

THE NEW HAVANA.

How Cuba's Capital Looks Under the New Government.

(Special Correspondence of the Deseret News by Frank G. Carpenter.)

(Copyrighted by Frank G. Carpenter.)

HAVANA—Havana is growing like a humber sprout. It had 255,000 people five years ago, and the census gave it 40,000 more in 1902. Its population is now over 300,000, and there are those who, like Sir William Van Horne, believe that it will in less than a dozen years be the United States larger than Havana. It already outranks Detroit, Milwaukee, Minneapolis, Louisville or Kansas City. It is twice as big as Omaha or Memphis, and away ahead of Newark, Indianapolis, Los Angeles, Columbus or Toledo. It is growing in wealth, liveliness, and is more and more every day the commercial, business and social center of Cuba.

THE NEW HAVANA.

My last visit to Havana was made more than 20 years ago, in company with Senator John Sherman, then president pro tem of the senate and acting vice president of the United States. Vice President Hendricks having died, by the then law had President Cleveland died in office Mr. Sherman would have succeeded him, and when we reached Havana the papers referred to him as the vice president of the United States. To show the condition of the island at that time I need only instance that a plot was gotten up by some big game to kidnap Mr. Sherman and hold him for ransom. The plan was to capture our party during a trip we were to make to a sugar plantation not far from the city, and it would surely have been carried out had we not at the last moment changed our route and visited another plantation. The story of the plot was never given to the newspapers, but Senator Sherman firmly believed in the truth of this statement, and it has always been a great regret to me that I was not able to be the only correspondent to chronicle the real kidnapping for ransom of a vice president of the United States.

At that time Havana contained a hundred thousand less people than it does now, and the city was to some extent in a present condition. It was dirty to an extreme. Stark-naked children could be seen in the poorer quarters and the tramping and other heavy traffic was done by great carts pulled by ox teams with creaking straps to their horns. There were no street cars and no modern improvements of any kind.

Today Havana has a good electric car line, with more than 50 miles of track and something like 200 motor cars. The street car company lost in last year gross receipts of more than a million dollars, and it promises to be a very profitable corporation. The car lines are now being built out to the suburbs, and they will probably extend the system to the surrounding country. I have never seen cleaner cars or cleaner car conductors than those of Havana. The men dress in light gray linen suits. They are polite, and they handle the traffic in a gentlemanly way.

A CLEAN CITY.

Indeed, Havana will compare favorably with any town in Holland or Switzerland. It is better than Zurich, where the policemen arrest you for throwing paper on the street. Washington, Boston and New York are dirty beside it. The streets look as though they were

washed and swept every hour. There is no dirt in the cobble, and the asphalt shines like the floor of a Dutch kitchen. I don't know what they do with the garbage, but so far I have yet to detect a vile smell.

During my last visit I found the natives ragged, and many of the poor with half naked. Today every one is well dressed, and the poor are cleaner than Americans of the same class. All are busy. Wages are high and all have plenty to do. As to health, the climate is lower than that of our best cities. It is about 14 per cent, and, thanks to the American intervention, this city has become one of the healthiest in the world.

OLD AND QUAIN.

Havana is one of the quaintest cities on the American hemisphere. It is more so than any South American capital. There is not a town in Europe north of the Alps which is more picturesque or more interesting. It is a combination of the Spanish and Moorish, with a touch of North and South American mixed in. As you look at it from the sea it forms a mass of bright color, its buildings rising almost straight up from the water, interspersed with a sea wall in front of it, against which the surges dash high into the air. On the other side of the harbor entrance stands Morro castle, a massive structure of old masonry, and on the hills beyond it are barracks and fortifications. Coming into the harbor the entrance is not more than 1,000 feet wide. The sea, which is of a deep blue outside, turns to light green near the shore, and you now see that the houses are painted all colors of the rainbow, which seem brighter than usual under the dazzling light.

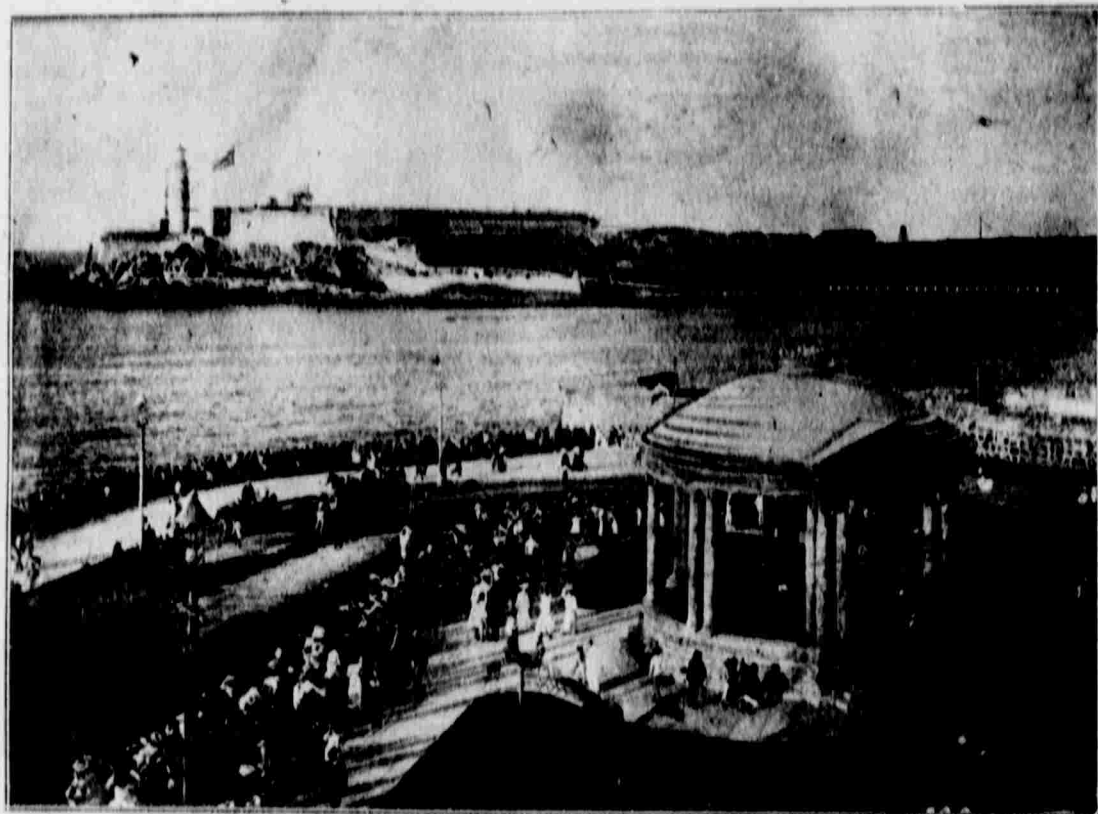
IN THE HAVANA HARBOR.

The Havana harbor has altogether an area of about 20 quarter-section farms. It is three miles long and two miles wide and it is a beautiful harbor. There is a considerable shipping, boats from all parts of the world being anchored here and there in it, with the busy work of the Maine in the center. Cuba has a commerce of about \$150,000,000 a year, and three-fourths of it passes through Havana. It is very extensively handled, as one may see by the great lighters which are used for loading and unloading the ships. The lighterage companies are opposed to the building of wharves, and for this reason no such concessions have yet been granted. The cost of the lighterage is about \$3,000,000 per annum, or, in round numbers, at least 2 per cent on all the goods taken in and out of Havana.

THE MAINE WILL BE RAISED.

In going to and from the steamers during the past few weeks I have had occasion to pass by the Maine. Only a skeleton of the ship is left above water, and this is red from the accumulated rust. About a year ago a contract was made with the government by an American named De Wyckoff to remove the wreck from the harbor. The work was to be done at the expense of the contractor, who was to pay \$5,000 to Cuba, and in exchange to be given a title to the property. A company with a capital of \$500,000 was incorporated at Washington, D. C., last fall to do this work, and connected with it was Dr. E. L. Corbitt, the well known engineer, and the same is true with the boats from New York. The latter belong to the Ward line, which plies between New York and Mexico via Havana, and also has large steamers sailing to Havana direct. The fastest of these ships make the trip in three days. I understand that the Wards will put on a new line of steamers next year, which will go from New York to Nipe bay, the new port of northeastern Cuba, and that through tickets will then be sold from New York to Havana, landing the passengers at Antilla, the port on Nipe bay, and carrying them across Cuba by railroad. It is probable that ships will be put on from New York to Jamaica, calling at Nipe bay, so that Jamaica passengers will be able to come to Havana on their way to and from New York.

It Has 300,000 People and Grows Rapidly—The Harbor and What Will Be Done With the Maine—New Steamship Lines—Cuba as a Winter Resort—American Tourists—Flagler and Havana Hotels—The Houses of the Rich in the City and Suburbs—What Americans Have Done For Havana.



THE MALACAON AT HAVANA MADE BY AMERICANS.
From a Photograph Taken for the Deseret News by Frank G. Carpenter.

is to be entirely removed by next December.

AMERICAN STEAMSHIPS FOR CUBA.

There are five American steamship companies which now have connection with Havana running regular steamers here from our several ports. They were crowded in last winter and they are making preparations for a great increase of travel during the coming season. I came to Cuba from Mobile on the steamship Saratoga, which is operated by the Hudson company. That service was put on for the first time last season and the vessel has not been able to carry all the passengers. It has been so crowded and has paid so well that Mr. Hudson expects to have additional steamers next year. The trip from Mobile to Cuba is only 40 hours. Leaving Tuesday evening you are landed in Havana Thursday morning after a sea more delightful than that from Baltimore to Boston. The ship is good, the rates are low and the accommodations comfortable.

The Southern Pacific Railway company has a steamer sailing every Saturday from New Orleans which arrives at Havana on Monday. This voyage is from 40 to 48 hours, about 12 hours being consumed in going down the Mississippi river. The Peninsula and Occidental Steamship company has steamers from Tampa, Fla., and also from Miami, which take you in little more than a day from the United States to Havana. The Tampa boats leave Sunday, Tuesday and Thursday nights, and the Miami boats on Wednesdays and Saturdays.

All of these lines are overcrowded, and the same is true with the boats from New York. The latter belong to the Ward line, which plies between New York and Mexico via Havana, and also has large steamers sailing to Havana direct. The fastest of these ships make the trip in three days. I understand that the Wards will put on a new line of steamers next year, which will go from New York to Nipe bay, the new port of northeastern Cuba, and that through tickets will then be sold from New York to Havana, landing the passengers at Antilla, the port on Nipe bay, and carrying them across Cuba by railroad. It is probable that ships will be put on from New York to Jamaica, calling at Nipe bay, so that Jamaica passengers will be able to come to Havana on their way to and from New York.

At present there are regular steamship lines from Copenhagen to Havana connecting this island with Antwerp, Havre and Bilbao, Spain, and Spanish steamers from the Spanish ports which call twice a month. The North German Lloyd has steamers from Bremen to this port and the Hamburg-American has monthly sailings from Hamburg.

OUR NEW WINTER RESORT.

Cuba in fact is fast becoming a winter resort for Americans, and if the present health conditions in this country seem probable, this island will be the Riviera of our continent. There were three times as many American tourists here last year as ever before, and were it not for the lack of hotel accommodations the travel would be enormously increased. In talking with one of the leading railroad managers of Cuba I was told that the several American tourist associations were anxious to send parties to Cuba, but that this was discouraged because there was no place to take care of the crowd. There are only about a dozen hotels in Havana, and these are generally of small capacity. There is no such thing as an American hotel on the island if one expects that at Camaguey, which was opened last January by the Cuba railroad and which has 1,000 beds, a good business, even though it is located in the center of Cuba.

The hotels here are built on the Spanish plan, with enormous rooms and long stairs. Their elevator service is not good and they have had so many Americans this year that they have been able to charge what they pleased and get it. Mr. Plagier, the famous Standard Oil millionaire who runs a big hotel business in Florida, has been looking over Cuba with a view to building some hotels here. If he does so, they will probably be more profitable even than the Florida properties.

The rates at the better class hotels in Havana are from \$3 to \$5 and upward per day on the American plan during the season and about \$2 per day on the European plan between times. Rooms can be rented in different parts of the city, and there are also boarding houses where one can be served at lower rates than at the hotels.

HAVANA HOTELS.

The traveler will find Havana quite as interesting as any city on the continent. Parts of the town seem to be since

out of old Spain. The buildings have thick walls, great windows covered with iron bars, and wide doors and ceilings from 20 to 25 feet in height. The houses are flush with the streets. They are constructed of limestone blocks covered with stucco, which is washed with all the colors of the rainbow. Pink houses, blue houses and yellow houses

join each other in the same block and the whole forms a mass of color which is only equaled by the bright blue of the sky.

Everything is built in the large. The doors are usually double and often 10 feet in height. Sometimes they are of solid mahogany heavily barred and studded. Every door has a knocker

and the knockers are often in the shape of great brass hands, lions' heads or in other quaint patterns. The windows are also large and covered with bars or a lacework of iron. The Cubans do wonderful work in wrought iron, and some of the door screens remind one of the marble lace work at Delhi and Agra. Many of the windows have no glass in them. They are usually open during the evening and one sees the family sitting and chatting in the rooms as he walks the streets.

Nearly every Havana house has a balcony or porch extending out from the second or third floor. In some streets, such balconies are upheld by columns so that one can walk long distances and keep out of the sun.

As you go along the streets you can look through the front doors of these houses into the gardens. The houses have no gardens in front and very few have gardens behind, but nearly all have gardens inside. They are in the patio, or the interior court about which the house is built. Upon this court all the rooms open. The kitchen may face it, and if there be horses and carriages they will have their places in other rooms beyond. Some of the patios are paved, and some have fountains in the center.

The houses of Cuba are nearly all flat roofed. The roof is often used for drying clothes during the daytime, and as a lounging and chatting place for the family in the evening. The latter is especially so of a moonlight night.

THE PALACES OF THE RICH.

Some of the houses I have described belong to Havana's millionaires. This is a wealthy city and it has magnificent residences. Just below the Englaterna hotel, where I am stopping, between it and the sea, the Prado is lined with fine homes, and, indeed, costly houses are to be found here and there all over the city. A curious thing is that the good and bad are mixed together, a carpenter's shop or a blacksmith's establishment often adjoining the house of a rich man, and a cobbler or tinner living below the homes of well-to-do people, which here are largely upon the second floor.

Speaking of the front doors of Havana, I notice that many of them have the keen holes so common in the interior cities of Europe. These are perforated brass slits so fastened over a hole in the door that one can peep out and see who is knocking before she manifests her presence. If the caller is an agreeable person, her ladyship throws open the door and is gladly at home, but on the other hand, if he is a creditor or some one she does not wish to see, he may knock and knock and one will hear, in Europe this contrivance is called a Judas slit.

HAVANA SUBURBS.

Some of the most beautiful homes of Havana are outside the city. The suburbs have been growing ever since the

war, and especially in that quarter beyond the Malacaon facing the sea known as Vedado. Here there are grown up beautiful villas not unlike those of Pompeii, save that they are larger and better constructed. They are nearly all of one story, with massive walls and great columns. They have flat roofs and beautiful porches. These buildings are painted in the most delicate hues, and many of them have gardens filled with roses and other flowers. Royal palms shade them and they lie right on the edge of the sea. Farther out still the other suburbs on the hills overlooking the sea, where the minister from the United States, our consul general and some well-to-do Americans live.

WHAT WE DID FOR HAVANA.

The Americans, indeed, have done much to beautify Havana. The Malacaon at the foot of the Prado is now one of the most beautiful promenades of the world. It was a scene of filth and garbage heap at the time we took hold of the city. We began the sea wall which extends from the Malacaon around the edge of Havana, and this has now been continued on and on until there is a drive facing the sea of several miles. Upon this drive some fine-looking buildings are being constructed, and it may one day be the fashionable part of Havana.

The Prado is the fifth avenue of Havana. It runs out of either end of the central park, extending toward the sea at one end and out through the city on the other. The street is what you see in Philadelphia. It has rows of magnificent trees running through it, with wide cement walks in the center. The Prado was remodeled by the Americans, who constructed these walks, and it is due to them that improvements have been made in the parks. FRANK G. CARPENTER.

Doctors said He would not Live.

Peter Fry, Woodruff, Pa., writes: "After doctoring me two years with the best physicians in Waynesburg, and still getting worse, the doctors advised me if I had any business to attend to I had better attend to it at once, as I could not possibly live another month as there was no cure for me. Foley's Kidney Cure was recommended to me by a friend, and I immediately sent my son to the store for it and after taking three bottles I began to get better and continued to improve until I was entirely well." Sold by F. J. Hill Drug Co.

AS GOOD AS A VACATION.

Rest in a nice Hammock in the shade of your own home. We have the largest assortment and handiest designs on the market. Prices from \$1.50 to \$5.00.

DESERET NEWS BOOK STORE.

6 Main St.

Hardie's Lunch Reservation Town-ship Map and Guide, 15 cents coin, at book stores or 914 So. 2nd West St.

Poulton, Madsen, Owen & Co.'s Great Summer Sacrifice

On The Altar of a Fixed Business Policy Is Now at Hand.

MONDAY MORNING, JULY 17,

Bright and Early the Slaughter of Prices Begins With the Opening of Our



Mid-Summer Clearance Sale

Be sure to come yourself and bring your friends and your son, and your son's friend. If every son's father and every father's son only appreciate what an opportunity this sale offers, they will not fail to take advantage of the prices we offer on our

UNPARALLELED MERCHANDISE

Men's \$30, \$28.50, \$27.50 Single and Double-Breasted Suits	\$26.00, \$25.00, \$23.50, \$22.50—The Pride of the Designer—	\$21.00, \$20.00, \$19.00, \$18.00—Clothes Winners from the word go
\$21.50	\$18.00	\$15.00
\$16.50, \$15.00, \$14.00—Made of Honestly Dependable Fabrics—	\$12.00, \$11.00, \$10.00, \$9.00—Cleverly Cut and Honestly Made	ALL OUTING SUITS SACRIFICED at—
\$11.75	\$7.75	1-3 Off
Golf and Negligee Shirts—50c and 75c.	25% REDUCTION on Our YOUNG MEN'S SUPERIOR TAILORED CLOTHES.	25% Straw Hats Half Price.
33 1/3 OFF!	All BOYS' and CHILDREN'S WASH and BUSTER BROWN SUITS.	33 1/3 OFF!
In Our Other Departments, Reductions Will Be Offered to Satisfy All.		
ALL EXTRA PANTS ONE-FOURTH OFF REGULAR PRICES.		

WHERE THE CLOTHES FIT.

111-113 MAIN STREET.

BARGAIN DAYS



Every day is a bargain day at our thrift emporium both for borrowers and investors. We buy and sell money at low rates of interest, and still manage to pay 6 per cent above expenses. How can we do it?

Our depositors are stockholders. We carry no idle capital. We hold down expenses and makes no losses. Every dollar is earning compound interest.

If you want to join a good co-operative institution, join ours. Protection fund, fully paid up, \$100,000. Under supervision of State Bank Examiner.

Established 1892. Assets \$500,000.00.

Come in for your passbook, or write to us.

Western Loan & Savings Company

49 East First South Street.

P. W. MADSEN, President.

Life-Malt THE TONIC YOU LIKE

The most palatable malt extract on the market. Supplies nourishment to nerves and blood. Gives strength to the weak—energy to the exhausted.

Greatest Strength Builder Known To Medical Science

Clears the complexion, purifies and enriches the blood. For the well to keep well—for the convalescent to get well—quick.

Builds firm, healthy, solid flesh.

At All Druggists

25c a Bottle.
Z. C. M. J. Drug Dept.
Distributors.

