

REPORT UPON
SUGGESTED ADDITIONS AND EXTENSIONS
TO THE CONCESSION OF THE
CAMPAÑA DEL PUERTO.

MARCH 15, 1906.

PERMANENT REPORT FILE
RETURN PROMPTLY

6

WM. BARCLAY PARSONS
CONSULTING ENGINEERS
30 WALL STREET NEW YORK

6

March 15, 1906

Henry Willard Bean, Esq.,
11 William Street,
New York, N. Y.,

Dear Sir:

Complying with your request, we give you below, in separate form, our report upon "Suggested Additions and Extensions to the Concession of the Compania del Puerto," the same being intended as supplementary to our report of even date upon the concession itself.

Santa Catalina Wharf: Directly across the harbor from the head of your proposed docks stands an abandoned building known as the Santa Catalina Warehouse. We do not know the full history of this building, but it suffices that it was built some time ago by the Spaniards, and that it is substantially 570 feet long by 290 feet wide. It is built upon a fill, with cast iron columns and brick walls and cast iron interior columns. There is no roof, there are no windows, and only a few doors remain intact; yet what remains of this building is in first class condition;

and for a comparatively small sum a roof could be built and the doors and windows restored.

Looking at the chart of the harbor, you will at once see the reason for the failure of this warehouse. On the north side there is only about 350 feet of water over twenty feet deep; on the south side there is none over ten feet deep, and in front of the wharf lies the shoal known as Regla Bank. This shoal is supposed to be rock, and the Chief Engineer of the Port so classifies it. From a sample of this rock which we were able to obtain, we should call it "hardpan." In the general scheme of the harbor improvements shown upon the blue print the harbor lines are indicated. The different zones are shown in red, with a figure in each zone indicating the depth to which it is proposed to dredge. You will note that there is no figure upon this Regla Bank, and the officials profess to have no plans for improving it. The easier work before them in other parts of the harbor seems so much more pressing, and yet aggregating a cost so great, that they simply do not consider this matter at all.

Our idea is, that by properly negotiating the

government will allow you to fill this Regla Bank, which, as you may see, has an average depth of water about five feet and in places only two feet. To induce such a concession, you would probably have to agree to dredge to the outer end upon a line somewhere in the vicinity of the line shown on our plan, and perhaps remove the two small shoals nearby known as Bajo de Atocha and Bajo Valdes. We believe this hardpan can be dredged. The excavated material could be used to fill the balance of the bank and make dry land of it.

If you could purchase and restore the old warehouse and fill the space shown on our plans, you could then build docks either way north or south from this made land. Finally, a rail connection could be readily secured, having tracks on the water front in Regla and directly connected with the Eastern Railway yard at that point, as shown upon our plans. From the Eastern Railway the bulk of your export sugar and tobacco would come. Cars could be unloaded directly into your warehouse, or be held in your freight yard in front of the building upon the made land, after which they could be switched upon the docks.

4.

While Havana City remains the chief consumer of imports you could unload ships at your Custom House dock and then send them directly across the harbor to your Santa Catalina docks, where they could be readily loaded, and so save the transfer of the total export tonnage to your city dock, where practically none of it originates. When the traffic of the railroads increases in the course of years, you will have already prepared adequate facilities to meet the new conditions of imports.

Please also note the strategic position these two properties hold at the very gate of the harbor, all incoming and outgoing vessels having to go by your docks in order to get in or out. Under this plan it may be necessary to remove the "Mine." We believe this can be done by your company if the Cuban government cannot be induced to cause its removal.

We were informed that the street railway company tried to buy the Santa Catalina Warehouse but gave it up, finding the property in litigation. We believe, under the laws of eminent domain in Cuba, a railroad franchise

obtained to construct the connecting railroad in Bagla, though it be only about one-quarter mile long, would carry with it the right of condemnation of this building.

San Jose and Felipe. We have noted that there is in front of the San Jose and Felipe powder mills a similar flat which the government does not contemplate removing, and we have prepared upon our map a project for filling a long water front at this point. In its present condition the reparian rights at this point could be secured cheaply, and at some time in the future they would be of great value. This site gives easy access to the Western Railway. It is quite impractical until the government dredges the harbor to the figures indicated on the official plans.

Dredging. We are of the opinion that the harbor mud cannot be successfully dredged until the entire harbor is substantially deepened at one time. Any work done at one place will be rapidly filled in by a flow of mud from adjacent sections, and it is for this reason that it is of such importance that your proposed docks should be located upon what is now deep water.

Faithfully yours,