

# AMERICAN PUSH IN CUBA

### Investors Taking Chances on Their Money.

### Capitalists Making Investments in Public Works on Their Faith in the Cuban Disposition to Tote Fair.

Frank W. Hawley, who has returned to this country after a study of the industrial conditions of Cuba, with a view to the investment of American and European capital, believes that, in spite of the fact that the Foraker resolution prohibits the War Department from sanctioning any grants or franchises during the American occupation of the island, many capitalists will take contracts for public works from the municipalities, and, relying on the good faith of the Cubans will go ahead and spend money regardless of the unsettled condition of affairs.

Mr. Hawley traveled through the island particularly in the interests of the West Indies Telegraph and Cable Company, which intends to establish telegraph and telephone lines on the coast and in the interior. The company's lines will run over public and private rights of way, and the work of construction is now under way in several of the towns. The officers of the company have gone ahead with their work, regardless of the attitude of the United States government toward the granting of franchises, in the belief that the existing government of the island will uphold any arrangements which are made now for its betterment.

"The cities of Cuba," said Mr. Hawley to a Sun reporter, "are managed by the conservative and responsible Cubans and Spaniards, who have no interest or heart in the movements of the so-called Cuban insurgents. They were peaceable and law-abiding during the war, and they conduct the affairs of the municipalities as they would their own private business. The syndicate I represent, relying on the good faith and business honor of these authorities, has invested in the securities of these municipalities since the American occupation began, and is now constructing electric lighting plants, water works, sewers and pavements in the cities.

"The grants which were given by the so-called military authorities of the island during the years that they were in inspection are, in my judgment, worthless, and I do not think that they will be recognized by the government that will ultimately control the island. They were purchased upon a contingency and in total disregard of the rights of individuals and municipal corporations. Many of them have been offered for sale here, but they have been found to be wholly unsalable. It is my judgment and that of my associates that where investments are made for the benefit of the people of a city or town such investments will be respected by the courts and the incoming general government.

"In my judgment, the Foraker resolution prohibiting the granting of franchises in the newly acquired territory was pernicious. It frightened capital, and prevented the immediate beginning of public work that would have employed all the unemployed labor in the island at remunerative prices. This work would have relieved the Federal government of the necessity of furnishing rations to the poor and starving of the island, and put them in a position to rehabilitate their property and start by their own efforts toward prosperity. The uncertainty of the action of the United States intimidated London capital, which was offered in great abundance. The effect on the island has been to diminish the number of competitors for franchises, and thus increase the price which the municipalities must pay for the improvements. In the sharp competition the municipalities were getting the benefit of very low bids, and the immediate completion of public improvements was one of the features considered. The attitude of Congress intimidated probably 75 per cent of the competitors. Consequently cities and towns are paying much higher rates than they would have been compelled to otherwise.

"The sugar plantations in most parts of the island have been raided by either one army or the other. Those that have been protected and are today in operation paid large sums of money to the officers of each army for protection. The plantations are generally small, and their owners are wholly unable to rebuild the destroyed grinding mills. This being the case, investors are buying these properties, consolidating the estates, and building large modern and perfectly appointed mills, centrally located, to grind the output of the plantations. They are building electric roads through the estates to handle the raw cane, and are thus reducing the cost of working them to the minimum.

"Throughout the island its mineral wealth is attracting attention. There is an abundance of copper of an exceedingly superior quality. It has been developed because the favorable rule of the Spanish government was either to seize the mines or impose such a tax that the owners got little more than an ordinary wage for working them. There is copper enough in Cuba to supply a large part of the public demand for electrical development, and it is in the hands of so many interests that it will take heroic efforts on the part of any one or two persons or corporations to eliminate competition.

"There has been a great change in the business methods on the island since our occupation. Compared with the primitive way of caring for money system just introduced is a great innovation. Up to January 1 nearly all Cubans kept their gold in their possession in crude safes or buried in the ground. Since the establishment of banks of deposit and open credits or

bills of lading the business of the island has been increased largely. Today a man can hold the product of his land in warehouses and borrow money against warehouse receipts, thus taking advantage of the highest market prices and still being able to get funds with which to plant his land and harvest his crop. This system was almost wholly unknown until the advent of American enterprise.

"The worst enemies of Cuba today are the deposed military officers. They are generally men who for years have gained a livelihood by breeding discontent. They have subsisted on the peaceful, industrious farmers all this time, and the establishment of peace occasions them discontent. They can be held in subjection only by the most heroic measures, and these cannot be exerted through the medium of the inadequate police force organized in Havana by John McCullagh.

"I expect a great development of the beef industry in Cuba. On the islands are thousands of acres capable of maintaining millions of cattle and developing them to the fullest extent for beef. Growing it on the island is the only way Cuba can get a wholesome and adequate beef supply. The Cubans are not heavy meat eaters now, principally because beef sells at 70 cents a pound. There is also an excellent opportunity for the exportation of horses and mules to the island. The native breeds of burdon are not large enough to do the work required, and are used almost wholly for saddle purposes. The work is done by oxen, yoked after the koman method. This was the oldest and worst way of harnessing them that the Cubans could find, so they adopted it."

"The problem of sending fresh provisions to the Philippines was much greater than Cuba or Porto Rico presented. Two difficulties had to be overcome. One was distance, the other was climate. The simple device of keeping the meat fresh by placing it in rooms cooled to 30 degrees, which is sufficient for a short trip and moderate climate, would be absolutely worthless if attempted for a long trip and the high temperatures through which a vessel must pass in going to the Philippines. To overcome the difficulties a ship specially built for carrying fresh mutton from Australia to England was purchased. She is now the United States refrigerator vessel Glacier.

"She proved herself practical for that work, and is therefore not even an experiment now that she is to do similar work for the United States troops at Manila. The Navy Department advertised for sealed bids for between a million and a half and two million pounds of prime beef for the cargo of the vessel last month. The contract was awarded. Experiments as to the shrinkage in weight of frozen mutton were made, proving that there was not more than one quarter of 1 per cent loss in the process of freezing. These tests showed that the whole substance of the meat must remain in it or there would have been far greater losses in weight. Orders were then dispatched to the Western agents of the company to which the contract was let to purchase twenty-eight hundred of the very best stall-fed heaves. These were loaded on one hundred of the best cars, and shipped to New York. Here they were unloaded, kept for a few days until they had recovered entirely from the trip and then slaughtered. Each animal was carefully examined and if found in any way defective was rejected. As each carcass was passed it was hurriedly quartered and slid into the refrigerating room, where, hanging on huge hooks, it was gradually cooled. Tests had been made here also to ascertain how long it would take these quarters to freeze through to the bone.

"It was at first thought that when submitted to a temperature of 15 degrees only seventy-two or ninety hours at most would be necessary to freeze the meat through and through so hard that a knife could not be pushed into it. Experiments proved that from five to six days were needed for absolute certainty, so all of the 2,000,000 pounds of beef have been frozen for six days before being loaded on the Glacier. The method of testing the freezing is itself interesting. A brace and bit is used, just as if you were going to bore a hole into an oak door to put on the hinges. At first the bit is sunk only four inches in the thick hind quarter. It is drawn out, and then a small thermometer like those used by physicians in taking the temperature is inserted. It is left in a few minutes, and when drawn out should show a temperature of about 20 degrees. Then the hole is bored deeper, going right to the bone, the thermometer is again inserted, and if it again registers 20 degrees it is certain that the quarter is frozen through.

"After the first lot of 250,000 pounds was well frozen the task of loading began. The engines of the refrigerating apparatus on board ship had been at work, the pipes running all around the sides, the bottom and top were heavily coated with frost—if you would go in there you had to wear a heavy overcoat. It was arctic and was meant to be. Night after night the work went on, 250,000 pounds of beef being packed away each night. By the use of refrigerator cars for transportation across the river not one of the quarters of beef was exposed to the air more than ten minutes.

"At Manila a tremendous refrigerating storehouse is now being completed for receiving the cargo of frozen beef. It will not be exposed to the tropical heat of the Philippines for many minutes—only long enough to put it into the refrigerating rooms. Nor will it be delivered to the navy and army immediately, for if this frozen meat were allowed to thaw out suddenly in that terrible heat it would not be in the best condition for consumption. There is a defrosting arrangement in the Ma-

nila refrigerating storehouse. It is a series of rooms with gradually rising temperatures. The first room is kept at a temperature of 30 degrees and then gradually raised to 35 degrees. The second starts at 30 degrees and carries the temperature up to 45 degrees, and thus the process of defrosting continues, gradually raising the meat to the temperature of the normal carcass. In this way the flavoring juices of the beef are preserved, so that roast beef will taste as if the ox had been killed only a day or two before.

"When it is remembered that the trip to Manila from New York will occupy ten weeks, even though the Glacier goes by way of the Suez Canal, it can be easily understood that anything less than freezing the meat would not preserve it. Beef is shipped to Europe unrefrozen, being kept at a temperature of about 35 degrees, and arriving in good condition, but the trip is a short one and the temperature of the air is moderate, but only a freezing temperature will preserve meat properly for so long a time as ten weeks, especially when the vessel has to pass through the Mediterranean and the Red Seas, the Indian and Pacific oceans. The Glacier will stop only four times for coal and water before reaching Manila. In fact, this is the only element of risk in the entire trip. The only possibility for any mishap lies in the breaking down of her machinery or the giving out of coal and water. Every precaution has been taken in these particulars, for the vessel has just come out of dry dock, where she received a thorough overhauling from stem to stern, and all arrangements for getting coal and water at Port Said and the other coaling stations have been perfected.

"It is the first time that frozen meat has been shipped in any such quantity anywhere in the world. The pains which are taken to make this trip a success are warranted by the anticipation that it is by no means the last load of fresh beef which the Glacier will have to take to Manila. Even though Aguinaldo surrenders promptly the army and navy will have to remain in the Philippines for many years to come, and the Glacier will solve the problem of furnishing them with fresh and nourishing meat.

### BEEF FOR THE PHILIPPINES.

#### Problem of Supplying Fresh Meat to the Army and Navy in the Far East—Five or Six Days Required to Cool the Meat Sufficiently—Largest Cargo of the Month.

Two million pounds of beef which cannot spoil has left New York for the Philippines. All went in one vessel for the feeding of the navy and army engaged in operations in and around Manila.

The problem of sending fresh provisions to the Philippines was much greater than Cuba or Porto Rico presented. Two difficulties had to be overcome. One was distance, the other was climate. The simple device of keeping the meat fresh by placing it in rooms cooled to 30 degrees, which is sufficient for a short trip and moderate climate, would be absolutely worthless if attempted for a long trip and the high temperatures through which a vessel must pass in going to the Philippines. To overcome the difficulties a ship specially built for carrying fresh mutton from Australia to England was purchased. She is now the United States refrigerator vessel Glacier.

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Nothing succeeds like success. E. R. Pace always succeeds in pleasing his patrons in groceries. Numsen's Special Pickling and Table Vinegar always on hand.

All roads lead to Rome, and most roads lead to D. T. Johnson's Fancy and Staple Grocery. Numsen's Special Pickling and Table Vinegar always on tap.

Fortune's road is paved with economy. Economize in groceries by purchasing from W. H. T. Caudle. Numsen's Special Pickling and Table Vinegar always on hand.

Don't rob Peter to pay Paul, but save money by getting your eatables from J. W. Sanderford, who keeps Numsen's Special Pickling and Table Vinegar.

The best is cheapest in the end. You can get best and cheapest groceries from H. C. Gattis, also Numsen's Special Pickling and Table Vinegar.

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Economy, the twin sister of wealth, awaits you at W. J. Reavis, where you may obtain most solid value for your money. Numsen's Special Pickling and Table Vinegar a specialty.

"A little vinegar now and then" is relished by the best of men. Numsen's Special Pickling and Table Vinegar can be found at E. W. Jones' fancy and staple grocery.

Stop paying fancy prices for goods. Look at the prices and quality of groceries kept by W. H. Caudle. Listen to good advice. Ask for Numsen's Special Pickling and Table Vinegar.

The law of supply and demand is fully understood by G. W. Goodwin, who serves his patrons with the best groceries (including Numsen's Special Pickling and Table Vinegar) at lowest prices.

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- A. D. TAYLOR,
- T. E. MOORE,
- W. L. SANDERFORD,
- JAMES BAKER,
- C. E. CHILDRESS,
- T. A. SMITH,
- W. A. GOWER.

Pool & Moring, wholesale grocers, are general agents for Numsen's Special Pickling and Table Vinegar. Sample furnished on application.

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South.	North.
51.	52.
4:20.....Lv. Apex.....9:50	A. M.
4:44.....Lv. Holly Springs.....9:50	A. M.
5:00.....Lv. Dukeston.....9:10	A. M.
5:08.....Lv. Blanchard.....9:02	A. M.
5:20.....Lv. Holland.....8:50	A. M.
5:30.....At Angler.....8:30	A. M.

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### NO MALARIA. NO MOSQUITOS. NO FLIES.

Amusements of Every Kind: Surf and Still-water Bathing; Sailing on the land-locked waters or trolling on the deep sea for Bluefish and Spanish Mackerel; Billiards, Ten Pins, Shooting Gallery, Riding, Driving, Dancing.

## The Finest Orchestra in the South.

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COMMENCED BUSINESS IN 1847.

Assets January 1, 1898, over \$32,000,000. Surplus, over \$4,000,000

ASSETS JAN. 1, 1899, over \$35,500,000. SURPLUS, over \$4,500,000.

## New Policies Incontestable from Date of Issu.

### Convertible Term Policies with Annual Dividends.

THE PENN has voluntarily decided to declare annual cash dividends on its Convertible Term Policies for the return of premiums and such dividends have averaged 20 per cent. Those desiring absolute protection in the safe old line company for the least outlay of money will welcome such an opportunity. Note following rates, from which, of course, the dividend will be deducted after the first year:

Annual Premiums for \$1,000.00, payable at death in one sum.				
Age	5 Year Term.	10 Year Term.	15 Year Term.	20 Year Term.
21	\$10 70	\$ 11 00	\$11 35	\$11 70
31	12 90	13 40	14 00	14 80
41	16 70	18 20	20 05	22 24
51	27 60	31 15	35 25	39 73

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Or Instalment Policies—Annual Premiums for \$1000.00, payable at death in twenty annual instalments of \$50.00 each.

Age	5 Year Term.	10 Year Term.	15 Year Term.	20 Year Term.
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31	9 49	9 86	10 30	12 04
41	12 28	13 39	14 76	18 39
51	20 30	22 91	25 94	26 26

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### THE CONTINUOUS INSTALMENT FEATURE,

guaranteeing that should the beneficiary outlive the twenty instalments the same instalment shall be paid to him or her as long as life lasts.

Convertible Term Policies have no surrender values, the Company returning to the insured all profits above actual cost of carrying the insurance in dividends as above, but insured has the right to continue indefinitely on the same basis as of old. Ordinary Life, Limited Payment Life, Endowment, and other contracts of the PENN. have the largest guaranteed loan, cash surrender and paid-up values and extensions, with no increase of rates. All policies absolutely non-forfeitable after three years. The best and most liberal Company for the insured, therefore the best for the Agent.

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Desirable property, corner of Salisbury and Jones streets, one square from capital.  
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Agents wanted throughout the State. REASONABLE RATES. APPLY TO R. B. RANEY, Gen'l Agent, RALEIGH, N. C.

## Atlantic & Yadkin Railway

Schedule in Effect March 1, 1900.

South Bound Daily No. 52.	MAIN LINE.	North Bound Daily No. 51.
6:50 p.m. Ar. Wilmington	Lv. 9:00 a.m.	6:50 p.m. Ar. Fayetteville
7:50 p.m. Ar. Fayetteville	Lv. 12:15 p.m.	7:50 p.m. Ar. Sanford
8:50 p.m. Ar. Sanford	Lv. 1:45 p.m.	8:50 p.m. Ar. Climax
9:50 p.m. Ar. Climax	Lv. 3:15 p.m.	9:50 p.m. Ar. Greensboro
10:50 p.m. Ar. Greensboro	Lv. 4:45 p.m.	10:50 p.m. Ar. Stokesdale
11:50 a.m. Ar. Stokesdale	Lv. 6:15 p.m.	11:50 a.m. Ar. Rural Hall
12:50 p.m. Ar. Rural Hall	Lv. 7:45 p.m.	12:50 p.m. Ar. Mt. Airy
1:50 p.m. Ar. Mt. Airy	Lv. 9:15 p.m.	

South Bound Daily No. 64.	BENNETTSVILLE.	North Bound Daily No. 63.
8:00 a.m. Lv. Bennettsville	Ar. 7:15 p.m.	8:00 a.m. Lv. Maxton
9:07 a.m. Lv. Maxton	Ar. 8:15 p.m.	9:07 a.m. Lv. Red Springs
9:25 a.m. Lv. Red Springs	Ar. 9:25 p.m.	10:29 a.m. Lv. Hope Mills
10:29 a.m. Lv. Hope Mills	Ar. 10:25 p.m.	10:40 a.m. Ar. Fayetteville
10:40 a.m. Ar. Fayetteville	Lv. 4:35 p.m.	

South Bound Mixed Daily ex Sunday. No. 46.	MADISON B'CH.	North Bound Mixed Daily ex Sunday. No. 47.
5:30 p.m. Ar. Ramses	Lv. 6:40 a.m.	5:30 p.m. Ar. Climax
6:30 p.m. Ar. Climax	Ar. 8:25 a.m.	6:30 p.m. Ar. Greensboro
7:30 p.m. Ar. Greensboro	Ar. 9:15 a.m.	7:30 p.m. Ar. Stokesdale
8:30 p.m. Ar. Stokesdale	Ar. 10:05 a.m.	8:30 p.m. Ar. Madison
9:30 p.m. Ar. Madison	Ar. 11:25 a.m.	

Connections at Fayetteville with Atlantic Coast Line; at Maxton with the Carolina Central Railroad; at Red Springs with the Red Springs and Bowmore Railroad; at Sanford with the Seaboard Air Line; at Gulf with the Durham and Charlotte Railroad; at Greensboro with the Southern Railway Company; at Walnut Cove with the Norfolk and Western Railway.

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T. M. EMBERTON, Traffic Manager.  
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