

1938

Atlantic Gulf and West Indies
Steamship Lines

ANNUAL REPORT
FOR THE TWELVE MONTHS ENDED
DECEMBER 31, 1938

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ANNUAL REPORT

for the twelve months ended

December 31, 1938

Atlantic Gulf and West Indies
Steamship Lines

Published March 31, 1939

New York

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ANNUAL REPORT

FOR THE YEAR 1911

BY THE

COMMISSIONER

OF THE

DEPARTMENT OF

AGRICULTURE

AND

FORESTRY

AND

WATER RESOURCES

STATE OF

MISSISSIPPI

ATLANTIC GULF AND WEST INDIES STEAMSHIP LINES

OFFICERS

MARCH 31, 1939

President

VINCENT K. HULL

Vice President - - - - - C. H. C. PEARSALL
Secretary and Comptroller - - - - - L. D. PARMELEE
Treasurer and Assistant Secretary - - - - - A. G. PLETT
Assistant Treasurer - - - - - C. B. STRAUT

EXECUTIVE COMMITTEE

FREDERIC C. DUMAINE

CHARLES E. DUNLAP

VINCENT K. HULL

ROBERT G. STONE

DIRECTORS

JOHN P. CHASE

CHARLES E. DUNLAP

W. B. MCKINNEY

FREDERIC C. DUMAINE

VINCENT K. HULL

HUBERT E. ROGERS

ROBERT G. STONE

Transfer Agent:

Guaranty Trust Company
of New York
New York, N. Y.

Registrar:

The Chase National Bank
of the City of New York
New York, N. Y.

Annual Meeting: Fourth Tuesday in April at Eliot, Maine
Clerk, ARTHUR E. SEWALL

WHOLLY OWNED SUBSIDIARY COMPANIES

(CAPITAL STOCK ALL OWNED BY ATLANTIC GULF AND WEST INDIES
STEAMSHIP LINES OR SUBSIDIARIES)*

OFFICERS

MARCH 31, 1939

AGWILINES, INC.

Clyde-Mallory Lines: Pier 34, North River, New York, N. Y.

OFFICERS: *President*, Vincent K. Hull; *Vice Presidents*, John E. Craig, A. G. Bates; *Secretary and Treasurer*, A. G. Plett; *Comptroller*, L. D. Parmelee; *Assistant Secretary and Assistant Treasurer*, N. W. Schaack; *Assistant Secretary*, J. T. Castle; *Clerk*, Arthur E. Sewall.

THE NEW YORK AND PORTO RICO STEAMSHIP COMPANY

Porto Rico Line: Pier 13, East River, Foot of Wall Street, New York, N. Y.

OFFICERS: *President*, Vincent K. Hull; *Vice President*, A. G. Bates; *Secretary and Treasurer*, A. G. Plett; *Comptroller*, L. D. Parmelee; *Assistant Secretary*, J. T. Castle; *Assistant Treasurer*, C. Barnwell Straut.

NEW YORK AND CUBA MAIL STEAMSHIP COMPANY

Pier 13, East River, Foot of Wall Street, New York, N. Y.

OFFICERS: *President*, Vincent K. Hull; *Vice President*, A. G. Bates; *Secretary and Treasurer*, A. G. Plett; *Comptroller*, L. D. Parmelee; *Assistant Secretary and Assistant Treasurer*, C. Barnwell Straut; *Clerk*, Arthur E. Sewall.

SOUTHERN STEAMSHIP COMPANY

Broad Street Station Building, Philadelphia, Pa.

OFFICERS: *President*, W. B. McKinney; *Vice President*, T. A. O'Brien; *Secretary and Treasurer*, A. G. Plett; *Comptroller*, L. D. Parmelee; *Assistant Secretary and Assistant Treasurer*, George E. Emes; *Assistant Secretary*, C. Barnwell Straut.

Cherokee-Seminole Steamship Corporation	**Mallory-Gulf Terminal Company
Coamo Steamship Corporation	New York and Miami Steamship Corporation
**Compania Cubana de Navegacion, S.A.	Puerto Rico Navigation Company
Compania Terminal Cubana-Americana, S.A.	San Antonio Company
International Shipping Corporation	San Antonio Docking Company
Linea Ward, S.A.	†The Cuba Hotel, Ry. & S.S. Advertising Co., S.A.

PARTIALLY OWNED SUBSIDIARY COMPANIES

‡The Santiago Terminal Company, 60% owned.

Terminal Naviera, S. A., 50% owned by The Santiago Terminal Company.

* 147,153 shares of the Capital Stock of Agwilines, Inc., and 484,840 shares of the Capital Stock of New York and Cuba Mail Steamship Company are pledged with the Trustee under the Collateral Trust Mortgage securing the Atlantic Gulf and West Indies Steamship Lines 5 Per Cent., Collateral Trust Bonds.

**Inactive.

†In liquidation.

ATLANTIC GULF AND WEST INDIES STEAMSHIP LINES

Pier 13, East River, Foot of Wall Street
New York, N. Y.

March 31, 1939

TO THE STOCKHOLDERS:

Your Board of Directors herewith submits its report for the Company and its subsidiaries for the year ended December 31, 1938.

Consolidated Balance Sheet, Consolidated Profit and Loss Statement and other supporting schedules are included as a part of this report. The Consolidated Profit and Loss Statement of your Company and its subsidiaries for the year 1938 shows a loss of \$883,168.02 after provisions for depreciation and Federal taxes.

The Gross Operating Revenue for the year 1938 amounted to \$23,979,204.47 compared to \$26,230,146.35 for the previous year, a decrease of \$2,250,941.88, or 8.58%. Operating Expenses for the year amounted to \$23,853,251.79 compared to \$25,311,733.82 for the previous year, a decrease of \$1,458,482.03, or 5.76%. The net loss in 1938 was \$883,168.02, compared with a net loss in 1937 of \$317,221.85, an increase of \$565,946.17 in net loss. Of the Gross Operating Revenue the freight revenue for 1938 was \$16,088,988.02, compared with \$17,378,311.21 for 1937, a decrease of \$1,289,323.19, or 7.42%. Passenger revenue for 1938 was \$5,705,874.96, compared with \$6,193,770.06 for 1937, a decrease of \$487,895.10, or 7.88%. All services carried 485,037 tons of freight and 17,888 passengers less in 1938 than in 1937. Freight revenue of both the coastwise and deep sea lines decreased in 1938 compared with 1937. Passenger revenue in 1938 of the coastwise lines increased while that of the deep sea lines decreased by comparison with 1937.

Operating Expenses include Depreciation on Floating Equipment \$1,910,299.46 and Depreciation and Amortization on Terminals, Other Property and Equities \$316,750.84, or a total of \$2,227,050.30.

The cost of fuel oil for the year 1938 was \$2,033,812.48 in comparison with \$2,465,063.02 in 1937, or a decrease of \$431,250.54, which was due principally to the comparative decrease in the average cost of \$0.122 per barrel.

The direct cost of loading and discharging operations over the entire system for the year 1938 increased 1% over 1937 and 18% over 1936; the cost of receiving and delivery of cargo increased 12% over 1937 and 23% over 1936; and the cost of other Terminal operations, exclusive of rent, increased 7% over 1937 and 17% over 1936.

Taxes paid or accrued for the calendar year 1938 totaled \$460,617.76, compared with \$731,084.07 for the previous year, a decrease of \$270,466.31

or 37%. The decrease is principally due to reduction of taxable income and the elimination by Congress of the high tax on undistributed income. There was an increase of \$43,185.51 in unemployment insurance taxes caused by the 3% rate prevailing in 1938 compared with the rate of 2% prevailing in 1937.

Your Company, through two of its subsidiaries has purchased the combination passenger and freight steamships Mexico and Puerto Rico (formerly the Colombia and Haiti, respectively), from Colombian Steamship Company, Inc. The S. S. Mexico was delivered under charter to New York and Cuba Mail Steamship Company on April 27, 1938, for operation between New York and Mexican ports via Havana, Cuba. New York and Cuba Mail Steamship Company assumed title to this vessel as purchaser on December 15, 1938, at a cost of \$1,850,000.00, determined as of April 1938, of which \$370,000.00 was paid partly in cash and partly by credit of charter hire from April 27, 1938, the balance of the purchase price being paid by a series of notes given to the United States Maritime Commission and by a series of notes given to the vendor, which two series of notes were secured respectively by first and second mortgages on the vessel. The S. S. Puerto Rico was delivered under charter to The New York and Porto Rico Steamship Company on April 8, 1938, for operation between New York and Puerto Rican ports. Puerto Rico Navigation Company assumed title to this vessel as purchaser on December 15, 1938, at a cost of \$1,850,000.00, determined as of April 1938, of which \$130,000.00 was paid partly in cash and partly by credit of charter hire from April 8, 1938, the balance of the purchase price being paid by a series of notes given to the United States Maritime Commission and by a series of notes given to the vendor, which two series of notes were secured respectively by first and second mortgages on the vessel. In each instance the notes given to the United States Maritime Commission were guaranteed as to principal and interest by Atlantic Gulf and West Indies Steamship Lines. These vessels were built by the Newport News Shipbuilding and Dry Dock Company in 1932 for a wholly owned subsidiary of Colombian Steamship Company, Inc., at a total cost, including subsequent betterment charges, of \$4,630,863.19. The ships were purchased by Colombian Steamship Company, Inc., from this wholly owned subsidiary company in July 1937, for \$3,777,811.49. They are sister ships of 5,236 gross tons each, 404 feet in length, capable of a speed of 18 knots per hour and fitted with the most modern navigation and safety devices. They were designed for tropical service and are especially equipped for the comfort and convenience of passengers, including air conditioned dining rooms and mechanical ventilation throughout passenger quarters. Each vessel has a tiled swimming pool. The vessels have suitable cargo facilities for the Puerto Rican and Mexican trades including refrigeration for perishables.

The Operating-Differential Subsidy Agreement between the United States Maritime Commission and the New York and Cuba Mail Steamship Company under which the Company is presently operating (referred to in Annual Report for 1937) contained among other provisions a condition which

required that the Company enter upon certain building commitments by December 1, 1938, failing which a proportion of the subsidy monies otherwise earned on certain vessels during 1938 would be forfeited. Subsequent revisions of the Subsidy Agreement extended the date on which the Company must contract for new tonnage to March 31, 1939. The Company has requested that the Maritime Commission grant a further extension of ninety days from March 31, 1939, within which time the Company may contract for the new tonnage.

During the year your Company has prepared data in cooperation with other interested steamship lines, for submission to the Maritime Commission to assist it in presenting recommendations to Congress for modification and changes in the Merchant Marine Act 1938. The Commission has made certain recommendations to Congress having to do with both foreign and domestic steamship transportation and it is hoped that Congress may enact legislation which will improve and further encourage the expansion of the American Merchant Marine.

In September 1938, The New York and Porto Rico Steamship Company in conjunction with other Conference Lines operating between Atlantic, Gulf and Puerto Rican ports, believing that conditions in the trade warranted some increases in freight rates, proceeded to file initial tariffs with the United States Maritime Commission to become effective on and after September 21, 1938, as required by Intercoastal Shipping Act 1933, extended by Congress to cover this trade. These tariffs as a whole were suspended by the Commission and hearings held. The Company has continued to carry freight at the rates indicated on the basis of the same being reasonable rates and the rates required by law to be charged. The Commission has not yet rendered final decision in the matter (U. S. M. C. Docket No. 500 Puerto Rican Rates).

With the exception of a serious longshore strike in Puerto Rico in January and February 1938, your Company has experienced less difficulty with labor. It is felt the leaders are exercising a better control, and have realized that to maintain their organizations on a permanent basis the arbitrary practices which they found necessary in the beginning to establish their positions are no longer good tactics. This with the crystallization of public sentiment in the country at large that labor must take its share of responsibility is, we venture to hope, an indication that labor relations will continue to improve.

The certificate of Messrs. Stewart, Watts & Bollong, Independent Public Accountants, is presented in this report.

By order of the Board of Directors.

VINCENT K. HULL
President.

ATLANTIC GULF AND WEST INDIES
AND SUBSIDIARY

COMPARATIVE CONSOLIDATED BALANCE SHEET

ASSETS		
	1938	1937
PROPERTY AND EQUIPMENT:		
Floating Equipment (Cost).....	\$41,969,485.28	\$38,118,327.21
Land for Transportation Service (Cost).....	3,162,143.79	3,167,143.79
Terminals, Other Properties and Equities (Cost).....	10,070,378.13	9,698,125.58
Charleston Pier Under Construction (Cost).....	—	125,582.25
Total.....	\$55,202,007.20	\$51,109,178.83
Less Reserves for Depreciation and Amortization.....	30,626,312.61	28,460,343.96
	<u>\$24,575,694.59</u>	<u>\$22,648,834.87</u>
UNEXPENDED CASH DEPOSIT FOR RECONSTRUCTION OF CHARLESTON PIER.....		
	\$ —	\$ 104,417.75
OTHER INVESTMENTS:		
Securities of Associated Companies (Cost or Nominal Value) ..	\$ 118,704.55	\$ 118,704.55
Miscellaneous Investments (Cost or Nominal Value).....	29,445.60	31,486.60
	<u>\$ 148,150.15</u>	<u>\$ 150,191.15</u>
GOODWILL AND FRANCHISES (Book Value).....	<u>\$11,807,418.37</u>	<u>\$11,807,418.37</u>
WORKING ASSETS:		
Cash.....	\$ 3,008,955.27	\$ 3,620,920.03
Working Funds.....	77,735.22	91,170.58
Marketable Securities (Market value \$11,753.44).....	10,981.80	—
Traffic Balances Owed by Others.....	69,861.20	73,444.52
Agents' Balances (Net).....	522,833.30	672,229.36
Insurance Claims Against Underwriters.....	273,120.20	171,305.06
Accounts Receivable.....	268,775.31	337,643.39
Materials and Supplies (Cost or Less than Cost).....	278,719.14	350,444.15
Cash Deposited with Trustee for Bond Interest.....	195,137.50	197,992.50
	<u>\$ 4,706,118.94</u>	<u>\$ 5,515,149.59</u>
SPECIAL FUNDS AND DEPOSITS:		
†Insurance Funds (Cash \$146,091.15, Securities at Market \$375,811.81).....	\$ 566,849.23	\$ 523,326.13
†(Securities with a market value of \$129,050.17 deposited as collateral for workmen's compensation and other insurance purposes.)		
Special Deposits (Securities at Market \$278,149.83).....	266,605.80	338,367.98
	<u>\$ 833,455.03</u>	<u>\$ 861,694.11</u>
PROTECTION AND INDEMNITY CLAIMS AGAINST UNDERWRITERS (In Litigation).....	<u>\$ 1,232,500.00</u>	<u>\$ 1,232,500.00</u>
DEFERRED DEBIT ITEMS:		
Insurance Premiums and Rents Paid in Advance.....	\$ 728,562.22	\$ 741,044.47
Open Voyage Expenses.....	472,560.03	470,485.80
Other Deferred Debits.....	189,685.03	87,679.04
	<u>\$ 1,390,807.28</u>	<u>\$ 1,299,209.31</u>
TOTAL ASSETS.....	<u>\$44,694,144.36</u>	<u>\$43,619,415.15</u>

The Atlantic Gulf and West Indies Steamship Lines and certain of its subsidiary companies have no income taxes for the calendar year 1936 in the net amount of \$122,991.87. The Companies are contesting

WEST INDIES STEAMSHIP LINES
 SUBSIDIARY COMPANIES

FINANCIAL STATEMENTS—DECEMBER 31, 1938 AND 1937

	1938	1937
<u>LIABILITIES</u>		
CAPITAL STOCK OF ATLANTIC GULF AND WEST INDIES STEAMSHIP LINES:		
Common Stock—without par value (Capital Stock Liability per share \$40.00):		
Authorized 250,000 shares—Issued 150,000 shares.....	\$ 6,000,000.00	\$ 6,000,000.00
Preferred Stock—\$100.00 par value (5% Non-Cumulative):		
Authorized 99,700 shares—Issued 99,700 shares.....	9,970,000.00	9,970,000.00
	<u>\$15,970,000.00</u>	<u>\$15,970,000.00</u>
MINORITY INTEREST IN CAPITAL STOCK AND SURPLUS OF THE SANTIAGO TERMINAL COMPANY.....	<u>\$ 102,523.94</u>	<u>\$ 103,322.02</u>
LONG TERM DEBT:		
Atlantic Gulf and West Indies Steamship Lines 50 Year—5% Collateral Trust Bonds—Authorized \$13,472,000.00—Issued	\$11,472,000.00	\$11,472,000.00
Less Bonds in Treasury.....	4,177,000.00	4,075,000.00
*Bonds Outstanding.....	\$ 7,295,000.00	\$ 7,397,000.00
* (Certain Stocks of Subsidiaries Pledged as Collateral)		
U. S. Govt. Loans under Merchant Marine Acts, 1920 and 1928 (\$481,698.84 due in 1939).....	5,103,053.16	3,798,992.00
First Mortgage Bonds and Preferred Mortgage Notes of Subsidiary Companies.....	2,473,028.00	1,457,553.00
(\$553,189.00 due in 1939).....		
	<u>\$14,871,081.16</u>	<u>\$12,653,545.00</u>
WORKING LIABILITIES:		
Audited Vouchers and Accounts Payable.....	\$ 1,019,415.13	\$ 1,170,182.76
Traffic Balances Owed to Others.....	82,037.81	123,078.98
Interest Accrued on Long Term Debt.....	26,948.04	21,396.37
Taxes Accrued.....	111,906.98	415,912.12
Coupons Payable.....	195,137.50	197,992.50
	<u>\$ 1,435,445.46</u>	<u>\$ 1,928,562.73</u>
DEFERRED CREDIT ITEMS:		
Open Voyage Revenues.....	\$ 495,713.12	\$ 622,532.35
Other Deferred Credits.....	514,133.73	327,794.46
	<u>\$ 1,009,846.85</u>	<u>\$ 950,326.81</u>
OPERATING RESERVES:		
Insurance Reserves (Funded).....	\$ 566,849.23	\$ 523,326.13
Miscellaneous Operating Reserves.....	255,986.57	216,230.28
	<u>\$ 822,835.80</u>	<u>\$ 739,556.41</u>
RESERVE ARISING FROM REDUCTION IN PAR VALUE OF COMMON STOCK.....	<u>\$ 5,185,428.90</u>	<u>\$ 5,185,428.90</u>
‡ SURPLUS.....	<u>\$ 5,296,982.25</u>	<u>\$ 6,088,673.28</u>
‡ (Represents Balance of Earned Surplus After Deducting Net Capital Adjustments)		
TOTAL LIABILITIES.....	<u>\$44,694,144.36</u>	<u>\$43,619,415.15</u>

have received deficiency notices from the Internal Revenue Agent in Charge asserting additional Federal income tax deficiencies. Contesting these proposed deficiencies.

LONG TERM DEBT
OF
ATLANTIC GULF AND WEST INDIES STEAMSHIP LINES
AND SUBSIDIARY COMPANIES
DECEMBER 31, 1938

Title of Issue	Issued	Cancelled Prior to Jan. 1, 1938	Cancelled in 1938	Purchased by Atlantic Gulf & West Indies S.S. Lines & Subsid.Cos. in 1938	Total Owned by Atlantic Gulf & West Indies S.S. Lines & Subsid.Cos. Dec. 31, 1938	Held by Public or United States Government Dec. 31, 1938
Atlantic Gulf and West Indies Steamship Lines.....	\$13,000,000.00	\$1,528,000.00	\$ —	\$102,000.00	\$4,177,000.00	\$ 7,295,000.00
Collateral Trust Bonds Dated Dec. 9, 1908 Due Jan. 1, 1959 Int. Rate 5% J. & J.	250,000.00	—	—	—	250,000.00	—
San Antonio Company..... Bonds dated Dec. 1, 1906 Due Dec. 1, 1956 Int. Rate 5% J. & D.	500,000.00	283,000.00	14,000.00	1,000.00	163,000.00	40,000.00
Agwilines, Inc., thru merger, has assumed the following bonds: Mallory-Gulf Terminal Co... Bonds dated Dec. 1, 1923 One half due serially to 1941-remainder due Dec. 1, 1953 Int. Rate 6% J. & D.	2,618,000.00	2,094,384.00	174,532.00	—	—	349,084.00
*Cherokee-Seminole S.S. Corp. First Mortgage Notes due serially to 1940 on S. S. Cherokee and S.S. Seminole to 1941 on S.S. Algonquin...	952,500.00	698,500.00	63,500.00	—	—	190,500.00
*New York & Miami S.S. Corp. First Mortgage Notes due serially to 1941 on S.S. Iroquois and S.S. Shawnee.....	2,396,000.00	1,757,063.00	159,733.00	—	—	479,204.00
†New York and Cuba Mail S.S. Co. Preferred Mortgage Notes due serially to 1948 on S.S. Mexico.....	564,375.00	—	—	—	—	564,375.00
†Puerto Rico Navigation Company Preferred Mortgage Notes due serially to 1948 on S.S. Puerto Rico.....	849,865.00	—	—	—	—	849,865.00
U.S. Government Loans under Mer. Marine Acts, 1920 and 1928 Secured by Preferred Mtgs. on certain ships	1,462,500.00	1,170,000.00	97,500.00	—	—	195,000.00
*Coamo S.S. Corp. Notes due serially to 1940 on S.S. Coamo to 1951 on S.S. Borinquen..	1,979,810.00	593,943.00	98,990.50	—	—	1,286,876.50
‡New York and Cuba Mail Steamship Company, thru merger, has assumed the Agwi Navigation Co. Notes on the T.E.L. Oriente, due serially to 1950.....	3,262,500.00	1,141,875.00	163,125.00	—	—	1,957,500.00
†New York and Cuba Mail Steamship Company Notes due serially to 1952 on S.S. Mexico.....	854,583.33	—	—	—	—	854,583.33
†Puerto Rico Navigation Company notes due serially to 1952 on S.S. Puerto Rico...	870,135.00	—	61,041.67	—	—	809,093.33
TOTAL.....	\$29,560,268.33	\$9,266,765.00	\$832,422.17	\$103,000.00	\$4,590,000.00	\$14,871,081.16

*Agwilines, Inc. jointly and severally liable with this obligor.

†Subordinate to Preferred Mortgage held by United States Government on this ship.

‡Atlantic Gulf and West Indies Steamship Lines jointly and severally liable with this obligor.

††Atlantic Gulf and West Indies Steamship Lines has guaranteed payment or purchase of past due principal and interest of these notes.

In addition to the above long term debt the following past due obligations, which have been either issued or assumed by the subsidiary companies named, were outstanding and owned by Atlantic Gulf and West Indies Steamship Lines and/or its subsidiary companies:

\$1,810,000.00 First Mortgage Five per Cent. Sinking Fund Bonds, dated March 18, 1907, matured January 1, 1932, of New York and Cuba Mail Steamship Company. These bonds, which are owned by the Compania Terminal Cubana-Americana, S.A., were extended and the obligation of the Company to pay interest was modified so that interest after March 31, 1938, is payable at the rate of 6% per annum but only if and to the extent that it be earned.

\$ 260,000.00 First Mortgage Five Per Cent. Twenty-Five Year Bonds, dated October 1, 1909, matured October 1, 1934, of Clyde-Steamship Terminal Company.

\$2,099,986.56 Guaranteed Mortgage 5% Debentures, dated June 25, 1915, matured July 1, 1925, of American Cuban Estates Corporation. (Assumed by Compania Terminal Cubana-Americana, S.A.)

FLOATING EQUIPMENT
OWNED AND OPERATED BY
ATLANTIC GULF AND WEST INDIES STEAMSHIP LINES
AND SUBSIDIARY COMPANIES

DECEMBER 31, 1938

<i>Name of Vessel</i>	<i>Gross Registered Tons</i>	<i>Owned by</i>
16—COMBINATION PASSENGER AND FREIGHT VESSELS		
T. E. L. Oriente	11,520	New York and Cuba Mail Steamship Company
S.S. Borinquen	7,114	Coamo Steamship Corporation
S.S. Coamo	7,057	"
S.S. Orizaba	6,937	New York and Cuba Mail Steamship Company
S.S. Siboney	6,937	"
S.S. Yucatan	6,678	Atlantic Gulf and West Indies Steamship Lines
S.S. Iroquois	6,209	New York and Miami Steamship Corporation
S.S. Shawnee	6,209	"
S.S. San Jacinto	6,069	Agwilines, Inc.—Porto Rico Line
S.S. Algonquin	5,945	Cherokee-Seminole Steamship Corporation
S.S. Cherokee	5,896	"
S.S. Seminole	5,896	"
S.S. Puerto Rico	5,236	Puerto Rico Navigation Company
S.S. Mexico	5,236	New York and Cuba Mail Steamship Company
S.S. San Juan	3,511	Agwilines, Inc.—Porto Rico Line
S.S. Ponce	3,506	"
Gross Registered Tons	99,956	
	<i>Dead Weight Tons</i>	
25—FREIGHT VESSELS		
S.S. Agwistar	7,410	New York and Cuba Mail Steamship Company
S.S. Agwidale	7,210	Agwilines, Inc.—Clyde-Mallory Lines
S.S. H. R. Mallory	5,950	"
S.S. Comerio	5,060	Agwilines, Inc.—Porto Rico Line
S.S. Medina	5,030	Agwilines, Inc.—Clyde-Mallory Lines
S.S. Panuco	4,970	New York and Cuba Mail Steamship Company
S.S. Mariana	4,650	Agwilines, Inc.—Porto Rico Line
S.S. Corozal	4,650	"
S.S. Isabela	4,650	"
S.S. Montoso	4,650	"
S.S. City of Philadelphia	4,440	Southern Steamship Company
S.S. Ozark	4,288	Agwilines, Inc.—Clyde-Mallory Lines
S.S. West Texas	4,230	Southern Steamship Company
S.S. San Antonio	4,226	"
S.S. City of Houston	4,145	"
S.S. City of Fort Worth	4,145	"
S.S. Colorado	4,125	Agwilines, Inc.—Clyde-Mallory Lines
S.S. Wichita Falls	4,095	Southern Steamship Company
S.S. City of Dallas	4,095	"
S.S. Oneida	4,092	Agwilines, Inc.—Clyde-Mallory Lines
S.S. Osage	4,080	"
S.S. Alamo	4,070	"
S.S. Brazos	3,460	"
S.S. Norfolk	2,535	"
S.S. Pawnee	1,960	"
Dead Weight Tons	112,216	
	<i>Gross Registered Tons</i>	
6 TUGS—73 LIGHTERS AND 1 OIL BARGE		
5 Tugs	465	Agwilines, Inc.—Clyde-Mallory Lines
1 Tug	197	Compania Terminal Cubana-Americana, S.A
43 Lighters	12,118	Agwilines, Inc.—Clyde-Mallory Lines
7 Lighters	539	Agwilines, Inc.—Porto Rico Line
14 Lighters	4,349	New York and Cuba Mail Steamship Company
6 Lighters	882	Compania Terminal Cubana-Americana, S.A.
3 Lighters	632	The Santiago Terminal Company
1 Oil Barge	529	Agwilines, Inc.—Clyde-Mallory Lines
Gross Registered Tons	19,711	

ATLANTIC GULF AND WEST INDIES STEAMSHIP LINES
AND SUBSIDIARY COMPANIES

SERVICES

DECEMBER 31, 1938

AGWILINES, INC.—CLYDE-MALLORY LINES

New York-Charleston-Jacksonville (Passengers and Freight)
New York-Jacksonville-Miami (Passengers and Freight)
Boston-Charleston-Jacksonville via New York (Freight)
Jacksonville-Miami-Key West-New Orleans (Freight)
New York-Miami-Galveston (Passengers and Freight)
New York-Key West-Tampa (Freight)
Tampa-New Orleans (Freight)

THE NEW YORK AND PORTO RICO STEAMSHIP COMPANY

New York-San Juan, P.R., and Trujillo City (Santo Domingo City) D. R. (Passengers,
Mail and Freight)
New York-San Juan-Ponce-Mayaguez, P. R. (Passengers, Mail and Freight)
New York-San Juan-Puerto Rican outports and Dominican Republic Ports (Passengers,
Mail and Freight)
New Orleans-San Juan and Puerto Rican outports (Mail and Freight)
Mobile-San Juan and Puerto Rican outports (Freight)
Tampa-San Juan and Puerto Rican outports (Freight)

NEW YORK AND CUBA MAIL STEAMSHIP COMPANY

New York-Havana (Passengers, Mail and Freight)
New York-Cuban outports, via Havana (Freight)
New York-Havana-Progreso-Vera Cruz (Passengers, Mail and Freight)
New York-Tampico-Progreso-Puerto Mexico (Freight)

SOUTHERN STEAMSHIP COMPANY

Philadelphia-Houston (Freight)

