded war, echoing the popular voice. For diplomatic reasons, however, action was deferred until the United States made its decision. Directly the news was flashed to Havana, the President penned his message, and a few hours after Washington had decided, both Houses in Cuba voted unanimously for war amid frenzied scenes of enthusiasm among the people whose impatience had been curbed for many months.

Thus, Cuba entered the war on April 7th, 1917. The German ships in her ports were seized and turned over to the Allies, oblivious to self interest which was already suffering from lack of shipping. The immense commercial organizations of the enemy were wound up promptly, and all German subjects were interned. The splendid ports of the Island were opened to Allied warships and the small Cuban Navy took were effective areas for patrol. Profitable sugar sales to neutrals were cancelled, and the Government enforced measures to send the entire crops to the Allies at a fixed and moderate price, also stimulating the production of alcohol and other by-products used in making explosives. With the cost of every factor in production rising by leaps and bounds, the moderate price fixed for centrifugal sugar to the Allies is the most notable act of non-profiteering recorded during the war. Cuba refused neutral offers for cargoes at ten times the price fixed for the Allied countries.

The Regular Army of 20,000 men, the most effective military force in Latin America, armed and trained on American lines, was already on a war footing. A bill was passed for compulsory military service, and arrangements were made to send a division of picked Regulars to France. A large number of officers and men went to the United States for a final course of trench warfare at training camps under European instructors.

The activity of thousands of German reservists in neutral Latin countries was stimulated by the entry of the United States, and threats were made against the Panama Canal and the Texas border. There were also plans made to equip privateers to raid the coasts of the British West Indies. The advantage of Cuba as an effective outpost for the Allies with forces ready for emergencies, was obvious, and the despatch of Cuban troops to the front was deferred at the request of the United States.

An ambulance service with modern equipment, and staffed by a hundred surgeons, was organised and sent to France. A Cuban contingent served with distinction in the Foreign Legion, suffering Heavy losses with the Colonial Division that fought next to the Iron 39th. A number of English speaking volunteers subsequently joined the British army, enlisting through the Military Mission in New York. Many skilled airmen entered the French Air Service, including Major Terry, a scion of one of the many English planter families identified with Cuba ,who afterwards commanded one of the national squadrons.

The work of the Cuban Secret Service, a desire to hamper sugar production, and also to embarrass the United States, stirred enemy agents to foment diplomatic trouble for Cuba with her mainland neighbours. But conscription had now enrolled all males aged between 20 and 30, an emphatic answer to German bluster, and enemy intrigues gradually overreached themselves. A general reaction was setting in. Brazil joined the Allies on October 26th, 1917, enemy influence waned rapidly elsewhere, and fresh efforts could be made to send Cuban troops abroad. But transport difficulties now could not be rapidly overcome, France could no longer arrange the tonnage, our aid was impossible and Cuba had turned over her own share of seized ships.

The Army was reviewed by General Sir Charles Barter, K.C.B., in the presence of Sir Maurice de Bunsen and other members of the British War Mission. Inspector Generals from the United States also made eulogistic reports, and had arranged final details of transportation when the armistice intervened. Cuba was bitterly disappointed that these forces did not reach the front. But in the far-flung strategy of the war the Island filled an important role nevertheless, especially to the United States. In other ways also invaluable contributions to the general cause of the Allies have been rendered.

Cuba has attained a position of importance in the more recent phases of the Pan-American movement, because of her intimate relations with the United States. Long before our belated efforts were started to stem the tide of German propaganda in the West, the public men of Cuba were carrying out a wide campaign to counteract its effects in Latin America, and from 1914 this influence made steady progress.

In all Cuba's efforts, animated by the general ideals of the Entente, influenced by deep intellectual ties with France, the dominant note has been an appreciation and tribute for British sacrifice and achievement. The average American today has no adequate comprehension of the casualties of the British army, of the millions of men who voluntarily enlisted, or of what the world owes to the Silent Navy. By one small country only have these facts been spread broadcast, with an effective array of statistics and ratio in concise and impressive form to silence the far-flung parrot-cry that England would fight to the last Frenchman and American.

There are men of all classes at home who disregard foreign opinion. During the first two years of war the fixed policy of the military authorities was to discourage the activity of visiting journalists and to drive them to the enemy side, where they enjoyed every facility. Established far too late, the Ministry of Information was the first department to be closed after the armistice, just as a small army of apostles for the United States was deploying over the world. Anyone who has travelled widely must realise how much ground we have lost by a fatuous tendency to ignore the popular amenities which today are far more important than diplomatists in maintaining friendly relations.

In his report to the Foreign Office regarding the reception of the British Mission, Mr. Stephen Leech, our Minister in Havana, wrote:

“During my long residence in Cuba I have witnessed the arrival and welcome of a variety of missions and prominent persons from different countries, and I can record none who received so genuinely cordial a reception as did Sir Maurice de Bunsen and those who accompanied him. There have always existed here strong feelings of friendship for Great Britain and this visit provided a special opportunity of demonstrating Cuban sympathy.”

Writing subsequently to Mr. Balfour, Sir Maurice de Bunsen, after referring to the warmth of Allied feeling in Cuba, added: “The President has carried through the Legislature a measure of conscription for the army. The troops turn out well, as we had an opportunity of remarking at a review held by President Menocal in honour of the Mission, Lieut. General Sir Charles Barter taking the salute at the request of the President. Assisted throughout by Mr. Leech, His Majesty's Minister, we spent four interesting days receiving the hospitable attentions of an active reception committee in the form of banquets and other entertainments. Mr. Leech is on excellent terms with the Government and with the British community.”

The progress of Cuba vindicates the friendly sympathy expressed by the British people when the intervention of the United States struck the final blow in the Island's long struggle for independence. This sympathy laid the first foundation of Anglo-American friendship and unity. Neither the Americans nor Cubans forget the attitude of the English Admiral when the German ships attempted to hamper the United States in Manila Bay. Great Britain stood solidly for American policy because it was based on unselfish idealism, in support of human rights.

British Trade with Cuba

A few years ago, when Cuba's development was restricted, many classes of British goods held a predominant place in the North Antillian market. What a triumph for our engineers when the greatest floating dock was towed across successfully to Havana harbour! From railroad engines to needles and cotton the list extended. But during the War of Independence British merchants failed to interpret the signs of the times.

Only through a lack of imagination could doubts have existed over the ultimate future of Cuba. History shows that absolutism cannot crush a united and determined people who prove their quality by heroism, sacrifice and suffering, to gain the common rights of mankind. The Cubans were colonials of direct European stock, Castilian with strong strains of French, English and Scotch blood, and with no part-Indian element to complicate the problems. Through political causes thousands of the best men had been brought up or educated in France, the United States, or England.

In the dark days which preceded the change of regime, through greater efforts to estimate the future, Americans and some Germans were able to make an advantageous entry into many fields of enterprise abandoned or neglected through British pessimism and apathy. When the dawn of a new era was lighting the horizon, foundations for future development were disregarded, and our existing interests were sacrificed when initiative at home and patience of those on the spot were necessary. On their face value the items involved were not very large, but their measure rested with the future, and there was no official inspiration to guide.

It is easy to imagine the feelings of Englishmen who gave up their sugar plantations or parted with large concessions of cedar and mahogany for a song, or abandoned good land for a few shillings an acre in districts soon networked by railroads and filled with prosperous plantations. Where were the men at home who should have been prepared to assist in the reconstruction, or the merchants who should have had agents ready for new commercial opportunities? Our enterprise was not lacking in adjacent countries of far less promise. Glaring examples might be quoted of apathy and lack of foresight which restricted Great Britain's share in the new era of Cuba's prosperity. If Canadians had not developed electric traction and banking, and paved the way for English capital to build the trunk railroad, Great Britain would have made a lamentable showing in the two decades of progress during which America and, until 1914, German interests and commerce made great strides.

Before the War of Independence, Cuba's foreign commerce was \$147,000,000. In 1918 it was \$710,947,466, and nearly 80% with the United States. During the Civil War both the American and German colonies in Cuba had an influx of far-seeing men seeking future opportunities. Each community was animated by a collective impulse to foster the interests of their respective countries. The Germans especially, spoke Spanish, lived among local families, and pooled the information gathered, for the common good. The British generally lived at English boarding-houses, where they had little opportunity for gauging the political trend, and they were divided by absurd lines of caste and by cliques which prevented an exchange of

ideas or mutuality. Few knew the language or took any interest in local conditions.

While the British Consulate was a citadel of Ambassadorial sanctity, with businessmen rarely entering its doors, the American Consulate was a Chamber of Commerce, Information Bureau and Business Club, with interpreters always available for commercial transactions, and catalogues and helpful advice available for local merchants. Too frequently British commercial visitors relied on German interpreters, agents of commercial espionage.

As a result, our share in Cuba's trade has been inadequate. Yet we were lulled with the plea of tolerance that we must show for our best customer! In 1899 our exports to the United States were under £35,000,000. Ten markets like Cuba's today would equal the entire volume of our present exports. But what does the general public know or care about it? The publication of such facts might encroach a few paragraphs of space from more popular topics, so commercial statistics become buried with official archives, and in time the government will be blamed as the merry whirl goes on with the slogan of less work and more pay, while a small minority with brains and imagination carries out the policies which save the day. In 1913, 73,000 free lectures of one type were delivered in the United States. The topics related almost entirely to foreign countries and the audiences were chiefly of the artisan class. If the British public is similarly educated to a wider view of the world we shall, no doubt, see great changes in our standing. But for now let us consider some aspects of the problem of British trade with Cuba.

The chief onus of our failures rests at home. Dependant on foreign and colonial trade, we have been singularly indifferent to general conditions abroad. With two exceptions the London Press printed nothing illuminating about the radical changes in Cuba except during the actual Spanish American conflict. When the Island was recovering, and its progress was obvious to those who really knew the country and the qualities of the leaders who had guided the people to freedom, the South African war carried British public interest onward to the intensely parochial decade when strikes and such matters as old age pensions and national insurance held the stage. While Americans were gaining our New World markets, Cuban affairs and potential were largely ignored by a public that cares nothing about other countries unless pestilence, war, earthquake or lynching gives them a news value.

The American Press teemed with articles destined to create a wide interest in Cuban affairs and commercial opportunities. A score of important books on the Island had a large sale in the United States and there are standard works in Paris, but no English editions. Americans were soon gaining an increasing share in Cuban trade, and though they have enjoyed certain advantages, and were bound to outdistance us, there is not a sound reason or excuse for our insignificant showing before the war. Neglect and indifference were the keynotes of our failure. We can no longer expect other nations to come with their hat in their hands and beg for our goods.

It may be argued that we have maintained a fair increase in our exports to Cuba. A glance at comparative statistics proves, however, that the

proportion has been grossly inadequate. In Cuba a few years ago there was an emphatic prejudice in favour of British goods. They stood for quality, for honesty of description and manufacture. We packed carefully, and our credit was far more generous than the terms offered by our chief competitors. But Americans started to study local wants. They have gone after Cuban trade vigorously, and gained it by an intelligent campaign, which has been more effective than tariff concessions which British prices could generally meet. They have kept Cuba in the public eye at home, and advertised there.

Before the war Germany also published much Cuban data to instruct her merchants and capitalists, especially during the period of reconstruction, when Cuba was never mentioned in the British Press, except in periodic paragraphs written apparently by the same Hostile pen a series of base libels of the Cuban people, apparently issued to discourage British investments in the Island.

Germany never reached us in the actual volume of her exports to Cuba, but she created almost out of nothing a profitable share of commerce chiefly at our expense; she cut deeply into our shipping and established several local enterprises investing a great deal of capital. We must not overlook also the exports made by companies incorporated in New York, but in reality direct branches of German firms, with large bonded storage facilities arranged by their Steamship Lines in Hoboken, where British Shipping Companies were restricted to the limited space of leased piers on the New York side of the Hudson.

The opening of the Panama Canal was bound to increase the value of Cuba's seaports. It also attracted thousands of American and Canadian tourists who flocked to the Island for a respite from a northern winter, and to visit the Canal Zone. In the face of these promising signs shipping agreements were already in operation by which British passenger steamers practically abandoned Cuban ports. The British steamers engaged in the Caribbean trade which had been sold to Germany, now became nucleus for the large tourist traffic and carrying trade between the United States, the West Indies, and Central America, which the great Hamburg and Bremen companies built up so rapidly. Not only have British Shipping men neglected regular services between Cuba and the United States and adjoining countries, but there has been no efficient links with our home ports.

American companies also soon had large fleets of ships engaged in the tourist traffic and fruit trade with Cuba. Ere long the entries and sailings from Havana exceeded those of all American ports except New York, and all other Cuban harbours became prosperous. Besides a large passenger traffic, the value of goods taken to Cuba in German ships in 1913 nearly equalled that of our own, and our showing was helped because several boats engaged in the American fruit trade flew the British flag. With ordinary enterprise the bulk of the increased shipping trade of Cuba could have been retained for British ships. Until the war, in charters for loading and shipping Cuban products especially from the smaller ports, British cargo boats maintained a leading place. If these tramps could profitably wander about in ballast to pick up cargoes when needed, there seemed no adequate reason why regular services could not have been maintained and enlarged, or new lines

established to secure for British ships an adequate share of the carrying trade over defined routes.

When the railway between San Salvador and Lima is completed in the near future, the three Americas will be linked, and it will be possible to travel by train from New York 10,000 miles to Buenos Aires. The pan American railroad will naturally affect British trade in Central and South America. The line across Nicaragua, Columbia, and Ecuador will probably be built in record time, and the entire system is likely to be in operation before the British public takes heed of its possibilities. It offers a double reason for the great need of a more adequate steamship service from British ports to Cuba and Central America.

Japan also is preparing for a large share in the shipping and trade of the West. She is building rapidly. The Raifuku Maru, 9,000 tons dead weight, was built in twenty nine days. Started on October 7th last year, she was launched on October 30th, had completed her sea-trials on November 5th, and was immediately loaded and sent to Latin America, marking an unprecedented achievement. Havana now has a regular service from Japan.

Some Significant Statistics

If we forget our glib habit of thinking in war billions for the moment, and revert to normal standards, a few commonplace figures will be more eloquent in arousing interest in Cuban trade, and calling attention to our peculiar apathy there, than anything that I could write. Let us first get a relative idea of the foreign commerce of the three chief Latin American countries during 1917:

Imports

Argentine: \$36,893,409
Brazil: \$44,510,000
Cuba: \$54,255,962

Exports

Argentine: \$110,034,006
Brazil: \$59,875,000
Cuba: \$73,354,389

In 1918 Cuba's imports were valued at \$297,622,215 and her exports at \$413,325,251, a further substantial increase, with a large trade balance in her favour.

At one period of the old regime, exports from the United States, Spain and the United Kingdom were nearly equal. When the real race opened twenty years ago, just as Cuba's foreign trade started its amazing record of increase, exports there from the British Isles were £1,795,568. By 1912 these figures were a million pounds more, and the figures receded again in 1913. The United States had now gained 53% of Cuba's foreign purchases. The United Kingdom had only 12% and Germany 9% beside her shipping and interests in the Island. We had allowed the increasing orders for sugar machinery, formerly a speciality of ours, to go to Americans. Judged by the large increase of general exports to Cuba the British share at its pre-war best was highly inadequate, yet the United States' exports were leaping up by millions a year. Taking official Cuban figures for 1917 and 1918 respectively, the largest shares in exports were:

United States: \$206,353,087 and \$222,262,276
United Kingdom: \$15,377,328 and \$9,154,567
Spain: \$15,651,998 and \$10,392,529
France: \$6,289,418 and \$7,044,221

On the other side of the balance-sheet Cuba has been building up a magnificent export trade for her own products, for which the United States has always been a ready customer, while British imports from the Island have been enormously fostered by the war and our crying need for sugar. The official figures for 1917 and 1918 were:

United States: \$257,446,699 and \$293,997,619
United Kingdom: \$73,563,756 and \$95,817,266
Spain: \$13,546,199 and \$6,775,875
France: \$11,616,630 and \$5,656,957

Some Characteristics of Cuba

In 1914 a large proportion of the British men in Latin America came home to join the army. In most countries, Germans replaced them but in Cuba Americans generally filled the vacated posts. Inspired by a deep knowledge of the menace which had to be faced, and eminently fitted for officers, these volunteers arrived before the need of such material was appreciated. They enlisted in their thousands for the early contingents, to be swept away in the shambles of Ypres, their brains and physique almost wasted in dead-locked trenches which devoured the flower of British manhood, afterwards more greatly needed when standards were lowered to obtain the numbers necessary for the great attacks. This patriotic impulse has greatly restricted our influence abroad. It was the withdrawal of a small army of men, who directly or indirectly influenced a flood of commerce to British markets and ships. And for some inscrutable reason discharged survivors who were anxious to return to reconquer their old fields of commercial activity were refused passports unless they had definite appointments which seldom could be obtained in England. This fatuous policy has been gradually reversed.

In Cuba efforts have been made to reinstate these men in their original positions, and railroad workers, engineers, and merchants are returning in large numbers. There is also a strong desire in the Island to give preference to British ex-service men who are suited for new appointments, and the Government and Press in Havana have encouraged the idea. Many educated men whose horizons and ambitions have been widened by the war will find in Cuba a most attractive field of opportunity. As it is difficult in England to learn anything about modern conditions there, a brief account of the country may be of interest. It offers many possibilities and an attractive life, especially for men of resource with some capital and fond of outdoor pursuits.

Climate and Health: The death-rate of Cuba is now the lowest in the world. It is 12.45 per thousand, with Australia 12.60, United States 13.40, and England 14.04 (pre-war). The climate is healthy, equable and agreeable, for though many days are hot, there is a surprising absence of depleting humidity. The Island is swept by trade winds, and the Cuban doctors, whose study of tropical Disease aided the United States in abolishing Yellow Jack and its pyretic allies from the Canal Zone, have also worked miracles in expelling these scourges from their own country. American and Cuban surgeons proved that yellow fever, Havana's traditional enemy, was carried chiefly by the stegomyia mosquito, and that its destruction and the careful screening of yellow fever patients, would check the scourge.

This theory, originated by Dr. Finlay, a famous Anglo-Cuban, has practically expelled the disease, and lessened the troublesome methods of quarantine in tropical ports. A war on typhoid has now been undertaken with promising results.. The monthly publications issued by the Department of Sanitation and Charities are studied in all tropical countries owing to the wide range of their articles on disease and research, notably in leprosy, typhoid, cholera and fevers. The work started by the United States when the close of war had left a trail of pestilence which gave Cuba a death rate of 91

per thousand, has been admirably continued by the National Government. The names of Guiteras, Agremonte, and Lebrede for Cuba, and for the United States Gorgas, Carroll, and Lazear who died from the experiments which localised the cause of yellow fever, should be inscribed on the medical annals of the world which has benefitted so greatly from their efforts. The Island has several modern hospitals, the chief of which is the Calixto Garcia Hospital in Havana.

Life in the Island: Columbus landed in Cuba in 1492. He wrote to his patrons: "It surpasses all countries in charms and graces as the day doth the night. I have been so overcome by its beauty that I know not how to make my pen describe it."

Life there is never dull. The people are hospitable, and no race is more addicted to the open air. All the year round there are bathing, boating and riding. Cricket, tennis, baseball, golf, racing and flying are popular. The coast offers splendid opportunities for motor boats to visit the adjacent archipelagos full of tropical delights. Motoring on the main roads, horses for less accessible districts, make the open and beautiful interior accessible in conjunction with the railroads which network the Island. There are more automobiles there in ratio of the population, than in any country in the world, and incidentally more Freemasons, followers of the Scottish Rite. The Automobile Club of Cuba offers every facility to visitors, and its magnificent new Club House, delayed through the war, is now being completed. There are 1,240 miles of roads specially metalled for motoring.

Havana: The capital, with a population of 655,000 is an important and fascinating city, and one of the most beautiful, with its multi coloured houses, the ancient cathedral, imposing churches, and medieval forts, convents and palaces, merged in a rich setting of tropical vegetation. In few places are commerce, culture and pleasure so happily blended. It is clean, well lighted and drained, with soundly built houses, pretentious shops, hotels, theatres and cafes, good transit facilities, and an automatic telephone service which should make London envious. It is aptly called the Paris of the Western World. The old city is crammed with historic interest and quaint architecture, starting with the cathedral and tomb, where until recently Columbus was buried, and redolent of the picturesque story of the Spanish Main and of our siege and occupancy in 1762. The residential districts are spread over higher ground, in beautiful environs.

In the cool of the evenings thousands of motors and splendid horses pass in continuous procession along the illuminated Prado and boulevards. Brilliant crowds stroll by the band or sit at the open-air cafes. The animation and relaxation of the scenes could not be duplicated in Europe, and few other skies are so clear or air so kindly. You can dine at luxurious hotels, at quaint bodegas where the cuisine is perfect if the service is rough, or if you prefer it, at tables in the open cafes close to music and happy crowds. Moderate cars may be hired for jaunts along the shore drives and to delightful dinners at palm-capped tables looking over the Caribbean. There are many pretentious club houses in the environs, where guests and

members gather on the cool patios in the evening, and lavish entertainments are given.

The Port of Havana: Second only to New York, Havana harbour is marked by a forest of masts and funnels. The piers and docks are so crowded that many steamers anchor in rows across the great land-locked bay and discharge and load by lighters. The Spanish Transatlantic and French Transatlantic Companies maintain regular services with Cadiz and Havre; a Japanese line now has established connection with the Far East. Large fleets are employed regularly by the New York and Cuba Mail Company (Ward Line), the Florida Ferries, and the Munson, the Morgan, the Plant and the Pinillos Lines, and there are the Naviera and National Navigation Company's fleets which fly the Cuban flag. Besides these regular services there are the freighters of every country, among which we do see the Red Ensign.

The most delightful resort of Havana is La Playa de Marianao, which is like the Riviera, and only ten miles away by rail, or by motor along the Gran Avenida Habana, a boulevard 150 feet wide and becoming lined with beautiful residences and parks. The bathing is delightful. The headquarters of the Havana Yacht Club is another feature. There are large hotels, a Casino, tracks for motor and horse racing, an aerodrome, and many other high-class attractions. A Stadium is being built, so that Cuba will be in a position to stage the Olympic Games. Her athletes are winning a recognised place in contests in the United States, especially in rowing, swimming, tennis and baseball.

Weather: The Belen College, Havana, has made excellent meteorological observations for many years, and these multitudinous records provide unvarying averages as a tribute to the equable Cuban climate. The National Observatory now carries out important work, providing observations, weather reports, and storm warnings by wireless, which are a great boon to navigators and supply data for bulletins of adjacent countries. The average noon temperature in Havana, in degrees Fahrenheit, ranges from balmy to tropically warm.

Frosts are known occasionally in the mountains, there are some hot spells; but no country in the tropics has such a succession of delightful days. Frequently in summer, travellers swelter in New York, gasp sleepless through a humid night in Washington, find in Florida conditions singularly like torrid Africa, and sail across to Cuba to enter an Arden of restful green and fresh breezes, and only need to avoid the mid-day sun. The atmosphere is so clear that it is possible to ride across most difficult mountainous districts by starlight. In daylight from some spur you see a town or river apparently at your feet, but find it takes a Sabbath day's journey to reach. During the war I have seen incredible distances bridged by heliograph when wires were cut, feats far greater than those recorded as amazing during the South African campaign.

Though there is a rainy season lasting from mid-summer to mid-autumn, the intensity of which varies in different localities, this is generally marked by heavy thunderstorms, and short sharp deluges punctuated by

long intervals of sunshine. Of really wet days so frequent in England, 19 per annum is the average in Cuba. The prevailing winds are the North East Trades, averaging about 7 miles per hour.

The Land of Opportunity

Cuba is divided into five provinces, each with marked topographical differences. Pinar del Rio, in the west, is broken and hilly; Havana is flatter, but with plateaux, and richly agricultural; Matanzas, undulating and cultivated; Santa Clara, flat, rising to hilly in the east; Camaguey, a rolling well-watered open country; and Oriente, furthest east, mountainous and with luxuriant forests.

The Pearl of the Antilles is an attractive country to visit, and offers a wide field for individual enterprise. During the War of 1898 one-third of the people perished. The population is still less than sixty per square mile, and with large communities grouped near the important cities there is plenty of room for settlers especially in the eastern provinces. The Island is endowed with a rich, moist soil, suitable for every necessary of life. There has been a natural tendency for the present population to centre its energies on the production of sugar and tobacco to the neglect of other enterprises which the improvement in communication makes promising. Many settlers are now attracted to the Island, especially from the United States and Canada. For those with some capital and resource, and fond of outdoor life, there are splendid opportunities. These just need to be seized.

