

The Irish Presence in the History and Place Names of Cuba

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Abstract

Irish immigrants made history and left their mark on the noble heraldry and the toponymy of the island. This article, penned by the erudite hand of a well-informed chronicler at the Historian's Office of Havana, attempts to rescue from anonymity a wonderful collage of dispersed information and anecdotes that document the enduring Irish influence in Cuba from Spanish colonial times to the early republican era.

The villa of San Cristóbal de la Habana, founded in 1519 on the north coast of Cuba, was visited sixty years later by sailors and passengers from England and other countries. In 1609 the governor Ruíz de Pereda informed the Spanish king that many foreigners were arriving to the island, amongst them Irish people. Due to the lack of experienced seamen, many of these foreigners were enlisted in the Spanish navy.

Political events in England during the seventeenth century, and particularly the clashes between Protestants and Catholics in Ireland, prompted a mass emigration of Irish people to Spain and the protection of the Catholic Monarchs. After the defeat of James II of England and the Catholics in Ireland, whose last stronghold was surrendered in October 1691, several thousand Irish followers of the king left the country, many of them joining the armies of other European countries. For example, for a long period of its history Spain maintained four regiments made up entirely of Irishmen, with their own uniform and officers, some of whom served in the Spanish territories overseas, among them the island of Cuba.

In 1665 Juan Duany, whose father was a native of the province of Connaught, travelled to Santiago de Cuba in the east of the country to take part in that city's fortification works. A son of his named Ambrosio Duany y Fallon, from Briggs in Sligo, laid claim to the status enjoyed by Irish Catholics and allies in the Spanish legal regime by Royal *Cédula* of 28 June 1701. Ambrosio Duany was a consular representative, commander of the city's militia and owner of a

sugar plantation called "Yarayabo". He died in Santiago de Cuba in 1738 and one of his descendants, Andrés Duany y Valiente received the title of Count of Duany in 1864.



Corner of O'Reilly and Tacón streets
at Havana's Plaza de Armas
(Rafael Fernández Moya, 2007)

Throughout the eighteenth century citizens with the surname Duany held office as council members and mayors of the City Hall of Santiago de Cuba. In the middle of the twentieth century a central neighbourhood of the city was named Castillo Duany after Demetrio Castillo Duany, general in the Cuban

Liberation Army and civil Governor during the first American intervention (1898–1902), and a street that leads into the port's Alameda carries the name of Joaquín Castillo Duany, also a general in the Liberation Army. Count Andrés Duany owned land in the modern-day province of Holguín in the east of the island, and his surname is the name of a village near Alto Cedro.

On 26 March 1713 the English Slave-Trading Agreement (*asiento*) was signed, which would remain in force for thirty years, and for this purpose the South Sea Company was created and obtained the monopoly for supplying enslaved Africans to all the Spanish possessions. Ricardo O'Farrill and Wergent Nicholson ran a company in Havana which also had a branch in Santiago de Cuba run by Messrs. Cumberlege and Walsh.

Ricardo O'Farrill y O'Daly was a native of the Caribbean island of Montserrat and a descendant of a family whose lineage traces back to County Longford. He married María Josefa de Arriola y García de Londoño in 1720 and both would establish a prominent family in the administration, economy and cultural development of the country, as well as at the heart of the Spanish-Cuban aristocracy. The surname O'Farrill appears in the family tree of almost all the Havana families with noble titles.

At the beginning of 1721 Ricardo O'Farrill asked to be granted Spanish citizenship and six months later it was public knowledge that he had travelled to Jamaica and brought part of his assets consisting of 236 African men and women of all ages, 260 barrels of flour, other possessions and household furnishings, as well as the materials necessary for the construction of a sugar plantation back in Cuba. On 17 January of the following year a Royal *Cédula* was signed which granted O'Farrill citizenship in Spanish America and a licence to trade there with the status of resident of Havana.

Besides working in slave-trading and the import business, Ricardo O'Farrill became the proprietor of two sugar plantations located in Sabanilla, adjoining Tapaste, situated on the road from Havana to Matanzas. The Tapaste

church was built on land donated by descendants of Don Ricardo, who died in 1730.

It seems Ricardo O'Farrill had his slave depot on a short street known as Callejón de O'Farrill (O'Farill's Alley), which was also called La Sigua and Las Recogidas, situated between Picota and Compostela streets, in the port area and near El Palenque – so called because it was the State's African slave depot. In the present day this place is occupied by the Archivo Nacional (National Archive) building. The corner of Cuba and Chacón streets is where Ricardo's grandson Rafael built his home and is called O'Farrill's Corner. This mansion was restored for private lodging and is now the Hotel Palacio O'Farrill. Nowadays, in one of the capital's neighbourhoods, La Víbora, there is a street called O'Farrill and another called Alcalde (Mayor) O'Farrill, after one of the Irishman's descendants named Juan Ramón O'Farrill, who chaired the City Hall of Havana at the beginning of the twentieth century.

In 1728 the Irishman Santiago Garvey applied for Spanish citizenship. He was based in Santiago de Cuba, where fellow countrymen Juan Francisco Creagh and Juan Rodríguez Kavanagh were also living. The latter, a native of County Waterford, was accused of serving as a pilot for the British troops who landed in Guantánamo Bay that year with the intention of taking control of the eastern region of Cuba.

A powerful British military force attacked the city of Havana in the summer of 1762 and occupied it until July of the following year. Among the members of the senior command of the troops under the command of the Count of Albemarle was the Quartermaster General Guy Carleton, born in Strabane, a town in County Tyrone, in the province of Ulster, who served as the military contingent's quartermaster.

During the British occupation Cornelio Coppinger was a resident in the capital. Originally from County Cork, he worked as a slave-trader with the local authorities' approval. After the evacuation of the British forces, he remained on the island and married the Havana woman María López de Gamarra, with whom

he had four sons who excelled in careers in the military and in government. One of his sons, José Coppinger, an infantry colonel, was Governor of Bayamo, in the eastern region of Cuba (1801), Florida (1817-1820), Veracruz, Mexico, until 1825 and of Trinidad, in the central region of the island (1834-1837). Cornelio Coppinger died in Havana around 1786. The historian Manuel Pérez-Beato states in his book *Habana antigua* that the intersection of Cuba and Acosta streets in Havana was known as Coppinger Corner, but he does not give a reason why.

After signing a peace treaty with England, Spain regained the city of Havana in exchange for Florida. In order to re-establish Spanish control, Ambrosio Funes de Villalpando, Count of Rica and Lieutenant General of the Royal Armies, arrived in Cuba on 3 July 1763 accompanied by several foreign officers in the service of the Spanish crown among whom was General Alejandro O'Reilly, a native of County Meath, assigned to fill the post of second corporal and sub-inspector of the armies on the island, and as such the second military authority in the country.

General O'Reilly finished his mission in Cuba a short time later, but his first-born, Pedro Pablo, formed a Cuban family by marrying the Countess of Buenavista, heiress of the title Marchioness de Jústiz de Santa Ana. As well as these titles, their descendents added to the possession of the family those of Marquis of San Felipe y Santiago and Count of Castillo. However, General O'Reilly is remembered for having organised the military forces on the island and particularly the Black and Mulatto Militias. In honour of his achievements, one of the main streets of the historic centre of Havana was given his name. A stop on the railway line situated in the municipal district Quemado de Güines, in Sagua la Grande in the central region of the country also bears the name O'Reilly.

Warships entered the port of Havana between 3 and 5 August 1780 carrying around eight thousand men under the command of Lieutenant General Victorio de Navia, army general and chief of operations in America.

These troops were made up of the Soria, Aragón, Flandes, Hibernia, Guadalajara and Cataluña regiments, who stayed in the houses and quarters of Guanabacoa, Regla, Jesús del Monte and neighbourhoods outside the walls, with the High Command, generals, other high-level chiefs and also some of the troops staying inside the capital.

That same year Spain reconquered West Florida and under the peace agreement reached in Versailles, in 1783 East Florida was also handed over by England. In order to take possession of the latter territory, on 19 June 1784 Brigadier Vicente de Céspedes left the port of Havana with a force of six-hundred men from the Rey, Dragones and Hibernia regiments, the latter made up of Irishmen.

Several hundred Irish soldiers destined for Florida passed through Havana under the direct command of officers like Lieutenant Colonel Hugo O'Connor, captain in the Hibernia infantry regiment, who was given the command of the Company of Grenadiers of the first battalion of this regiment which was left vacant by the retirement of its leader, Juan Hogan, in August 1784.

In the second half of the eighteenth century various descendants of Domingo Madan y Grant and his wife Josefa María Commyns, both Waterford natives, arrived in Havana from Tenerife, Canary Islands. At the beginning of the next century the Madans had settled in the city and were in business under the company name Madan, Nephews and Son. Later, several of them settled in the Matanzas area and would become part of the Cuban aristocracy with the title Count of Madan. Through marriage the Madans became connected to the Alfonsos who formed a powerful economic group with the Aldamas, linked to the operations of the German bank Schroeder which had its headquarters in England and which financed railway companies in Cuba.

Since colonial times one of the streets in Matanzas, near the bridge of the Yumurí river, was called Madan, as was a neighbourhood of the Carlos Rojas municipal district, also in Matanzas province.

As the eighteenth century was coming to a close, the Spanish Crown assigned the Count of Jaruco and Mopox the mission of heading a Public Works Commission that would be in charge of studying the existing conditions favourable to the colonisation of the island. Among those who formed part of this commission was the navy officer Juan Tirry y Lacy, born in Spain and son of Guillermo Tirry, Grand Standard-bearer of Cádiz and Governor of Puerto de Santa María, who was granted the title Marquis of Cañada de Tirry by Royal Dispatch on 28 September 1729.

Juan Tirry y Lacy was responsible for mapping Isla de Pinos, modern-day Isla de la Juventud, where he went with the mission of analysing the pine trees to see if they could be used for the ships in the Spanish navy. He also wrote a memoir of that region which gave rise to the Reina Amalia colony in 1828. In honour of his contributions to geography, the northernmost point of Isla de Pinos was called Punta de Tirry. In Havana Juan Tirry was the engineer general, was twice mayor of the city and Governor of Matanzas in 1816, a city where one of the streets bears his name. In May 1824 he inherited the title of Marquis Cañada de Tirry, which he retained until he died fifteen years later.

In June 1798 Sebastián Kindelán O'Regan, son of Vicente Kindelán Loterell-Loterelton, originally from Ballymahon in County Longford, was named political and military Governor of the Santiago de Cuba garrison. His sister, María de la Concepción, married to Phillippe O'Sullivan, Count of Berhaven, died in Havana in August 1771. In July 1810 Santiago Kindelán was transferred to Florida with the same position and from there he returned with the rank of King's Lieutenant, and later came to occupy the post of second corporal and sub-inspector of the troops on the island.

Due to the death of Nicolás Mahy in July 1822, Sebastián Kindelán assumed the role of interim Captain General and governed the island for almost a year until May 1823 when Francisco Dionisio Vives took over. He died three years later having retired to his hacienda in Santiago

de Cuba where he had founded an illustrious family. He had attained the rank of Field Marshall. Two geographical points in Cuba bear the name Kindelán, one of them is a Cupeyes neighbourhood in the municipal district of Morón, and the other is a neighbourhood in Matanzas near the border with Sagua la Grande.

During the first third of the nineteenth century there was a wave of immigration towards the island of settlers from different European countries and North America, amongst whom there were also Irish people who participated in the foundation and development of two new towns.

In 1819 on the southern coast of the island's central region on the banks of the Jagua River, a town of the same name was founded, and was later renamed Cienfuegos. The first settlers were from Bordeaux in France, and were joined by settlers from the United States of America. On 30 December of the same year 99 people arrived from Philadelphia, and in this group were the Irish migrants Guillermo Carr, Patricia Collins, Jaime Riley, his wife María Mac Donald and his daughter Ana, Juan Boyle, Cristina Paulinger and their sons Sebastián and Juan, Juan Hotton and his wife María Guerty, Juan Conrad and his wife Luisa Owns, Felipe Honery, his wife Cecilia and son Guillermo, Juan Miller and his wife Lidia Sybbs, a North American, Francis Farland, John Byrnes and Jaime Collins.

On 21 December 1826 a ship called *Revenue* entered Baracoa port in the extreme east of the island with 40 people on board arriving from the United States, who came with the purpose of settling on the banks of the Moa River and forming a colony there. These settlers were mainly from Ireland, Scotland and the United States. The Irish group was formed by the labourers Joseph Ocons and his wife, Richard Powers, his wife and a child, Lawrence Heigar, his wife and a child, Robert Irving, Peter Higgins and Mathew Mac Namara, the carpenters Patrick Ollvan, James Mac Namara, John Blakeney and Simon Dorn, and the blacksmith Michael Mac Namara.

Besides John Byrnes, a settler in Cienfuegos town, in the same period other people of the same name lived on the island, probably his relatives. In June 1855 a boy named Juan Byrnes, whose father was Gregorio and his godmother Margarita Byrnes, was baptised in Havana. This surname became part of the heart of the intellectual community of Matanzas. Firstly, this happened through the educational work of Juana Byrnes de Clayton, the first headmistress of the school for poor girls. This school would later become the Casa de Beneficencia, founded in 1846, and later through the literary work of the poet and revolutionary journalist Bonifacio Byrne (1861-1936), who earned the title of national poet for his patriotic independence work. A street in the Los Olmos neighbourhood in Santiago de Cuba, which bears the name of this distinguished Cuban, is the expression of the permanent tribute paid to him.

The city of Cienfuegos bears the mark of the Irish settlers in its neighbourhood of the north part of the Jagua Bay which has the name O'Bourke and was founded at the end of the War of Independence in a parcelling of lots conducted by Miguel O'Bourke Ramos. Juan O'Bourke, who was born in Trinidad around 1826 and twenty-five years later took part in the armed uprising of July 1851 organised by Isidoro Armenteros, collaborator of the expansionist general Narciso López, lived in this city from 1839. The young revolutionary Juan O'Bourke was arrested and later condemned to ten years in prison in Ceuta from whence he escaped and headed to the United States.

Juan O'Naghten y O'Kelly was originally from Athlone, County Westmeath and travelled to Spain in 1747, where he served at every level of the Irlanda Infantry Regiment. He had attained the rank of brigadier before he died in October 1837. One of his sons, Tomás O'Naghten Enríquez, also an officer in the same regiment and who also came to Havana, died in this city in 1842. The Cuban branch of the O'Naghtens inherited various titles of Spanish nobility through marriage, among them those of Count of Casa Bayona and Count of Gibacoa. Some

family members lived in the Chacón house on the street of the same name on the corner with San Ignacio, in Havana.

The Irish presence was particularly notable during the construction of the island's first railway, from Havana to Güines from 1835 and 1838, as described in Brehony's article in this journal. By Royal Order of 12 October 1834 the Junta de Fomento de Agricultura y Comercio (Agriculture and Trade Board) was authorised to build a railway from Havana to the town of Güines. For this purpose financing was arranged with the English banker Alejandro Robertson, who was an agent of the Railway Corporation of London.

On 31 March 1835 a public document approved by Captain General Miguel Tacón was signed in New York naming Benjamin Wright head engineer and main consultant for the railway project, Alfredo Krueger, first engineer, and Benjamin H. Wright, son of the former, as second in command, directing and carrying out the project. The Junta de Fomento brought the technicians, foremen, superintendents and a group of workers made up of 273 men and 8 women from the United States under contract, among whom were English, Irish, Scottish, North American, Dutch and German labourers. However, they were all identified as Irish, perhaps due to the greater numbers of those of that nationality.

While the work was being carried out, the so-called Irish workers and Canary Islanders were subjected to hard labour beyond their physical endurance, receiving insufficient food in return. Nor were they assured the pay and treatment previously agreed upon. After some weeks putting up with mistreatment and hunger the 'Irish' workers and Canary Islanders decided to demand their rights from the administration of the railway works and when these were not adequately met, they launched the first workers' strike recorded in the history of the island. The repression was bloody; the Spanish governors ordered the troops to act against the disgruntled workers, resulting in injury and death.

The first stretch of railway, to Bejucal, was inaugurated in 1837 and the line from there to Güines was put into service the following year. In 1839 the Villanueva station was built in Havana, on the land where the Capitolio (Capitol Building) is to be found nowadays, following the same architectural style used for that type of building in Europe and the United States. The memory of the Irish and other builders of Cuba's first railway are present in the Cristina Station Museum, the departure point of the old Western Railway.

It has been said that the introduction of the steam engine and other improvements in the sugar industry, Cuba's main economic activity in that period, was mainly the work of North American growers who had settled on the island, particularly in the areas surrounding Matanzas and Cárdenas, north coast districts which, according to the opinion of the Irish writer Richard R. Madden, had more characteristics in common with North American towns than those of Spain.

One of the growers who had come from the United States named Juan D. Duggan was, according to the Cuban chemist and agronomist Alvaro Reynoso, one of the first farmers in the country to plant sugar cane over great distances, while Santiago Macomb, Roberto Steel and Jorge Bartlett were the first to grow sugar cane and made the richness of the soil in the Sagua la Grande region known. The introduction of the steam engine on the sugar plantations resulted in the necessity to hire operators or machinists in the main from the United States and England. After the administrator, the most important job in a sugar plantation was without a doubt that of machinist, who had to work like an engineer because, besides being responsible for all repairs, sometimes they had to come up with real innovations in the machinery.

Some of these foreign technicians living in the Matanzas region became involved in a legal trial, accused of complicity with the enslaved African people's plans for a revolt, which were abandoned in 1844. Six of them were originally from England, Ireland and Scotland: Enrique Elkins, Daniel Downing, Fernando Klever,

Robert Hiton, Samuel Hurrit and Thomas Betlin.

The number of people arrested later grew and all were treated violently during interrogation. In November 1844 the English consul Mr. Joseph Crawford informed the Governor and Captain General of the island, Leopoldo O'Donnell, that the British subjects Joseph Leaning and Pat O'Rourke had died after being released. The doctors who treated them indicated that the physical and moral suffering they had endured in the prison was the cause of death. One of the streets in Cienfuegos was given the name of the infamous Governor of the Island, Leopoldo O'Donnell, who embarked on a bloody campaign of repression against the Afro-Cuban population and against the white people who supported their cause.

One particular case is that of the machinist Jaime Lawton, who prospered as a businessman and was the founder of a family business that his descendants continued until the first third of the twentieth century. He started as a machinist in the Saratoga plantation owned by the Drakes and later entered into partnership with the English ex-consul Carlos D. Tolmé. The two men started operating under the company name Lawton y Tolmé in 1848.

Jaime Lawton was the owner of several *haciendas* in the Matanzas region, among them a sugar plantation located in the town of Ceja de Pablo, another called Mercedita, in Lagunillas, and the Hernaní coffee plantation, bought in 1852, located in the Coliseo region. He was one of the partners of the company that built the Almacenes de Regla (Regla Warehouses) in the south of Havana in 1849-1850, and set up a nail factory in Regla town, on the other side of the bay from the capital. In May 1853 he was an administrator of the Compañía de Vapores de la Bahía (Bahía Steamship Company). When Jaime Lawton died in 1857, a nephew, Santiago M. Lawton, originally from the United States, remained at the head of the business. A few years later, Santiago and two of his brothers, Benjamin E. and Roberto G. Lawton, formed a new commercial enterprise under the name Lawton Hermanos (Lawton Brothers), and in

the 1870s worked as traders, import agents and consignees of boats.

After the death of the brothers Santiago M. and Benjamín E. Lawton, their representative formed his own company in 1895 under the name G. Lawton, Childs y Cía., in which Roberto G. Lawton was a joint partner. The partners of this new company worked as bankers, businessmen and consignees of ships. Around 1915 G. Lawton, Childs y Cía. was being managed by William Wallace Lawton, a former employee who had been born in Havana but retained his US citizenship. One of the capital's residential neighbourhoods owes its name to him as he spent several years in the business of urbanisation of the land in the Lawton subdivision of La Víbora. This activity, begun in the nineteenth century, gained importance in the third decade of the following century, with W.W. Lawton extending his business concerns with the establishment of a company called Compañía Constructora de Cuba S.A. (Cuban Construction Company Ltd.), which built Anglo-Saxon "cottage" style houses. One of the streets of the original lot of land was also called Lawton.

At the end of the nineteenth century and during the first years of the twentieth under the protection of the North American government, the Anglo-Saxon colonies were founded. They were made up mainly of US Americans and Canadians, although there were also a considerable number of English, Germans, Swedes and other nationalities. At the beginning of 1903 there were 37 North American agricultural establishments on the island, ten in Pinar del Río, six in Matanzas, four in Santa Clara, eight in Camagüey and nine in the eastern region. In the Pinar del Río province, near Guadiana Bay, the Ocean Beach colony was organised and to the east was Herradura, the colonial town, close to which many Anglo-Saxons settled.

On 4 January 1900 the first expedition of a colonising movement organised by the North American Cuban Land and Steamship Company arrived in Nuevitas bay on the north coast of Camagüey aboard the *Yarmouth*, and settled on land that was called Valle de Cubitas.

Along with the Americans, people from several European countries also arrived.

At the beginning of 1901 in Isla de Pinos, modern-day Isla de la Juventud, the first two associations of North American colonists had already been set up. One of the territorial companies organised there was called Mc Kinley. In the eastern region Bartle and Omaja were established, two genuine colonies with a considerable number of picturesque bungalows. At the same time, banking firms and sugar monopolies established large sugar cane estates and built sugar factories, chief among them the United Fruit Company, which in 1900 built the Central Boston and five years later Central Preston in Punta de Tabaco, Mayarí, beside which a settlement of the same name was built.

Due to all these circumstances different Anglo-Saxon surnames appear as part of the toponymy of Cuba. Besides those already mentioned, names like Burford, Campbell, Dutton, Felton, Lewinston, Maffo, Morris, Wilson, Woodfred and Woodin are the permanent testimony of the presence of English, Irish and Scottish people in the country's history. On 10 October 1868 the War of Independence against Spain began in the eastern region, headed by Carlos Manuel de Céspedes, who became the first President of the Cuban Republic at war and Father of the Nation. The liberation battle lasted until 1878 and therefore became known to history as the Ten Year War.

From the beginning, the Cuban Liberation Army had the support of patriots who had emigrated to or organised outside of Cuba, mainly in the United States where they raised funds, bought arms and munitions and recruited volunteers who enlisted to fight for the liberation of Cuba from the Spanish yoke. Among the foreign volunteers was the Canadian William O'Ryan. Born in Toronto, in 1869 he put himself at the service of the Junta Cubana (Cuban Board) in New York and joined the expedition on the steamship *Anna*, under the command of Francisco Javier Cisneros. He disembarked on 27 January 1870 near Victoria de las Tunas, in the east of the island. With the rank of colonel, he was part of

the expedition's leadership that also included another colonel G. Clancey, Commandant Carlos Meyer and captains Thomas Lillie Mercer, Ricardo Ponce de León and Simon Grats.

Upon the US American general Thomas Jordan's arrival, who was named Chief of the High Command and later Head of the Liberation Army in the Camagüey region, W. O'Ryan was named inspector and chief of cavalry, before attaining the rank of general. He was sent on a mission to the United States, from where he set out to return to Cuba at the end of October 1873. He sailed aboard the American steamship *Virginus* as part of the leadership of an expedition also led by the generals Bernabé Varona Borrero (Bembeta) and Pedro Céspedes Castillo, as well as the colonel Jesús del Sol.

The *Virginus* was captured by the Spanish warship *Tornado* off Cuban waters and was towed into the bay of Santiago de Cuba on 1 December. Five days later, by order of the Spanish authorities, all the leaders of the revolutionary expedition were executed, O'Ryan among them. On 7 December the ship's captain, Joseph Fry, and 36 members of the crew, were executed, causing a diplomatic and political conflict between Spain and the United States. In honour of the independence fighter O'Ryan a street of the Sagarra subdivision in Santiago de Cuba was given his name.

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Notes

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Documents

Archivo Nacional de Cuba; Fondos Gobierno General Gobierno Superior Civil; Junta de Fomento; Realengos; Escribanías; Comisión Militar.

Table 1: Geographic location of place names

<i>Place Name</i>	<i>Location</i>
Bartle	Victoria de las Tunas, eastern region
Burford	Camagüey
Byrne, Bonifacio	Street in Santiago de Cuba
Campbell	Railway stop, Las Tunas, eastern region
Duany Cinco	Neighbourhood in Alto Cedro
Duany, Castillo	Central neighbourhood in Santiago de Cuba
Duany, J. Castillo	Street in Santiago de Cuba
Dutton, Cayo	Cayo on the north coast, Sabana Archipelago, central region
Felton	Mayarí, eastern region
Kindelán	Neighbourhood in Martí, Matanzas
Kindelán	Neighbourhood in Cupeves, Morón district, Camagüey
Kindelán, Loma de	Neighbourhood in Velazco, Ciego de Avila
Lawton	Neighbourhood and street in La Víbora, Havana
Lewinston	Cacocum, Holguín, eastern region
Madan	Neighbourhood in Carlos Rojas, Matanzas
Madan	Street in Matanzas
Maffo	Contramaestre, eastern region
Mc Kinley	Isla de la Juventud, formerly Isla de Pinos
Morris	Ciego de Avila
O'Bourke	Neighbourhood in Cienfuegos
O'Donnell	Street in Cienfuegos.
O'Farrill	Street in the La Víbora neighbourhood, Havana
O'Farrill, Alcalde	Street in the La Víbora neighbourhood, Havana
O'Reilly	Street in Old Havana, historical centre of the capital
O'Reilly	Railway stop in Quemado de Güines, Sagua la Grande
O'Ryan, W.	Street in Sagarra subdivision, Santiago de Cuba
Preston	Punta de Tabaco, Mayarí
Tirry	Street in Matanzas
Tirry, Punta de	Northernmost point of Isla de la Juventud
Wilson, San Juan de	Matanzas
Woodfred	Mayarí
Woodin	Florida, Camagüey