HIGHWAYS TO MAKE CUBA OVER

Macadam Length of Island With Laterals to Coasts—Only Strings of Mudholes, Formerly—The Awful Carreta.

Cuba lives by sugar. Tobacco is a luxury; delightful, but the island could do very well without it. Sugar is shelter, food and raiment, to the masses; it is the commerce and the politics of both the masses and the classes; it is from everlasting to everlasting the arbiter of Cuba's destinies. The sugar bowl is king, but the matchbox has bowled him off his throne times without number; and may do it again, and yet again and again. For Matchbox is Revolution's other name. When Cuba has proved herself able to keep the tiny, sputtering firebrand from the cane blades she will have solved her problem. All these things are to be set forth in the next letter of Frederic J. Haskin, who will also in succeeding letters entertain and instruct the readers of The Journal with the discussion of still other timely topics regarding "The Pearl of the Antilles."

By FREDERIC J. HASKIN.

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Havana, Jan. 25.—The United States troops stationed in Cuba since the American intervention in 1906 have been designated officially as the "Army of Cuban Pacification." The island has been pacified and the United States is again to withdraw and permit the Cubans to manage their own affairs. But the real army of pacification was not made up of soldiers in khaki, armed with rifles, and supported by artillery. It was composed of men in overalls, armed with picks, and supported by the most up to date road building machinery. Building good roads, next to sanitation, was the principal business of the Wood administration. In the Magoon regime the construction of good roads has been the prime consideration. With good roads Cuba will be prosperous, there will be less incentive to insurrection, and there will be a smaller probability of successful revolution. If the system of good roads outlined and being constructed could be finished before January 28, it might well be said when the Americans leave that Cuba has been entirely pacified.

Wilderness for Lack of Roads.

Not more than five per cent of the area of Cuba is under cultivation. The greatest obstacle to the agricultural development of the island has been the almost complete absence of roads. Maps of Cuba present a perfect net work of lines which are supposed to indicate roads, but as a matter of fact these are nothing more than unimproved rights of way. In the dry season they are trails which may be gone over with comparative ease, but in the rainy season they are almost impassable. At the end of almost four centuries of Spanish rule in Cuba there was a little less than 160 miles of highways in Cuba. The work of road construction was begun immediately after the American occupation in 1898, was continued under the Cuban republic, and has reached its highest mark under the present provisional government. In April, 1907, a definite program was adopted, providing for the construction of nearly 1500 miles of highways, to be built during three years, at a cost of $13,000,000. This program is not completed, of course, but it is well under way. Much of the work has been done, and the new Cuban republic will push it forward to completion. After that it is the plan to construct 1800 miles of connecting roads, at a probable cost of $7,000,000. If that supplementary plan is carried through, it will mean that within 10 years Cuba will have a well nigh perfect road system.

Sugar Plantations in Cuba.

The sugar cane producing districts feel the commercial need of improved roads less than the other sections of Cuba. The cane is cut and hauled in the dry season, and the large sugar plantations are provided with private railroad systems which connect with port cities or with the public railroad lines of the island. The small landowner suffers most, and a good road system will go far toward enabling him to compete with the big corporation-owned sugar plantations. Experience in every part of the world has proved, however, that cane sugar production requires an enormous capital and that it must be undertaken on a large scale to assure good profits. The improvement in road systems in Cuba probably will lead the small owners into some other branch of agriculture, more profitable, but now impossible on account of bad roads.

Bad Roads and the Carreta.

Bad roads mean much in Cuba. In the eastern part of the island, especially, there are whole sections uncultivated and depopulated because of the impossibility of transporting the products of the soil to the market at a cost which is commercially practicable. The condition of the roads has caused the general use of the "carreta," or the general use of the "carreta" has caused the condition of the roads. Some put it one way, some the other; the discussion being on the order of that concerning the disputed priority of the owl and the owl's egg.

The "carreta" is a clumsy, high, two-wheeled cart. The two wheels are six or seven feet in diameter, have narrow rims and tires, and are so set on the axle that the outer rim has a play of six or eight inches out of the perpendicular. This wheel skew is the active principle of the carreta. When the wheels get stuck in the mud, constant pulling will work the wheel first to one side, then to the other, until the rut is wide enough to permit the cart to proceed. What such a system does to a soft dirt road may be imagined.

What a Cuban Road Is Like.

Bull teams are the favorite motive power. When one of these huge carts, with its two sharp wheels is loaded with from four to five tons of freight, when six yoke of bulls are hitched in front and a hold-back yoke is hitched behind, and the whole business moves off on the trail, the one sure and certain result is ruts. If this hypothetical case is multiplied by the number necessary to transport the whole produce of a section in a season, and that result is multiplied by three or four hundred, representing the number of seasons this system has been in force, one will get a fairly good arithmetical idea of how bad a Cuban road can be.

Imagine mudholes through which the bulls must pull with the muck and mire up to their shoulders. Imagine such mudholes at frequent intervals with the road between them cut into ruts in which a man may stand and be entirely hidden from the waist down. Imagine miles and miles of such roads, and the entire absence of any other kind of roads. Then it will not be so difficult to understand why there is so much rich agricultural land in Cuba which is still wild and free. Nor will it be so difficult to understand why a band of a few natives can make a revolution which is extremely difficult to deal with from Havana or from any other center of authority.

It is this condition of things which the provisional government has sought to change by the construction of good roads. A great highway is being built from one end of the island to the other, from west to east. Roads of equal excellence will connect the highway with port cities in each province, one on the north and one on the south coast, in each political division of the island. Work was begun in the west and the great tobacco producing province of Pinar del Rio has been reclaimed from the Dark Ages' system of transportation. The work has been pushed in all sections of the country and is now being brought to a completion in the thinly populated provinces in the "waist," or central section of the island.

Enormous Cost of the Roads.

These new highways have been constructed at a cost of from $10,000 to $25,000 a mile, according to the contour of the country, the difficulty of obtaining road making material and other conditions. There is no doubt that the roads have cost enough, but there is also no doubt that they will pay for themselves many times over in the next 20 years if they are kept in condition. Maintenance will be a difficult problem, for the carreta is still in use, a gigantic disk harrow which in time would cut up a granite pavement.

It is these narrow tired heavy carts which make road building so expensive in Cuba. A road built of ordinary macadam, such as would be called a good highway in the United States, was utterly destroyed in one year by the carretas. Efforts are being made to discourage their use by fixing a maximum limit upon the weight to be carried in one vehicle, and the gospel of wide tires is being preached from one end of the island to the other.

The new highways are magnificent roads. High crowned, drained by deep ditches, protected by concrete culverts, graded so that all steeps are eliminated, having no sharp curves, passing over concrete bridges, the Cuban highway or "calzada" is a triumph of modern road building. The roadway is 34 feet wide, and the paved strip down the center, the extra metalled portion, is 16 feet wide. Telford macadam is employed in all construction.

Towns Moved to New Highways.

So immediate is the effect of good roads in Cuba, despite the usual deliberateness of the Latins, that several towns have been moved. Prosperous towns which had been doing business at the same old stand for two centuries were left a few miles to one side by the great central highway. Did they build side roads to connect with it? Not they. They just moved the towns over to the "big road."

The building of these roads makes Cuba a much more delightful place for the winter tourist, as it adds motoring to the long list of Cuban pleasures. One may take a motor car for his own use into Cuba free of duty. It is necessary, of course, to satisfy the customs officials that the car is for one's own use and that it will be taken back to the United States. Motor trips may be made from Havana, where the good roads center, in several directions. A motor trip through the tobacco section is a delightful experience. Pinar del Rio, where the fine tobacco grows, is a very mountainous country and the scenery is beautiful. The tobacco farms are of all sorts, from the great plantations of several hundred acres owned by rich corporations, down to the patch of one or two acres which supports a Cuban family in luxury. Some of these places are far away from the highway, however. Some of the finest tobacco comes from little patches planted in pockets high up the mountain side and entirely inaccessible by road. The oxen used to till the fields are hoisted up with block and tackle and kept there until they die, just as mules are sent into coal mines never again to see the sun.

It is difficult to estimate the benefits that Cuba will realize from its new road system. Undoubtedly there will be charges of extravagance, perhaps even of grafting, in the administration of the road construction and maintenance system. But these things will be obscured, in the end, by the great good accomplished. The agricultural products of Cuba probably will increase threefold in the next 10 years if the island has peace. And good roads permit the ready distribution of troops, which is a powerful argument for the peace which Cuba sorely needs. In building good roads, the American government in Cuba has done its best for the Cuban people.

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The Strong Debating Team of McMinnville College

Reading from left to right—J. G. Richardson, leader of debating team; O. Larsell, W. L. Hayes, oratorical manager of McMinnville college and secretary of Oregon Debating league.

(Special Dispatch to The Journal.)

McMinnville College, Or., Jan. 25.—The prospects for McMinnville's winning the championship of the state debating league seem good. At the recent preliminaries the following men were chosen to represent McMinnville: J. G. Richardson, leader; F. J. Hart and C. H. Woody; O. Larsell, substitute. Richardson represented the college in the state oratorical contest last year, winning second place. Hart, Woody and Larsell are new men, but they possess the qualities of first-class debaters. Below is a cut of the oratorical manager of McMinnville, Willard L. Hayes. He is also secretary of the Oregon Debating league.

F. J. Hart. C. H. Woody.

LIVESTOCK MEN AT LOS ANGELES

National Association to Meet Tomorrow—Pasture and Rate Questions.

(Special Dispatch to The Journal.)

Los Angeles, Cal., Jan. 25.—Secretary T. W. Tomlinson of Denver today opened headquarters in anticipation of the assembling here tomorrow of the twelfth annual convention of the American Livestock association. Every arriving train is bringing delegates to the gathering and it is anticipated that fully 1000 visitors will be on hand for the opening of the convention. They come from Arizona, Montana, Utah, Texas, Colorado, Wyoming, Idaho, the Dakotas, Oklahoma, Kansas, Nebraska, Oregon, New Mexico, Iowa, and a number of other states. Texas is sending an unusually large delegation bent upon securing the convention of next year for Fort Worth.

The convention in this city will remain in session from tomorrow until Friday. The unanimous opinion of the officers and leading members is that the meeting will be the most important as well as the largest that the association has ever held. Among the questions that will receive attention are the administration of forest preserves by the federal government; federal control of the grazing on unappropriated public lands in the semi-arid states and territories; further consideration of services given by railroads to shipments of stock, especially the furnishing of cars and the speed minimum; correction of unreasonable railroad rates and the revision of the tariff.

CONSECRATION OF BISHOP HARDING

(Special Dispatch to The Journal.)

Washington, Jan. 25.—With imposing ceremonies Rev. Dr. Alfred Harding was consecrated bishop of the Episcopal diocese of Washington in Trinity church today by Bishop Tuttle of Missouri, assisted by Bishop Paret of Maryland and Bishop Whitehead of Pittsburg. His presenters were Bishop Leonard of Ohio and Bishop Talbot of central Pennsylvania. Other prominent prelates who took part in the ceremonies were Bishop Darlington of Harrisburg and Bishop Woodcock of Kentucky.

The decorations of the church were most elaborate and the edifice was crowded to overflowing. Hundreds who were unable to gain admission gathered outside to witness the imposing Episcopal procession of bishops and clergy robed in their gorgeous vestments. An elaborate musical program was an important feature of the ceremonies.

The new bishop is well known in Washington, having been one of the organizers of the diocese and for 22 years a parish priest here. He is a native of Ireland, but came to the United States as a youth and settled in Brooklyn. He graduated from Trinity college, Hartford, Conn., and later from the Berkeley Divinity school, at Middletown. He was ordained deacon by the late Bishop Littlejohn of Long Island in 1882, and in the following year the same prelate ordained him a priest. Dr. Harding's first charge was as curate at Trinity church, Geneva, N. Y. Later he was assistant rector of St. Paul's church in Baltimore, where his work attracted the attention of St. Paul's church in this city, to which he was called in 1887, and he soon became a valuable aid of the late Bishop Satterlee.

New York to Hear Gompers.

(Special Dispatch to The Journal.)

New York, Jan. 25.—Much interest is manifested in the appearance of Mr. Gompers, president of the American Federation of Labor, at Cooper Union tonight, as the speech he will deliver under the auspices of the People's institute there will be his first public address since he was sentenced to imprisonment for contempt of court. Mr. Gompers announces, however, that he will not speak about his own case unless he is forced to do so by members of the audience who may ask questions.

NEW BOOKS FOR THE LIBRARY

The following books may be examined at the public labrary during this week and will be ready for circulation on Monday, February 1.

BIOGRAPHY.

Beaconsfield—Lord Beaconsfield and Other Tory Memories; by T. E. Kebbel. 1907.

Shelley—Letters to Elizabeth Hitchener. 1908.

BOOKS IN FOREIGN LANGUAGES.

Bible—Bibelen Eller Den Hellige Skrift.

Bible—Neue Testament.

Bohlau—Schlimme Flitterwochen.

Bojer—Paa Kirkevei.

Carlen—Jungfrutornet.

Castelar—La Hermana de la Caridad. 2 v.

Collett—I de Lange Naetter.

Flaubert—Madama Bovary.

Flood—Fra Fjeldet Og Skjaergaarden.

Geijerstam—Erik Grans.

Grimm & Grimm—Folke-Eventyr.

Handel-Mazzetti—Jesse und Maria.

Mazel—Ce Qu'il Fait Lire Dans Sa Vie.

Mauron & Verrier—Nouvelle Grammaire Anglaise.

Richelmann—Meine Erlebnisse in Der Missmann Truppe.

Rupplius—Das Vermachtnis Des Pedlars.

DESCRIPTION AND TRAVEL.

Fisher—A Woman Alone in the Heart of Japan. 1908.

Lathrop—Sunny Days in Italy. 1907.

Wharton—A Motor Flight Through France. 1908.

FICTION.

Benson—A Lord of Lands.

Galsworthy—Island Pharisees.

Loomis—A Holiday Touch.

Meyer-Forster—Old Heidelberg; tr. by Max Chapelle.

Nicholson—The Little Brown Jug at Kildare.

Williams—My Lost Duchess.

FINE ARTS.

Debussy—Claude-Achille Debussy; by Mrs. Franz Liebich. 1908.

Goya—Goya; An Account of His Life and Works; by A. F. Calvert. 1908.

Heaton—A Concise History of Painting. 1907.

Wylde—How to Collect Continental China. 1907.

HISTORY.

Baring—A Year in Russia. 1907.

Corbett—England in the Seven Years' War. 1907.

LITERATURE.

Herford—Monologues. 1908.

Sedgwick—The New American Type and Other Essays. 1908.

PHILOSOPHY.

Arrhenius—Worlds in the Making; the Evolution of the Universe; tr. by H. Borns. 1908.

Orr—David Hume and His Influence on Philosophy and Theology. 1908.

RELIGION.

Bible—Bible for Beginners; Compiled by J. P. Hopps Ed.; 2. 1885.

Jones—Love and Loyalty; sermons. 1907.

SCIENCE.

Job—The Sport of Bird Study. 1908.

Keller—Mathematics for Engineering Students. 1907.

Sohn—Dictionary of the Active Principles of Plants. 1894.

Washburn—The Animal Mind; a Text Book of Comparative Psychology. 1908.

SOCIOLOGY.

Johnson — Introductory Economics. 1907.

Lafargue—Social and Philosophical Studies. 1906.

Lewis—Ten Blind Leaders of the Blind. 1909.

Lockwood and Prosser — The New Harmony Movement. 1908.

Marx—Value, Price and Profit Addresses to Working Men. 1908.

USEFUL ARTS.

Andrewes—Lessons in Disinfection and Sterilization. 1907.

Macfie—The Romance of Medicine. 1907.

Pacrette—The Art of Canning and Preserving as an industry; formula and receipts. 1901.

Standfield—The electric furnace. 1907.

Thompson—Heating by Steam and Water; a practical treatise on house heating. 1907.

Whipple—The Value of Pure Water. 1907.

BOOKS ADDED TO THE CHILDREN'S DEPARTMENT.

Burgess—More Goops.

Crowther—Rowing and Track Athletics.

Newell—Topsys and Turveys.

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