

INTERNATIONAL UNION OF AMERICAN REPUBLICS

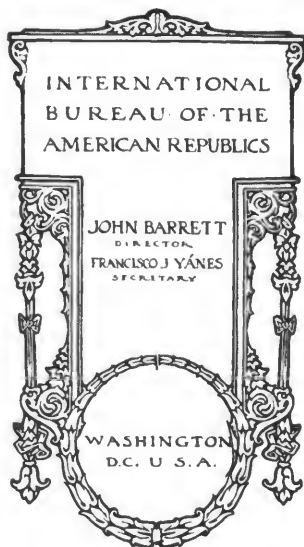
BULLETIN
OF THE INTERNATIONAL UNION OF THE
AMERICAN
REPUBLICS

MAY

1909



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TABLE OF CONTENTS

	Page.		Page.
Editorial Section	747	BOOK NOTES	767
Pan-American dinner—Work of the Pan-American Committee—Growing popularity of the MONTHLY BULLETIN—New Minister of Venezuela—New handbook of Chile—New United States Minister to Colombia—Visit of a noted Brazilian editor—New Cuban Minister to the United States—A Buenos Aires journalist in Washington—Official opera houses and theaters in Latin America—United States Minister to Chile—Exposition at Quito—Exposition at Buenos Aires—Consul-General of Costa Rica in the United States at New York—New building of the International Bureau—Pan-American address of Congressman Landis—United States Consul-General at Havana—Lectures by Mr. E. M. Baxter on Latin America—United States Consul at Bahia—A lecture on the Panama Canal—The Lake Mohonk Peace Conference—The Bureau and the new United States tariff bill—Messages of Latin American Presidents—Projected International Students' Congress—Bolivian tin in 1908—Brazilian participation in international conferences—Chilean railways and commercial development—Colombian trade and progress—Cuban crops in 1908—Dominican conditions—Message of President Diaz—Industrial development of Panama.		Brazilian National Exposition of 1908—Antiquities of eastern Mexico—The maker of modern Mexico—Asphalts, their sources and utilizations—Population, history, and resources of Cuba—The Isle of Pines—Annual report of the Auditor for Porto Rico—Maps of northern Mexico—Picturesque, political, and progressive Mexico—Mexican trails—Latin-American publications—Principal species of wood—Directory of domestic engineering—Harbor works at San Antonio, Chile—The government of American cities.	
		WHAT IS IN THE MAGAZINES	772
		Mineral wealth of America—Man and climatic change in South America—Regional groups of Atacama—The United States as part of a United America—The first letter written in America—Easter Island—The situation at Panama—Mexico's experiments in finance—The arising of a greater Mexico—Argentine investigation of educational methods in the United States—"Revista Histórica" of the Montevideo University—Mining in Antioquia, Colombia—Mexican mining enterprise—Guatemala and the Guatemalan situation—The coming exposition on the Pacific coast—South America as a factor in United States trade—Topography, geology and inhabitants of Haiti—Latin-American	

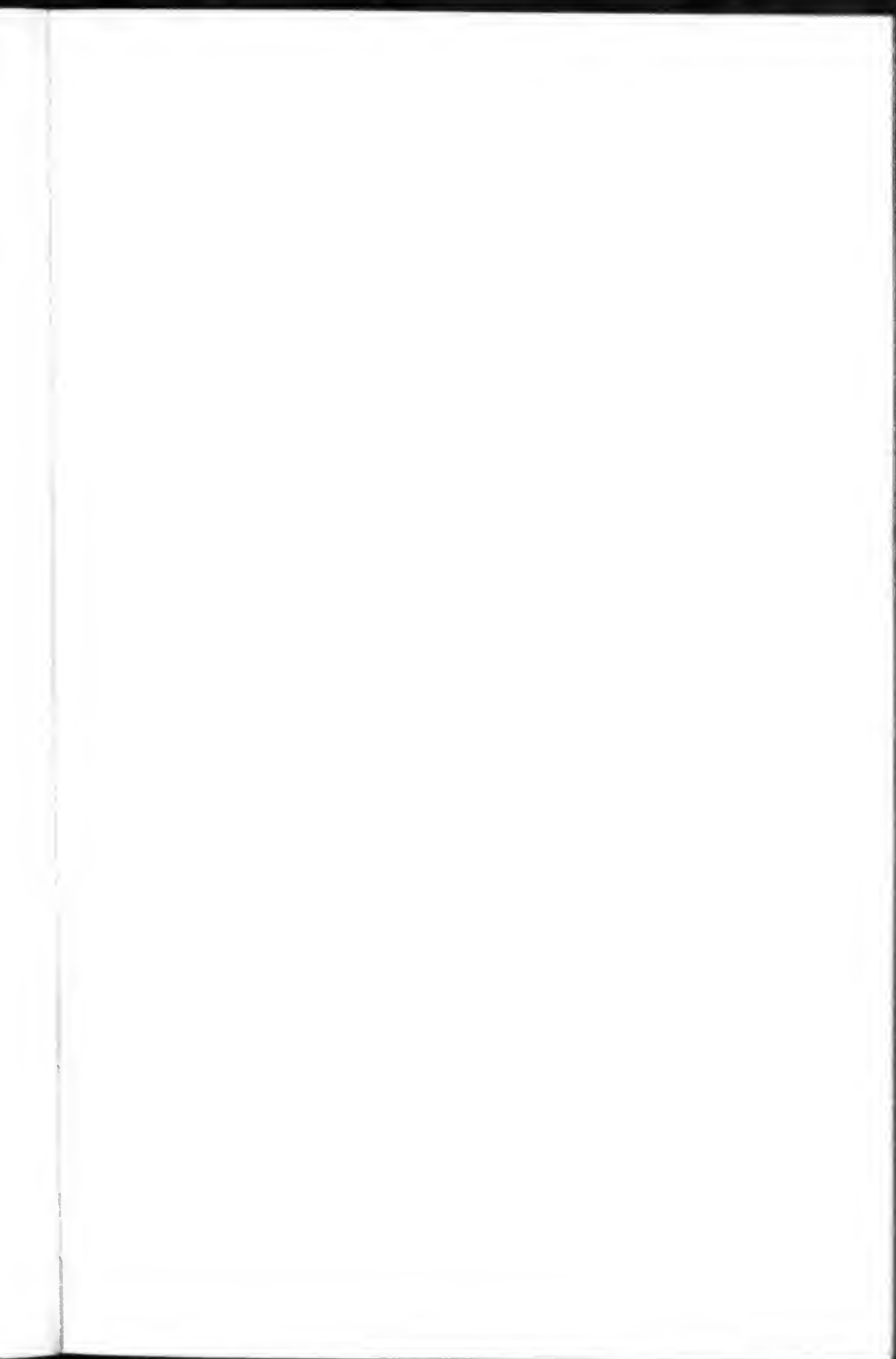
	Page.		Page.
affairs discussed in "Industria"—		Flags and Coats of Arms of the	
General conditions in Panama—		American Republics:	
Chilean consideration of the		DOMINICAN REPUBLIC	904
United States Department of		National Holidays of the American	
Agriculture—Mexico to-day—		Republics:	
Results of the Swedish Magel-		DOMINICAN REPUBLIC	906
lanic expedition—Argentine Ant-		Subject-Matter of Consular Re-	
arctic meteorological station—		ports.	907
Mexican manuscripts in the de-		ARGENTINE REPUBLIC	910
velopment of writing—Mineral		Foreign commerce in 1908—Re-	
Bureau at Bogota—Coffee and its		ceipts and expenditures in 1908—	
cost—Type of canal at Panama—		Imports of agricultural imple-	
Convict life in Cuba—Cruise after		ments—The port of Buenos Aires	
sea elephants—Beyond the Mexi-		in 1908—Live-stock shipments in	
can Sierras—Argentine fishes—		1908—Refrigerated meat exports	
Coffee plantations of Venezuela.		in 1908—Distribution of customs	
Latin-American Notes	779	receipts, 1908—Conditions of the	
The Month of May in Pan-Ameri-		port extension contract—Immigra-	
can History	783	tion in 1908—Bank statement,	
Flags of the Western World		1908—By-laws of the Conversion	
(Poem)	786	Office.	
Pan-American Dinner	787	BOLIVIA	918
Theaters and Opera Houses in		Tin production in 1908—Commerce	
Latin America	811	via the Argentine Republic—Ex-	
Piping Oil from Ocean to Ocean ..	828	portation of gold coins—Repeal	
Betterment of Mail Facilities with		of surtax on customs duties—	
Latin America	837	Bank profits in 1908.	
Reception of new Cuban Minister		BRAZIL	920
in the United States	850	Coffee movement in 1908—Imports	
Corsos, Paseos, and Promenades		of flour in 1908—Projected tariff	
in the American Republics	852	revision—Brazilian sugar and the	
Municipal Organization in Latin		Brussels convention—Exports of	
America—		hides—New steamship service—	
LIMA	856	Report of the Santos Dock Com-	
Visit of the United States Fleet		pany—Modification of plans for	
to Guatemala	869	port improvement at Bahia—New	
Reception of the United States		coastwise navigation service—	
Fleet in Salvador	877	New industrial companies—Rail-	
Argentina's Tribute to the First		way notes.	
Minister from the United States ..	878	CHILE	924
The Argentine Railway Exhibi-		Foreign commerce in 1908—Award	
tion in 1910	882	of the contract for the Arica-La	
Participation in the Quito Expo-		Paz Railway—Budget for 1909—	
sition	894	Bids for the Longitudinal Rail-	
Indorsement of the Work of the		way—Nitrate report and propa-	
Bureau	898	ganda—Mining in the Republic—	
Public Debt Service in Latin		Status of crops—Customs receipts	
America	899	of Antofagasta—Customs receipts,	
Export Tax on Coffee in Latin		January, 1909—Railroads in con-	
America	900	struction in December, 1908.	
Yale University's Interest in the		COLOMBIA	930
Latin American Countries	901	Message of the President—Foreign	
		trade in 1908—Increase of im-	

TABLE OF CONTENTS.

VII

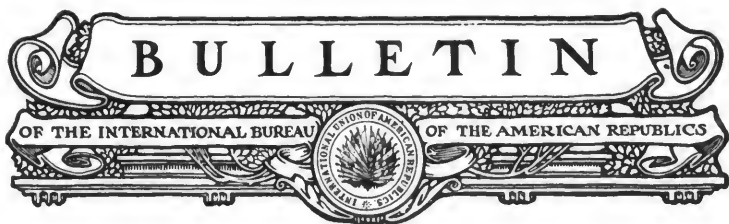
Page.	Page.
port duties on salt—Posts and telegraphs — Railway connections between Bogota and the coast—Construction and conservation of public highways—The milling industry—Americans interested in gold mining—Extension of the Barranquilla street railway—Bridle path from Manizales to the San Juan River—Gold dredging in the Patia and Telembi rivers.	MEXICO 944
COSTA RICA 935	Message of the President—Sugar production in 1907-8—Continuation of reduced wheat duties.
The National Society of Agriculture.	NICARAGUA 949
CUBA 936	Tariff reduction at Atlantic ports—Trade and industries at Cape Gracias a Dios.
Sugar production and export—The tobacco crop of the Republic—Sanitary conditions of Havana—Exports of pineapples.	PANAMA 950
DOMINICAN REPUBLIC 939	Budget for 1909-10—Public improvements—Establishment of a brewery and a sugar factory—Exemption of certain property from taxation—Refund of import duties on reexported merchandise—Postal convention with Italy.
Message of the President.	PARAGUAY 952
ECUADOR 940	Revenues of Asuncion, 1908.
The cacao crop in 1908—Municipal improvements at Guayaquil.	PERU 952
GUATEMALA 941	Fertilizers in the Republic.
Message of President Estrada Cabrera.	SALVADOR 953
HAITI 943	Message of the President—Stamp revenues in 1908.
Exports in 1906-7—Agricultural development.	URUGUAY 954
HONDURAS 944	Message of President Williman—The Midland Railway in 1908—The Bank of the Republic in 1908—Montevideo tramways in 1908.
Financial statistics.	VENEZUELA 958
	Foreign commerce, first half of 1908—General statistics.







SEÑOR DON ELIODORO VILLAZÓN,
ELECTED PRESIDENT OF BOLIVIA ON MAY 2, 1909.



BULLETIN
OF THE INTERNATIONAL BUREAU OF THE AMERICAN REPUBLICS

VOL. XXVIII.

MAY, 1909.

NO. 5.

The Pan-American dinner given in Washington by the Director of the International Bureau on the night of Thursday, April 15, 1909, to the Secretary of State of the United States and the Latin-American Ambassadors and Ministers in Washington, who in turn constitute the Governing Board of the Bureau, is described in full elsewhere in this issue of the BULLETIN. Without unduly praising a function of which the head of this institution acted as host, it is no exaggeration to state that it was a notable event in many respects, especially in view of the speeches made and the varied interests represented by the guests. The speakers of the evening, introduced by Director Barrett, in his capacity of toastmaster, were the Vice-President of the United States, Speaker of the House of Representatives, the Secretary of State of the United States, the Ambassador of Brazil, the Minister of Costa Rica, the Minister of Argentina, Senator ELIHU ROOT and Hon. CHAMP CLARK, the minority leader of the House of Representatives. Among the 160 other guests, aside from the diplomatic representatives of the 20 Latin-American Republics, were several members of President TAFT'S Cabinet, Justices of the Supreme Court, many Senators and Representatives, leading clergymen, chiefs of government bureaus, editors and newspaper correspondents, as well as representative business men from New York and other cities. It was a social occasion distinctly Pan-American in character, whose purpose was the emphasizing of the importance of Pan-American affairs at the beginning of a new presidential administration in the United States. Seldom have finer and more informatory addresses been delivered at any banquet, and the extended notices of the event published by the Washington and New York papers show their appreciation of its significance. The Director takes advantage of this opportunity to thank all those who were in attendance for their presence and for the assistance thereby given in making the dinner a success.

WORK OF THE PAN-AMERICAN COMMITTEE.

The Pan-American Committee of the United States has amply justified its appointment. It has given a great deal of attention to Pan-American affairs, and specially to the programme for the next International Conference which will be held in Buenos Aires in the summer of 1910, and has prepared for the Secretary of State of the United States memoranda covering subjects that in its opinion might be discussed at the Conference. These suggestions have proven of great value to the programme committee of the Governing Board of the International Bureau in outlining its report to be submitted by the different members of the Board to their respective governments. A meeting of the Pan-American Committee of the United States was held in the room of the Director of the Bureau on Thursday morning, April 15, when the subjects which might come before the Conference were most carefully discussed, especially with reference to the interests of the Latin-American countries. Prominence was given to the idea that the Pan-American Committee of the United States should consider the various points to be discussed from the view point of both South and Central America as well as from that of the United States in order that there might be better prospects of obtaining actual results at the Conference. The committee feels that if these Conferences are to be a continued success something other than assembling for the framing of conventions and resolutions must be effected. Unless their acts are ultimately acted upon by the different governments little permanent good is accomplished.

THE GROWING POPULARITY OF THE MONTHLY BULLETIN.

A gratifying proof of the usefulness of the BULLETIN and of the appreciation of its improved quality is the remarkable increase in the number of quotations from it appearing in the press, not only of the United States, but of Europe and South America. Where the BULLETIN was quoted once two years ago, it is now cited as an authority fifty times. The editorial references, moreover, to the work of the Bureau and to the educational character of the BULLETIN are so numerous as to be positive evidence of the development of interest in Latin-American affairs, which is one of the aims of the International Bureau. The Director can not possibly acknowledge all of the kind references that are being made to the Bureau, the BULLETIN, and to the efforts of himself and his efficient staff, but he desires to take advantage of this opportunity to thank the editors and others who without solicitation are making these encouraging observations. He also wishes it distinctly understood that he does not in any sense resent criticism. He is always glad to receive any kindly suggestions that will strengthen the International Bureau in its efforts to promote commerce and comity among the American Republics.



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DOCTOR PEDRO EZEQUIEL ROJAS,

Envoy Extraordinary and Minister Plenipotentiary of Venezuela in the United States.

THE NEW MINISTER OF VENEZUELA.

The BULLETIN takes pleasure in extending a cordial welcome to Dr. PEDRO EZEQUIEL ROJAS, new Venezuelan Minister in the United States and as such the representative of his country on the Governing Board of the International Bureau of the American Republics. Doctor ROJAS is one of the most prominent men of Venezuela, having served his country for some years as Minister of Foreign Affairs, and also as diplomatic envoy to several Latin-American countries. Doctor ROJAS was formally received by President TAFT on May 4 when the customary expressions of welcome and good will were exchanged.

A NEW HANDBOOK ON CHILE.

In a short time the Bureau will bring out a Handbook on the Republic of Chile. The bulk of the manuscript has been in the possession of the Bureau for nearly three years, but the printing has been delayed because of lack of funds. The statistics and other important data have been brought up to date, and it is hoped that it will prove a useful and reliable book in regard to the country it describes. Only those familiar with the amount of material which the International Bureau is sending out can appreciate the growing demand all over the world for dependable reports on the different American Republics. If this institution had ten times as much money as it now has to expend on various free publications descriptive of Latin America, it could not meet in full the requests which come from all sections of the United States and other countries. It is necessary at times to discriminate and send pamphlets where it is believed they will do the most good. Many people are in the habit of asking for everything which the Bureau has for free distribution just in order to see what there is in the collection which will interest them. It can be easily understood that if the Bureau answered without restriction all demands for its printed matter, it soon would be stripped of everything on its shelves.

THE NEW UNITED STATES MINISTER TO COLOMBIA.

Hon. ELLIOTT NORTHCOTT, the recently appointed United States Minister to Bogota, Colombia, was born in Clarksburg, West Virginia, about forty years ago. After obtaining a public school education Mr. NORTHCOTT, early in life, went to Colorado and Nebraska, where he learned something about banking. Later he returned to West Virginia, settled at Huntington, studied law at the University of Michigan, and upon beginning the practice of his profession was elected city attorney. Mr.



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HONORABLE ELLIOTT NORTHCOTT,
Envoy Extraordinary and Minister Plenipotentiary of the United States in Colombia.

NORTHCOTT'S rise in the legal and political world was rapid; he was soon appointed assistant to the United States district attorney, where his ability attracted the attention of President ROOSEVELT, who appointed him United States district attorney, which position he has recently vacated to accept the post of Minister to Colombia. In 1904 he was chairman of the Republican state committee of West Virginia, and in 1905 was appointed and confirmed collector of internal revenue for the same State, but declined the appointment. Mr. NORTHCOTT is one of the most brilliant and successful lawyers of West Virginia, and the country is fortunate in securing the services of so able a gentleman in the Diplomatic Service.

THE VISIT OF A NOTED BRAZILIAN EDITOR.

It has been a pleasure for the Director to welcome to the United States and Washington Dr. JOSE CARLOS RODRIGUES, the editor and proprietor of the "*Jornal do Commercio*," of Rio de Janeiro. It is not often that this country is visited by so representative and influential a journalist as Doctor RODRIGUES. It would be fortunate for the relations of North and South America if more of the editors of both sections of the Western Hemisphere could exchange visits and gain that information first hand which is so important to the understanding of international relations. Doctor RODRIGUES has made a reputation for himself all over the world, and his paper is recognized everywhere as one of the best newspapers of Latin America. It is greatly to the credit of its editor and proprietor that it has been built up so successfully into a valuable property. The principal newspaper men of Washington have had much pleasure in meeting Doctor RODRIGUES, and during his stay in this country he has been the recipient of many courtesies. He was received by President TAFT, with whom he had a lengthy discussion of Pan-American affairs. He was present at the Pan-American dinner given by the Director, and was the guest of honor at a beautiful banquet arranged by the Brazilian ambassador, Mr. NABUCO, on May 6, to which were invited the members of the famous Gridiron Club, an organization made up of prominent newspaper correspondents in Washington.

THE NEW CUBAN MINISTER TO THE UNITED STATES.

Gen. CARLOS GARCIA VELEZ, who has been named minister of Cuba in the United States, is cordially welcomed by the BULLETIN to the Governing Board of the International Bureau of American Republics. Gen. GARCIA VELEZ, who is a son of Gen. CALIXTO GARCIA, one of the distinguished heroes of the war which resulted in Cuban inde-



DR. JOSÉ AGUSTÍN ARANGO, FIRST VICE-PRESIDENT AND SECRETARY OF STATE OF THE
REPUBLIC OF PANAMA, WHO DIED MAY 10, 1909.

Doctor Arango was first President of the Provisional Government of Panama after its independence, and as Envoy Extraordinary and Minister Plenipotentiary of Panama in Washington; was a member of the Governing Board of the International Bureau of the American Republics. Doctor Arango was one of the most prominent citizens of Latin America.



pendence, has served his country with zeal and enthusiasm. He was educated in Spain and the United States, and served in Cuba under Generals SHAFER, LAWTON, WHEELER, and LUDLOW. He is not unknown in diplomatic circles, having been named as Minister to Mexico upon the establishment of the Cuban Republic.

A BUENOS AIRES JOURNALIST IN WASHINGTON.

Among the recent visitors to Washington from South America has been Mr. LEOPOLDO GRAHAME, formerly the editor and proprietor of the "Herald," one of the leading English publications of Buenos Aires, Argentina. Mr. GRAHAME, although an Englishman, has resided many years in Argentina, and now makes that Republic his home. He is greatly interested in the question of the development of closer relations of commerce and friendship between Argentina and the United States and the countries of Europe. He believes that Argentina has a wonderful future before it, and that Buenos Aires must become one of the great commercial entrepôts of the world. Mr. GRAHAME was one of the guests of the Pan-American dinner given by the Director, and was presented during his stay in Washington to President TAFT and Secretary KNOX. He is executing a semi-official mission for the Argentine Government in investigating economic and commercial conditions in the United States, and is also acting as a correspondent for "*La Prensa*," of Buenos Aires.

OFFICIAL OPERA HOUSES AND THEATERS IN LATIN AMERICA.

Latin America has much to teach to the United States in the attention which it gives officially to the advancement of art along theatrical and operatic lines. Nearly every Latin-American capital has a national opera house or a municipal theater supported by the national or local government. From this governmental interest the public receives a highly beneficial effect. It is admitted the wide world over that there is no more civilizing and uplifting influence than good music. This fact is recognized by the Latin-American governments in that the majority of them assist, by direct or indirect appropriation of funds, the production of the best class of operas. In this issue of the BULLETIN is an interesting and instructive article on the national and municipal theaters and opera houses in Latin America. The photographs alone of the buildings show how much more progress Latin America has made in this direction than has the United States. For example, the new opera house in Buenos Aires must be classed as one of the most costly and magnificent in the world. It ranks with similar buildings of Paris and Vienna, and is far ahead of anything that has ever been constructed in the United States.

UNITED STATES MINISTER TO CHILE.

Hon. JOHN HICKS, the retiring Envoy Extraordinary and Minister Plenipotentiary to Chile, was born at Auburn, New York, April 12, 1847. At the age of 6 years his parents removed to Wisconsin, where he received his education in the common schools and the Lawrence University at Appleton. He left this institution at the age of 20 years and engaged in newspaper work on the "Oshkosh Northwestern" at Oshkosh, Wis-



HON. JOHN HICKS RETIRING MINISTER OF THE UNITED STATES TO CHILE.

consin. Three years later he purchased a half interest in the newspaper and, together with his partner, the late Gen. THOMAS S. ALLEN, published the paper until 1884, when he acquired the latter's interest, associating with him a number of young men in the management of the company. In 1899 he was appointed Minister to Peru by President HARRISON and continued in this capacity until 1903. In July, 1905, he was accredited to his present post. Mr. HICKS is the author of "The Man from Oshkosh," and has in course of publication another novel, entitled "Something About Singlefoot."

THE COMING EXPOSITION AT QUITO, ECUADOR.

Interest seems to be growing in the National Exposition which is soon to be held in Ecuador. The inquiries coming to this Bureau from manufacturers are indicative of a desire to participate. The Commissioner-General of the United States, Hon. E. H. WANDS, is devoting his attention assiduously to the preparation of the exhibit of the United States, and the Bureau has recently received a call from Mr. S. H. CARR, a gentleman who is trying to induce various groups of manufacturers to join forces in order to pay the expenses of sending exhibits to Quito. Mr. CARR comes highly recommended to the Bureau, and the Director hopes that he may be successful in his efforts. Mr. CARR's idea is that whereas individual manufacturers may not feel justified in incurring the expense of shipping and installing exhibits, they might be inclined to do so if the cost were reduced to a minimum through cooperation. Attention is invited to a short article in this issue by Commissioner WANDS on the Ecuadoran Exposition.

THE EXPOSITION AT BUENOS AIRES, ARGENTINA, IN 1910.

Several times heretofore reference has been made to the Exposition which is to be held at Buenos Aires, the capital of Argentina, next year. Recently the Bureau has received official pamphlets containing the rules and regulations of the Exposition. In this connection attention is called to the BULLETIN article entitled "The Argentine Railway Exhibition in 1910," covering the rules and regulations for intending exhibitors. In view of the remarkable commercial and material progress of the Argentine Republic and the growth in population and trade of Buenos Aires, its capital, it is hoped that a large number of people, not only from the United States but from the other American Republics and Europe, may see fit to attend this Exposition. It ought to furnish an occasion for thousands of travelers from the Northern Hemisphere to take advantage of an opportunity to get acquainted with the Southern Hemisphere. South America is always worthy of a visit from thinking men, and provides abundant attraction for persons wishing to know what is going on in other parts of the world than their own; but this Exposition will give additional impetus toward the movement to awaken the attention of the world at large to the progress and possibilities not only of Argentina but of the other Republics south of the equator. It is high time that much of the travel of the United States which goes to Europe and the Orient, year after year, should be turned southward. There could be no stronger influence for the encouragement of better understanding between North and South America than that there should develop in the near future a great exchange of travelers.



DOCTOR JUAN J. ULLOA,
Consul-General of Costa Rica to the United States at New York.

CONSUL-GENERAL OF COSTA RICA TO THE UNITED STATES AT NEW YORK.

JUAN J. ULLOA was born at San Jose, Costa Rica, May 22, 1857, and comes of one of the oldest and most influential families of his country. He received his education at the College of San Luis, in Cartago, taking his degree of A. B. at the age of 15, and soon after coming to New York, where he studied medicine, graduating from the medical department of the University of New York in 1877. He practiced his profession in New York until 1879, when he returned to Costa Rica and continued his practice with great success. As one of the delegates to the First Pan-American Medical Congress he advocated the establishing of a system of uniform quarantine legislation for the American continent, which was the starting point for subsequent international sanitary legislation among the American Republics. He served his country with distinction in various capacities, and in 1898 was appointed Consul-General of Costa Rica in the United States, which post he still holds, having been reappointed by the succeeding governments of his country.

Doctor ULLOA is prominently connected with the International Sanitary Congress and is a member of many medical societies in the United States and Latin America.

 THE NEW BUILDING OF THE INTERNATIONAL BUREAU.

On May 11, 1908, about one year ago, the corner stone of the new home for the International Bureau was laid with impressive ceremonies. Notable addresses, it will be remembered, were made by the President of the United States, Secretary of State ROOT, the Brazilian Ambassador, Mr. NABUCO, Mr. ANDREW CARNEGIE, and Cardinal GIBBONS, and nearly 4,000 people, representing the official and social life of the National Capital, were present. Contrasting that scene with the present progress of the building, it is gratifying to note that it is rapidly nearing completion. The roof is almost completed, and in a short time the plastering of the interior will begin. Its noble proportions are attracting the attention of architects and aesthetes who visit Washington. Standing as it does at the approach to Potomac Park, its beauty is being commented upon by all those who drive to the new esplanade. The day that the latter was inaugurated by President and Mrs. TAFT, the great majority of people coming and going in carriages and automobiles, stopped to admire the building and comment favorably on the progress that is being made toward its completion.

PAN-AMERICAN ADDRESS OF CONGRESSMAN LANDIS.

It is seldom that the House of Representatives of the United States listens to a more comprehensive and forceful address than that delivered

by Hon. CHARLES B. LANDIS, late Member of Congress from Indiana, and a prominent member of the Foreign Affairs Committee of the House, in the closing days of the Sixtieth Congress. It was an earnest, logical, and convincing appeal for the improvement of steamship facilities between North and South America and for that cooperation on the part of the Government of the United States which would bring about the new and desired conditions. That the bill did not pass following Mr. LANDIS'S speech is a matter of surprise to those who heard the debate. As it was, the vote was very close, the measure being defeated by a bare margin of two or three votes. There is no question that many members of the House would wish to be counted in favor of the measure who were obliged to oppose it because of the prevailing prejudice in their districts against so-called subsidies. The truth is, this bill is not a subsidy measure in the sense that the word subsidy is so often construed. It simply provides for paying a proper wage to steamships flying the American flag, so that they can carry the mails in ships of such speed as will facilitate the development of commerce among the countries concerned. There are evidences that the American people are becoming more and more educated on this point, and it is not improbable that the winter session of the Sixty-first Congress may see the passage of a bill which will inaugurate a new era in the conditions of communication between the United States and her sister Republics. In this connection the Director desires to call attention to the improvement that has already been made in steamships plying between New York on the one hand, and Rio Janeiro, Montevideo, and Buenos Aires on the other. Although these ships belong to foreign lines, they are so much better than those formerly in the service that they are worthy of the patronage of travelers, and they have decidedly improved the commercial conditions. Neither foreign nor American lines, however, can afford to put on fast passenger, express, and mail steamers unless they are paid good wages, as it were, to cover the additional expense and increased consumption of coal and other costs that result from putting on vessels of more than average speed and with ample passenger accommodations. If the United States Government will not pay enough so that ships carrying the American flag can undertake to transport the mails, it should be willing to pay a lesser sum to foreign companies, so that they may put on ships of greater speed. In other words, the necessity of the hour is fast mail, express, and passenger steamers. Although, naturally, Americans would like to see such vessels carrying the American flag, they must concede the advantage of rapid service, whether it is American or foreign. Elsewhere in the BULLETIN will be found extracts from Congressman LANDIS'S speech.



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HONORABLE JAMES LINN RODGERS,
Consul-General of the United States at Havana, Cuba.

UNITED STATES CONSUL-GENERAL AT HAVANA, CUBA.

JAMES LINN RODGERS was born at Columbus, Ohio, and received his education in private and public schools of that State, later attending the state university. After leaving the University he engaged for some years in newspaper work, and from 1889 to 1895 was editor of the Columbus Dispatch. He later became identified with the Ohio state government in several capacities under the administrations of Governors MCKINLEY, BUSHNELL, NASH, and HERRICK. His diplomatic career dates from his appointment by President ROOSEVELT in 1905 to the post of Consul-General at Shanghai, China, where he remained until July, 1907, when he became Consul-General at Havana, Cuba.

LECTURES BY MR. E. M. BAXTER ON LATIN AMERICA.

Among those who are spreading information throughout the United States in regard to Latin America is Mr. E. M. BAXTER, formerly Chief of the National Department of Agriculture of the Argentine Government. During the time that the Director was the Minister of the United States in Argentina he had the pleasure of knowing Mr. BAXTER and was familiar with the work he was accomplishing. Since Mr. BAXTER's return to the United States he has prepared three lectures on South America: "Three Thousand Miles in the Heart of South America," "Crossing the Pampas and Climbing the Andes in South America," and "Farming in Argentina and other South American Countries." These he proposes to deliver wherever there is a demand for them. Few men have had better opportunities for studying the parts of the world they describe than this lecturer. He has traveled extensively in South America investigating the various conditions of civilized life and penetrating the interior regions unknown to the general public. He has visited the famous Iguazu Falls, which are larger than those of Niagara, the headwaters of the Uruguay, Parana, Paraguay, and Pilcomayo rivers, the Chaco Indian fastnesses, and the plateaus of the Andes. In his journeyings he has collected material and data, and made photographs which should give a peculiar and special value to his lectures, and the Director wishes him success in his efforts to acquaint the American people with what he has seen.

UNITED STATES CONSUL AT BAHIA, BRAZIL.

PIERRE PAUL DEMERS was born August 7, 1876, in the county of Arthabaska, Province of Quebec, Canada. In 1897 he was graduated from St. Joseph's College, New Brunswick, with the degree of A. B., becoming an American citizen by naturalization in 1898. He entered the Boston University Law School in October, 1899, graduating with



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PIERRE PAUL DEMERS,
United States Consul at Bahia, Brazil.

the degree LL. B. in 1902, and was admitted to the bar of the State of Massachusetts in the same year. He practiced his profession at Somersworth, New Hampshire, until his election to the New Hampshire legislature, in 1902, where he served one term. On March 30, 1903, Mr. DEMERS was appointed Consul to Port Limon, Costa Rica, going to Baranquilla, Colombia, on November 25, 1905, where he remained until assigned to his present post on March 10, 1908. Mr. DEMERS is the author of numerous exhaustive reports on the various countries to which he has been assigned.

A LECTURE ON THE PANAMA CANAL.

One of the most interesting and striking lectures on the Panama Canal which has ever been delivered is that of Mr. CLAUDE N. BENNETT, manager of the Congressional Information Bureau, who recently made a trip to Panama for the especial purpose of securing material for his lecture. Mr. BENNETT is a man of wide observation and keen perception of the points of interest in a subject of this kind. He has a breadth of view and a knowledge of the situation that makes all that he has to say of value. His pictures, especially the moving ones, depicting the work on the canal are exceptionally good.

THE LAKE MOHONK PEACE CONFERENCE.

From May 19 to 21, inclusive, the fifteenth annual Lake Mohonk Conference on International Arbitration will be held. The invitations for this have been extended by Mr. ALBERT K. SNYDER, and the indications are for a largely attended and successful gathering. It is understood that special attention will be given to the Latin-American countries and to what they have done in regard to international arbitration. It is not improbable that several of the diplomatic representatives of the Latin-American Republics will attend, and it is understood that Hon. W. I. BUCHANAN, chairman of the United States delegation to the Pan-American Conference at Rio de Janeiro, and Dr. L. S. ROWE, chairman of the United States delegation to the Pan-American Scientific Congress at Santiago, Chile, will be among the speakers.

THE BUREAU AND THE NEW UNITED STATES TARIFF BILL.

As an illustration of the practical work which the International Bureau can accomplish for the commercial relations between North and South America it can be pointed out that this institution has labored earnestly to prevent the new tariff bill of the United States from containing provisions

which will be inimical to the exchange of products between the United States and her sister nations. As the bill was first reported, it seemed to endanger in many ways the best interests of Pan-American trade, but through the representations of the Bureau and of the Latin-American Ambassadors and Ministers, and through the Secretary of State of the United States, changes were made so that now the measure reported to the Senate seems more favorable. The Bureau being an international institution, considers the tariff not only from the standpoint of the United States, but also from that of the other American Republics, and supports such legislation as will be mutually advantageous to all countries concerned.

MESSAGES OF LATIN-AMERICAN PRESIDENTS.

An interesting feature in the national life of the Republics of Latin America is the periodical presentation, before the national congresses, of extended statements wherein the respective President outlines the existing condition in the country and reviews the preceding fiscal period. In this number of the BULLETIN are published messages of this character as read before the legislative bodies of Colombia, the Dominican Republic, Guatemala, Mexico, Salvador, and Uruguay. These state documents embody the salient characteristics of the economic life of the various countries and are of interest to students of Latin America.

PROJECTED INTERNATIONAL STUDENTS' CONGRESS.

United States Consul ISAAC A. MANNING writes from Cartagena, Colombia, that it has been proposed to convoke an international congress of college and university students of Colombia, Venezuela, and Ecuador, to convene in Bogota on July 20, 1910, and to continue in session until August 7. He adds that this congress would have for its object the bringing of the students of the three Republics into closer relations, a consideration of general educational and scientific questions, and the promotion of adherence to the Union of American Students of Montevideo.

BOLIVIAN TIN IN 1908.

The figures of Bolivian tin production during 1908, as furnished the International Bureau by the Minister from Bolivia in Washington, Señor Don IGNACIO CALDERON, show an increased output for the year as compared with 1907, though the commercial value, by reason of a fall in the price, showed a decline of over \$1,000,000. The year's production was over 29,000 tons, or more than 2,000 tons in excess of that for 1907, all the producing sections reporting an increase.

BRAZILIAN PARTICIPATION IN INTERNATIONAL CONFERENCES.

The Brazilian Government, through its Ambassador in Washington, Mr. JOAQUIM NABUCO, has extended a formal invitation to that of the United States to participate in the Fourth Latin-American Medical Congress to be held in Rio de Janeiro in August, 1909, and also to take part in the International Exposition of Hygiene scheduled for the ensuing month in connection with the Congress. The interest of Brazil in all international development measures is evidenced by the careful preparation made by the appointed delegates of the country for the discussion of questions under consideration at various conferences. A notable example of this is the paper presented by Mr. L. BAETA-NEVES before the Dry Farming Congress of Cheyenne, Wyoming, in February of this year.

CHILEAN RAILWAYS AND COMMERCIAL DEVELOPMENT.

The award of the contract for the completion of the Arica-La Paz Railway, the construction of the Chilean section of the Transandine line to the mouth of the Cumbres Tunnel, and the anticipated junction with the Argentine section in the near future, with its possible inauguration in 1910, as well as the activity prevailing in lesser construction work in the Republic, all foreshadow the national purpose to meet the increased opportunities to be offered the western coast of South America through the completion of the Panama Canal. The commercial transactions of Chile show a gain of more than \$4,000,000 in 1908 over those of the preceding year, for although importations declined, mineral and vegetable production in the Republic during the year showed noteworthy gains, with corresponding increased exportation. Varying estimates are given as to the quantity of nitrate in sight in the vast deposits of Chile, but national experts are unanimous in their statements to the effect that it will take more than one hundred years to exhaust them. Increased interest is reported in other branches of mining work, while the crops of the country are being improved both in quantity and quality by the application of modern methods of culture and irrigation.

COLOMBIAN TRADE AND PROGRESS.

Colombia is another country of Latin America which, like the Argentine Republic and Chile, shows increased trade returns for 1908, nearly \$3,000,000 excess of commerce being reported for the year over 1907. The closer connection of the capital with the seaport and the continued development of highways will naturally facilitate the transport of products, so that President REYES is justified in pointing out, as he does in his message recently delivered, the prospect of a richer national life.



MEMBERS OF THE CENTRAL AMERICAN PEACE CONFERENCE, AND SECRETARIES, HELD AT TEGUCIGALPA, HONDURAS, JANUARY, 1909.
Those sitting are, from left to right: Don Manuel Aragón, Delegate from Costa Rica; Dr. Alberto A. Rodríguez, Delegate from Honduras;
Dr. Santiago Ingo, Baraherera, Delegate from Salvador; General Enrique Aris, Delegate from Guatemala; and Don Homero Aguirre,
Mazo, Delegate from Nicaragua. Those standing are, from left to right: Señor Morales, Secretary of the Delegate from Salvador;
Dr. Diego Kobles, Secretary of the Delegate from Costa Rica; and Don Salvador Serrano, Secretary of the Delegate from Guatemala.

Reports made by United States consuls at Colombian ports note progress in industrial lines and the opening up of new sections adapted to agricultural exploitation.

CUBAN CROPS IN 1908.

The two great staples of Cuba's agricultural production—sugar and tobacco—show satisfactory returns for 1908, with a favorable outlook for the ensuing season. Sugar produced on 186 plantations yielded 6,791,481 bags and for 1909 a gain of over 3,000,000 bags is anticipated, while the export value of tobacco is given as \$31,056,921, or nearly \$3,000,000 more than in 1907. Coupled with the excellent sanitary conditions reported from Habana, Cuban prosperity seems to be assured under the present régime.

DOMINICAN CONDITIONS.

Corroborative of the satisfactory statement regarding Dominican affairs embodied in the report of the Receiver-General of Customs, published in the April BULLETIN, is the message of President CACERES as delivered on February 27, 1909. The declaration of amnesty for political offenders is resulting in the return of many citizens to peaceful occupations in the country, thus assisting in the development of the nation's resources. Financial conditions are in every way prosperous and ample capital is available for the exploitation of public works undertaken by the Government.

MESSAGE OF PRESIDENT DIAZ.

The message of President DIAZ delivered to the Mexican Congress on April 1, 1909, indicates the recovery of the industrial life of the country from the effects of the financial crisis of 1908. The trade decrease noted for the last six months of 1908 may be regarded as a natural consequence of restricted buying of Mexican products in the world's markets, coupled with a corresponding economy on the part of Mexican purchasers. The document is an able exposition of the financial, commercial, and industrial life of the Republic and gives valuable data on all economic subjects.

INDUSTRIAL DEVELOPMENT OF PANAMA.

The many public improvements undertaken by the Panama Government and the establishment of new industries, of which note is constantly being made, render of significance the fact that in the disbursement of moneys for 1909, public works and public instruction, taken conjointly, are apportioned the largest proportion of budget expenditure. For the former nearly \$2,000,000 are appropriated and nearly a million and a quarter for the latter.

BOOK NOTES

The Brazilian National Exposition of 1908, as described in the official souvenir prepared by Mrs. MARIE ROBINSON WRIGHT, was a wonderful object lesson of the wealth and development of Brazil. The Exposition is characterized as the most important undertaking of the kind in the history of the country, the artistic and practical phases of national life being combined so as to offer both important instruction and delightful entertainment. Apart from the agricultural exhibit, covering the famous coffee, rubber, and cacao production of the Republic, the Palace of Industries formed the best index of national growth. This building, of great architectural beauty, contained the exhibits of textile manufactures and other industries, the fabrics shown being distinguished by a perfection of finish and beauty of design which presage a prominent position for Brazilian weaves in the markets of the world. The multiplicity of fibers native to the country renders this branch of manufacturing industry peculiarly profitable, and the Exposition demonstrates with what success their exploitation has been effected. The beautiful illustrations with which the book abounds are not limited to the buildings and *locale* of the Exposition proper, but embrace the city of Rio de Janeiro and its environs, showing the remarkable improvements carried out in recent years, whereby the natural beauties have been enhanced by progressive municipal officers.

Certain Antiquities of Eastern Mexico are given appreciative treatment in an attractive volume bearing that title, prepared by JESSE WALTER FEWKES, and forming part of the Twenty-fifth Annual Report of the Bureau of Ethnology of the United States Smithsonian Institution. The recorded investigations were undertaken with a view to discovering whether or not any definite connection existed between the ancient peoples within the present area of the United States to the north of the Rio Grande and those to the south, especially the semicivilized tribes of middle Mexico and Yucatan. Although definitive results were impossible of attainment in this preliminary work, important contributions are made to the general knowledge of the ancient culture of the Mexican Gulf States. One important point is settled in regard to the earth mounds of eastern Mexico, which are without doubt remains of temple foundations for the support of superstructures rather than mounds resulting from the decay and overthrow of ancient habitations, as is also the case of

those of the southern Mississippi Valley. Additional field work will, it is anticipated, demonstrate still further resemblances between the former inhabitants of the two sections.

Mrs. ALEC TWEEDIE announces a new and up-to-date edition of her successful book "The Maker of Modern Mexico, Porfirio Diaz," which received the seal of approbation, in its first issue, from President DIAZ himself. The volume, which has been translated into German with great success, is also to undergo transcription into Spanish to meet a wider demand for the informative contents. The work is to be undertaken by the Minister from Mexico in London, as indication of the value attached to it by the Mexican Government. The new English edition is to be ready in the early autumn months, and will furnish new light on one of the most interesting personalities in contemporaneous history.

Books of commercial utility are running very close to those of a distinct literary purpose, as far as the interest they arouse is concerned. A good proof of this assertion can be found in a book recently added to the Library of the Bureau on "Asphalts, Their Sources and Utilizations," by T. HUGH BOORMAN, C. E., New York, WILLIAM T. COMSTOCK; 8vo; 1908. \$3. This work has been prepared as a general reference on asphalt, and the chapters contain information on the discoveries of this substance, its early uses, its development to the point of application to-day. The various parts of the world in which asphalt is found are also carefully examined. In addition, there are extensive paragraphs on the uses to which asphalt may be applied in addition to the ordinary street paving which has made it most familiar. The book is a complete guide to persons studying the problems of asphalt in any of its manifestations.

The Bureau has published a Handbook on Cuba, which seems to have been popularly received by students of Cuban conditions, and consequently welcomes any supplementary information which will help the students to get the latest data on that island Republic. The BULLETIN is glad, therefore, to call particular attention to a publication of the United States Bureau of the Census, Washington, 1909, entitled "Cuba; Population, History, and Resources." The book was compiled by VICTOR H. OLMSTED, Director, and HENRY GANNETT, Assistant Director, Census of Cuba, taken in the year 1907. And although many of the pages are devoted to statistical matter which has been collected into 30 tables of comparative figures, yet there are 37 illustrations and a great deal of popular in-

formation of decided value to both the student and the traveler. In fact, the book is a résumé of the history and present condition of Cuba, and forms a commendable addition to the Handbook above mentioned.

One defect in the Handbook on Cuba published by the Bureau is the scant attention paid to the Isle of Pines. This defect is compensated in the Census Report on Cuba to which reference has just been made, and the Library of the Bureau has recently received a small pamphlet of 60 pages dealing exclusively with the Isle of Pines.

This tells a pretty story of the island, the people, and of its industrial possibilities. It is published by the Isle of Pines Publicity Company, has numerous illustrations, and an excellent map. Although its avowed purpose is the commercial exploitation of the land, it contains more information than any one book hitherto issued on that particular portion of Latin America.

At a time when Porto Rico belonged to Spain the International Bureau of the American Republics took occasion to issue literature on that part of Latin America. Since its incorporation, however, into the United States all documents relating to Porto Rico have been issued by the territorial government, located at San Juan, on the island itself. The Annual Report of the Auditor, GEORGE CABOT WARD, corresponding to the fiscal year ending June 30, 1908, gives the latest data on the country and its resources. There are numerous tables setting forth the financial condition of the island, but at the same time so many paragraphs are given which contain general information on social and other conditions there that the report makes interesting reading to anyone studying the latest territorial possessions of the United States.

Maps of Mexico are more and more in demand as the interest of Americans is aroused in this neighboring Republic. The BULLETIN takes pleasure, therefore, in calling attention to a series of maps of northern Mexico recently issued by H. A. HORSFALL, 69 Wall street, New York City, New York. There are four sections in the series, each giving in great detail that portion of northern Mexico covered by it, and should prove valuable additions to the student and investor. The price of the complete map of four sheets is \$2 gold. The scale is of 32 miles per inch on a sheet measuring 9 by 12 inches for each section.

As a pretty contrast to the Mexico of to-day, which has all the marks of a modern industrial nation, it is worth while reading a book

recently reissued by the original publishers, Lee & Shepard, Boston—"Mexico, Picturesque, Political, Progressive"—by MARY ELIZABETH BLAKE and MARGARET F. SULLIVAN, describing their experiences in that country over twenty years ago. The story is well told, and the interpretations of Mexican character are quite as accurate as those of the modern magazine writers.

Mexico never ceases to charm, nor can the variety of its complicated life ever be exhausted. Such an impression is decidedly intensified by the newest book, called "Mexican Trails," by STANTON DAVIS KIRKHAM, G. P. Putnam's Sons, New York, 1909. It is to a large extent a book of travel, but the author does not neglect the modern changes which are taking place there. He evidently was completely charmed by the romance of the country and the people. This is a very warrantable impression, however, and the more books written to show what a wonderland of art and poetry lies at our very door, the better will it be for the traveler who ignorantly supposes that all the poetry and art of the world are to be found only across the water.

The library of the Bureau is favored not only with the latest literature from the English press, but also from that of every Republic in Latin America. It is therefore worth noting that within the last month many volumes of history, criticism, and fiction, in Spanish and Portuguese, have been added to the shelves. Among them are "Chile-Peru, Viage a Lima," by Sr. Dr. DON RAMON ANGEL JARA, Bishop of San Carlos de Ancud; a study of many social and religious problems in the two sister Republics of Chile and Peru; or, as the author calls it, "documents for future history." Another is "Paginas Sudamericanas" (*Ensayos de Historia y Literatura*), by HUGO D. BARBAGELATA. The author covered in his studies many parts of South America, but gave particular attention to the region of the River Plate. "A la Nacion," by DON VICENTE ROCAFUERTE, is a study in certain constitutional problems of the Republic of Ecuador. "Ensayos de Critica e Historia," by Señor ALBERTO NIX FRIAS, touches many of the important questions discussed to-day in Latin-America. Such literature shows the intellectual activities in the different Republics, and must be noted by anyone interested in the progress made there.

The Bureau is often called upon to furnish information concerning the wooded areas in Latin America, and therefore much use is sure to be made of "The Principal Species of Wood: Their Characteristic Properties," by CHARLES HENRY SNOW, C. E. (John Wiley & Sons, New York). The book gives a scientific description of woods

and their detection, but its greatest value lies in the paragraphs which give the geographic locality in which each particular tree is found. There are some beautiful photographs illustrating particular trees.

"Domestic Engineering," published in Chicago, has just issued, in Spanish, its directory of domestic engineering. The book is more than a mere catalogue of manufacturers or dealers in household appliances, for not only does it give lists of large manufacturers and lists of apparatus used in the industry, but it also offers a running vocabulary of Spanish terms of many of the later appliances used in mechanics.

The Government of Chile is making great efforts to meet the increase of ocean commerce along its extensive coasts. Therefore, in addition to the harbor improvements, particularly in Valparaiso, it is proposed to make use of the near-by port of San Antonio to relieve that chief harbor of its threatened maritime congestion. For that purpose the Government of Chile has issued two very elaborate publications (in Spanish) on the projected harbor works of San Antonio. The publications are almost altogether technical and therefore of interest chiefly to the engineer and contractor who may wish to take an active part in this work, but the BULLETIN wishes to give publicity to this project, so that American engineers may know that these plans are open for consultation in the Library.

A volume of interest to readers of the BULLETIN who have been following the series of articles treating of municipal organization in Latin America is "The Government of American Cities," by HORACE E. DEMING (G. P. Putnam's Sons, New York and London). The book is the outcome of a study of municipal questions not only in the United States but also in England and on the Continent of Europe, and is a valuable contribution to the solution of many problems of city government.



WHAT IS IN THE MAGAZINES

Read before the American Institute of Mining Engineers at its New Haven meeting in February, 1909, the paper on the "Mineral wealth of America," prepared by R. W. RAYMOND and W. R. INGALLS, had been presented in Spanish version before the Pan-American Scientific Congress, at Santiago, Chile, in December, 1908. Its publication in the March number of the "BULLETIN of the American Institute of Mining Engineers," therefore, makes it possible for the general reading public to become acquainted with an interesting and instructive statement upon a subject of importance, as history demonstrates that it is to the mineral resources of a region that is due the first impulse for its development by man. That this was peculiarly the case with America is proven by the careers of the Spanish adventurers, who, within a year after the conquest of Mexico, shipped the product of its mines to Europe, and five years after the conquest of Peru had begun the exploitation of the mineral resources of that country. The history of four centuries emphasizes the principle that while mining for precious metals may be the original motive of development, it is, however, upon the supply of base metals that the real growth of a region depends. The intimacy between the transport methods and the industrial interests of a country is evident, so that no real advancement can be secured until comparatively cheap transportation for commodities is available. To this lack is attributed the tardy development of base-metal mining and its consequent economic effects upon the western coast of South America, where the absence of waterways and the retarded construction of railways into the fastnesses of the Andes has complicated the question of transport.

A paper by ISALATI BOWMAN, in the "Geographical Journal" (London) for March, 1909, discusses man and climatic change in South America, the three regions dealt with being Chile, northwestern Argentina, and the Lake Hnasco region of Peru, to the east of Iquique. Recognized authorities are cited as to the indications afforded of previous habitability of what are now practically arid wastes, and the deduction is drawn that their desertion by man has been brought about by certain climatic changes to which the scarcity of water was a contributing factor. In the three regions considered, definite architectural ruins as well as other evidences of human occupation demonstrate that they were formerly centers of population, while irrigation works in localities where not a drop of water is to be found to-day clearly show that the climatic conditions have changed and the water supply diminished.

In the March issue of the "Bulletin of the American Geographical Society" the same writer has a paper dealing with the regional population groups of Atacama, or the west coast desert of South America, embracing the arid districts of Chile and Peru. The same bulletin contains a sketch of conditions in Curaçao by Prof. HERDMAN F. CLELAND, of Williams College, Massachusetts, and comment on the French Antarctic expedition commanded by Doctor CHARCOT. Among its book notes is a short review of a recently published volume covering a general account of Cuba, Porto Rico, Haiti, the Dominican Republic, and Jamaica.

In considering the basis on which rests the interest of the United States in a United America, Dr. L. S. ROWE, in the "North American Review" for April, 1909, finds analogies between the political development of the northern republic and that of her sisters to the south more numerous than are at first apparent. He states that though they started with totally different social antecedents, they are developing political institutions of striking similarity, and that it is in the spirit of service that the relation of the older nation to the others must be conceived. In the solution of social, economic, and educational problems arising out of the conditions of an advancing democracy, Doctor ROWE is of the opinion that the experience of the United States may be of the greatest value to the Latin-American republics, failures as well as successes being regarded as object lessons. In the development of the commercial possibilities between the nations of the Western Continent, the mutual moral and intellectual attitude is of prime importance, and in the primary and fundamental fact, common to all of them—the breaking from traditions of a mother country—coupled with a similarity of physical environment and social conditions, lies the spring of cooperative progress along all lines of national greatness.

The "Journal of American History," in Volume III, No. 1, first quarter of 1909, adds to its well-established record of producing rare documents by the publication of the first letter written in America. The original manuscript was written by Dr. DIEGO ALVAREZ CHANCA, physician on the ship of COLUMBUS on his second voyage of discovery to America, and was addressed to the municipal council of the writer's native city, Seville, being dated from the port of Isabella, in the island of Santo Domingo, at the end of January, 1494. The translation by Dr. A. M. FERNANDEZ DE YBARRA, a member of the New York Academy of Sciences, is preserved in the Smithsonian Institution at Washington. Not the least absorbing item discussed in connection with the strange adventures of the voyage is the

account given of the customs of the Caribbees, whose cannibalistic tendencies were maintained in the face of a civilization apparently much greater than that of neighboring islanders. Cotton growing and spinning were among their industries, and the presence of gold in large quantities was reported to the visiting Spaniards, though copper was accorded a higher value.

The easternmost inhabited island of the Polynesian group lying in the South Pacific about 2,300 miles west of the coast of Chile, to which Republic it belongs, is made the subject of an interesting paper in the "Scottish Geographical Magazine" for April, 1909. This little spot on the globe, known as "Easter Island," has been an object of interest to archaeologists by reason of the remarkable stone statues discovered there, while ethnographers have always been at a loss to account for the antecedents of the inhabitants. The present article, while throwing no new light on these two moot points, narrates the story of the island's emergence into the clear light of history with its discovery early in the eighteenth century by the Dutch navigator, ROGGEVEN, who hoped that this low land might prove a foretoken of the unknown southern continent. Its subsequent colonization by the Spaniards and the present almost depopulated condition of the island are matters of general knowledge.

The plans and conditions under which the canal enterprise will be carried to completion are reviewed under the caption "The situation at Panama," in the "Review of Reviews" for April, 1909, by FORBES LANDSAY. The final stage of the work has been entered upon, the principal features being the completion of the cut through the divide and the erection of the locks. Six years from the present time will, in the opinion of the writer, witness the practical operation of the great canal.

In the same number comment is made upon Mexico's experiments in finance, the recently effected railway merger and the workings of the free-currency system being the subject of appreciative citations from the series of articles appearing in the "New York Evening Mail" during March, from the pen of CHARLES F. SPEARE.

The "American Asiatic," a journal devoted to commercial interests in the Pacific, publishes as its initial article for February, 1909, a paper on "The Arising of a Greater Mexico," in which are detailed the condition, progress, promise, and commercial opportunities of that Republic in connection with the general development of the west coast. The great Harriman railroad extension, for several miles southward from Guaymas, giving a direct through line from the

United States through the rich Pacific coast region and joining the national system at Guadalajara, to the westward of the city of Mexico, is perhaps the largest, most striking, and most quickly effective among the main features of Mexico's current progress. The value of the Alaska-Yukon-Pacific Exposition is also dwelt upon as a factor in the industrial life of the west coast region, and the participation of various countries and organizations, including the International Bureau of the American Republics, is commented on.

"*El Monitor de la Educación Común*" (Buenos Aires) for December, 1908, has an extended account by RAUL B. DIAZ of a tour of inspection in the United States in the interests of education. Señor DIAZ was afforded every opportunity in the educational centers of the country for the pursuit of his object, and he renders tribute to the assistance and courtesy extended him in his researches. Based upon the information acquired, many suggestions are furnished to the Argentine Board of Education and exhaustive comment made concerning the application of centralization methods in the instruction of children. Particular note is made of the Junior Republic system, whereby youths are taught self-government.

The "*Revista Histórica*," official organ of the University of Montevideo, publishes in its quarterly issue for January, 1909, two papers contributed by Señor DON LUIS MELLÁN LAFINTE, Minister from Uruguay in the United States. The first considers the position of France in regard to the emancipation of the Spanish colonies in America, as indicated by the correspondence of the great British statesman, GEORGE CANNING. The second discusses in a scholarly manner the origin and application of the Monroe doctrine as an international *obiter dictum*. Among other interesting articles in the same magazine is one devoted to comment of an informatory nature concerning the "mound builders" of the New World, under the title "*Aborígenes é Indígenas*," by B. SIERRA Y SIERRA.

The mining industry of Antioquia, Colombia, is given extended discussion in the "Mining World" for March 27, 1909, the writer, SILAS H. WRIGHT, being consular agent at Medellín. He fixes the value of gold, silver, and platinum exported from the Department of Antioquia during 1907 as \$4,000,000, the number of mines in exploitation being 600, while 1,300 claims were denounced or applied for in the course of the year. The Colombian Government offers many opportunities for the profitable investment of capital in mining and industrial enterprises and also provides security for undertakings having government sanction.

"The Engineering and Mining Journal" for April 3, 1909, is largely a Mexican number, milling and cyaniding at El Oro being reported on by CLAUDE T. RICE; the geology of the Guanajuato district finding an exponent in C. W. BOTSFORD, while the American prospector and his problems in Mexico are discussed by THORINGTON CHASE; the Cananea Copper Company in 1908, by L. D. RICKETS; mines and mills in western Chihuahua, by FREDERICK MORLEY; and the railroad systems of northern Mexico, by H. A. HORSFALL. Many notes from mining centers make up the greater part of an interesting publication.

A timely article is published in the "Overland Monthly" for April concerning Guatemala and the Guatemalan situation. Written by DIEGO ESTRADA CABRERA, the son of the President of Guatemala, it is a straightforward statement of the policies of the present Executive of the Republic, of whom it is said that he exercises no authority not bestowed by the constitution and only expects and requires the law to be obeyed.

The same issue contains appreciative comment on the coming Exposition by the "Balboa Sea," and recounts the incidents attendant upon a trip across the Isthmus of Tehuantepec by GEORGE F. PAUL.

The first of a series of articles on American exports and their stimulation by advertising, to be published by the "Trade Journal Advertiser," appears in its May number, contributed by Mr. JOHN BARRETT, the Director of the International Bureau of the American Republics. Entitled "South America," the paper demonstrates as a proposition and proves as a fact the immense value to United States commerce of the countries to the south. At the same time the lax methods which have previously characterized efforts to capture and retain this trade on the part of United States dealers are commented on and remedies of a practical nature proposed.

Petermann's Mitteilungen for No. 55, 1909, contains an exhaustive report with an original map on the topography, geology, and inhabitants of the interior of Haiti. The author has lived for years in Haiti, understands the people thoroughly, and is a trained scientist; therefore his studies are particularly welcome because so little is known, about any part of Haiti a few miles from the coast. The observations and criticisms of the author are very important, particularly as he expresses the opinion that the interior of Haiti is well suited for agricultural and pastoral life.

"*Industria*" (London) in its issue for March 1, 1909, covers in its usual comprehensive manner many items of interest for students of Latin-American affairs, notable among the articles being: "Mines and Minerals of South America," in which special reference is made to Colombian resources; a sketch of Guatemala, being the reproduction of a lecture delivered by Mr. DAVID BOWMAN; Chilean trade reports for 1908: cotton and herva matte growing in Brazil; and an extended report on Cuban conditions by the British Minister at Havana, covering the year 1907.

The "Exporters Review" for March, 1909, contains an article of more than usual interest in a specially prepared paper by the son of President OBALDIA, of Panama, on the general conditions prevailing in that Republic and the importance of the country as the site of the interoceanic canal. Entitled "Panama, the Keystone of the American Continent," it is an adequate exposition of the nation's status in the world.

The Chilean monthly publication "*Boletín de la Sociedad Agrícola del Sur*" issued in Concepcion, devotes considerable space in its issue for January, 1909, to a consideration of the work of the Department of Agriculture in Washington, and urges the establishment of a similar institution for the furthering of the developing agricultural interests of Chile.

"Mexico To-Day," published monthly in the interests of the tourist and investor, in its March issue covers the following topics: What Mexico to-day offers the investor; The old station at Cuautla; Real estate titles in Mexico; Cocoa, a most important production; Curios and women in Mexico; Alfalfa; Our Lady of Guadalupe, the holiest of Mexico's shrines, supplemented by many industrial and artistic notes of interest.

The results of the excursions of the Swedish Magellanic Expedition during the months of July-December, 1908, are recorded in the "Geographical Journal" (London) for March, 1909. Investigations as to the geology of Chiloe, the flora of the Juan Fernandez group, and the coal mines between Coronel and Lebu are reported.

The "Scottish Geographical Magazine" for March, 1909, in reporting the change of personnel at the Argentine Antarctic meteorological station at the South Orkneys, anticipates that the observations of the station for the year will prove of unusual interest owing to the comparative proximity of the Charcot Expedition, which was to winter in the vicinity of Alexander Land.

At the meeting of the Archaeological Institute of America on December 31, 1908, in Toronto, reported in the January-March quarterly of the Institute, Dr. ALFRED M. TOZZER, of Harvard University, made a short statement as to the value of Mexican manuscripts in the study of the development of writing.

"The Mining World" for March 20, 1909, publishes appreciative comment on the work of the *Universidad Hispano Americana* of South America, located at Bogota, Colombia, and devoted to the dissemination of knowledge concerning the mineral industry.

"*La Miscelanea*" for March, 1909, publishes a timely article on a nation's cup of coffee and its cost, showing the distribution of coffee growing, its cost in centers of production, and its value as an adjunct to the world's breakfast table.

"Engineering News" for March 4, 1909, sets forth with clarity the views of that publication as to the best type of canal for Panama, supporting with argument and exposition the lock plan for the waterway.

The "Bankers' Magazine" for April, in its series of papers on Mexico's credit institutions, furnished by JOAQUIN D. CASASIS, publishes an exposition of the status of mortgage banks in the Republic.

"Leslie's Weekly" for March 28, 1909, reproduces some typical scenes of convict life in Cuba in connection with an instructive article by Mrs. C. R. MILLER on the great model prison in Cuba.

An account of a cruise after sea elephants, by CHARLES MILLER HARRIS, in the waters near the Mexican island of Guadaloupe is entertainingly given in the "Pacific Monthly" for April.

Amusing incidents in a trip beyond the Mexican Sierras are narrated by DILLON WALLACE in "Outing" for April, 1909, the little-known States of Sonora and Jalisco being traversed.

A series of papers on Argentine fishes, by A. STUART PENNINGTON, appeared in the March numbers of the "Buenos Aires Herald."

Labor conditions on the coffee plantations of Venezuela are reported on in the "Spice Mill" for March, 1909.

LATIN-AMERICAN NOTES

The electric tramways in La Paz, Bolivia, will be inaugurated in July next.

Dr. C. WILLIMAN, President of the Republic of Uruguay, has been made Honorary President of the South American Peace Society.

The Bureau of Statistics of Brazil has begun the preliminary work of taking the census of the population of the Republic in 1910.

The net profits of the Mortgage Bank of Bolivia for the second half of 1908 were 12 bolivianos (\$4.80) a share.

It is reported that a company has been formed in London for the purpose of building and operating an elevated railway in Rio de Janeiro.

On January 28, 1909, the Cuban Congress passed a general amnesty act. The act was signed and promulgated by President GOMEZ on March 6, 1909.

In 1908, thirteen English companies, with an aggregate capital of £820,250, were organized in London to acquire and operate mines in Mexico.

The Brazilian Minister of the Treasury has been authorized to mint silver coins to the value of 655,637 milreis gold (approximately \$327,818).

The National Congress of Uruguay has authorized the President of the Republic to sign the contract for the construction of the railway between Colonia and São Luiz, in the Brazilian State of Rio Grande do Sul.

A new gold mine has been discovered in the San Pedro de Pispis zone, Nicaragua, on lands ceded to the United States and Nicaraguan Company. Samples of ore taken from this mine assay from \$4.80 to \$5.60 a ton.

The United States will not place a quarantine restriction against vessels which sail from the Republic of Cuba, since the present sanitary condition of the island makes unnecessary any such measure.

News has been received from Peru that Meiji Shokamin Goshi Kaisha Company has sent 800 laborers to Peru and is now canvassing for 500 more.

A circular issued by the Nicaraguan Government on January 22 provides for the free admission of the natural and manufactured

products of Honduras pending the ratification of a treaty for the establishment of free trade between the two countries.

An appropriation of 900,000 milreis (\$270,000) has recently been made to the Brazilian Department of Industry, Communications and Public Works, to continue the construction of the strategical telegraph line from Matto Grosso to Amazonas.

A presidential decree dated February 4, 1909, authorizes the Minister of the Treasury of Brazil to guarantee the loan of £2,000,000, which the Prefect of the Federal District proposes to contract abroad.

The city of Santiago de los Caballeros, Dominican Republic, contemplates the erection of a small hippodrome or pleasure building, to contain a theater, and other amusement features.

As a result of the hurricane of September 12, 1908, the United Fruit Company has sold its banana plantation at Sousa, near Puerto Plata, to the Dominican Fruit Company. The latter company is made up of Cuban capitalists.

It has been officially announced that the Argentine loan for \$50,000,000 has been placed with Baring Brothers of London, at 94 or 95, though the rates of interest and amortization have not yet been determined.

The Dominican Government has decided to maintain a small but complete display of the products of that country at its consulates in New York, Hamburg, Genoa, Paris, London, Barcelona, and Havre. This would include cabinet woods, fibers, cereals, and tobacco.

A recent census of Santo Domingo gives the Dominican capital a population of 18,626. Of this number 10,420 can read and write. Santiago de los Caballeros, the second largest city of the Republic, is accredited with a population of 10,000, and Puerto Plata with about 6,000.

It is reported from Asunción that a group of English and German capitalists is soliciting from the Government of Paraguay a concession for the construction of a railway to extend from Cruces, in the Paraguayan Chaco, to the Bolivian frontier.

The Consulate General of Peru in New York has recently established at the office of the Consul General, Hon. EDUARDO HIGGINSON, 25 Broad street, New York, a special department for the purpose of giving the press information on everything of interest concerning Peru.

The total Argentine grain crop for the year 1908 has been estimated at from 12,000,000 to 14,000,000 tons. This will require from 180,000,000 to 200,000,000 sacks. There is a constantly increasing demand in Argentina for manufactured articles.

On May 2, 1909, according to official reports, Señor Don ELIODORO VILLAZÓN was elected President of the Republic of Bolivia by a majority of 32,000 votes. Señor Don MACARIO PINILLA and Señor Don JUAN M. SARACHO were elected First and Second Vice-Presidents, respectively, of the Republic.

In connection with this visit of Director BARRETT to Yale, attention is called to a little circular, printed in Spanish and Portuguese, which has been issued by ANSON PHELPS STOKES, JR., secretary of the university, for the purpose of answering inquiries about the university which come from young men in Spanish and Portuguese countries.

Mexico has suffered an irreparable loss in the conflagration which consumed the Chamber of Deputies on March 24, 1909. The value of the building, which originally cost \$156,000, was small compared with that of the documents which were destroyed, including the original Constitution which formed the basis of Mexican independence as well as the reforms instituted by BENEMÉRITO JUÁREZ.

The Produce Exchange of Havana was opened on March 28, 1909. President GOMEZ, high Government officials, and distinguished citizens attended the ceremonies. The building is constructed of steel and of concrete "cast stone," made by the "Stevens process," which is patented in all of the principal countries of the world. This edifice is, as far as modern engineering can make it, proof against fire, earthquakes, or hurricanes.

The architect in selecting an abrasive for cutting the marble to be used in the beautiful national Government building now being constructed at Buenos Aires, Argentine Republic, has named carborundum, and as the result of his selection the mammoth plant of the Carborundum Company at Niagara Falls, New York, has just completed and shipped to the South American city 4 tons of carborundum marble wheels. This is believed to be the largest single shipment of any abrasive wheels ever sent to South America.

The Jepsen Line, a new steamship company on the Pacific coast, has recently issued an announcement to the effect that its steamers are now running without change between Puget Sound and British Columbian ports to Mexico, Guatemala, Salvador, Honduras, and Panama, making the trip in twenty-two days from Seattle to Panama. The company issues through bills of lading to all interior points, and has passenger tickets into Mexico via the newly opened railway from Manzanillo.



THE LATE DOCTOR MANUEL AMADOR-GUERRERO,

First President of the Republic of Panama, who died May 2, 1909. He was one of the most eminent citizens of his country and a great patriot. Aside from his public career he distinguished himself as a medical practitioner and surgeon, and was the unanimous choice of the people of Panama for Chief Executive when that country became an independent nation in 1903. At the meeting of the Governing Board of the International Bureau, held on Wednesday, May 5, a resolution was unanimously passed extending sympathy to the Panama Government and people in the loss of their late President.

THE MONTH OF MAY IN PAN-AMERICAN HISTORY

- May 1, 1892. A reciprocity treaty is signed between Honduras and the United States of America.
1893. The World's Columbian Exposition is opened at Chicago, Illinois, in the United States of America.
1898. The United States fleet, under command of Commodore DEWEY, attacks and destroys the Spanish fleet in Manila Bay, Philippine Islands.
- 2, 1816. BOLIVAR's fleet captures two Spanish war vessels, named *Intrepido* and *Rita*.
1865. Treaty of amity, commerce, and navigation is signed between the Argentine Republic and Bolivia, at Buenos Aires.
- 3, 1500. PEDRO ALVAREZ CABRAL, a Portuguese nobleman and navigator, discovers the coast of Brazil, having first sighted a mountain which he named "Paschoal," or Easter Mountain, in honor of the season.
1816. DON JUAN MARTIN DE PUEYRREDON is elected Supreme Dictator (Director Supremo) by the Congress of the United Provinces of the River Plate (now the Argentine Republic), assembled at Tucuman.
1905. The International Railway Congress is opened at Washington, District of Columbia, in the United States of America.
- 4, 1796. HORACE MANN, editor and author of educational works, is born at Franklin, Massachusetts, in the United States.
- 5, 1897. The Universal Postal Congress is organized at Washington, District of Columbia, in the United States of America, fifty-five countries being represented.
1906. Brazil and Holland sign a treaty at Rio de Janeiro, fixing the boundary line between the Republic and Dutch Guiana.
1877. General PORFIRIO DIAZ is inaugurated for his first term as constitutional President of the Republic of Mexico.
- 6, 1851. Professor BOND, the eminent astronomer of Cambridge, Massachusetts, exhibits the first successful photograph of the moon.
- 7, 1783. General MIGUEL ESTANISLAO SOLER, Argentine patriot, is born at Buenos Aires.
1856. Treaty of amity, commerce, and navigation is signed between the Argentine Republic and Brazil.
1873. General JOSÉ ANTONIO PAEZ, Venezuelan patriot and soldier, dies in New York City.
- 8, 1527. SEBASTIAN CABOT discovers the River Parana.
1753. DON MIGUEL HIDALGO Y COSTILLA, the celebrated Mexican patriot, is born at Dolores, Mexico.
- 9, 1502. CHRISTOPHER COLUMBUS sails from Cadiz, Spain, on his fourth voyage of discovery.
- 10, 1876. The Centennial Exposition is opened at Philadelphia, Pennsylvania, in the United States.

- May 11, 1818. General SAN MARTIN, after his victories in Chile and Peru, returns to Buenos Aires, entering the city at 6 a. m. in order to avoid the public receptions arranged in his honor.
1908. The corner stone of the new building of the International Bureau of the American Republics at Washington, District of Columbia, in the United States, is laid with elaborate ceremonies.
- 12, 1830. Ecuador proclaims her separation from the confederated States of Colombia, and establishes the Independent Republic of Ecuador.
- 13, 1607. First settlement of the English at Jamestown, Virginia, in the United States.
- 14, 1811. The war for independence of Paraguay is begun by the victorious attack of DON PEDRO JUAN CABALLERO on the Spanish garrison at Asuncion.
1879. The President of the United States, as arbitrator in the boundary dispute between the Argentine Republic and Paraguay, renders an award.
- 16, 1888. Emperor DOM PEDRO II of Brazil issues a decree declaring the total abolition of slavery in the Republic and giving freedom to 700,000 slaves.
- 17, 1544. BLASCO NUÑEZ VELA, the first Spanish Viceroy of Peru, arrives in Lima, Peru.
1814. The Argentine admiral GUILLERMO BROWN, completes the destruction of the Spanish fleet off Montevideo, after the battle of the 14th of May.
- 18, 1741. DON ANTONIO ULLOA, a Spanish explorer, discovers platinum in the auriferous sands of the River Pinto, in Peru.
- 19, 1742. DON FELIX DE AZARA, Spanish naturalist and geographer, and author of numerous maps and descriptive literature of South America, is born at Barbunoles, Spain.
1895. JOSÉ MARTÍ, Cuban patriot, dies in action at Boca de los Rios.
- 20, 1706. CHRISTOPHER COLUMBUS dies at Valladolid, Spain.
1802. A reciprocity treaty is proclaimed between Guatemala and the United States.
1902. The first independent government of the Republic of Cuba is inaugurated.
- 21, 1819. The Congress of the United Provinces of the River Plate (now the Argentine Republic) establishes the University of Buenos Aires.
- 22, 1822. The United States of America recognizes the Republic of Colombia (now Venezuela, Colombia, and Ecuador.)
- 23, 1565. The potato, native of Chile and Peru, is first introduced into Europe by Sir JOHN HAWKINS, who brought a few specimens to England on his return from America.
- 24, 1822. General SUREZ defeats the Spanish troops at the battle of Pichincha.
1883. The first bridge connecting New York with Brooklyn is opened across the East River.
1884. An arbitration convention, naming Hon. WILLIAM STRONG as arbitrator, is signed between the United States and the Republic of Haiti.
- 25, 1810. The Argentine Republic declares its independence.

- May 25, 1826. The Congress of the Republic of Bolivia adopts the constitution from a draft submitted by SIMON BOLIVAR.
1833. The constitution of Chile is promulgated.
1908. The Central American Court of Justice is formally installed at Cartago, Costa Rica.
1908. A treaty of amity, commerce, and navigation between Colombia and Japan is signed at Washington, District of Columbia, United States of America.
- 26, 1819. The *Savannah*, the first steamship to cross the Atlantic Ocean, sails from Savannah, Georgia, in the United States, for Liverpool, England.
1822. General SUCRE, commanding the Army of the Independents, enters the city of Quito, Ecuador.
- 27, 1844. The first telegraphic dispatch transmitted in America is sent from Washington to Baltimore.
- 28, 1864. MAXIMILIAN, who had been elected Emperor of Mexico, arrives at Veracruz, Mexico.
- 29, 1822. The people of Ecuador, after the final defeat of the Spanish at Pichincha, declare for the incorporation of Ecuador as an integral part of the Republic of Colombia.
- 30, 1498. COLUMBUS sails from Spain on his third voyage of exploration.





FLAGS OF THE WESTERN WORLD"

LOOK to the banners! Their glorious blazons unfurled,
 Bullioned, escutcheoned and silken, with union and bar,
 Speak of the realms of a younger and happier world
 Rid of old burdens. The silvery Chilean star
 Mingles her light with the glow of broad Argentine's sun;
 Here are Colombia's yellow, deep crimson and blue—
 Mexico's eagle and serpent—the gallantly won
 Flag of free Cuba—the red, white, and red of Peru—
 Ecuador's ensign—that vision of constellate sky
 Traced by Brazil on her standard, the golden and green—
 Paraguay's wealth—all the radiant colors that fly
 Over the shores of two seas and the mountains between.

Lifting and falling, Bolivia's pennon unrolled
 Floats with the star-jewelled emblem that Washington bore;
 Uruguay's oriflamme lightens with glimmer of gold
 Haiti's green palm-tree; the cross of Dominican shore
 Touches bright Salvador's heraldry. Flags of the West—
 Flags of Honduras of woods, Venezuela the wide,
 Rich Guatemala and fair Costa Rica the blest,
 Old Panama, where the continents soon shall divide,
 Green Nicaragua of lakes—all their streamers entwined,
 Rolling from sea unto sea, from the Line to the Pole,
 Moving as one may they flaunt with the Nations behind,
 Borne in the march of the years to a marvellous goal!

Look to the banners! They tell of the generous lands
 Carved from the wilderness, conquered with plowshare and sword,
 Freed by the valor of heroes with steel in their hands,
 Built in desperate daring and faith in the Lord.
 Realms that rejoice in the grandeur of ranges and plains,
 Glad in the prowess and warmth of a vigorous prime,
 Vexed with no doubts nor despairs nor encumbering chains—
 Triumphs undreamed shall be theirs in the fullness of Time.
 Theirs be the jubilant spirit that nothing can tame!
 Theirs be the standard of Right that shall never be furled!
 Strong, self-reliant and free, but milted in aim,
 These shall establish that Peace which shall ransom the world!

^a Written specially for the Pan-American dinner, April 15, 1909, by ARTHUR
GUTERMAN.

PAN - AMERICAN DINNER GIVEN BY THE DIRECTOR OF THE INTERNATIONAL BUREAU :: :: :: ::

PEACE, friendship, and commerce were the happy symbols in the decorations as well as the keynotes of the speeches at the Pan-American dinner Thursday evening, April 15, 1909, given in honor of the Chairman of the Governing Board of the International Bureau of the American Republics, Secretary of State PHILANDER C. KNOX, and of the members of that Board, the diplomatic representatives of the Republics of Latin America in Washington, by Director JOHN BARRETT.

It was one of the most representative banquets ever held in Washington. The list of those invited included men powerful and prominent not only in the public, but in the private, social, and business life of all the Americas. Vice-President SHERMAN, Secretary of State KNOX, Speaker CANNON, Senator ROOT, and Hon. CHAMP CLARK expressed on behalf of the United States their enthusiasm for the fraternity of America. They were ably seconded on behalf of Latin America by the Brazilian Ambassador, the Minister from Costa Rica, and the Minister from Argentina. The unmistakable voice of all present was that the ties binding together the Republics of America should be made stronger by continued proofs of friendship and by practical efforts to make commerce more direct and expeditious.

The decorations deserve particular notice, because they were unique in their effect and because, by the draping of the flags and colors of all the Republics, they were emblematic of the purpose of the gathering and of the institution they represented. The ball room of the New Willard, in which the banquet was celebrated, had been changed into a Pan-American bower. The ceiling was hung with large flags. On the walls and at the level of the cornice were arranged the shields and coats of arms of all the Republics forming the International Union, and at regular intervals between them were displayed the national flags, kept continually in motion by unseen electric fans.

The orchestra, which gave a programme chiefly of Latin-American melodies during the evening, was concealed in the small gallery behind a bank of flowers, and the alcove beneath it was transformed

into a mass of green, brightly illuminated to display hundreds of miniature flags of the Republics, which the careful observer could see were arranged in clusters of twenty-one, firmly fixed in an ornamental base. A full set of these flags was presented on the next day to each person at the dinner, who thus received an attractive souvenir of the event and secured an official collection of flags of the American Republics of great sentimental value.

The guests, numbering nearly 170, were seated at twenty-one separate tables, each holding eight and presided over by the member of the Governing Board whose country it represented. Every table was decorated with distinct national flags and colors. Just before the guests took their chairs a blessing was asked by Monsignor DIOMEDE FALCONIO, Apostolic Delegate, and the instant he had finished the tables were illuminated in such a way that under beautiful glass globes in the center of each table glowed electric lights showing the colors of the country it represented.

The dinner was served through a special menu, the name of each course of which was given in Spanish. The card itself, a facsimile of which is illustrated elsewhere, was a beautiful work of art. As the coffee was reached the host proposed a toast to the President of the United States and to those of the other nations of America, which was drunk standing. Then the hall was immediately darkened, and the orchestra played an arrangement of the national hymns of the twenty-one Republics. While the music was heard, a screen at one end of the room was illuminated, and on it, following the sequence of the hymns, appeared the flags of one Republic after the other, actually fluttering before the eyes of the spectators. This charming picture gave place to several views of the public buildings or scenic features of the particular country announced by the music, and as the flags waved and pictures appeared the occupants of that country's table applauded the honor paid it with spontaneous enthusiasm.

As soon as this entertainment was ended the formal programme was resumed and the speakers of the evening were introduced by Director BARRETT. In view of the importance of the occasion, as manifested by the elaborate reports in the morning papers of the next day and of the demand for the full text of the speeches made, the following record is printed direct from stenographic notes:

TOAST OF MR. BARRETT.

Mr. Vice-President, Mr. Secretary of State, Ambassadors, Ministers, and guests, I am about to propose the health of the Presidents of the American Republics. In response there will be played by the orchestra strains from the national anthems of each one of the American Republics. In view of the time that will be occupied for this, I ask you all to waive the ordinary courtesy of respect of rising, and remain seated during the playing of these strains. There will be displayed with the playing of these hymns the national



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flag of each country, followed by one or two scenes, thrown by the stereopticon upon the screen, of the countries which they represent.

I ask you first to rise and drink with me to the health of the Presidents of the American Republics.

(Toast drunk as proposed, guests rising. At the conclusion of the toast, the guests were seated and the national anthems were played and stereopticon views shown.)

Mr. BARRETT, My guests, in a very brief time you have traveled through the twenty-one American Republics. You have seen their flags, which in each country stand for as much as the flag stands in the United States. You have seen views in their capitals and leading cities, and now it is fitting that after this brief journey we should stop for a moment to consider the organization which is endeavoring to develop unity and commerce among the American Republics.

I ask you all to rise and drink with me to the health of the Chairman and members of the Governing Board of the International Bureau of the American Republics, and in so doing I shall call upon the Chairman of the Governing Board, the Secretary of State of the United States, to respond to that toast.

(Toast drunk as proposed, guests rising.)

ADDRESS OF HON. PHILANDER C. KNOX, SECRETARY OF STATE.

Mr. Director and gentlemen, to be the Chairman of the Governing Board of the International Bureau of the American Republics, I regard as one of the most agreeable honors and one of the most important duties which have devolved upon me in the office of Secretary of State. [Applause.] Fully 90 per cent of the inhabitants of the western half of the world are citizens of American Republics, and as such are represented here to-night through their relationship to the Bureau, whose efficient executive head is our host [applause] and whose Governing Board are the honored guests. This Bureau represents the aspirations of one hundred and three-score millions of American people to establish and maintain between themselves and their respective governments profitable intercourse, more cordial friendship, and an unbreakable peace. [Applause.] The early discoverers all looked upon the two continents of North and South America as one. Later the twenty-one free and equal Republics which have grown up upon these continents in their struggle to vindicate their common form of popular government, engrossed in their internal development and their own acute problems, lost sight for a time of the singular unity and harmony of their destinies. On the part of the United States it remained for Mr. BLAINE, who established the Pan-American Bureau and called the first Pan-American Conference, to act upon the deep truth which President MONROE had felt.

My distinguished predecessor, ELIHU ROOR [applause], was the next to signalize the fundamental truth of Pan-American relations, inspired by the same truths which inspired his collaborators, the finest minds and the noblest spirits of Latin America. [Applause.] It remains for us to see the ligament which joins the two continents severed by a canal in order that their commercial and social relations should become closer; it remains for us to see rise here in Washington the splendid new building of the American Bureau, the expression of united purpose and the cherished hope that we shall soon see an enormous increase in the commerce, the good understanding, and the mutual confidence of all the American Republics. [Applause.]

One can scarcely exaggerate the satisfaction of international friendship, the advantages of international traffic, or the blessings of international peace. [Applause.] They are concatenated benefits. Friendship and peace are the common



(Photo by Harris & Ewing.)

HONORABLE PHILANDER C. KNOX,
Secretary of State in the Cabinet of President Taft.

consequences of commercial intercourse, and result from reciprocal dependence of countries upon each other's products, sympathies, and assistance. The International Bureau of the American Republics has during its existence done much to maintain and advance the natural feeling of mutual regard entertained by the inhabitants of this hemisphere. Its work in this respect has gone forward even more rapidly than the growth in the commerce between American countries, and, consequently, without depending much upon the adventitious advantages flowing from the intimacy from commercial relations.

The opportunity to profit by contact with one another's ideas and tastes would be vastly expanded by closer business relations between the American Republics. [Applause.] It is now to be desired that we buy more from and sell more to each other [applause]; that we establish the instrumentalities of direct communication with each other [applause]; that our financial transactions should be conducted by and through our own agencies [applause]; and that we may thus establish that complete understanding and that mutual interdependence which our proximity suggests and our perfect and permanent development demand. [Applause.] The growth of a strong Pan-American public opinion, reflecting our common ideals and our common aspirations, frowning upon those who, for selfish ends, work against those ideals and aspirations, disdaining the suspicion of ulterior motive and speaking in a clear voice words of sincerity, benevolence, and mutual confidence, and with that assurance which is based upon a clear conscience, will be the greatest factor in bringing about the general good of all Americans. [Applause.]

At the Pan-American Scientific Congress at Santiago many of the best minds of all our Republics came in contact with a common purpose. There is projected at Rio de Janeiro a meeting of judicial counselors to formulate a code of public and private international law, conceived in the optimistic desire to accomplish a task which has hitherto been regarded as impossible. In 1906 occurred the magnificent Pan-American Congress at Rio de Janeiro, and next year we are looking forward with enthusiasm and intense interest to the fourth Pan-American conference in the beautiful capital of the Argentine Republic. [Applause.]

The hopes that we all have for the achievements of that conference lend a special importance at this time to the Pan-American Bureau, which has so great a rôle as the intermediary in our preparations for another step forward in the Pan-American movement. [Applause.]

The suggestion of an International Bureau of American Republics was a fine conception. Its avowed purpose, though broad and comprehensive, can not limit its functions or its influence. Commerce, friendship, peace, can be best encouraged by the encouragement of conditions under which they can permanently endure. Thus the Bureau becomes a trustee, in a sense, to encourage good and stable government throughout the whole of America. Its sympathies should swiftly respond to the demands of justice, and it should frown upon as intolerable or seditious violence, plottings, plunderings, and revolt. [Applause.] As the bond of cohesion between the American Republics grows stronger the disturbing forces of disorder, the selfish ambitions infesting any one of them, grow less. The splendid advance of many of the American Republics under just and stable governments has been an inspiring example to all.

Mr. Director, I recently had the pleasure of meeting the Governing Board of the International Bureau of the American Republics as a body, and I profited by that opportunity to say to them for the President of the United States and for myself—although this could hardly be necessary—that among the first of the highest aspirations of the American foreign policy under the present administra-

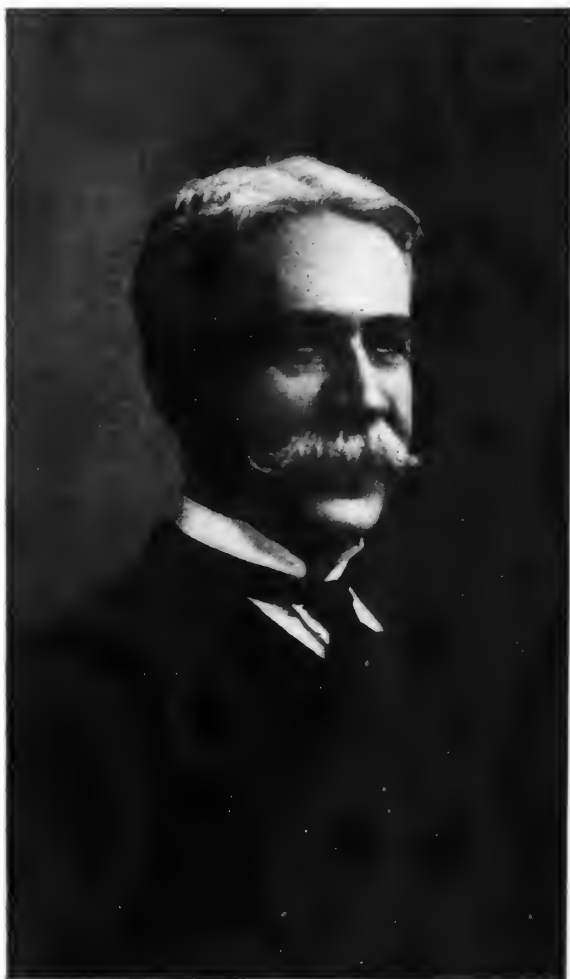
tion would be the strong desire for a continued, healthy growth in the natural sympathetic relations and close intercourse of the family of sister American Republics. [Prolonged applause.]

Mr. BARRETT. Following that most inspiring address of the Chairman of the Governing Board, it is fitting that I should propose the health of the Latin-American Ambassadors and Ministers who constitute the Governing Board, with the Secretary of State of the United States, of the International Bureau, The Dean of the Diplomatic Corps of Latin America is that great statesman, that great scholar, that beloved man of Brazil, the Ambassador of Brazil, Mr. JOAQUIM NABUCCO. Few men have come from foreign lands to this capital with a greater equipment of intellectuality than he, and I have great honor in asking him to respond to the toast of the Latin-American Ambassadors and Ministers. Will you drink with me? [Applause.]

ADDRESS OF MR. JOAQUIM NABUCCO, AMBASSADOR FROM BRAZIL.

Mr. Director, your excellencies, and gentlemen: After the Secretary of State it is the turn of the envoys of Latin America to thank the Hon. JOHN BARRETT for the honors of this entertainment in which the ingeniousness surpasses the sumptuousness. We are glad to express to him on this occasion our appreciation of his invaluable services to our common cause, as well as the indebtedness of all our nations toward him. The present Director of the Pan-American Bureau has one single defect in our eyes. I do not allude to his having doubled our daily task, but to the impossibility of fully replacing him when he will leave us. This is a great country, where individuality abounds; but I doubt if there is in it another man ready to face its ninety millions and teach them all the gospel of Pan-Americanism. However, since we can not help it, let us treat the meteor as if it were a fixed star and hope that his succession will be delayed until his work is complete so as to have only to be copied by others.

We are glad to see in the hands of Secretary KNOX the same ensign we saw in the hands of Secretary ROOT, the ensign of HENRY CLAY. It is indeed impossible to add anything to the spirit in which, in his speech on the emancipation of South America, CLAY, already in 1818, spoke of an American feeling and an American policy in the wider sense of the word "American," and made this prophecy about the new American nations: "They will obey the laws of the system of the New World, of which they will compose a part, in contradistinction to that of Europe." Our roots no doubt extend across the seas to the old stems of our races, languages, and traditions; but ever since the first colonization of America, everywhere in the New World there has existed the sentiment which HENRY CLAY called the "American feeling," and since the independence the natural policy, which he also called the "American policy." As America is only the new Europe, when in the course of time that American policy will reach its full growth, any political contradistinction between Europe and America will be effaced, and our different races, divided by the ocean, will unite all their branches in universal peace, freedom, and equality. This is, however, the very ultimate goal, and for generations we will have to aim at the nearer one of finding, obeying, and developing what HENRY CLAY had in view when he spoke of the laws of the system of the New World. This is the task for many successive administrations here and in all countries; but I can not help thinking that each one will have a much nearer view of that goal with a different and wider perspective all around when I see the giant strides made in the last four years by the spirit of Pan-Americanism; that is, by that continental patriotism which, like the azure above the peaks, stretches beyond the limits of each national patriotism of ours. [Applause.]



MR. JOAQUIM NABUCO,
Ambassador of Brazil to the United States.

Mr. BARRETT. I am sure you will agree with me that the sentiments expressed by the Ambassador of Brazil, following those of the Secretary of State, emphasize the importance of this Pan-American union. Had it not been for an engagement he made a long time ago, we would probably have had here for a few moments the President of the United States [applause]; but not having him, we have with us a man of long experience in the public life of our country, a man who by his service in the House of Representatives well earned the promotion to be Vice-President of the United States [applause], and I am quite sure that we shall be pleased to hear a word from him who stands before us as a representative American citizen, the Vice-President of the United States, and the presiding officer of the United States Senate, HON. JAMES S. SHERMAN. [Applause.]

ADDRESS OF HON. JAMES S. SHERMAN, VICE-PRESIDENT OF THE UNITED STATES.

Mr. Host and your assembled guests from both ends of the Western Continent: I regret, Mr. Director, more than you and more than your guests the absence of that great man, great mentally and physically [laughter], whose presence increases the pleasure of those assembled at any function, and whose words always add to the sum total of human knowledge and human information. [Applause.] I am to act as his understudy, and I hope, Mr. Host, that the word or two that I utter at least will not subtract from the general sum of human knowledge. [Laughter and applause.]

I congratulate you, sir, upon this gathering. It is auspicious. I indeed think it is fortunate for the inhabitants of both of the Americas that this Bureau has been formed, and I think, sir, it is fortunate for both of us that its management and its destiny is intrusted to one whose enthusiasm and whose ability measure up to the requirements of the occasion [applause], and I congratulate you that the former Secretary of State, HON. ELIHU ROOR, gave of his time and of his energy and of his ability in enclenching the South American country, visiting the several Republics, and thereby cementing closer the relations between North and South America [applause]; and I congratulate you that the present distinguished, able, splendid, patriotic Secretary of State, by his words uttered here to-night shows that he is in full accord and in full sympathy with the objects of this organization. [Applause and cries of "God!"]

Whatever interests South America interests North America, and vice versa; whatever adds in any country upon the globe to the volume of wealth of any country or to the amount of education or of Christianity or to the advancement of civilization adds so much to every other country. Because when human knowledge is increased, when the opportunities of human life are enlarged anywhere throughout the world, it increases by just so much the general average of human knowledge and of human wealth. But, of course, with the relations which exist and which we desire to be strengthened between North and South America, whatever helps in the Southern part of this Continent aids in the North, and we desire that the bonds of commercial union between these two parts of America shall ever be made closer and closer. We desire it not simply from a selfish point of view, not simply to enlarge our own commerce, but to enlarge yours as well. We are not altogether selfish, we of North America. I believe history shows, the history of all the life of this Republic, that no people in the world in their efforts to advance the good of mankind at large has been more unselfish and more patriotic than the people of the United States of America. [Applause.] I am sure you of South America will permit me to cast this one little bouquet upon our own table. [Laughter and applause.]



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HONORABLE JAMES S. SHERMAN,
Vice-President of the United States, inaugurated March 4, 1909.

I have passed the noonday of my life. Some of the newspaper boys in the recent past have attempted to make it appear that I was prepared to be the star performer in a funeral procession, but I am sure my looks upon this occasion belie the statement. [Laughter.] But I admit having passed the noonday of life. I hope, my friends, that the evening of my life may not arrive until I see the means of direct communication between South and North America established. [Great applause.] I hope that time will not arrive until I see the flag of our United States waving over the ships which shall be the means of commercial communication between the two ends of the Western Continent of the world. [Applause.] I hope also to see within my lifetime—not for my children to see, but for me to see—the means of direct banking communication between South and North America established; to see established every possible avenue by which our commercial relations shall be conducted, shall be close, and shall be enlarged; and I am particularly pleased in seeing anything done which strengthens this bond of union between the two ends of this continent, which the Bureau over which you, Mr. Host, preside is intended to do. [Loud applause.]

Mr. BARRETT. As we look from the United States southward, we have a group of Republics, among which none has worked more for peace and friendship than that of the prosperous little Republic of Costa Rica. [Applause.] No man has served longer among the Ministers in Washington than Señor DON JOAQUÍN BERNARDO CALVO, the Minister of Costa Rica. [Applause.] I am sure that a word from him will be quite welcome on this occasion. [Applause.]

ADDRESS OF SEÑOR DON JOAQUÍN BERNARDO CALVO, MINISTER FROM COSTA RICA.

Mr. Director, gentlemen, my country enjoys to-night the distinction of being in the center of this notable gathering of very distinguished men from all the Americas, and, as its representative I enjoy the honor of being between the Secretary of the Interior of the United States and the head of the government of the District of Columbia. I was asked by Mr. BARRETT a few minutes ago to say a few words in regard to Central America, thus favoring me with the opportunity of having the honor to greet you all in this memorable occasion, which shows the gratifying progress made toward the realization of the cherished ideal of a Pan-American Union. As a Central American, I believe I voice the sentiment of all the Central Americans when I say that I feel it a duty to remember at this moment President ROOSEVELT [great applause], to whom, as well as to the President of Mexico, Gen. PORFIRIO DÍAZ [applause], the five Republics owe a great debt for the kind interest they showed in their welfare. With the able assistance of Senator Root, then the Secretary of State, and his high inspiration during the Central American Peace Conference held here in Washington two years ago, an International Court of Justice was established in Cartago, Costa Rica. We hope that this experiment will prove fruitful and that through the functions of that tribunal and the desire of all good Central Americans for the well-being and prosperity of those countries they will better realize the importance of a peaceful and more rapid development of their natural resources, at the same time making them also understand that their position between the two great Americas is of such value that they will, by their favored remarkable conditions, greatly contribute to the progress and civilization of the whole continent, under the auspices of a blessed true Pan-Americanism. [Applause.]

Mr. BARRETT. We have just heard from the heart of America, that section lying between North and South America. It is fitting now that we should hear from the heart of the United States, that we should hear from a man from



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SEÑOR DON JOAQUIN BERNARDO CALVO,
Minister of Costa Rica to the United States.

Illinois, who stands in his age as young as anyone here to-night [laughter and applause], who stands, therefore, for the youth and the older age of Pan-America—a man of the American people, who understands American sympathies and impulses. With great pleasure I call upon the Speaker of the House of Representatives, Hon. JOSEPH G. CANNON. [Applause.]

ADDRESS OF HON. JOSEPH G. CANNON, SPEAKER OF THE HOUSE OF REPRESENTATIVES.

Mr. Host and representatives of sister Republics on the continent of America, gentlemen: My time has been somewhat long in the United States National House of Representatives, but so closely devoted to our domestic relations that I have had perhaps not sufficient amount of time to pay attention to our foreign relations upon the new continent. We have problems—if I may speak for a moment to my fellow-citizens of the United States—in our own development sufficient to keep us fairly busy. [Laughter.] And, yet, those problems perhaps are not so important as we sometimes elect to believe. I am not quite sure, looking into the eyes of the leader of the minority in the National House of Representatives [laughter], if he were the representative of the majority in that great body, but what he would have to deal with problems that the majority now have to deal with; and I am rather inclined to believe with that responsibility would come that nerve and that courage to discharge that responsibility to the satisfaction of a majority of the people who make the Government and the civilization of the common country. As it is, however, he is quite uncomfortable as a kicker, and belongs to the minority at the present time. [Laughter and applause.]

I am very glad, Mr. Host, for the privilege of being present upon this occasion to meet the Ambassadors and Ministers from the twenty other American Republics. There is not much in names—a republic, a monarchy, an absolute government, as it may happen to be called from time to time, is useful and valuable, as it gives, if possible, by the consensus of opinion of all the people, security to life, to liberty of each individual, the highest and the lowest, and security to property.

We are comparatively new upon this continent. I am an optimist. I believe in the capacity of people whom I see assembled in this room as the representatives of their various governments, of the Caucasian race—the great race among all the races upon earth—for self-government. [Applause.] In the United States, as we take an account of stock, we congratulate ourselves that in the swing of over a century since the adoption of the Constitution that we grow more and more competent for self-government. That competency, if we are competent, consists, under our Constitution, under our laws, under our Government, in the power to guarantee to every citizen of the Government equal participation in determining what the government shall be—an equal guarantee to liberty and security to property.

All civilizations depend upon the self-interest of the individual. Therefore we turn loose in the United States each man seeking to better his condition, and in the general efforts of ninety millions of people come the security of the perpetuity of our form of government. Form, did I say? Oh, I will go further and speak of substance. Form is nothing; the substance is what we strive for.

I am glad to be a citizen of the United States. I am glad to be one of the inhabitants of the new continent. I look in the eyes of their representatives—the Ambassador from Brazil, from Argentina, from Chile, from the Central American States, from Mexico—and perhaps saying not less for other of the Republics, but rather more for that magnificent country, whose great President in less than a generation, by his genius [applause], by his wisdom, by his



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HONORABLE JOSEPH G. CANNON,
Speaker of the House of Representatives.

splendid leadership, has lifted Mexico from being a country of revolutions to become a stable country, where, under the name of a Republic, there is security in fact for each citizen in that country. [Applause.]

Knit together, we, the representatives of the various countries of the Caucasian race, from faraway Patagonia up to the frozen ocean, must cooperate. We are yet young. The United States, with her ninety millions, when fully developed, with her marvelous resources, will have five hundred millions of population. [Applause.] The balance of the continent will have five hundred to seven hundred and fifty millions of population. Bound together by hoops that are stronger than steel, your sons and daughters to the south of us will come to us and we will go to you. The completion of the Panama Canal, a wise policy upon the part of our respective Governments, will furnish transportation with proper encouragement to exchange our products—yours for ours and ours for yours; and a little later on, greater than all, will be the knitting together of the two continents by the iron bands of railways from southern Mexico, down through the Central States and the Isthmus, to the railway systems of South America. [Applause.] There is enough in the natural resources of the forests, of the mineral deposits, of the capacities of the soil, on the high plateaus under the equator down in Brazil, down in Argentina—there is enough to support a population of a thousand million of people. It is for us, measuring our responsibilities, to bring law and order in each of our respective countries, and with law and order and freedom and unity we will work out our own salvation. [Applause.]

Mr. BARRETT. It may seem upon the map a far cry from the United States south to Argentina, but next year there will be held in Buenos Aires, the capital of Argentina, the Fourth Pan-American Conference, a gathering of great importance to the welfare of the American nations. I am going to call upon the able Minister of Argentina to say a word to us in the beautiful Spanish tongue, of which he is a master—just a word of expression of interest in this connection. I call upon Mr. DON EPIFANIO PORTELA, the Minister of Argentina.

ADDRESS OF DON EPIFANIO PORTELA, MINISTER OF THE ARGENTINE REPUBLIC.^a

The distinguished Director of the Bureau of the American Republics seems to combine with all his other accomplishments the rare gift of being a conjurer. As in the Bible story, when Lazarus was bid to rise and come forth, the Director, at the eleventh hour, bids me rise and speak, as if he felt certain that his imperative command is enough to instill in me in some magical way that enviable talent which I do not possess, and which those who have spoken before me have in such a high degree, being, as they are, master orators.

Let the expressions of my sentiments be directed to our genial host. There are special motives for the esteem and gratitude the Minister of Argentina feels toward the honorable Director of the Bureau of the American Republics. My country has never had a more kindly friend, nor a more loyal one, nor a more devoted one, nor a more enthusiastic herald of its progress in all directions, nor yet a friend who has shown more faith in the destinies of the Argentine nation, nor greater disinterested determination to show this to the people of its great sister nation. As a member of the Bureau, I also owe to its worthy Director the sincere expression of my profound regard because of his great Americanism, free from all prejudice, and because of his praiseworthy labor in favor of a most intimate knowledge between the Americas. That great idea could never have a more enthusiastic apostle, nor could the work to make it a tangible reality ever find a more persevering, willing, energetic worker.

^a Mr. Portela made an address in Spanish, a translation of which is given.



SEÑOR DON EPIFANIO PORTELA,
Minister of the Argentine Republic to the United States.

The honorable Director has mentioned the Fourth Pan-American Conference, which is to be held in the city of Buenos Aires next year. This is an honor which the sister nations have bestowed upon the motherland of SAN MARTIN as an homage to the historical commemoration of the centennial of the Argentine independence.

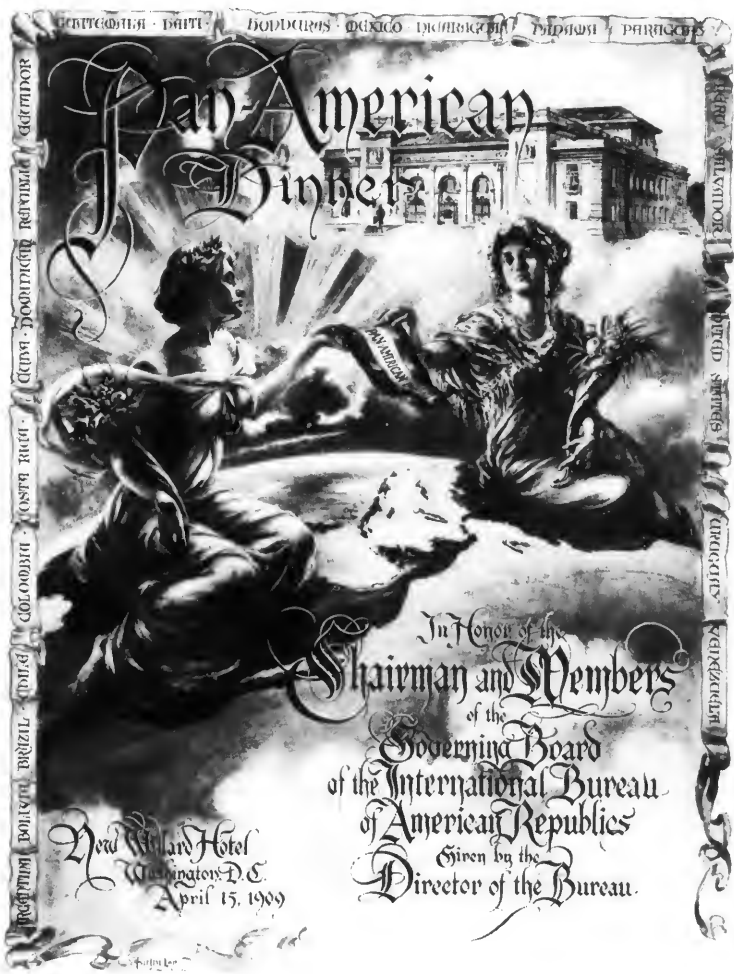
"What shall be the work of a Fourth Conference?" is asked. It is not difficult to answer: To follow the great impelling force started by that of Washington and so admirably continued by the conferences of Mexico and Rio de Janeiro. It is from this country, from the United States of North America, that the greatest reforms have started which have changed in a moment the moral and political economy of the world.

TAINÉ embodies in the description of a court episode, a common one so far as its external characteristics are concerned, the sum and substance of an entire régime. He mentions a dinner of Queen MARIA LECZINSKA, in Fontainebleau. The table was laid for twelve covers, but only Her Majesty was to sit at this table. Half a dozen personages were gathered in the splendid dining room. The Queen arrives, and the twelve courtiers stand in a semicircle about 10 feet from the table. Her Majesty begins to eat hurriedly, without noticing any one, her eyes fixed on her plate. Suddenly she glances around and says, "Monsieur DE LOWENDAL?" Upon hearing his name, a man of brilliant appearance, making a profound bow, answers, "Madame?" "I believe," the Queen says, "that this dish is chicken stew." "Madame," answers the marshal, ceremoniously retreating to take his place in the semicircle, "I am of the same opinion." Those who were standing in the semicircle were all persons of high rank, the highest among the nobles of the realm—marshals of France and others of equally high standing, as they were the only ones to whom was reserved the great honor of serving as lackeys to the lord and master. All during that epoch of feudal aristocracy, human dignity, social dignity, wealth, and character—all things were sacrificed to the sovereignty of the crown, with which the idea of motherland was identified. After this tradition of centuries there came the glorious "Declaration of the rights of man," and following in its wake the thirteen colonies make the greatest revolution known in history, rising in America and for the world the sovereignty of the people in opposition to the sovereignty of the crown.

The marvelous transformation of the civil and political society, which had its glorious birth in the primitive, modest cradle of the British colonies—now one of the most powerful nations on earth—was logically bound to make itself felt in international affairs, carrying the new spirit thereto. All congresses preceding and following the peace of Utrecht until recent years seem to have been bent on regulating inequality between nations. But since the voice of the United States began to be heard and its vote to have weight in the counsels of the world the democratic idea of sovereignty has been permeating the public law until the principle of juridical equality has been established as the inherent supreme rule among the nations of the world. Could this impulse be checked? The Fourth Pan-American Conference will be, as its predecessors, an open tribute to all the great ideas of right, peace, and justice. I am done.

MR. BARRETT. I am sure that you all agree with me that the Spanish language is one of both oratory and poetry. [Applause.] I had hope that the most efficient Secretary of the International Bureau, Dr. FRANCISCO J. YÁÑEZ, to whom I owe great credit for the assistance he has given me, would translate this address; but he says he could not do justice to such an eloquent appeal as that of the Minister of Argentina. [Applause.]

Therefore I am sure that I shall please you when I call upon a man who has journeyed around Latin America, around South America, and then to Mexico: a



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man who has done so much to bring us into closer touch with those countries; a man to whose efforts are due the reorganization and building up of this institution; a man whose influence brought about the erection, through the benevolence of Mr. CARNEGIE, of our new building; a man who has done, as you all know, yeoman work in promoting the Pan-American cause.

With great pleasure I call upon Senator ELIHU ROOT. [Applause.]

ADDRESS OF HON. ELIHU ROOT, SENATOR FROM NEW YORK.

Mr. Director, the Vice-President, Mr. Secretary, gentlemen: In all this censorious, fault-finding world there is no better evidence of the underlying goodness of mankind than the fact that everywhere and always, as men come to know each other better, attention is less and less attracted to the qualities that cause prejudice and dislike, and more and more concentrated upon the qualities that attract friendship and affection. The great office of the international union of American Republics, of which the Bureau of the American Republics is the office and business organization, I understand to be to bring into prominence among the American peoples the good qualities that underlie all differences of nation, of religion, of race, of law, of custom, and of manners [applause]; to bring about that better knowledge under which the prejudices that come from differences disappear and the friendship that comes from a recognition of common aims and common sympathies and common ideals takes their place. I wish to say—for I can now say it as an observer—that the Director of this institution, who is our host to-night, came fittingly into his position, because he came to it, not seeking a place or a salary or personal advancement, but because he had in his heart the spirit of Americanism [applause]; because he had a sympathetic appreciation of those good qualities which exist in all the peoples of America and which it is for the best interest of all the peoples of America to have known and recognized [a voice, "Hear!" and applause] and his enthusiasm, his energy, indefatigable and untiring, for the cause in which he has enlisted, is an invaluable asset for the peace, the progress, and the advance in civilization of all the peoples of the Western Hemisphere. [Applause and cheers.]

Among the many advantages which result from a change in the Secretary of State of the United States (laughter), one which is quite clear, is this—that it permits all of us to see that the recent renaissance of kindly international feeling among the American Republics is not personal and temporary, but is national and permanent. [Applause and cheers.] It is a long time, measured in events, between the Congress of Panama, in 1826, and the Congress of Rio de Janeiro, in 1906, and the Congress of Buenos Aires, in 1910; it is a long time since the statesmanship of MONROE and JOHN QUINCY ADAMS and the diplomacy of RICHARD RUSH and the eloquence of HENRY CLAY enlisted the generous sympathy of the people of the United States and rendered the aid of the people of the United States to the cause of South American independence [applause]; it is a long time, measured by events, even since the time when the farsighted wisdom of BLAINE'S sympathetic nature saw that the future of America was a future of union in sympathy and in effort among all the American Republics [applause]; but during that time, in the progress of those years, we have been approaching the possibility of fruition to the dreams of liberty and of union that once seemed to be but dreams.

Our gatherings of fraternal association, the kindly words we speak, the declarations of sympathy and common interests which we make are not the representations of an idle dream; they are not mere sentiment. You can not put your finger upon a single specific advantage coming from them; you can not say that because of the Bureau of the American Republics and its work, that



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HONORABLE ELIHU ROOT,
Senator from New York.

because of the speeches of HENRY CLAY, that because of the efforts of RICHARD RUSH in the diplomacy of Europe, you and I are richer or better than we would have been; but, nevertheless, it is no idle dream, it is no empty rhetoric; it is all a part of the great development of our race, moving with majestic momentum along the lines of civilization, with all the specific interests, the personal selfishness, the quarrels and controversies and prejudices and animosities of the hour but trifles upon the surface; the majestic progress of the development of a great race, working, not upon the curves of an individual existence, but with that slow and sure progress that nations make toward a higher civilization which finds its basis in general prosperity, in general friendship and peace, in general justice and liberty; to that progress contributes all human effort, for it is in the line of the laws of nature; and to that we contribute to-night; to that every word of friendly recognition, of kindly intercourse, every act that brings better acquaintance and more sympathetic appreciation between the peoples of America contribute.

We come and go—Presidents and Vice-Presidents, Speakers and Secretaries, Ambassadors and Ministers—but our countries move on towards their destiny, and, thank God, by the slow development of great ideas they move together, helpful to each other, bound towards the same goal, loyal to the same high ideals, working out, each for itself, but all together, ideals of justice and liberty and peace. It depends not upon any one of us nor upon all of us. No man and no combination of men, no government can arrest the great development. We can accelerate it, can hasten it; we can not prevent it. [Applause.] And the time will come when in all the Americas the names of SAN MARTIN and BOLIVAR, of BONIFACIO and TRADENTES, of JUAREZ and DIAZ, and of WASHINGTON and LINCOLN will be to the children of every nation and of every race alike the examples of patriotism and of self-devotion to the cause of liberty and of justice. [Applause.]

We are citizens of the United States of North America, of the United Mexican States, of Brazil and Peru and Argentina and Chile and Central America, but we are all Americans [applause]; and more and more, among our children and our children's children, before all the world, before Europe, which formerly held us in little account, before Asia, which formerly held Europe in little account—before all the world, men will grow ever more proud of the heritage of liberty and popular government, born and nurtured and developed to its highest quality and rule in these favored Republics of all America. [Applause.]

Mr. BARRETT. I think you will all agree with me, after that splendid address of the late Secretary of State, the Senator from New York, that there are no politics in the attitude of the United States toward her sister Republics. And to confirm that sentiment I am going to call upon the leader of the Democratic party in the House of Representatives, that man from the Central West who stands for the high ideals of Democracy, the Hon. CHAMP CLARK. [Applause.]

ADDRESS OF HON. CHAMP CLARK, REPRESENTATIVE FROM MISSOURI.

Mr. Director and gentlemen, I am greatly indebted to my brother BARRETT for a most excellent dinner and a most pleasant evening. I came very near missing it on account of the trouble that the tariff revisionists in the House have been giving me here lately, under the lead of my friend Mr. PAYNE, from New York. [Laughter.] During those strenuous days I received so many letters that I quit opening them, because they were all advices as to how to get up a tariff bill. So I did not open the invitation to this feast until two or three days ago.



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HONORABLE CHAMP CLARK,
Minority Leader of the House of Representatives.

The Speaker has done me the credit to say that if our positions were swapped and I were Speaker, that he thought that I would bring to the discharge of the functions of that high office the nerve and patriotism that would be necessary. I thank him very much. [Laughter.] I generally carry my nerve with me. He says I have sometimes "kicked." Gentlemen, the function of a minority is to criticize, to fight, to "kick." [Laughter.] I remember away back in 1893, 1894, and 1895 that I saw the Speaker himself do some rather high "kicking" on the floor of the House of Representatives [laughter], and if you, gentlemen, live a couple of years around Washington, then I give you a free invitation now to come up to the Capitol and see him do some more "kicking." [Laughter and applause.] But his remarks contain the germ of a great truth, and, although it was confined to me, I will extend it. I have a theory that I like to propound on occasion, and that is that the American citizen always rises equal to any emergency in which he finds himself placed. [Applause.] I have no doubt that if every officeholder in the United States, from the President to the janitor, including the Speaker and myself, should all die to-night—which God forbid—that in a month another set of officeholders would be found just as good as we are [laughter], and this magnificent Republic would go on to fulfill her splendid destiny. [Laughter and applause.] I have always said, and I believe it now, that when the great civil war closed there were 10,000 men marching in the ranks, carrying muskets as privates, who would have made good captains, majors, colonels, brigadiers, and major-generals if promoted on the instant.

This magnificent entertainment here to-night has made me think of two or three things. One hundred and thirty-three years ago every foot of the two Americas, from the frozen ocean to the Cape, belonged to a monarchy somewhere. When our fathers gave forth the Declaration at Philadelphia on the 4th of July, 1776, there was only one other Republic on the face of the earth—Switzerland—and our fathers were not certain that this one would live till Christmas [laughter], and it was very doubtful whether it would or not. Now, thanks be to Almighty God, there are twenty-four; and there are children born who will live to an age when there will not be a monarchy among the civilized peoples on the face of the earth. [Applause.] We differ here in language a little to-night, but our hearts are as one in favor of the idea of representative government, which will go on, like Tennyson's brook, forever, until it brings its benefits and its blessings to the entire human race.

During John Adams's administration the first effort to unite the various Republics on these two western continents was made. More than three-quarters of a century elapsed until the thing took shape in this Bureau of American Republics. That it will bring about a commercial union I have no doubt. Two or three years ago they had some trouble up here in the House of Representatives about getting a ship-subsidy bill reported. [Laughter.] By some kind of process that I never understood precisely [laughter], at the last moment almost, somebody resigned from that committee, and Mr. LITTAUER, of New York, was appointed on that committee. He gave a series of dinners, to none of which I was invited, much to my regret. [Laughter.] One day somebody met JIM WATSON, of Indiana, out in one of the halls, and he said, "Jim, how are they coming on reporting that ship-subsidy bill to-day?" He said, "Oh, they will get it out if LITTAUER's grub holds out." [Laughter.] Now, if BARRETT's grub holds out, we will form a complete commercial union among the twenty-one Republics in this hemisphere.

The last great enterprise in which we are all interested is the digging of the canal. It has been the dream of men since BALBOA first looked upon the Pacific Ocean. It was first put into concrete form in the Democratic platform in 1856

[laughter], yet it has taken until two or three years ago to get it started; but it is started at last. Great enterprises move slowly, but the twenty-one Republics, with more wealth *in esse* and *in posse* than all the rest of the earth together, have willed to carry one of these great enterprises to fruition, which are intended for the blessing, the uplifting, and the enriching of all of the people in all the Americas. [Applause.]

Mr. BARRETT. With this interesting address of Mr. CLARK, our regular speech making for the evening is over. If there should be any others here who would wish to say a word, I am sure we shall be glad to hear from them. I await any suggestion from this gathering on that point. [A pause.] Before you leave I just want to say this, that to-morrow or the next day I want to have the pleasure of sending you, as a little souvenir of this occasion, a collection of the flags of the twenty-one American Republics. [Applause.] You see them here banked in front of you, and we hope that you may keep them as a remembrance of this occasion.

I want to express my appreciation to the managers of this hotel, to the members of my staff, not only Mr. YÁNES, but also to Mr. ADAMS, for their cooperation in making the arrangements for this occasion. My part in it has only been secondary.

I thank you all for responding to this invitation, and I hope that this may be one of many future occasions to bring closer together the American Republics. Gentlemen, I thank you for being here to-night. [Applause.]

Director BARRETT's guests included the following:

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| The Vice-President of the United States, Hon. James S. Sherman. | Mr. Luis Melian Lafinur, Minister of Uruguay. |
| The Secretary of State of the United States, Hon. Philander C. Knox. | Mr. Luis Toledo Herrarte, Minister of Guatemala. |
| The Brazilian Ambassador, Mr. Joaquim Nabuco. | Mr. Federico Mejía, Minister of Salvador. |
| The Mexican Ambassador, Mr. Francisco León de la Barra. | Mr. Anibal Cruz, Minister of Chile. |
| The Speaker of the House of Representatives, Hon. Joseph G. Cannon. | Mr. Luis Lazo-Arriaga, Minister of Honduras. |
| The Secretary of War, Hon. J. M. Dickinson. | Mr. C. C. Arosemena, Minister of Panama. |
| The Attorney-General, George W. Wickersham. | Mr. Rodolfo Espinosa R., Minister of Nicaragua. |
| The Secretary of the Interior, Hon. Richard A. Ballinger. | Mr. H. Pauléus Sannon, Minister of Haiti. |
| Mr. Justice Harlan, of the Supreme Court. | Mr. Carlos García Velez, Minister of Cuba. |
| Mr. Joaquín B. Calvo, Minister of Costa Rica. | Mr. Arturo L. Fiallo, Chargé d'Affaires of the Dominican Republic. |
| Mr. Ignacio Calderon, Minister of Bolivia. | Most Rev. Dionede Falconio, Apostolic Delegate. |
| Mr. Epifanio Portela, Minister of the Argentine Republic. | * Hon. Shelby M. Cullom, United States Senator. |
| Mr. Felipe Pardo, Minister of Peru. | Hon. Ellihu Root, United States Senator. |
| Mr. Luis Felipe Carbo, Minister of Ecuador. | * Hon. Henry Cabot Lodge, United States Senator. |
| Mr. Enrique Cortes, Minister of Colombia. | Hon. George E. Chamberlain, United States Senator. |

* Unable to be present at the last moment through illness or absence from town.

- Hon. Augustus O. Bacon, United States Senator.
- Hon. Francis E. Warren, United States Senator.
- Hon. William Alden Smith, United States Senator.
- Hon. Stephen B. Elkins, United States Senator.
- Hon. Clarence D. Clark, United States Senator.
- * Hon. William J. Stone, United States Senator.
- Hon. Samuel H. Piles, United States Senator.
- Hon. Wesley L. Jones, United States Senator.
- Hon. William P. Dillingham, United States Senator.
- Hon. Carroll S. Page, United States Senator.
- Hon. Henry A. du Pont, United States Senator.
- Hon. Champ Clark, Member of Congress.
- Hon. Frank O. Lowden, Member of Congress.
- Hon. David J. Foster, Member of Congress.
- Hon. William M. Howard, Member of Congress.
- * Hon. James A. Tawney, Member of Congress.
- Hon. James L. Slayden, Member of Congress.
- Hon. Butler Ames, Member of Congress.
- Hon. Sereno E. Payne, Member of Congress.
- * Hon. James B. Perkins, Member of Congress.
- Hon. Joseph H. Gaines, Member of Congress.
- Hon. Samuel W. Smith, Member of Congress.
- Hon. Francis W. Cushman, Member of Congress.
- Maj. Gen. J. Franklin Bell, Chief of Staff.
- Gen. Clarence R. Edwards, Chief of the Insular Bureau.
- Gen. A. E. Bates.
- Gen. George W. Davis.
- Hon. W. I. Buchanan, United States Commissioner to Venezuela.
- Judge Thomas H. Anderson.
- Hon. Henry B. F. Macfarland, Commissioner of the District of Columbia.
- Hon. Henry L. West, Commissioner of the District of Columbia.
- Prof. L. O. Howard, President of the Cosmos Club.
- Prof. James Howard Gore.
- Dr. José Carlos Rodrigues, Editor "Jornal de Comercio" of Rio de Janeiro.
- Dr. Alejandro Alvarez, of the Chilean Foreign Office.
- Hon. Huntington Wilson, Assistant Secretary of State.
- Hon. James B. Reynolds, Assistant Secretary of the Treasury.
- Hon. William Phillips, Third Assistant Secretary of State.
- Mr. Rinaldo de Lima e Silva, Secretary of the Embassy of Brazil.
- Mr. V. Salado-Alvarez, Secretary of the Embassy of Mexico.
- Mr. Alberto Palacios Costa, Secretary of the Legation of the Argentine Republic.
- Mr. Manuel de Freyre y Santander, Secretary of the Legation of Peru.
- Mr. Esteban Carbo, Secretary of the Legation of Ecuador.
- Mr. Pomponio Guzmán, Secretary of the Legation of Colombia.
- Mr. Alberto Nin-Frías, Secretary of the Legation of Uruguay.
- Mr. J. Gustavo Guerrero, Secretary of the Legation of Salvador.
- Mr. Alberto Yoacham, Secretary of the Legation of Chile.
- Mr. José de Obaldia, J., Secretary of the Legation of Panama.
- Mr. Felipe Rodriguez, Secretary of the Legation of Nicaragua.
- Mr. Arturo Padró y Almela, Secretary of the Legation of Cuba.
- Dr. Francisco J. Yánes, Secretary of the Pan-American Bureau.
- Dr. Albert Shaw, Editor of the Review of Reviews.
- Hon. Charles E. Magoon, late Governor of Cuba.

* Unable to be present at the last moment through illness or absence from town.

- Mr. Charles M. Schwab, President Bethlehem Iron Works.
- Dr. L. S. Rowe, of the University of Pennsylvania.
- Mr. Fred W. Carpenter, Secretary to the President.
- Hon. Thomas F. Walsh.
- Mr. P. P. Schwerin, Vice-President Pacific Mail Steamship Company.
- Hon. C. H. Butler.
- Dr. Charles W. Needham, President George Washington University.
- Hon. Charles B. Landis.
- Mr. Frederic L. Davis.
- * Hon. Lindsay Russell.
- Mr. Scott C. Bone.
- * Capt. A. W. Butt, aide to the President.
- Mr. Samuel G. Blythe.
- Mr. Theodore W. Noyes.
- Mr. Leopold Grahame, of Buenos Aires, Argentine Republic.
- Mr. Arthur Ruhl.
- Maj. John M. Carson, Chief of the Bureau of Manufactures.
- Mr. William E. Curtis.
- Mr. Oscar King Davis.
- Mr. P. V. De Graw, Fourth Assistant Postmaster-General.
- Mr. Gonzalo de Quesada, late Minister of Cuba.
- Mr. Charles F. Wilson.
- Mr. E. J. Babcock.
- Mr. Reed Knox.
- Mr. Wilbur J. Carr.
- Mr. James B. Scott, Solicitor of the State Department.
- Mr. Arthur W. Dumm.
- Mr. Richard V. Orlahan.
- Mr. John Callan O'Laughlin.
- Mr. John S. Shriver.
- Hon. James T. Williams.
- Hon. Williams C. Fox, United States Minister to Ecuador.
- Mr. Louis Garthe.
- Mr. C. K. Berryman.
- Mr. Gilbert H. Grosvenor, Editor National Geographic Magazine.
- Mr. J. Selwin Tait.
- Dr. W. H. Holmes.
- Mr. Gist Blair.
- Mr. Joseph A. Breckons.
- Hon. Victor L. Ricketts.
- Prof. William R. Shepherd, of Columbia University.
- Mr. Albert Kelsey.
- Mr. David S. Barry.
- Hon. E. H. Wands, United States Commissioner to Ecuador Exposition.
- Mr. Clarence Moore.
- Mr. John Ball Osborne.
- Capt. Granville Fortescue.
- Hon. Horace G. Knowles, United States Minister to Nicaragua.
- Mr. Walter E. Clark.
- Mr. John E. Lathrop.
- Mr. Harry J. Brown.
- Mr. James F. Archibald.
- Mr. V. G. Valdes.
- Mr. Willard French.
- Hon. O. P. Austin, Chief of the Bureau of Statistics.
- Hon. S. N. D. North, Director of the Census.
- Hon. Willis L. Moore, Chief of the Weather Bureau.
- Dr. R. S. Woodward, Director of the Carnegie Institution.
- Mr. Duncan E. Cameron.
- Mr. Frank B. Wiborg.
- Mr. Frank J. Dyer.
- Mr. Ira E. Bennett.
- Mr. Otto Carmichael.
- Mr. George Griswold III.
- Mr. Walter Wellman.
- Surg. Gen. Walter Wyman.
- Monsignor Thomas S. Lee.
- Rev. Dr. William T. Russell.
- Mr. A. Maurice Low.
- Mr. William Newton Gulick.
- Mr. William Hoster.
- Mr. E. L. Keen.
- Mr. Fred Starek.
- Hon. Clifford S. Walton.
- Mr. F. Oden Horstmann.
- Mr. Ernest G. Walker.
- Mr. Albert W. Fox.
- Mr. S. G. Hopkins.
- Mr. L. White Busbey.
- Mr. R. C. Shannon.
- Mr. H. M. Snyder.
- Mr. John A. Gross.
- Mr. Orville H. Stewart.
- Mr. Franklin Adams.
- Dr. Albert Hale.

* Unable to be present at the last moment through illness or absence from town.

THEATERS AND OPERA HOUSES, NATIONAL AND MUNICIPAL, IN LATIN-AMERICA :: :: :: ::

ART is the essence of the Latin character. The treasures that have made Italy a veritable storehouse of art give material proof of the vitality of this assertion. All through history the Italian has flourished best where he could give freest play to the creative faculty of art, or has languished most where his energy was diverted into other channels. France also has shown the



COLON THEATER, GUATEMALA CITY, GUATEMALA.

Colon Theater, in the city of Guatemala, is surrounded by lovely gardens containing beautiful sub-tropical flowers and shrubs. It occupies a commanding position and is one of the notable edifices of the metropolis. This theater is well furnished, lighted, and ventilated, is provided with all modern conveniences, and is one of the most artistic and attractive theaters in the Americas.

inheritance of the race, and the art of the French has to-day become proverbial the world over. Portugal repeats the tradition. In Spain the same force has been effective in the same way, obscured at times, perhaps, by countercurrents of emotion. The misdirected zeal of the conqueror led the long-restrained energies of the Christian to destroy the art of the Moslem and rob the world of much delicate and even

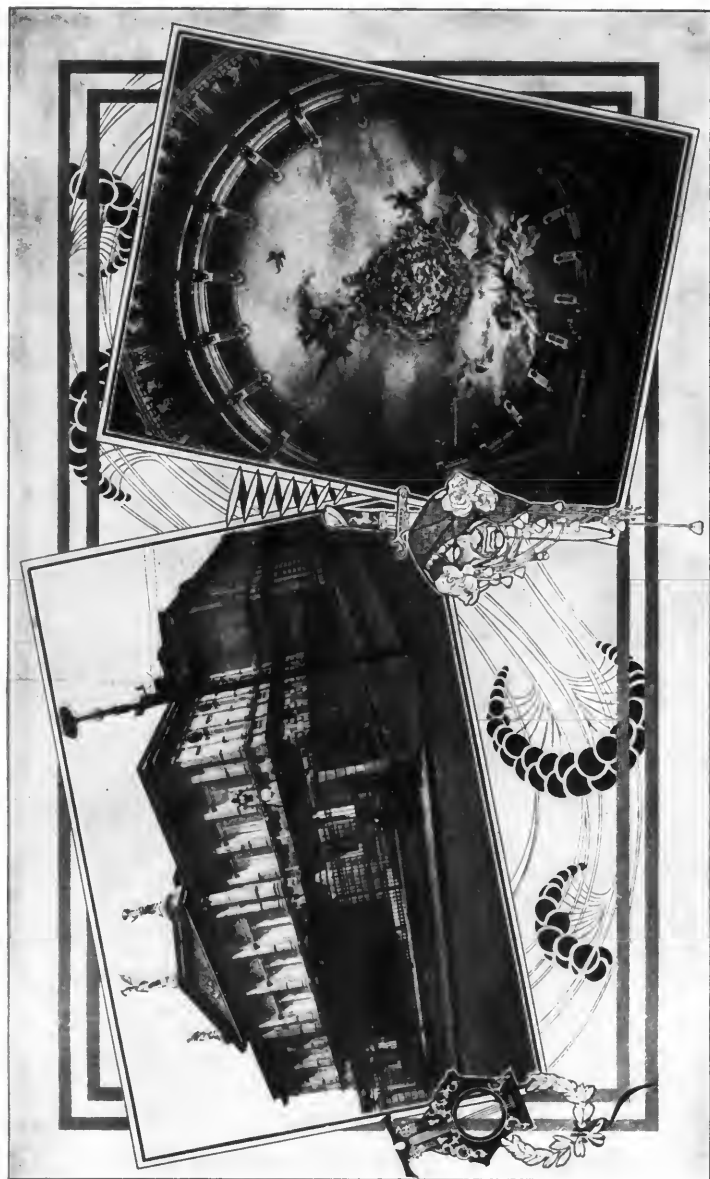
useful beauty. The ignorance and fanaticism of the explorers in America induced them so contemptuously to wipe out a unique civilization, and with it the artistic ideals of a native race, that its creative capacity has, in only a few instances, been perpetuated. Yet the spirit of art was as vital in the Spanish character as in the rest of the Latins. It is as evident in modern Spain as in modern Italy or France, and every traveler who has had the good fortune to visit the flourishing cities of Latin America, or to penetrate into the byways of that immense and diversified region, will confess with pleasure that art is as well preserved in the new world, wherever the influences of the Latin have been permanently maintained, as in the old.



COLON THEATER, BUENOS AIRES.

This handsome three-story theater was constructed by the municipality at a cost of about \$2,000,000. The first story represents the Ionic, the second the Corinthian, and the third the Doric style of architecture. The building has 900 orchestra seats, 7 balconies, and a seating capacity for 3,570 persons, is fireproof, well ventilated and heated, and is provided with a perfect electric installation.

The transplanted art of the Latin shows itself here tinged to a recognizable extent by the otherwise completely subordinated influences of the Indian. This is decidedly true in Mexico, Central America, along the west slope of the Andes, and perhaps even in Brazil, Argentina, and Uruguay, although in these latter areas the effect is so faint that in modern life it has almost disappeared. In all these countries, as a consequence of these forces, an artistic scheme has been preserved; a close relationship between the people of the country and the material expression of their needs and emotions can be traced, and the effect produced is such as can arouse only admiration and enthusiasm in the minds of persons privileged to travel, even hurriedly, through the larger cities and into the byways where the simple people live.



NATIONAL THEATER, SAN JOSÉ, COSTA RICA.

This beautiful theater, one of the finest in the world, was erected from the proceeds of a tax on coffee at a cost of more than \$1,000,000 gold. The edifice is of stone, trimmed with the finest Italian marble and stucco. The mosaic work was done by European artists especially employed for that purpose. The ceiling shown in the picture was the work of a famous Italian artist.

It is difficult to convince the traveler whose journeyings have carried him only to the artistic centers of the world how much intrinsic beauty lies open to study and emulation in the more southern regions of the Western Hemisphere. Personal experience is the best argument, and the BULLETIN is glad to say, therefore, that many, many travelers have written or called at the Bureau to express their unrestrained delight over their first introduction to Latin-American art; all have declared their intention to repeat their experiences, and all give emphasis to the desire that wider publicity be given to this attractive feature in the Latin-American Republics. When North Americans recognize that, apart from the gain through commercial intercourse,



SOLIS THEATER, MONTEVIDEO, URUGUAY.

This large and handsome theater covers almost 2 acres, and will seat 3,000 spectators. A distinguished English traveler recently said that he had seen few interiors in Europe that could rival or surpass it. The operatic and dramatic celebrities of the world, from Tamberlik to Tamagno, from Lagrange to Patti, have stood within its portals, and Salvini, Rossi, Sarah Bernhardt, and other artists have received ovations from the Montevidean public.

a wholesome influence must result through contact with and inspiration from the examples of art in these sister Republics, then another tie will be added to those already established to draw them closer.

Following their natural instincts, Latin Americans, whether native or European, strive for the beautiful. This artistic feeling manifests itself in two ways. The people themselves have the graces of the Latin, both in speech and manner. They appreciate beauty, also, and try to express their emotions in concrete form. The more keen the observer is, the more fully does he realize the truth of the last statement. The crude pottery and textiles of the native, the thatched hut, and the more durable adobe cottage all have lines of beauty in them.

So true is this that in most instances where ugliness manifests itself it is due to the utilitarianism of the Anglo-Saxon. This is so in their



NATIONAL THEATER, CARACAS, VENEZUELA.

The National Theater was constructed and inaugurated under the administration of President Castro. One side of the building faces Washington Square, in which stands the monument erected by Venezuela in honor of George Washington.



MUNICIPAL THEATER, CARACAS, VENEZUELA.

This large theater, facing a beautiful square and surrounded by lovely gardens, was erected in 1881. It is the property of the city, and has its own electric plant. The interior is handsomely decorated. Its spacious auditorium is richly furnished and has a seating capacity for about 2,000 persons.

roads, their bridges, their streets, their houses, and perhaps most of all, in their public buildings.

Every city has its hospitals, its statues to well-known heroes, its municipal palaces and other edifices devoted partly or wholly to the business of civic life. In addition, there are the plazas for public entertainment, and, in the larger cities, libraries, museums, and zoological gardens. These are the hall-marks of the city the world over. But in one characteristic the cities of Latin America differ essentially from those in the United States. They provide some means to satisfy the art hunger of the people, while at the same time they pay tribute to the three notes of artistic expression—architecture, music, and the drama.



MUNICIPAL THEATER, RIO DE JANEIRO, BRAZIL.

This handsome municipal theater, with its marble front, bronze decorations, and beautiful dome 147 feet high, was designed by the Brazilian architect, Oliveira Fossos. It cost \$1,500,000, and is one of the notable new buildings on Avenida Central near the Monroe Palace.

The public theater is as distinctly a part of the municipal or national life of the Latin-American city as is the meeting place for the city council. In fact, it may be asserted that many cities will own a municipal theater for the public representation of opera and the drama, while the political body will be content to hold its meetings in a rented hall. In many small towns off the railway, visited but rarely by the foreigner and therefore living by and for itself, can be found some sort of a building, close to the church, perhaps, and surely giving on a pretty plaza. To this the residents will lovingly call attention as *el teatro municipal*. It is not the edifice that attracts attention so much as the phrase. If he asks what is the municipal

theater, he is told, with some surprise at the question, that it is where are given at intervals, under the control or on the invitation of the municipality, representations of the classic drama and opera, or if possible, the more modern plays and music which otherwise the people might not see or hear.

In larger cities where social life has attained a metropolitan development, and especially in the great political or commercial capitals that keep in touch with the outside world, the municipal (national, if funds for its construction have been provided out of the national treasury) theater is a public institution. It is constructed with the same care and regard to the artistic proportions as other public build-



OPERA HOUSE, PERNAMBUCO (RECIFE), BRAZIL.

The original Opera House, or Santa Isabel Theater, which was built by a French architect in 1850, was destroyed by fire in 1869, and rebuilt by the municipality in 1876. It is in the form of a parallelogram and has a seating capacity for 1,000 persons. The tall palmtrees to the left are in the garden of the governor's palace.

ings. Seldom is it crowded in between houses, for almost always does it occupy a completely open space. If possible the government has taken pains so to locate it that it is open on all four sides and stands boldly exposed, therefore proclaiming its purpose with no uncertain effect.

But the municipal theater is more than an edifice. It has a function comparable to the preservation of public health. While the theater is often rented to private enterprise, and entertainments having the trivial character of the cinematograph may be offered the people during much of the year, a week or more at least will be reserved by

the authorities for better plays which have been tried and pronounced good. For instance, the well-beloved Don Juan Tenorio (about the same as Don Juan in English) may be heard from one end of the country to the other on All Saints' Day, or renditions of the passion play will be given during Lent. When social diversions are at their height, opera—Italian, French, or Spanish—is presented by the best talent procurable, and, when considered advisable, the principal singers, and frequently whole companies, even to the orchestra, will be brought over from abroad. The old French opera in New Orleans was understood and admired in its time, but the same system is today in full force all over Latin America, the talent of the troupe depending solely upon the ability of the public treasury to pay for it.



DA PAZ THEATER, PARA, BRAZIL.

This handsome building of white marble, with fine gardens in the front and rear, is one of the noted theaters of South America. The edifice, which belongs to the state government, is free from needless detail and overornamentation.

The government, whether municipal or national, has used public moneys in the construction of the theater, and it is most natural therefore that the presentation of the drama or opera should be provided from the same funds. No one objects to it; in fact, it would seem strange if this were not done. In a few instances claims of extravagance have been raised with undoubted truth; in others it is objected that the people themselves are crowded out by the fashionable audiences that fill the theater, but this is never used as an argument against the custom of paying for the building out of public funds or subsidizing the performances to the full extent of their artistic value. It is in this way that the great artists of the Italian, French, Portu-

guese, and Spanish stage have appeared in Latin America. The idea of government support to art would be the last which the people, even the working classes, would be willing to give up.

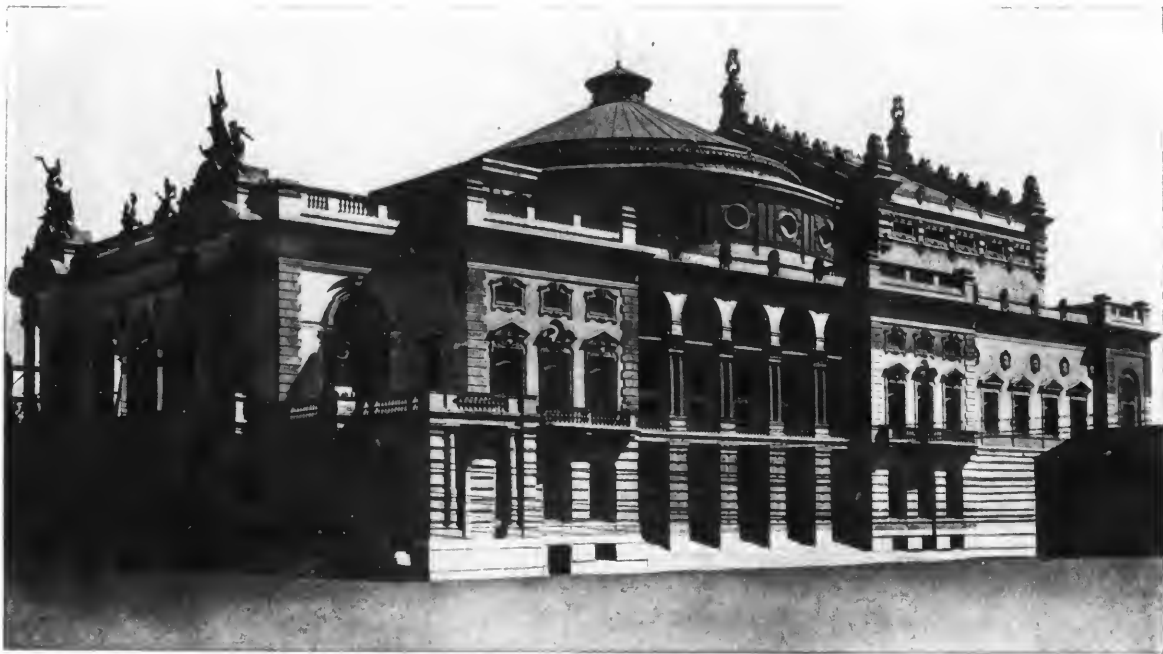
This is by no means a new principle in the public life of Latin America. Many of the municipal theaters or opera houses are old; in Asuncion, the capital of Paragnay, the dictator Lopez began as long ago as 1840 to construct a splendid theater, a replica of La Scala in Milan. Havana, once called the "Paris of America," has its National (Tacon) Theater, celebrated over two continents for the luxury of its appointments and the admirable completeness of its



AMAZONAS THEATER, MANAOS, BRAZIL.

This splendid structure is situated 1,000 miles up the Amazon. The entrance and supporting pillars are finished in white marble, the interior is richly decorated, and the allegorical paintings that ornament the ceilings of the foyer and auditorium are the work of the celebrated Italian artist, De Angelis. The cost of the edifice, which viewed from the harbor is one of the most conspicuous features of the landscape, was \$2,000,000 gold.

artistic presentations. Mexico has maintained a national theater for generations, and many cities there have official buildings devoted to the drama and opera, supported by the cities in which they are situated. Every republic in Central and South America can show similar institutions. Buenos Aires, Montevideo, Santiago, Lima, Rio de Janeiro, all on or near the coast, have been famous for their love of the arts of music and the drama, and they have manifested it in a practical way by inviting, as guests of the nation, the splendid companies from the classical theaters of Europe to repeat in their local opera houses the artistic triumphs of their European stage.



STATE THEATER, SÃO PAULO, BRAZIL.

One of the handsomest and best appointed theaters in South America. The interior and exterior are richly and artistically decorated. The musicians' stand is constructed below the level of the orchestra seats in accordance with the Wagner system. About \$1,500,000 was spent in its construction, but the cost to taxpayer was slight because part of the money used was saved from appropriations for other improvements that cost less than the original estimates.

In their time RANCONI, BISHOP, RISTORI, SALVINI, and ELLSNER have sung, acted, or danced before these audiences. The impresario STRAKOSCH frequently visited South America with his companies.



NATIONAL THEATER, QUITO, ECUADOR.

This theater is well appointed and liberally patronized, and the edifice is one of the most solidly constructed buildings in the metropolis of the Republic.



NATIONAL THEATER, SAN SALVADOR, CENTRAL AMERICA.

The National Theater, in the city of San Salvador, is liberally patronized, and is visited every season by an opera company from Italy or France.

PATTI and NICOLINI, COQUELIN and BERNHARDT were welcomed there before they had been invited to the United States. SOREL, CONSTAN-

TINO, TETRAZZINI, and DUSE have long been guests at Buenos Aires and Rio. To-day the season is announced with such artists as BONCI, NOVELLI, RÉJANE, DESPRÉS, and others whose fame is assured.



MUNICIPAL THEATER, SANTIAGO, CHILE.

This handsome structure was erected at a cost of nearly \$500,000, and is one of the noteworthy buildings of the capital of the Republic of Chile.

Society turns out with as much brilliancy as in London or Paris,



NATIONAL THEATER, PANAMA.

This fine edifice, in the city of Panama, covers an area of 10,764 square feet, and the auditorium will seat 2,000 persons. The interior walls are formed of iron and cement blocks, and the roof is of corrugated iron. Light and ventilation are obtained from eight large windows, situated on each of the four sides of the structure. The building and its furnishings cost about \$600,000.

but the municipality does not cater alone to the wealth and aristocracy of the capital; the people love the opera and attend with the

whole-souled ardor for music which makes the performers look to those in paradise (*Paraiso*, the upper galleries) even more than to those in the pit, for appreciation and applause.

In some instances, even, the theaters of Latin America have been the scene of first performances, and composers of high rank have been glad to trust to the critical judgment of these audiences to establish their success or to damn their efforts. Nor is it these easily approached capitals alone that welcome and pay for the pleasure of the best art that can be obtained. Venezuela frequently makes itself the host for companies to tour the country; Quito, in Ecuador, until a few months ago almost inaccessible in her mountains; Bogota, in



MUNICIPAL THEATER, QUEZALTENANGO, GUATEMALA.

This handsome and well-appointed theater is built of white stone, and is located in one of the great industrial centers of the country.

Colombia, reached by the ascent of the Magdalena River; La Paz, in Bolivia, still more hidden by the peaks of the Andes from the oceans on either side, have their theaters for the people, and have appropriated public money to pay for the entertainment of troupes from abroad who shall keep alive the love of art.

The word "subsidy" for things artistic has to Anglo-Saxon ears an unusual sound, but to the Latin American it indicates a worthy function of government which could not possibly be covered in any other way; a function, also, which, if abandoned, would cause a distinct loss in the higher and sweeter life of all the people. These operas and theaters are constructed out of public funds, appropri-

ated from regular revenues and expended as openly as the sums for a police force. There is occasionally adverse criticism concerning the details of such expenditure. With great justice it is sometimes claimed that extravagance has marked the erection of some buildings, or that taxation has borne heavily upon the people to give them more than they asked for, but never is there attack upon the principle of state subsidy for the support of the drama and the opera. This subsidy extends further than the original cost of the structure. In most cases an annual sum is set aside for active use. During the rest



FRONT OF JUAREZ THEATER, GUANAJUATO, MEXICO.

The magnificently decorated interior of the Juarez Theater is a dream of color. The proscenium arch is of the horseshoe form, in red, gold, and blue stucco relief, while the walls of the boxes and of the whole interior are stenciled in the Catalan style with dull reds and golds. The cost of the edifice, which has a seating capacity of 1,300 persons, was \$1,000,000.

of the year the building may be rented by any person or organization wishing to give entertainments in the municipal or national theater; the proper committee has charge of the financial arrangements, and the entire matter becomes then a business affair conducted on commercial lines. The sum collected by private lease goes into the public treasury. If the building remains idle, the only loss is that of revenue and interest on the money invested. When a good opportunity arises, however, the committee begins, carries on, and concludes negotiations through which the people receive the best enter-

tainment that can be afforded. Sometimes a committee may make money, and then the tax becomes smaller, but nobody expects the



LA PAZ THEATER (MUNICIPAL), SAN LUIS POTOSI, MEXICO.

The entrance to this theater resembles that of the Grand Opera in Paris. The lobby is approached by marble steps and covered by a dome of heavy stained glass. The theater was commenced in 1896 and completed in 1898.



DEGOLLADO THEATER (MUNICIPAL), GUADALAJARA, MEXICO.

This magnificent structure erected at a cost of \$5,000,000 gold is reported, as the Bulletin goes to press, to be on fire and in danger of total destruction. It was the largest theater in the Republic, the plan of the interior being similar to that of the Metropolitan Opera House in New York, with five balconies and a seating capacity of 5,000.

enterprise to pay, because its very purpose would be injured if prices had to be placed so high that only the rich could afford to enjoy

themselves. This has been a danger in rare instances, but the people and the press soon emphasize their right to purchase tickets at a price within their means. They much prefer the subsidy to prohibition.

The principle of subsidy to art will remain in Latin America, and every year new proof is shown of its vitality. The Bulletin makes no pretense to present a complete review of all the theaters, new or old, built by public funds; it can not illustrate all the best structures devoted to the stage, but the many photographs accompanying this article well show how far advanced are the cities of Latin America



Photo taken April 18, 1909.

NEW NATIONAL THEATER, CITY OF MEXICO, MEXICO.

This handsome municipal theater, to be finished in 1910, stands on the site formerly occupied by the Convent of Santa Isabel, the old National Theater having been demolished in order to lengthen Cinco de Mayo avenue. The plans were drawn by the celebrated architect, Adamo Boari. An appropriation of \$1,750,000 has recently been made with which to finish the edifice, of which a distinguishing characteristic is to be a dome of burnished metal.

in their architectural tributes to things unmaterial and nonutilitarian. The larger cities are better known to travelers from abroad, but in the smaller state capitals or business centers fine examples can also be found of older structures used for this purpose or of newer buildings just finished to meet the demands of the people. In Merida (Mexico), a city of only 25,000 inhabitants, for instance, one of the most beautiful theaters of America has only recently been completed; its interior appointments are commodious and modern, and the archi-

fect has thoroughly caught the spirit of the Tropics by placing an open-air foyer or promenade outside the main structure, where the audience can, between the acts, delight in the evening breeze, the blue and star-set sky, or the brilliant moon of the south. Cities of Brazil, made to order and waiting for the railway to reach them, plan for a municipal theater as a matter of course, and as soon as older interior towns of all Latin America feel the impetus of industrial life so that they find themselves able to replace their modest quarters by substantial, permanent temples of art, their first thought in the use of funds they have at command is sure to be for the erection of a municipal theater. In the United States there are many fine and commodious structures within which are given the best plays, operas, and classic dramas of the Old and the New World. No one can deny the excellence of the performances nor the sincere taste and enthusiasm of the audiences, but it is a fact which must be considered and acknowledged, that, with all the love of art manifested throughout the country, there is not in the Republic one theater or opera house worthy of comparison, either in purpose or construction, with half a dozen buildings of a similar character in the republics of Latin America.



PIPING OIL FROM THE PACIFIC OCEAN TO THE ATLANTIC :: :: :: ::

ON December 15, 1906, the waters of the Pacific Ocean, for the first time in all history, mingled with the waters of the Atlantic across the Isthmus of Panama. It was not, however, through the great canal that this occurred, but through the oil pipe line of the Union Oil Company, of California, which was being tested with sea water, under a pressure of 800 pounds, before being put in service.



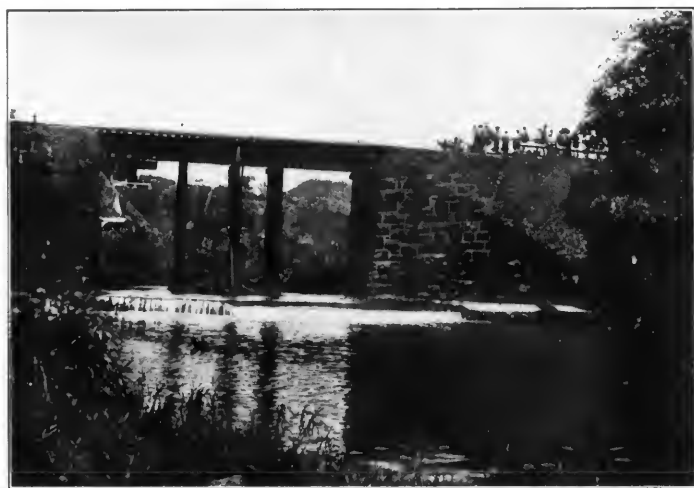
THE LINE APPROACHING LION HILL.

The installation of the only oil pipe line connecting the two oceans has excited considerable interest everywhere, not only because it was the only large pipe line in the Tropics at the time, but because it opened the eastern market for the first time to California oil and gave it an opportunity to compete with the products of the great oil combination.

The Union Oil Company of California was founded in 1890 by Pennsylvania oil men who had been established in the business in



FIRST TANK ON ATLANTIC SIDE IN COURSE OF CONSTRUCTION.



PUTTING THE LAST JOINT IN THE LINE AT HAUT OBISPO.

California since 1882. Its headquarters were at Los Angeles until 1908, and its directors are Los Angeles business men of the highest

character for probity and conservative business energy. The president, Mr. LYMAN STEWART, is well known as a philanthropist as well as a far-sighted business man, and to him is due the entire credit for holding the company together and bringing it safely through the rocks and shoals of the early days of the oil business in California and the great panic of 1893.

The company has been doing a large business on the east coast in high-grade standardized asphaltum for many years, and as it was necessary to ship the products of their California refineries across the continent or around the Horn in order to get them to the market, they decided to lay a pipe line across the Isthmus and send the crude



ENTRANCE TO PACIFIC TERMINAL OF PIPE LINE.

oil down the coast from California in their steamers and then up the Atlantic coast to New York or Philadelphia, where it could be refined.

The laying of the line and construction of the pump stations was intrusted to Mr. R. W. FENN, A. S. C. E., who had not only been with the company for many years, but had also lived in a number of the South American Republics and was accustomed to the health conditions and to handling native and Jamaican labor. Six months' time was given the company under their concession from the United States Government, dating from January 10, 1906. Mr. FENN was given about fifty minutes to get ready for the trip and reached New York in time to take the boat sailing February 2, 1906, for Colon, without men or plans, but with plenty of money.

On April 16 the pipe laying was commenced, and the line was completed on October 16—six months to a day—but the time had been extended by the Government in order to allow for preliminary arrangements. Mr. S. T. McELFRESH, of Pittsburg, Pennsylvania, was in immediate charge of the pipe-laying gangs. The progress of the work was watched with great interest by all who saw it. So much complaint had been made by everybody about the worthlessness of Jamaican laborers that the laying of this pipe line was an object lesson on the subject. The gangs contained, each, about 70 men and were divided into sections. First came the "brushers," cutting all the grass and brush, followed by the "stringers," who laid the pipe in line, end to end. The next division removed the thread protectors and painted



PACIFIC TERMINAL STATION OF PIPE LINE.

the threads with a preparation of oil and graphite. The pipe-laying gang proper consisted of the men who handled the lifting jacks, jack boards, and chain tongs for holding the finished line in place, and 20 men on the pipe tongs, 5 men on each of four pairs of extra heavy long-handled lay tongs. Another section lifted the next joint with pick ups, and the pipe steerer lined it up so that the thread would enter properly, while the joint was twirled by the friction of a length of rope passed around it several times and drawn back and forth until the pipe would enter no further in the collar without the aid of the tongs.

The foreman then sat astride the collar and beat time with his hammer, while the tongsmen "broke out"—two tongs up and two

down, with the precision of a military drill. After the joint was in place the painters did their work and put on the second coat of paint, the first having been applied when the pipe left the shops, to prevent rust forming while in transit.

An important feature of the gang organization was the employment of a confidential man, who spent all his time going from one gang to another and watching to see that the orders covering the treatment of the blacks were properly carried out by the foremen.

As the Jamaicans are simply great overgrown children, they are easily discouraged by hazing or injustice and quite as easily encouraged by jollyng. One may swear at them all he wants provided he has their confidence, and, on the other hand, a big, well-trained



BOILER HOUSES, PACIFIC TERMINAL.

gang can be scattered in two days by a foreman who has a mean streak in him and lets it crop out.

It is also necessary to make each man repeat every order before sending him to do anything, in order to be sure he understands, as their intellect is not well developed, and they are so anxious to please that they will always answer "Yes, sah," and start off without knowing what they are going to do.

It is hard to realize all of the difficulties which presented themselves during the work. The Panama Railroad was in the act of double tracking its line and canal construction was going on everywhere. Steam shovels were at work in various places on both sides of the railway, and tracks were being shifted, and plans being con-

stantly changed all along the line. There is no wagon road across the Isthmus, and it was necessary to dodge the heavy dirt-train traffic continually, first, when distributing the pipe, and later, when moving material.

Besides this the work commenced with the beginning of the rainy season and was completed before it ended. In one place the men worked through the pouring rain for three weeks, up to their waists in water in a swamp, part of the time on a floating platform or raft of boards, and laid the line in one place on a floating raft of logs a mile long, as there was no bottom.



THE CRIB ON THE PACIFIC SIDE SEEN FROM THE TANK SHIP AND SHOWING THE HOSE THROUGH WHICH THE OIL IS PUMPED INTO THE SUBMERGED PIPE AND THEN ASHORE TO THE TANKS SEEN IN THE DISTANCE.

The following additional description of the line is quoted from the "Canal Record," the official organ of the Canal Commission, with a few slight corrections of errors in connection with mechanical features.

By the 1st of January, 1909, practically all of the stationary boilers in the service of the Isthmian Canal Commission will be using crude oil as fuel. It is estimated that the actual saving to the Commission by substituting oil for coal will be at least 65 per cent. Coal is now delivered on the Isthmus by the Panama Railroad Company for \$6.35 a ton. On a commercial basis a barrel of the oil delivered to the Commission will generate as much steam as a quarter ton of coal, and as the oil costs 90 cents a barrel, the saving from a fuel point alone will be 56 per cent. In addition to this the fixed expenses, such as wages of firemen, etc., are considerably less.



TANK AT MOUNT HOPE STRUCK BY LIGHTNING MAY 18, 1908; 11,000 BARRELS OF OIL BURNING.

Oil is delivered on the Isthmus by the Union Oil Company, of California, under a concession granted January 10, 1906, for the construction and operation of a pipe line from the Pacific to the Atlantic side of the Isthmus over land owned by the United States and the Panama Railroad Company. This company had previously obtained, under date of October 30, 1905, a similar concession from the Government of Panama for the construction and maintenance of a pipe line across the Isthmus for the purpose of conveying crude oil and for the erection of pumping stations and storage tanks in the cities of Panama and Colon. The license granted by the Secretary of War is revocable at the will of the Government of the United States, and is conditioned upon the payment of \$500 United States currency a month, beginning August 1, 1906, into the Canal Zone treasury, the fund thus created to be set aside for the support of the public schools of the Canal Zone. It is further stipulated in the grant that, if desired, the Isthmian Canal Commission or the Panama Railroad Company may pur-



STEAMSHIP SANTA MARIA DISCHARGING 48,000 BARRELS CRUDE OIL AT LA BOCA, PANAMA, JANUARY 1, 1908.

chase crude oil from the Union Oil Company of California at 90 cents United States currency a barrel. In addition to the monthly payment of \$500 to the treasury of the Canal Zone, the Union Oil Company also pays \$250 to the Government of Panama, and is subject to the usual Canal Zone taxes.

The oil delivered on the Isthmus comes from Santa Barbara County, California.

Its consistency is about the same as water, and it can be transported in a pipe line as readily. It is piped from the field to Port Harford, where it is pumped into the Union Oil Company's tank steamers, which are serving points in Oregon, Washington, Hawaii, Chile, and Guatemala, as well as Panama. There are seven storage tanks in the Canal Zone, four at La Boca, at the Pacific entrance, and three at Mount Hope, near Colon. Each tank has a capacity of 37,500 barrels. An eighth tank of like capacity, formerly located at Mount Hope, was destroyed by lightning on May 13, 1908.

The pipe line through which the oil is pumped to the Atlantic side of the Isthmus follows the line of the Panama Railroad, and is about 48 miles long. It is made of open-hearth steel pipe, 8 inches in diameter, with gate valves at 1-mile intervals, and without expansion joints. The pipe holds 15,000 barrels of oil. From sea level to the summit near Culebra the total lift is about 225 feet. At the summit the line runs along the edge of the Rio Grande Reservoir, and at this point is encased in concrete, so that if the pipe should break the water would not be affected. It is tested to 800 pounds to the square inch, but a pressure of over 300 pounds is seldom used.

A Dow compound pump, driven by steam from boilers in which crude oil is used, furnishes the pressure to pump the oil across the Isthmus, and about thirty hours are consumed in the journey. The oil is so inelastic that it can be ascertained by the pulsation in the plant at La Boca at what moment the valve of the tank at Mount Hope has been closed. As the pipe is laid on the surface of the ground, it follows rather a serpentine course, and the many curves help to overcome the expansion due to the changes in temperature.

The company was given one hundred and eighty days in which to lay its pipe. This was at a time when the work involved not only engineering features, but also those of providing subsistence and quarters for the men engaged. The laying of the pipe was begun in several places simultaneously, and a large force of men was kept constantly at work, so that the company was ready to deliver oil October 16, 1906, although the line was not used throughout its entire length until November 14, 1907.

On account of changes in the line of the Panama Railroad Company, and in that of the canal itself, the pipes have been shifted at many places, and, according to the contract, all this work is done at the expense of the Union Oil Company.



BETTERMENT OF MAIL FACILITIES WITH LATIN AMERICA .. ' ' .. ' '

DURING the course of a debate in the United States House of Representatives concerning the advisability and necessity of providing for better mail facilities with China, Japan, the Philippines, Australasia, and South America, Hon. CHARLES B. LANDIS, of Indiana, spoke at length on the subject, with special reference to the countries of Latin America.



HON. CHARLES B. LANDIS

His remarks, as published in the "Congressional Record" for March 13, 1909, constitute a fund of valuable information concerning

these countries and their inherent possibilities, and are therefore reproduced practically *in extenso*:

That American vessels flying the American flag and carrying American products should go to China, to Japan, to the Philippines, and to Australasia can not, I submit, admit of dispute. But it is that provision of this bill which reaches out toward South America that is most attractive to me—toward all Latin America, the most inviting field for business conquests on the entire globe. I believe if this bill becomes a law, if this line is started to South America, it will prove a great trunk line for all Latin America, for Mexico, Central America, the West Indies, as well as for South America.

By the republics of Latin America I mean Mexico and the republics of Central America—the republics of the West Indies and of South America—20 of them in all. I mean those republics which joined with the United States last year in laying the corner stone of that building in this city which is to be the home of the International Bureau of the American Republics. Over that temple 21 flags, each representing a separate and distinct national sovereignty, will have a right to fly. No such a consummation in international society has ever before been reached, and I doubt if in the future it will ever have a parallel.

A century hence the historian will marvel at the apparent lack of interest this Republic has shown in those countries and in those people in this hemisphere, who, from every point of our national interest, should have been the objects of our keenest solicitude. Like ourselves, they occupy territory far removed from the scene of Old World politics, and like ourselves, through stress and turmoil, they have been working out the problem of independent self-government.

It would seem that there would have been a kinship in mutual hope and ambition which, from the very start, would have cemented social and business bonds, resulting by this time in a hemispherical compactness that would forever forestall any or all European nations from gaining a primacy in the commercial affairs and interests of the people to the south of us. But it has not worked out in this way. We find that the people of the United States have been too busy with their own affairs to give any particular attention to the affairs of their southern neighbors. Through the years there has been more or less trade between the United States and Latin America, but it has not been the result of negotiation nor cultivation nor neighborly exchange. What they have bought of us or what we have bought of them has had upon it the absolute and unmistakable brand of advantage. It has never known the flavor of the neighborhood; it has never carried with it a touch of sentiment. I will not say it has been the fault of Latin America. It is a matter of record that on several occasions, in years long past, the strongest of those nations made overtures to us which, if accepted in the spirit offered, would have worked wonders through the years that followed. But there seemed to be an assumed loftiness on our part, a superlativeness that chilled and drove away those who should have been our most intimate neighbors and our most confidential friends.

BLAINE saw the mistake and took the first great step to rectify it. His effort was followed in a way, but not with any great enthusiasm, by HARRISON, CLEVELAND, and MCKINLEY. It remained for the present occupant of the White House and his splendid Secretary of State, Mr. Root, to approach and surround and invest and inspire the situation so as to lift the Pan-American idea up, high up, so high up that the whole world is to-day eagerly watching whatever move we may make to regain lost ground, and to effect an entrance

into territory which we have not only neglected, but toward which we seem to have displayed a studied indifference.

Within the next four years the Panama Canal will be completed. The currents of ocean commerce in this Western Hemisphere are going to be changed. There will be one "cross-roads" at which the world will meet. All at once, without having fully appreciated until recently what the completion of that gigantic undertaking would mean to them, Mexico, Central America, South America, and the islands of the West Indies are to find themselves lifted from the way station to headquarters. Never, never, in all time has anything been done by the hand of man that means so much, directly, to so many people as this canal means to them. And, unless we wake up, it will be proportionately detrimental to us. Our only hope of winning by this improvement rests in our taking steps, immediate steps, to share in the coming progress and prosperity of Latin America—to get into that broad and inviting market with energy and courage.

In my judgment, the time has come for the people of the United States to make a specialty of Latin America. We want to make up our minds to get better acquainted. There is every evidence that such a determination on our part would be heartily reciprocated by the people of those 20 republics. We not only want to get better acquainted with Latin America, but Latin America wants to get better acquainted with us. We have been doing a little visiting on both sides. We should do more. We have been doing a little trading on both sides. We should do more. More of us want to learn to speak the languages spoken in those countries, and we want more of them to learn to speak our language. Not 5 per cent of the people of the United States who go to Latin America speak their language. It is estimated that 90 per cent of the Europeans who go there speak the language of the country. It is no exaggeration to say that Latin America to-day offers richer opportunity for honorable ambition, for skill and genius, for intellectual and industrial triumphs and victories, than any other part of the world.

Some one has referred to Latin America as the world's neutral market. By that I presume is meant a market open to the cultivation of all nations on equal terms. It is well applied to Latin America. But the application of that term robs no nation of natural advantage with reference to this neutral market. And that is what we have had. And that is what we have neglected. And that is what we will have to turn our attention to now, with the completion of the Panama Canal, or drop so far in the rear as to never be able to regain the advantage we have thus far all but sacrificed.

Some people are inclined to sneer when the statement is made that the trade of Latin America is worth cultivating—is worth going after with American ships. Such people do not know that those 20 republics are carrying on one-third of the foreign trade of the Western Hemisphere. Listen to these figures: During the year 1907 Latin America had a foreign trade of over \$2,000,000,000. The balance in her favor was more than \$228,000,000. Of that two billions of trade we got one-fourth, or five hundred millions. We should have had three-fourths. We should have had one billion five hundred millions.

If we take South America separate and distinct from the other Latin territory on this hemisphere, we find that we have fallen woefully behind. She had a foreign trade during the year 1907 of \$1,500,000,000. Of that we got two hundred and thirty-three millions—barely one-seventh. The balance in her favor on this small trade was about seventy millions. Of the amount South America bought abroad in 1907 we furnished about one-eighth. We should have furnished seven-eighths.

Why have we lost out in Latin America? There are a number of reasons. In the first place, until comparatively recently we have been cultivating domestic and not foreign trade, and naturally what foreign trade we have had has been along the lines of latitude and not along the lines of longitude.

In the second place, they speak Spanish and French and Portuguese. We speak English. This has been a barrier that has greatly hindered.

In the third place, we have exaggerated notions of their tendency to revolution, and have failed to differentiate between the few republics that were unsettled and the many that were stable.

In the fourth place, we have been under the impression that epidemics that have scourged us in days gone by have come to us in infected ships from those ports, and the fear of pestilence is all but an insurmountable barrier to commerce.

But during recent years these hindrances have all but vanished. Being able to more than take care of our domestic trade, we are going after foreign trade. In the last ten years we have more than doubled our foreign trade, notwithstanding the fact that we have had no ships of our own worth mentioning on the sea. And we are taking up the language proposition. Since the Spanish-American war and our acquisition of the Philippines and Porto Rico and our new relation to Cuba hundreds of colleges and many high schools have inaugurated the teaching of Spanish. Our boys and girls are getting ready for their work. The boys and girls of the United States have not only kept abreast of the American Congress, but they have gone ahead of us. They are preparing to enter those inviting fields equipped to speak the language of the people with whom they come in contact.

* * * In my judgment, from this day on those 20 republics, with their 20 flags, will challenge the prosperity of the world, and in their ambition to lift themselves to the high plane occupied by those nations north of the equator will win the admiration of all Christendom.

In this connection I would also say that the epidemic proposition has been solved. Sanitation has been reduced to a science. We no longer fear a visitation of Asiatic cholera; we no longer fear yellow fever. We have conquered both germs. We not only rescued Cuba from outrage and oppression, but we rescued her from pestilence and disease. We taught her how she might live and fight the scourge. And the lessons we taught Cuba have been learned at Panama and along the miasmatic east coast of Central America and at Guayaquil on the west coast of South America, localities which ten years ago were synonymous with infection and contagion and death.

The whole situation with reference to Latin America has changed during the past decade, and that citizen of the United States who does not appreciate it is deaf and dumb and blind. Barriers which hindered those republics, which reflected discreditably upon those republics, which tended to erect around and about them the sign, "Dangerous, keep away," have vanished, and we find nearly all of them at the goal of independent, conservative, established self-government, equipped and ready from that base to struggle for other goals to be found in the arts, sciences, in commerce, and in trade in the great, broad, open field of civilized society. And these republics are represented here in Washington by as dignified and brilliant diplomats as come from any other part of the globe.

Let us look at these republics. Let us see why we should have ships of our own in which to visit them. First, there comes Mexico, incalculably rich Mexico. Former Ambassador CREEP told me recently that \$800,000,000 of American capital had, during the last decade, been invested in Mexico. Soon she will have three transcontinental railroads. There should be nothing Mexico desires that

we should not be prepared to furnish. There should be nothing she offers that we should not be ready to take. She has become so girdironed with railroads closely interwoven with our systems that there is really no reason why commercially we should not be one. We can now travel in a Pullman car from New York City to the northern boundary of Guatemala.

Beyond Mexico lies Central America, with her mountains and her lowlands, with her great forests and rich mines and splendid agricultural areas. There we find Guatemala, Nicaragua, Costa Rica, Honduras, and Salvador. The continental domain of every one of them, except Salvador, is washed by the waters of two great oceans, midway between the Orient and the Occident. Until 1821 all five of them constituted a Spanish kingdom. From then until 1847 they were known as the "Republic of Guatemala." Then they divided up into five independent republics, and there have been years of strife and bloodshed; but they worked their problem out. In this city one year ago, with the friendly assistance and advice of Mexico and the United States, they ratified a convention that puts the effort at The Hague to shame. That convention provides for a permanent court of arbitration, to which all disputes are referred and settled, and from which court there is no appeal. The ready and cheerful acquiescence of the interested nations in a decision recently made by this court, in a question that has been the subject of contention for nearly half a century, indicates that the republics of Central America have reached, at one splendid stride, that peaceful ground to attain which other nations have hoped and struggled in vain.

You need not be surprised if the court of arbitration of Central America becomes recognized as the court of arbitration of the Western Hemisphere. It already has the sanction of the United States and Mexico and the confidence of the republics of the West Indies and South America.

These Central American states are building railroads. Each will soon have a transcontinental railroad. Thousands and tens of thousands of acres of the lowlands known as the "Mosquito Coast" have been reclaimed and planted in bananas. They are in close touch with Galveston and New Orleans and Mobile and New York. Those states have resources, wealth, and people. Salvador is more thickly populated than New Hampshire. With the advantage that will accrue to Central America with the construction of the Panama Canal, no prophet can be charged with being unduly enthusiastic, it matters not what picture he might paint of the future of those five republics.

Going on down we find Colombia and Panama, the latter the youngest child in the family. It was feared that the revolution that resulted in her separation from Colombia might have bred contention and animosity that could never be dissolved. But not so. Colombia and Panama have settled their disputes. They settled them peacefully and now demand the world's recognition and confidence. Panama, Colombia, and Venezuela, with their rich plateaus and valleys, with their mighty rivers, with mineral deposits that have barely been touched, offer one continuous invitation and temptation to the wit and ingenuity of man.

Two hundred million dollars of American capital has gone into the republics of the West Indies during the last few years. If conservatism in government prevails, who can tell the story of their growth in wealth and glory during the next decade?

I am sure there is a lamentable lack of specific information in the United States relative to South America. A minister from one of these republics told me recently that there were more things published in one week in European newspapers about matters in South America than were published in the newspapers of the United States in an entire year. I believe there should be a

campaign of education here in the United States with reference to South America. I believe it should receive every inspiration and encouragement from this floor. I believe that the greatness and promise of that continent should be proclaimed in the industrial centers, in our schools and colleges. I believe it should be impressed upon capital and labor, for there is not anywhere a more inviting market for the products of either. It should be impressed upon the minds of young men looking for fields of effort where genius can find wide scope and where intellectual and material victories can be won.

How many of our people know the extent to which the Amazon River country is being opened up to the world? That river flows three times as much water as is discharged by the Mississippi. It is true it is under the equator; but by reason of the plateaus that lift high up from its banks there are represented in that equatorial region the climates of both the Torrid and Temperate zones. One thousand miles up that stream is a modern city, the center of a rapidly developing territory.

How many people here in the United States know anything specific about Brazil? How many Members on this floor know that Brazil is larger than the United States—that we could place all continental United States within her area and have enough left over to accommodate the German Empire? How many people in the United States know anything specific about Rio de Janeiro—know that it is a city of almost a million people, and that it has spent more money for public improvements during the past year than any city in the United States except New York? How many people in the United States know that it is one of the most interesting national centers of civilization, industry, art, literature, and education in all the world? How many people know that Brazil in 1907 sold to the United States coffee and other products worth nearly one hundred millions, but bought our exports to the extent of but \$15,000,000? How many people know the extent to which that splendid country is building railroads, improving her rivers, establishing systems of public schools, garnishing her cities, and by every known method lifting herself to the high standard of modern national comfort and equipment? Think of the millions upon millions of acres of land now inviting the immigration of the world! And the United States, proud United States, boastful United States, has no fast mail or express steamship going to and from Brazil! And there are men on this floor opposed to this modest start to establish a line! It would seem unthinkable.

How high a grade would the average citizen of the United States expect to make if compelled to pass a civil-service examination on Uruguay and Paraguay? How many of them know that Montevideo, a city of more than 300,000, is now spending \$10,000,000 on her harbor? But the people of Europe know that Uruguay and Paraguay are coming to the front. The people of Europe are going to Uruguay and Paraguay in ships of their own. These two countries are anxious to get in touch with the world, and there is now being projected from Asuncion, the capital of Paraguay, an improvement of the river Parana, and a railroad system, that will bind her trade and commerce, her interests and ambitions, with Uruguay and Argentina on the one hand, and Brazil on the other.

These countries are offering every conceivable inducement for immigration, and they are getting it.

How ignorant our people are on the real status of Argentina among the nations of the world! The farmers in the West and Northwest know, in sort of an indefinite way, that Argentina raises enough wheat to in some way affect the Liverpool market, but they have never gone into particulars about Argentina. Every nation on earth except the United States knows that, as a matter of fact,

Argentina is a marvel among nations. She has been described as "a wonderland of material progress." She might still be described as "wonderland of material promise." In former years, when I have seen Argentina on the map and spoken indefinitely of her, I have estimated her as about the size of the splendid Commonwealth of Illinois. I submitted the query, as to the extent of her geographical dimensions, to a coterie of intelligent fellow-citizens in the cloakroom here recently, and the most extravagant of them ventured the suggestion that Argentina was almost as large as Texas. That is true—Argentina is larger than Texas. Argentina is larger than New England and all the Atlantic States and all the Southern States combined. Aye, more, Argentina is as large as all that portion of the United States east of the Mississippi River, with the first chain of States to the west of that river added. We are looking toward China and Japan for foreign trade, and we do well, for China has a population of 300,000,000 and Japan has a population of 40,000,000. Argentina, however, with a population of only 6,000,000, has a greater foreign commerce than either China or Japan! Argentina has a larger foreign commerce than any nation in proportion to her population. Her foreign trade last year was \$600,000,000, or \$100 per capita. Buenos Aires, her capital, has 1,250,000 people, and is growing more rapidly than any city in the United States, except New York and Chicago. It is the largest city in the world south of the equator.

Paris is the only Latin city that outranks her in population. Among municipalities Buenos Aires is considered one of the wonders of the world. She has the finest system of docks and wharves in the world. She recently spent \$40,000,000 in improving them. She is now getting ready to build an intricate system of underground railroads. Buenos Aires has the best equipped and most expensively housed newspaper on earth. She has an opera house that cost \$10,000,000.

Argentina! Such is Argentina! She has been building railroads. The trip can be made by rail, with the exception of a small gap over the summit of the Andes, from Buenos Aires to Valparaiso, Chile, in forty-eight hours, and one can travel in a Pullman car from the borders of Bolivia, on the north, to the borders of Patagonia, on the south. It is not a matter of common information in the United States that Chile and Argentina are now being connected by the construction of the longest tunnel in the world. Three hundred and fifty thousand immigrants from Spain, Italy, England, and Germany passed into that country last year. They are getting people in South America. They are getting Germans, they are getting English, they are getting Swedes and Danes and Norwegians and Belgians and Frenchmen and Italians. They are repeating down there what has been going on up here, and it is going to result in a blood, in a manhood and womanhood that will vie with us in the progress of the century.

The west coast of South America! Who knows anything specific about the west coast of South America? The Europeans. And so does Japan. And so does China. Last year that west-coast trade amounted to \$300,000,000. We got fifty millions of it, which is one-sixth; we should have had five-sixths.

There are 12,000,000 people on that west coast. They are getting ready to spend \$60,000,000 on their harbors within the next ten years. They have already contracted for \$20,000,000 worth of harbor improvements at Valparaiso, the contractors being Frenchmen. The Government guarantees them 5 per cent on their investment, and the material for that colossal improvement will be bought in France. They have coal in those mountains, and they have iron, but these deposits are practically inaccessible. They consume textiles and breadstuffs down there, but they get the greater part of them from countries other than the United States. Chile bought last year twice as much coal as she mined. She

bought it from Australia and England. She should have bought it from the United States. Near the coast coal sells at from \$15 to \$18 per ton. In the inter-Andean regions it is \$40 per ton. Up there the price of coal is so high that they fire engines with mountain moss. But we are permitting Japan and China, on the one side, and Great Britain, Germany, France, Italy, Belgium, and Austria, on the other, to crowd right in under the shadow of our coast lines and gain a commercial primacy, a foothold, that will put to the severest test the best genius of our captains of trade. Japan, far across the Pacific, has a subsidized steamship line between Yokohama and Chile, and has made an arrangement with the Chilean Government for a special system of money-order exchange to go into effect between the two nations. China also has a subsidized steamship line between Hongkong and the west coast of South America. China and Japan and European nations are cultivating South America. They know that that is the most promising field for the future. They know of the wealth of those mines. They know of the fertility of that soil. They know of the splendid possibilities of the incomparable water power stored up in the streams in those hills and mountains. Aye, more, they know that stable government is the rule and revolution the exception in South America.

They know that long ago nearly all of those countries got down to business; that they have small national debts and strengthened public credit; that the progress they have made has been second only to the progress that has been made here in the United States of America. They not only know this themselves, but they do not want us to know it, and they are working like beavers during these precious years to thoroughly establish themselves in that splendid territory with all its magnificent possibilities. I contend the time has come to challenge the right of other nations to a practical monopoly of that market. I saw a statement, made by a prominent labor leader recently, that there were hundreds of thousands of idle workmen in this country. Let us lay plans now to put them to work—put them to work on iron and steel and coal and foodstuffs for South America.

Far down toward the jumping-off place in South America is Chile, with her two great cities, Valparaiso and Santiago. Valparaiso is the largest city on the west coast of the Western Hemisphere excepting alone San Francisco. Chile is opening up her mountains and valleys to the world, which means in this instance, practically to Europe, for we have no ships carrying our flag and products going there. We are apt to think that Chile is a small country, a little slice of the hemispherical watermelon lying snugly between the Andes and the Pacific. That is the impression we carry from the old geography, and we have learned little since to change that impression. But the extent of that country is greater than some of us imagine. Its average width is that of California, and if you were to take the country up and place its southern extremity at San Diego, the northern line would be located in the middle of Alaska. That is Chile. Her capital city has 400,000 people.

The Chilean Congress has authorized the expenditure of \$37,000,000 for a longitudinal railroad 800 miles long. She has obligated herself by treaty to construct a line from Arica to La Paz, Bolivia, a distance of 320 miles. Chile and Peru are both getting ready for the completion of the Panama Canal. Each nation has taken steps to subsidize steamship lines between their countries and the canal. Peru is now constructing a floating dock that will cost half a million dollars. If we pursue the course that has characterized this nation in the past, the subsidized lines will meet European products carried in European ships flying European flags at the west end of that canal and convey them to markets that by every rule of trade belong to us.

A little farther up the coast we find Bolivia and Peru and Ecuador. You could place Texas in Bolivia twice, and have enough room left for Kansas and Nebraska. You could place all the Atlantic States, from Maine to Georgia, in Ecuador with chances of having land left over. Without being specific with reference to these countries, I want to say that the prospect is not only alluring from the standpoint of trade, but it is enticing. There is a widening field down there for the products of American farms and the output of American factories. There is not a city in any of those countries that is not taking on new life, awakening to the possibilities of the future. These cities must be supplied with water power, with waterworks, with electric lights, with street cars, with sewerage systems. A well-known financial paper published in Berlin stated recently that within the next ten years \$2,000,000,000 of European money would go into the railroads of South America. A prominent New York house recently floated a loan of several millions for Bolivia. Those republics down there are not only willing, but they are anxious, for outsiders to come in with their brains and with their capital. Bolivia is offering a bounty to industries operated by steam and electricity. Those republics have given concessions for the establishment of wireless-telegraph stations all through the interior.

Bolivia, Peru, and Ecuador are extending telegraph and telephone lines toward the Amazon, bringing remote places into touch. They are now building a railroad from La Paz, Bolivia, through the Yungas region to the navigable waters of the Beni River, and on the entire line electricity will be used as the propelling force. The street cars of Lima, the capital of Peru, are now propelled by electricity brought 30 miles from the River Chosita. The great mountains down there, with their splendid streams, coupled with the scarcity of coal, naturally mark that country, with its vast mineral and agricultural wealth, as the one place above all others where the many possibilities of electricity as the servant of man shall reach its highest development. Those republics are abreast of the times. Ecuador and Peru have the gold standard. Bolivia is now arranging to go to a gold basis, and Chile will join the procession next year. We know little about them, because we have not been visiting and trading with them, except to a limited extent. And the object of this bill is to change our policy. It is a start toward regaining what we have lost through neglect that seems little less than commercially criminal.

We are ignorant of Latin America from every standpoint. We are ignorant not only of the length and breadth of its nations and their material wealth, but we are ignorant of the history of these nations. We have never studied it, and have failed to realize that against terrible odds, greater than we have faced, they were working out the same general problem of politics and civilization that confronted us. We know the names of few of their great heroes, warriors, statesmen, writers, and scholars; and yet at Lima, Peru, and Cordoba, in Argentina, are universities that antedate Yale and Harvard. Grouped in the capitals of their countries are the figures of scientists and philosophers who have made all time their debtor, whose names are familiar to the scholars of the Old World, and of heroes whose deeds of patriotism and valor have stirred the blood and implanted in the youthful breast the divine spark that oftentimes flames into great sacrifice for country.

* * * * *

There was a time when Latin America was suspicious of the United States. Many of her people—some of them high in authority in government—gave ear to the continuous whisperings of other nations, jealous of that splendid market, that our ultimate aim was their absorption, bringing them under our dominion and our flag. We had done nothing to give cause for this insidiously whis-

pered accusation, neither did we make any particular effort to dissipate it. We simply went our way, our cold and chilly way as far as paying any attention to the way Latin America viewed it, leaving our defense and vindication to time. The defense came and the vindication was complete. Not since the Spanish-American war has any nation or individual, in Europe or Latin America, had the audacity to intimate that this nation is ambitious to extend its territory. The manner in which we entered upon that contest, the direct object of which was the rescue of the Cuban people from cruelty and oppression; the manner in which we assumed the burdens and responsibilities that came with that contest, unforeseen and unexpected; our treatment of the Filipinos, the plan contemplating as it does the gradual elevation of those people by education and participation in government until they are capable of taking care of themselves; our treatment of Porto Rico, broad, generous, and philanthropic; our attitude toward Cuba, establishing a republican form of government, going to her rescue when her flag was threatened by revolution, remaining with our army to protect from the professional political marauders the fair ideal for which her heroes and heroines had sacrificed for three hundred years, guarding and protecting her as a father would guard and protect a child—these, all these, plain, simple, and unaffected, carrying out the heart desire of the American people and fulfilling the pledge of WILLIAM MCKINLEY—have killed the innendoes of the world, and not only calmed the fears, but won the admiration and affection of Latin America.

Latin America knows that what we desire for them is peace. Latin America knows that what we desire for them is better politics. Latin America knows that what we desire for them is better health. Latin America knows that what we desire for them is better homes. That conference two years ago at Rio de Janeiro meant something. That scientific conference just adjourned at Santiago meant something. That conference of Central American States that resulted in the establishment of that permanent court of arbitration from which there is no appeal, which is now settling disputes among those nations and which promises to become a court of arbitration for Pan-America, that means something.

Had we read the columns and columns of description and comment in European newspapers on the visit of our Secretary of State to South America in the summer of 1907 we would have been satisfied that over there they felt that that visit meant something.

In the years of our childhood our interest was awakened and our imagination excited by the picture printed in the old geography of Commodore PERRY and his fleet in one of the harbors of Japan on the mission of opening up that country to the trade of the world. Fifty years from now the schoolbooks of this Republic will carry the picture of the reception in the harbor of Rio de Janeiro or Buenos Aires of the battle ship carrying our Secretary of State, ELIHU ROOR, dispatched, not on a mission of war, but peace; not to demand indemnity for real or imaginary wrong, but with a message of friendship from the people of the United States.

There have been some eloquent words uttered upon supreme occasions in our history—words that will ring through the years. When opportunity demands, the right man says the right thing and in the right way. I doubt if any man has ever been more felicitous in his utterance, more timely and genuinely tactful than was Mr. ROOR in his formal address at the Rio de Janeiro conference, when he said:

“These beneficent results the Government and people of the United States of America greatly desire. We wish for no victories but those of peace; for no territory except our own; for no sovereignty except the sovereignty over

ourselves. We deem the independence and equal rights of the smallest and weakest member of the family of nations entitled to as much respect as those of the greatest empire, and we deem the observance of that respect the chief guaranty of the weak against the oppression of the strong. We neither claim nor desire any rights or privileges or powers that we do not freely concede to every American republic. We wish to increase our prosperity, to expand our trade, to grow in wealth, in wisdom, and in spirit; but our conception of the true way to accomplish this is not to pull down others and profit by their ruin, but to help all others to a common prosperity and a common wealth in order that we may all become greater and stronger together."

We have rarely had anything more lofty, more sublimely beautiful and inspiring in our language than that. That utterance answered years of innuendo and insinuation from the other side of the water. It constitutes a dignified disclaimer against the sinister charge lodged effectively by jealous contestants for cargoes and profits against this nation of ours. That utterance constitutes genuine promise and is an utterance of awakened heart interest and neighborly sympathy and friendship on the part of eighty millions of people given by authorized proclamation. And if we follow up the advantage recently gained by getting into communication with those republics with our own ships, there will result a political hemispherical amalgamation, a Pan-Americanization that will, in my judgment, be not only an absolute shield against war between any of the nations in either North or South America, but go far toward forming an absolute guaranty of international peace.

There are two Americans whose names, in addition to that of ELIHU ROOT, will always be associated with Colombia, Panama, and Venezuela, and the settlement of their troubles. I refer to JOHN BARRETT and WILLIAM I. BUCHANAN. Mr. BARRETT is now and has been for three years Director of the International Bureau of the American Republics. As Minister to Siam, when little past his majority, he won his laurels. His record there commended him to the President when the Panama Republic was born.

He had been Minister to Colombia. He knew her public men. He knew Panama, and the bloodless settlement of all disputes on the Isthmus is largely due to his diplomacy, to his tact, and skill, and genius. Indeed, in Latin America to-day the splendid personality of JOHN BARRETT has an admitted potentiality. He has navigated those rivers; he has explored those mountains; he has visited those homes; he has counseled with the public men in the capitals of all those republics. He has the affectionate confidence of the republics to the south of us, and some day the records in the State Department will give his countrymen the story of his real work. He has by his enthusiasm and energy and industry been sowing seed, the harvest of which will, if we but cooperate, amaze the people of the United States.

The other name is that of WILLIAM I. BUCHANAN. In the little town in which I live is a frame blacksmith shop which will some day be an object of more than local interest. It has the regulation forge and anvil and work-bench, and displayed about the walls and overhead are shoes for horses' hoofs. Few people would take that blacksmith shop for a school of diplomacy, but it was there WILLIAM I. BUCHANAN hammered iron. There it was he shod horses. Doubtless it was there he learned horse sense, which is the chief requisite in American diplomacy. Not far distant is the site of the little church in which he led the village choir. BUCHANAN, the Indiana blacksmith! BUCHANAN, leader of the village choir! His name it was the telegraph called—the query sent out by the State Department the night word came that CASTRO had left Venezuela and that a man was needed for the crisis. He was

found in an inland city, whirled to the seashore by special train, placed on board a battle ship, a bundle of papers and telegrams crammed into his hands, and he was off for Venezuela. He has done his work and done it well. He is known in South America as the "Pacifier." As an arbitrator he settled the boundary dispute between Chile and Argentina.

I am told that the method he adopted was as unique as it was successful. He settled it in sections and made his announcements at the completion of each settlement. The settlement of the first section was a concession to the contention of Chile. Chile rejoiced and Argentina frothed. The settlement of the second contention was a concession to Argentina and Argentina rejoiced while Chile frothed. And thus alternately he gave each a thrill of joy and disappointment along the entire line, but when the final finding was recorded each one felt it had been vindicated in enough of its contentions to justify it in heartily indorsing the award. We have heard of "shirt-sleeve diplomacy," as applied to the American effort. I would suggest that the success we have had in South America would justify us in calling it "blacksmith diplomacy," in compliment and not in reproach.

* * * * *

I marvel that we have any trade with the countries of South America. We have not only neglected them, treated them with indifference, but other nations have so combined the shipping with the industrial, mining, agricultural, and banking interest down there as to practically place us at their mercy. The men who own the steamships—the English, the German, the French, and the Belgian capitalists—also own the mines and the irrigation enterprises and the railroads and the sugar and coffee plantations and the banks. The European policy has been one of amalgamation of every imaginable commercial interest. There is not a citizen of the United States with a bank in all South America. Other nations have dotted that continent with banks. The tourist and business travel from South America is to Europe, not to North America. There are more people who leave Rio de Janeiro for Europe in one week than come to the United States in twelve months. More people bent on business or pleasure go from Buenos Aires in a single ship than come to the United States in a year on all ships. They go to Europe for business and pleasure and education. There is not a single fast passenger mail and express steamer plying regularly between this country and South America. There are some sailing vessels, but people traveling on business or pleasure rarely travel on a local freight, either on land or sea. Indeed, foreign nations, having control of the sea, seem to have established swift communication everywhere except between the United States and South America. The reason is apparent. They want that market for themselves—they want a monopoly of it. The flag of the United States is a stranger in South America, as it is in all other parts of the world, unless it flies from the masthead of a battle ship. A friend who recently traveled around South America wrote me as follows:

"I left Colon, on the Caribbean side of the Isthmus, traveled east and south along the coast of Colombia; Venezuela; British, French, and Dutch Guiana; Brazil; Uruguay; and Argentina; and then came through the Straits of Magellan and went up the coast of Chile, Bolivia, Peru, and Ecuador to Panama, on the Pacific side of the Isthmus, a distance of 14,000 miles. During this trip, in stopping at some 50 ports, including such great ones as Rio de Janeiro, Montevideo, Buenos Aires, Valparaiso, Callao, and Guayaquil, I did not see the American flag flying over a single merchant steamship, although in all ports, ranging from nearly 100 merchant vessels in Buenos Aires down to 2 or 3 at Penabuco, I saw everywhere, flying in abundance, the flags of foreign nations, including that of Japan. When we left Colon there was a

vessel of the Panama Steamship Company in port flying the American flag. When we arrived at Panama, after a 14,000-mile journey, I saw other merchant vessels belonging to the Panama Steamship Company flying the American flag. The only steamships in the course of my long journey which were American were several men-of-war and one private yacht."

I repeat it, I marvel that we have any trade with South America. With the Germans, English, French, Belgians, and Austrians controlling the shipping, and amalgamating their shipping interests with railroads, mines, banks, docks, and plantations, the dividend of the one depending on the prosperity of the other, how can we, without ships, without fast mail and express facilities of any kind, without banks, without traveling men speaking the language of those people, with our business intrusted to wholesale houses whose proprietors owe allegiance to other flags, commercially unfriendly and prejudiced, expect to do anything? And yet in 1907 we sold South America one-eighth of what she bought! Having done this under unpropitious conditions, what might we have done under propitious conditions, with our own ships, with our own banks, with our own wholesale houses, with our own traveling men speaking the Spanish, French, and Portuguese languages?

Trade follows the flag. We could not have fallen behind in this race for the markets of South America if we had our flag on the sea. I am in favor of putting it on the sea, and I would start it between North and South America.

* * * * *

If we are alive to the opportunities offered and the advantages we enjoy, with the completion of the Panama Canal, I see the beginning of a new epoch—a mighty epoch—for this hemisphere. It will be an epoch ushered in by the combined hope and ambition of 21 republics and 21 flags, all inspired by one splendid faith and promise—faith in the ability of the individual to secure his rights through processes of organized society, bedrocked upon the Golden Rule, and promise that the example given will be emulated by all nations and be an inspiration to all peoples. These 21 republics, connected by swift ships, by cable, by telegraph, by telephone, by a railroad extending from New York to Patagonia and Chile, with a court of arbitration to settle all disputes among themselves, would drive international hate into hiding and put war to shame. I can see how the Western Hemisphere can, within two decades, force disarmament in all the world and become the acknowledged and accepted umpire of this century.



RECEPTION OF NEW CUBAN MINISTER TO THE UNITED STATES :: :: :: ::

THE reception of Gen. CARLOS GARCIA VELEZ, the recently accredited Minister from Cuba to the United States, took place on April 9, 1909.



On presenting his credentials to President TAFT, Minister VELEZ outlined his mission in the following felicitous terms:

Mr. PRESIDENT: I beg you to be pleased to receive the letter by which my Government accredits me to the American Government as the Envoy Extraordinary and Minister Plenipotentiary of the Republic of Cuba, and at the same time to accept the letter of recall of my distinguished predecessor.

By the special desire of the Honorable President General JOSÉ MIGUEL GÓMEZ, I have the honor to salute you and to express in his name and in that of the Cuban people their ever-increasing feeling of affection for the United States of America, a feeling becoming deeper in our hearts day by day by reason of the repeated proofs we have received of brotherly and disinterested care and considerate appreciation of the sentiments dearest to Cuban patriotism.

On these feelings, Mr. President, rests the purpose of my Government and of my country to extend and strengthen more and more the commercial relations between Cuba and the American nation, so that the interchange of their various products may afford constant and marked protection to the economic interests of both countries.

I am encouraged in undertaking the arduous task of fulfilling the important mission with which I have been intrusted by my Government by the reliance I place, above all, on the good friendship heretofore shown me, to my great honor, by you, for whose personal happiness I offer the most cordial wishes, and to whom we are already bound by ties of gratitude for the recent services rendered in the cause of the independence of my land.

Permit me to say to you, Mr. President, while expressing my appreciation of the very high honor conferred upon me by being accredited to your Government that I will devote my best efforts to increasing, if possible, the reciprocal sincere friendship that should ever unite the Republic of Cuba and the United States of America—that country for which we Cubans all ardently wish peace, prosperity, and progress.

President TAFT said in reply:

Mr. MINISTER: It affords me pleasure to receive the letter by which the President of Cuba accredits you as his Envoy Extraordinary and Minister Plenipotentiary near the Government of the United States.

You do not come to us as a stranger, but as one who has lived among us and knows our country and its people. I am therefore pleased to know that your mission and aim is still further to strengthen the already strong commercial and friendly ties between our two countries. In the execution of this high purpose, you may confidently rely upon the cooperation of the American Government which has given to Cuba such repeated and marked evidence of disinterested and fraternal regard, and of faith in her ability to maintain her place among the self-governing, progressive, and peaceful nations of America.

Circumstances have afforded me the privilege of close association with your countrymen. I have a deep personal interest in their welfare. I beg to assure them that in all their efforts for a stable government and for the prosperity of their country they may count upon the tested friendship and good will of the American people.

Mr. Minister, I welcome you to Washington, and hope that you may find here the same spirit of kindly regard and confidence so long enjoyed by your distinguished predecessor, whose letters of recall you now hand me.

I ask you to express to President GÓMEZ my personal good wishes and my earnest desire for the happiness of Cuba.

CORSOS, PASEOS, AND PROMENADES IN THE AMERICAN REPUBLICS

CORSO is a word destined to become well known and popular in the United States during the coming years. The idea of the corso is old, but the application of the word and the development that will take place around it are new, especially as applied to the United States.

The corso is Italian by origin, although the social recreation represented by it seems to have arisen spontaneously in the mind of all Latins. In Italian corso means a course, as in English a race course or a broad street along which horses would be run for amusement or sport. Naturally people would gather to watch the public exhibition or contest, and naturally, also, these meetings would be repeated as interest in them extended. Probably such gatherings have taken place in Rome, Naples, and Florence since the days of the early Romans. At any rate, to watch whatever display might be made became long ago a social function, attended by people of all classes who enjoyed the healthful pleasure of being out of doors. In time the contest itself was subordinated to the simpler diversion of regular gatherings for riding, driving, walking, conversation, and acquaintanceship. In later years there was added by private munificence or public appropriation the attraction of music, and to-day the corso in Italy is not unlike what we call an afternoon popular promenade concert.

In Spain, too, the same custom is observed, but there it is called a paseo, an interesting difference, as corso would signify to run, while paseo is a more leisurely walk. The paseo is one of the most charming pastimes in Spanish cities. About twice a week, in the afternoon, the entire populace, it would seem, gathers along some shady avenue near a pretty park for social recreation. Carriages drive slowly back and forth, those on foot stroll carelessly up and down, bowing to their acquaintances as they pass each other, while along the sidewalk are seats for those who prefer them, and occasionally small tables are placed at intervals, at which light refreshments may be served. Such a promenade has its fashionable days, like the theater; on particular afternoons the nobility and aristocracy may be seen in one place, but on other days a migration will take place to a different



THE PRADO, HAVANA, CUBA.

This famous boulevard consists of a double promenade lined with seats and a driveway on each side, the carriage course being up one side and down the other. It is bordered by a double row of laurel trees, and the houses fronting upon it are the finest in Havana.



DRIVE IN MEXICO CITY.

The favorite drive in the capital of the Mexican Republic begins at Plaza Mayor in front of the Palacio Nacional, runs through the business section of the city and beyond the Alameda to the famous Paseo de la Reforma, a magnificent avenue 2 miles long, bordered by trees and adorned with statuary, and ending at the Park and Castle of Chapultepec.

part of the town. This Spanish custom is a general *al fresco* social entertainment, and not to be seen at it arouses curiosity and comment.

In Latin America, where such customs are perpetuated, the paseo is part of the regular life of almost every town south of the Rio



PASEO DE COLON, LIMA, PERU.

This beautiful drive extends from the Plaza de la Exposición to the Plaza Bolognesi, a distance of about half a mile. It is here that the fashionable residents of Lima congregate on the Corso afternoons. Along the middle of the promenade for its entire length runs a garden bordered by trees and shrubs. At night, when illuminated, it presents a brilliant scene.

Grande. In many of the larger cities and national capitals it is a highly developed social function, and in some, owing undoubtedly to the influence of the Italian, who carries with him the significant words of his speech, the paseo has become or is becoming the corso.

In Buenos Aires, for instance, no place offers such good opportunity to observe the characteristics of that side of metropolitan life as the fashionable corso near Palermo Park. In the City of Mexico, the Paseo de la Reforma offers on a gala day a picture of national characteristics seldom excelled in any city of Europe. In Santiago, the Alameda de las Delicias, or the hill of Santa Lucia, is gay with the life and display of the capital. Havana has for generations been celebrated for the afternoon rendezvous on the Malecon or the Paseo de Marti (the Prado). In the reconstructed Rio de Janeiro, particular pains were taken to arrange for a beautiful promenade facing on the bay; here a pavilion has been erected in which concerts are given on certain afternoons, and during the season the avenue will be thronged by the people ready to enjoy life in a holiday mood.

The corso, therefore, is thoroughly established in the habits of Latin America, and it is a commendable move that the cities of the United States are introducing such a pleasant feature into their crowded and hurried life.

In Washington, there has recently been inaugurated a corso very closely resembling those just mentioned. On the bank of the Potomac and overlooked by the lofty Washington Monument it has been arranged to give concerts at regular intervals, to which residents and visitors are invited, and at an hour when all can attend.

If all the people can be induced, on occasions like this, to throw off their intense application to work and refresh themselves for an hour or two with a little music, pleasant conversation, and a promenade, whether in a carriage, on horseback, or afoot, a fresh charm will be introduced into the strenuous life of the crowded cities.





"PALERMO," BUENOS AIRES, ARGENTINE REPUBLIC. This boulevard lined with royal paths is daily traversed by rich equipages and is a favorite drive for Argentine society. One of the principal driveways of the capital, costing over \$10,000,000, and ranking among the great promenades of the world.



PORTION OF BEIRA MAR AVENUE, RIO DE JANEIRO, BRAZIL.

This beautiful boulevard skirts the bay shore for a distance of nearly 6 miles. Few driveways in the world approach it in beauty of scenery or length.



THE POTOMAC DRIVE, WASHINGTON, D. C.

This beautiful boulevard along the banks of the Potomac is one of the favorite drives of Washington society. Its prominence in this regard dates from April 17, 1909, when the Washington Monument was dedicated and a concert rendered by the band of the Philippine Constabulary. That this drive is becoming popular and appreciated is evidenced by the number of equipages which may be seen on it daily.



MUNICIPAL ORGANIZATION IN LATIN-AMERICAN CAPITALS

LIMA.

THE Constitution of Peru, in article 118, provides that :

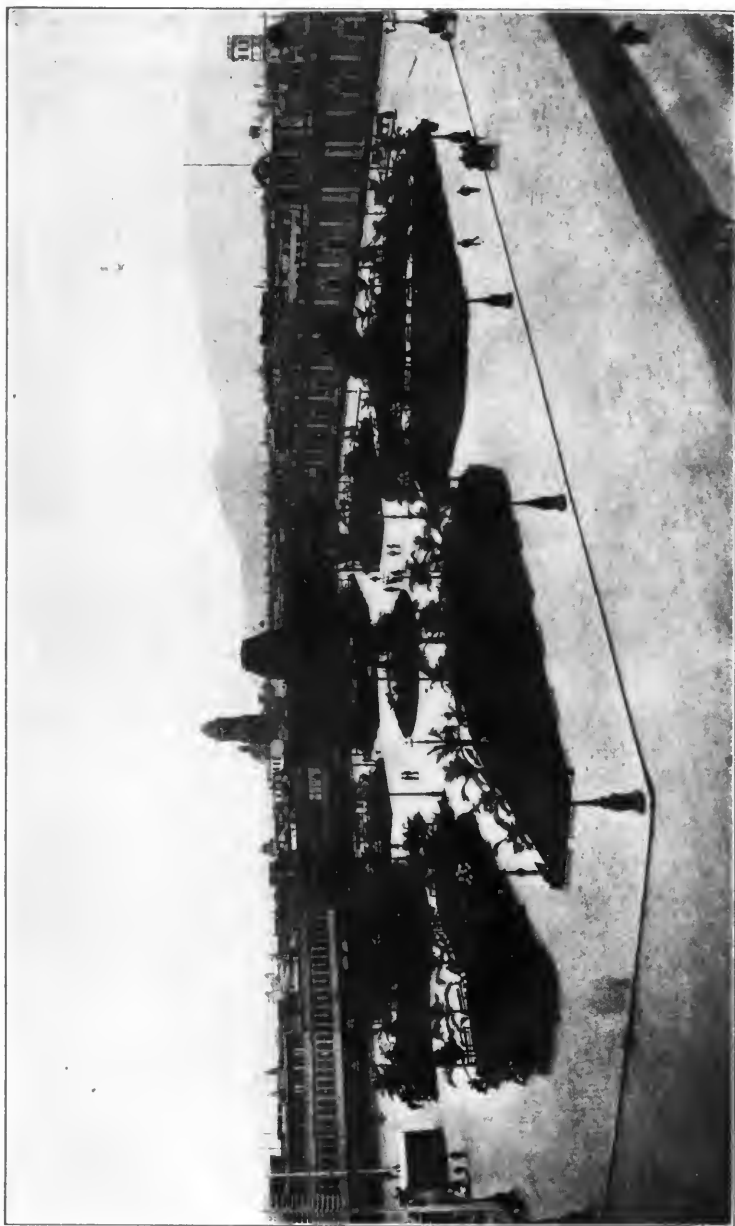
There shall be municipalities in such places as may be designated by law, and the law shall determine their functions, responsibility, the qualifications of the councilors, and the method of electing the same.

To a greater extent than many other Spanish-American capitals Lima is under the direct control of the national government of the Republic. There is a mayor and a municipal council of 50 members, but their functions are not very well defined and there has been a constant tendency in recent years to abridge the same.

The first municipal organization of Lima was established on January 30, 1535, by PIZARRO, and the first alcaldes were NICHOLAS DE RIVERA, the elder, and JUAN TELLO.

The city was called the "City of the Sovereigns," and bore on its coat of arms the initials of QUEEN JUANA, and KING CARLOS. With but little change in form the government of the city established by PIZARRO continued during all the colonial period, and after independence in 1821, down to 1857. In this last year was reorganized the old *Cabildo*, or corporation of Lima, into the municipality of Lima.

In theory the municipality is the administrator of all communal affairs, and has in charge all work of public health and hygiene. The water supply, opening and closing streets, and maintaining the same,



PRINCIPAL SQUARE, LIMA, PERU.

This historic plaza covers an area of about 41 acres. The Government Palace occupies the north side and the Town Hall with its handsome arcades the west side of the square. The Cathedral, in which the remains of Pizarro the Conquistador lie, faces the eastern side of this beautiful plaza of the "City of the Kings."

together with the laying of sidewalks and pavements, are also under its jurisdiction. Street railways and street lighting, parks, markets, public carriages, and livery stables are subject to municipal control. The mayor and city council of Lima are charged with the ordinary duties and given the ordinary jurisdiction of city governments elsewhere, but in practice the government of the city is to a large extent dictated by the President of the Republic and the national legislature. The public school system has quite recently been entirely divorced from municipal control in any form.



HEALTH INSTITUTE, LIMA, PERU.

The public-health service is thoroughly organized in Peru. Vaccination is compulsory and gratis. The Government also distributes gratuitously the principal preventive and curative serums and makes large appropriations in support of this project.

A foreigner resident in Lima, or in any other Peruvian city, may vote in municipal elections and may be chosen a member of the municipal council, on condition that he be twenty-one years of age and exercise some trade or profession or be possessed of landed property. This right under the law exists without having acquired naturalization. Naturalized foreigners, who may become such after two years' residence, vote and hold municipal office without condition.

Lima has a population of 150,000 inhabitants and is about 8 miles inland from Callao, the port with which it is connected by two lines of railway.



CHURCH OF SAN FRANCISCO, LIMA, PERU.

More than \$2,000,000 were spent in the construction of this church and convent. The walls are decorated with multicolored tiles, and the interior carvings are works of great merit.

The city is in shape a triangle, and for the most part lies on the left bank of the River Rimac—in summer a considerable stream, swift and turbulent, but in winter dwindling to a comparatively insignificant rivulet. A smaller part of the city lies on the other side of



POST-OFFICE AND TELEGRAPH BUILDING, LIMA, PERU.

Notwithstanding the great physical obstacles encountered, Peru's postal and telegraph services have reached a high state of efficiency. The former has been more than self-sustaining for several years, and there are 550 post-offices in the Republic. The telegraph system has a mileage of 3,200, all but 20 per cent of which is operated by the Government.

the Rimac. Above the city rises the hill San Cristobal, most advanced of the bulwarks of the Andes.

Lima lies in the dry zone of Peru, but due to its slightly elevated situation and the Pacific winds visitors do not find its temperature



OLD TORRE-TAGLE HOUSE, LIMA.

This house was built in the days of the Viceroy.

oppressive. From colonial times it has been supplied with water from several large springs about 3 or 4 miles away from the center of the city and on the left bank of the river. Soon after the founding of the city the Spaniards built a large reservoir called the Atarjea, into which the water from these springs flows, from whence, by means of conduits of lime and rubble, it was conveyed to the public drinking fountains and private houses of the city. The distributing conduits were defended by very thick walls, and the larger canals proceeding from the Atarjea were veritable subterranean aqueducts. In 1855, the old system, which had become inadequate for the purposes of the city, was enlarged.

The city is divided into 5 quarters comprising 10 districts, again divided into 46 barrios.

Four of the districts are merely outlying parishes, so in reality the city proper is composed of the following 6 districts: San Sebastian, San Marcelo, El Sagrario, Los Huerfanos, Santa Ana, and San Lazaro. Until 1870, it was surrounded by an adobe wall, built in 1685 as a defense against the Indians.

The streets in general cross at right angles and are not very broad, from 30 to 35 feet being the usual width. Formerly there was a surface sewerage system, but this is being done away with. In the new paving of the city streets the sewer conduits are all underground.

The center of Lima is the Plaza Mayor, one of the most beautiful squares in all the South American capitals. Fronting the square on the east is the Cathedral, the ground for which was laid out by Pizarro on the very day on which the site of the city was chosen. The construction of the Cathedral occupied ninety years. The work was delayed by changes in plans made by successive viceroys and by earthquakes, but it was finally finished and consecrated on October 1, 1625. In 1746 the Cathedral and practically the whole city was destroyed by the great earthquake of that year. Twelve years afterwards the new cathedral, occupying the same spot, was completed.

The building is one of the most imposing of all the American cathedrals. It has five aisles, with nine arches, and its two sides are formed of ten chapels, in one of which are deposited the remains of the conqueror, FRANCISCO PIZARRO. The high altar, separated from the remainder of the edifice, occupies the center of the chancel, and is surrounded by a beautiful set of stalls made of cedar and mahogany. In the church and in the vestry there are paintings of considerable merit, among these a MURILLO.

Fronting the west side of the Plaza Mayor is the municipal building, and on the north side is Government House, once the viceroy's palace. This edifice preserves to-day much of its primitive appear-



THE CATHEDRAL, LIMA, PERU.

This beautiful edifice overlooks the principal plaza of the Capital. It contains five aisles, with nine arches or vaults, and along the sides are ten chapels, in one of which repose the remains of Pizarro, the Conqueror.



DEPOSITS AND CONSIGNMENTS BANK, LIMA, PERU.

The Bank of Deposits and Consignments owes its existence to a law providing that all judicial and fiscal deposits should be concentrated in a single institution, and the bank's capital of £100,000 was subscribed by the other Lima banks. It performs the functions of a clearing house.

ance. It was partially destroyed by fire about twenty-five years ago, but the restoration of the burned portions has not materially changed its old aspect. It is the President's residence, and as such the center of political and social affairs in the city.

Lima is a city of churches and convents. By bull of POPE PAUL III, dated May 14, 1541, it was made an episcopal see, and its first bishop was FRAY GERONIMO DE LOAYZA. Four years later the see was made an archbishopric. The old parishes of the city correspond with the present municipal districts.

The church and convent of San Francisco cost more than \$2,000,000 in construction. The principal cloister preserves almost intact its ancient magnificence, when the viceroy's domain extended from Panama to Patagonia and Lima was his capital. The walls are decorated with beautiful, glazed tiles, and the carvings of the ceilings are most exquisite. The churches of the convents of Santo Domingo, La Merced, and San Augustin are also handsome edifices, as is also the new Jesuit church of Santo Toribio. Another Jesuit church, that of San Pedro, is one of the most ornate in the city. Besides these, other notable churches are those of San José, La Caridad, San Carlos, Cocharcas, Copacabana, Santo Tomas, Guadalupe, Belen, La Recoleta, El Sagrado Corazón, Santa Teresa, and the churches of the convents, of Buena Muerte and Los Descalzos. Nearly all of these edifices were built during the seventeenth and eighteenth centuries. In architecture they are of the Spanish Renaissance school, mixed with Moorish and Andalusian details.

The space formerly occupied by the old city wall, torn down in 1870, has been utilized in building several handsome boulevards; those of Bolognesi, Grau and other *paseos* form an almost uninterrupted driveway from the river and back again around the city. Another beautiful driveway is the avenue leading to the town of Magdalena, about $3\frac{1}{2}$ miles away. This avenue is 125 feet wide, shaded with four rows of palms. The avenue of the Barefooted Friars (Los Descalzos), on the bank of the river, is a wide central public walk, adorned with 12 large statues representing the signs of the zodiac, the intermediary spaces containing urns, marble benches, trees, and plants. The avenue is about two-thirds of a mile long and begins at the foot of San Cristobal Hill. The Arco avenue is also a favorite passageway of the city. It extends along the river from the old stone bridge to the modern Balta bridge. The recently constructed Columbus avenue is about a third of a mile long and about 125 feet wide. It begins at the Exposition Square and ends at Bolognesi Square. The avenue is built on the arc of a circle and traverses the modern quarter of Lima. Four wide sidewalks run along its whole length, two at the outside and two at the center,

divided by a strip of land adorned with statues, plants, and ornamental benches.

There are 35 public squares in Lima. Some of these are small, set with a few trees or plants and benches; but many are large and artistically planned. Four of these large squares are noticeable. The Plaza Mayor, upon which fronts government house and the cathedral, has also fronting on its south and west sides two fine arcades, the lower parts of which are occupied by handsome shops



SQUAD OF POLICE, LIMA, PERU.

The police force of Lima is an efficient and well-drilled body of men recruited and organized by the army authorities and under the direction of a chief having command of the entire force.

and the upper parts by the social clubs, for which Lima is quite famous. The Plaza Mayor contains a handsome bronze fountain, erected in 1650, which occupies the center of the square, surrounded by palm trees. Inquisition Square, three blocks away, has very pretty flower plats and three handsome fountains. Fronting on this square is the building of the Chamber of Deputies and also that of the Senate. Santa Ana Square, somewhat larger than Inquisition Square, fronts the palace of the Prefecture and the churches of Santa Ana



CHOIR AND ALTAR OF THE CATHEDRAL AT LIMA, PERU.

The main altar occupies the center of the chancel and is decorated with many beautiful and costly ornaments including candelabra and statuary. The stalls are hand-somely curved and show only the wear caused through their use by generations of worshippers.



SENATE CHAMBER, LIMA, PERU.

The Upper House of the Peruvian Congress consists of fifty-one Senators elected by direct vote for a period of six years. Congress meets annually on July 28 and sits for ninety days only. Special sessions may be summoned as often as necessary, but are limited to forty-five days. Senators must have an income of at least £100 a year or be members of a scientific profession.

and Las Descalzas. Exposition Square, in the southern part of the city, is the largest of all the squares, and covers an area of about 12 acres.

There are five monuments in Lima justly celebrated all through South America. Of first rank is the COLUMBUS monument in marble. The statue crowning this monument represents the great discoverer raising a native woman from the ground. The BOLIVAR monument of bronze has a marble pedestal, on which appears two bas-reliefs, one the battle of Junin and the other the battle of Ayacucho. The Second of May monument, in commemoration of the defense made by the Peruvian forts against the Spanish squadron in 1866, comprises a very beautiful and ornate column of Carrara marble about 70 feet in height, crowned by a winged statue of Victory in gilded bronze. At the base of the column are bronze reliefs representing the principal incidents of the combat. The BOLOGNESI monument is dedicated to the memory of Col. FRANCISCO BOLOGNESI, who lost his life on June 7, 1880, in the heroic defense of the Arica Morro against the Chilean forces. The monument is one of the most beautiful works of the Spanish sculptor QUEROL. The crowning statue represents BOLOGNESI falling mortally wounded and clutching his country's flag. The monument to SAN MARTIN is a very handsome work in marble, with granite base surmounted by a statue of the great Argentine general represented at the moment of proclaiming the independence of Peru.

In addition to these five, there is also a fine monument to Rear-Admiral MIGUEL GRAU, who lost his life on board the *Huascar*, October 8, 1879, in the naval battle of Angamos against the Chilean squadron.

In most Latin-American countries exist, as survivals from Spanish colonial times, benevolent societies whose field of charitable work is as a rule broader than that of similar associations in other countries. Quite often they perform work elsewhere for the most part undertaken by state or municipal government. In these countries they are often given a legal standing, and receive a government municipal support both in law and in revenue. The Lima Benevolent Society is a most important element in the municipal government of the capital. Its revenues amount to nearly a million dollars a year, out of which it supports the Second of May Hospital, a fine and modern hospital for men which accommodates 1,000 patients; the Santa Ana Hospital for women, founded in 1549 by the first Archbishop of Lima, to which is attached the Maternity Hospital and school for midwifery and the Military Hospital of San Bartolomé. The insane asylum in charge of the society is in reality the national hospital for the insane. It supports two orphan asylums, one for foundlings, housed in a large and handsome building, and the other



STREET IN LIMA, PERU.

Lima provides for its 150,000 inhabitants excellent sanitary arrangements and transportation facilities. It is lighted by electricity and has a telephone service, many beautiful residences, public buildings, and a handsome new theater.

for orphan boys who are given a good education and taught some useful trade. The Institute Sevilla, founded from a legacy by Señor José Sevilla, educates 100 girls and teaches them occupations suited to their capacity. The apprenticeship in this institution is for five years. The society maintains a number of almshouses or asylums for the very poor and the incurably sick. It also conducts a savings bank with a branch mortgage bank.



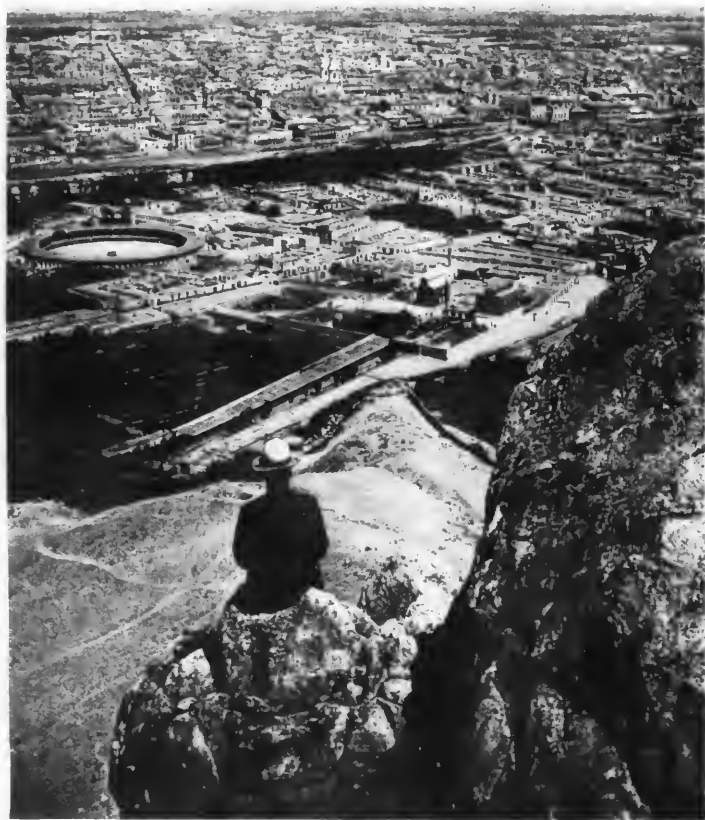
SCHOOL OF MEDICINE, LIMA, PERU.

The Medical School is a branch of the famed University of San Marcos and students who have completed a two-years' course in natural science and the prescribed course in mathematics and physics in the University are eligible for enrollment. The institution has a large and able faculty of instructors. The curriculum embraces a period of six years and confers the title of "physician and surgeon" on those who complete it.

The cemeteries of Lima are administered by the Benevolent Society. The principal one is the Cemetery of Lima, noted for its fine mausoleums.

By far the most interesting institution of Lima is the famous University of San Marcos, the oldest in America and one of the most celebrated centers of Latin culture. La Universidad Mayor de San Marcos, to give its Spanish title, was founded by royal decree of the EMPEROR CHARLES V on May 12, 1551, granting to the priors of the Dominican order the right to establish an Estudio General, after the model of the University of Salamanca. Twenty years later PHILIP

It secularized the university, and its first rector, Dr. GASPAR MENSES, was chosen. The name of the San Marcos was not assumed until December 31, 1574, and it is said that this name was chosen by lot, the seculars being unable otherwise to agree as to which saint's name should be given to the institution. At present the university has six faculties—law, medicine, theology, mathematics, philosophy, letters and political economy.



VISIT OF THE UNITED STATES FLEET TO GUATEMALA

THE warmth of feeling existing in Guatemala for the people and Government of the United States was abundantly demonstrated by the heartiness of the welcome accorded the fleet of the latter country when, under the command of Rear-Admiral SWINBURNE, it made a friendly visit to the shores of Central America during the month of March, 1909.



SCENE AT THE RAILROAD STATION, SAN JOSÉ, GUATEMALA, DURING THE VISIT OF REAR-ADMIRAL SWINBURNE AND OFFICERS OF THE PACIFIC FLEET.

Prior to the arrival of the fleet, President ESTRADA CABRERA, in his annual message to the Guatemalan Congress, made felicitous refer-

ence to the fact that the acceptance on the part of the United States Government of the invitation that the Pacific Squadron should call at Guatemala was to be construed as a delicate act of international courtesy. In reply, the National Assembly echoed the words of the President, further demonstrating the complete understanding and harmony existing between the two Republics.

Officials and distinguished personages journeyed from the capital to San José, the Pacific terminus of the Interoceanic Railway of the Republic, to meet the incoming fleet on March 8, when, in the name of the President, the representatives of the United States were welcomed to Guatemala with appropriate ceremonies. The special train conducting the party back to Guatemala City was received with ovations along the route, and at Escuintla a company of school children assembled on the platform of the station, greeted the visitors with the strains of their national anthem, while the entire route was gay with festival arches and flowers.

The city of Guatemala had been lavishly decorated with banners, flags, and flowering arcades, and a detachment of troops detailed to accompany the visitors and their distinguished escort from the station to the residence set apart for them.

Shortly after his arrival Rear-Admiral SWINBURNE made his visit of courtesy to the President of the Republic, on which occasion mutual expressions of good will and esteem were exchanged between the two American nations.

A feature of the greeting of the municipality of Guatemala to the fleet was the electric illumination of the streets, conspicuous among the decorations being a reproduction in lights of the statue of "Liberty Enlightening the World," as seen in the harbor of New York. A gala performance of Sardou's "*Divorçons*" was given at the theater on the first night of the stay at the capital, and the succeeding days were marked by a succession of festivities in which all classes of people took part, showing the universality of the greeting extended.

The participation of the schools in the entertainment of the visitors was particularly marked, and exercises of an academic character were held in the famed Temple of Minerva, in whose construction and promotion as a feature in Guatemalan education President ESTRADA CABRERA has been so ardently interested.

The army of Guatemala was host at an elaborate banquet, on which occasion General ALVARADO, of the general staff, expressed the sentiments of his countrymen in the following terms:

The army of Guatemala is deeply sensible of the unprecedented honor which the Government of the United States extends to Guatemala by detaching the vessels of its battle fleet to our coast and by allowing the gallant Admiral and officers to visit the capital. On all sides, gentlemen, you will find tokens of regard and admiration for everything connected with the United States.



ARCH RAISED BY THE MILITARY OFFICIALS AT ESCUINTLA IN HONOR OF THE VISIT OF REAR-ADMIRAL SWINBURNE AND OFFICERS OF THE PACIFIC FLEET TO GUATEMALA IN MARCH, 1909.

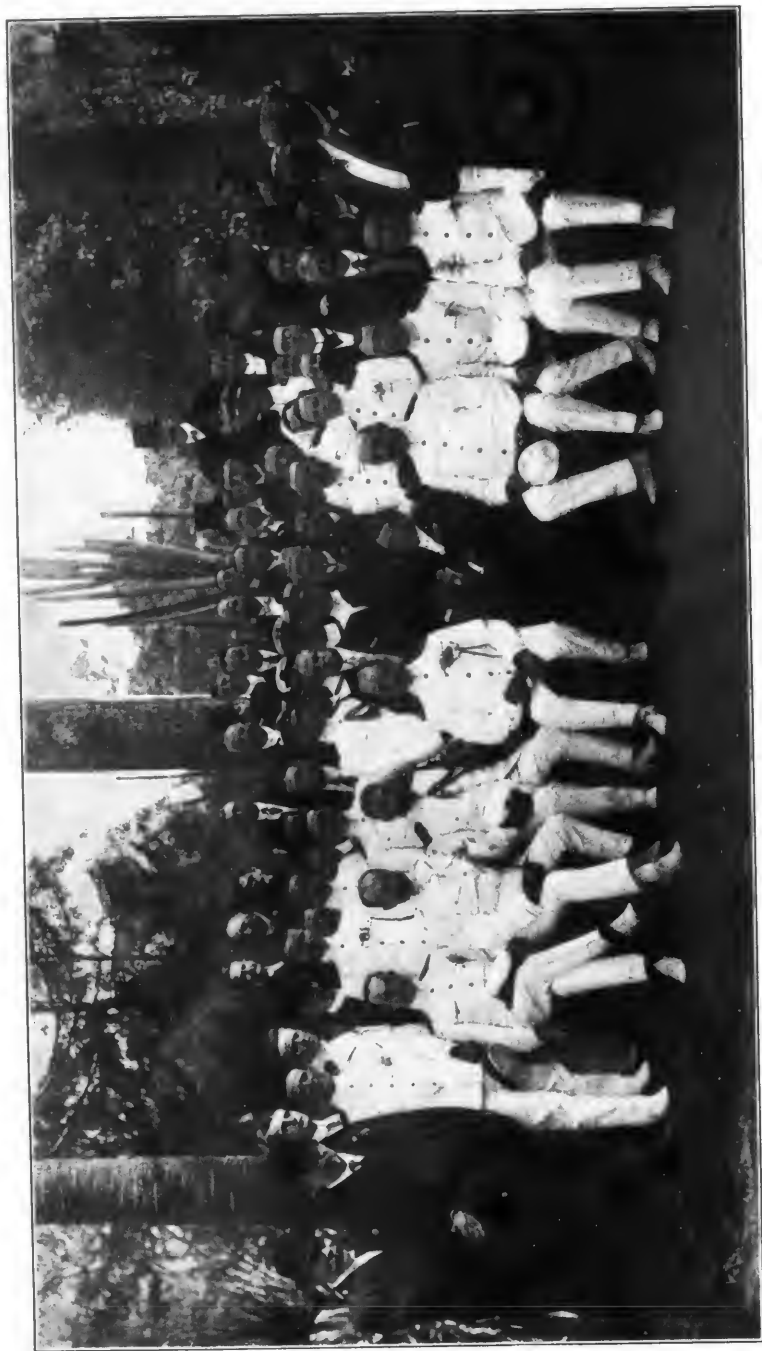
Your country, which Washington and other illustrious founders made great in its very beginning by the solid basis which they gave to its institutions, has never in the least degree departed from the grandeur with which it started on its independent career. Nor have your countrymen wearied in energy and perseverance in making a place for themselves in the world of science and industry. On the contrary, their lofty ideals have been crowned by success and are



ARCH RAISED BY SCHOOL CHILDREN ON AVENIDA DE MINERVA, GUATEMALA, IN HONOR OF THE VISIT OF THE PACIFIC FLEET IN MARCH, 1909.

further strengthened by the elements of power you have provided yourselves with, which in all times nations have need of in order to render effective the exercise of their rights.

The people of Guatemala have never allowed to weaken the bonds which unite their country with the great Republic of the North. We have received a great stimulus toward advancement from your country, the land whose privi-



REAR-ADMIRAL SWINBURNE AND OFFICERS ON THE OCCASION OF THE VISIT OF THE PACIFIC FLEET TO GUATEMALA IN MARCH, 1909.

leged soil first bore the fruit of democracy and whence first shone the light of American liberty. To that stimulus we owe the steps we have taken in the highroad of progress. From that source has come to us the most spontaneous offer to guide our international questions in the path of right and dignity.

These bonds of fraternity explain the agreeable impressions which your presence produces on my countrymen, and especially on the army. Our army is proud of the opportunity of saluting with full honors the glorious insignia which floats at the masthead of your splendid vessels, the Stars and Stripes of America.

* * * * *

In recounting thus briefly your glorious record by referring to the bonds of sincere and frank regard which unite our two peoples and Governments, I have endeavored to give expression to the sentiments which animate the President of the Republic and the army toward you; * * * and I ask you to drink with me to the prosperity of the American Nation, to the welfare of the noble citizen who now guides its destinies, and to our guests, Admiral SWINBURNE and officers of his squadron.

The admiral in command of the visiting fleet replied warmly to the enthusiastic words of General ALVARADO and stated that the American fleet was not merely that of the United States, but of all the sons of America—of North, of Central, and of South America—and that the sentiments of Monroe, affirming that America should be for the Americans, fixed no limitations, and that the United States as a friend of all would be the bulwark of the weak and the supporter of peace and liberty.

President ESTRADA CABRERA made appreciative reply.

During the banquet, national airs and other selections were played by native bands, whose performance was greatly enjoyed.

The festivities of the second day were completed by a ball of great brilliance, in which officials and distinguished citizens entertained the fleet officers.

The third day of the stay in the capital was signaled by a luncheon tendered on the part of the American colony in Guatemala at Guarda Viejo and by a reception at the United States legation, in which hosts and guests mingled in friendly celebration of international accord.

As the special guests of the President, the final day of the visit was passed in attending exercises held in honor of the fleet officers in the Temple of Minerva, where the school children of Guatemala demonstrated to how high a standard education is raised in the Republic. Among the floral decorations of the temple were myriads of names famous in history, art, and science in the United States annals, from "ADAMS, sixth President of the United States," through countless alphabetic degrees to "WRIGHT, inventor of the aeroplane."

A presidential banquet, magnificently appointed and enlivened by a musical programme of great excellence, brought the visit to an end.



REPRODUCTION OF CRUISERS WEST VIRGINIA AND MARYLAND, ERECTED IN FRONT OF RAILROAD STATION AT SAN JOSÉ, AND MANNED BY SCHOOL CHILDREN
IN HONOR OF THE VISIT OF REAR-ADMIRAL SWINBURNE AND OFFICERS OF THE PACIFIC FLEET TO GUATEMALA IN MARCH, 1909.

The return trip to San José was made with an escort of distinguished personages, during the course of which medals commemorative of the occasion and bearing the image of President ESTRADA CARRERA were presented on behalf of the Guatemalan Government as tokens of the esteem in which the United States is held.

The entire occasion was marked by the greatest enthusiasm on the part of Guatemala and its representative officials and citizens. Special editions of the daily newspaper were published and supplements containing photographic reproductions of the public men of the two countries were issued.

In all decorative schemes the national emblems of both nations were conspicuous, intermingled with the wealth of tropical flowers and foliage for which the country is noted.

Congratulatory messages were exchanged between the Presidents of the two Republics, that from the President of the United States stating:

I have the pleasure to add my personal greeting to the message of good will expressed in the visit of the American vessels to Guatemala. That visit typifies the friendly sentiment of the American people, who desire for Guatemala continued peace, neighborly harmony, and prosperity.





RECEPTION OF THE UNITED STATES FLEET IN SALVADOR :: :: :: :: :: ::

THE greeting of Salvador to Rear-Admiral SWINBURNE and the officers of the United States fleet on a friendly visit to the Republic was characterized by a display of the utmost cordiality.

On the arrival of the vessels, the *West Virginia* and the *Maryland*, at Acajutla on March 13, they were met by the Chargé d'Affaires of the United States in Salvador, the captain of the port, and a committee of officials from the capital.

A special train conducted the visitors to San Salvador, where lavish decorations and throngs of people gave the aspect of a festival occasion. Addresses of welcome were delivered in English and Spanish, and the flags of the two nations were conspicuous among the decorative effects. At night the streets were brilliantly illuminated, and a torchlight procession comprising over 1,000 participants was one of the features of the celebration.

The reception and banquet tendered by President FIGUEROA were made the occasion for the exchange of both official and personal courtesies, and the ball held at the International Club by the American colony at the Salvadoran capital was attended by all the dignitaries and distinguished citizens.

The municipality also entertained the visitors at a breakfast of 150 covers, other festivities including concerts and artistic exercises on the part of the school children.

After a stay of two days, return was made to the port on the special train, in company with the committee of entertainment, the journey being enlivened by the presence of the Executive Band, which was detailed from the capital for the purpose.

ARGENTINA'S TRIBUTE OF RESPECT TO THE FIRST MINISTER FROM THE UNITED STATES :: ::

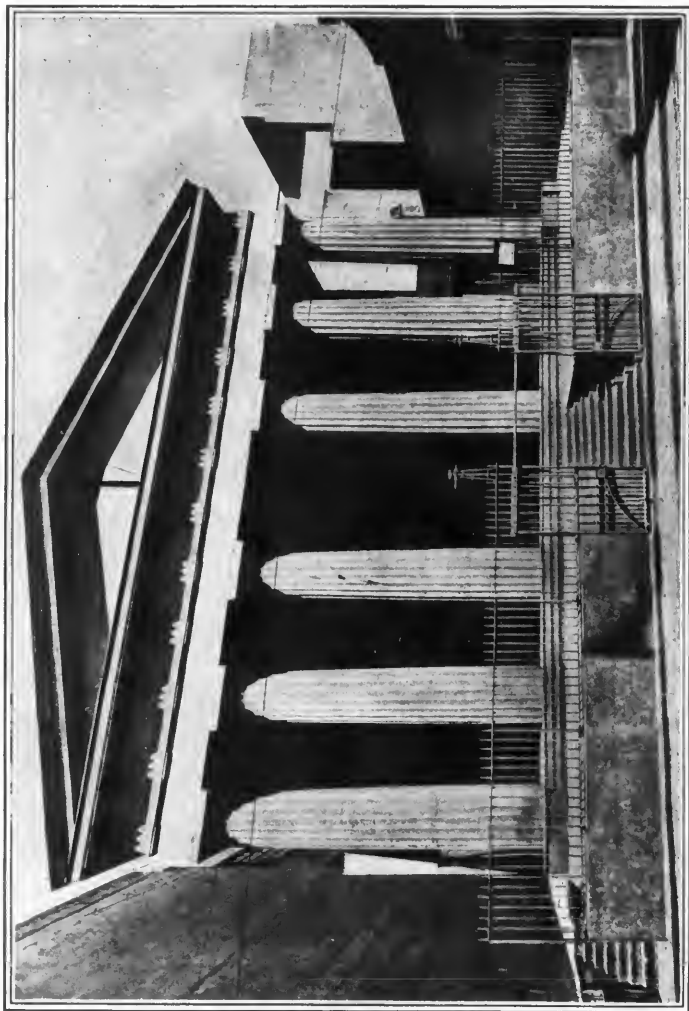
AT a time when the ties that unite all the Republics of the Western World are becoming stronger, and when new bonds of union are steadily being added, it is wise to remember that in the early history of the republican movement in Latin America there were many acts of friendship performed among these struggling nations.

Any heartfelt mark of appreciation shown by one government to another goes far to prove the sincerity of their mutual esteem, and when it occurred at the very beginning of their diplomatic relationship, its recollection must help to perpetuate the good feeling so long maintained.

It is fitting, therefore, when all Latin America is on the eve of a celebration of the centenary of the declared independence, that the United States should recall one of the finest acts of courtesy and kindness toward it which a nation could perform; and when it is noted that that nation was still struggling for its freedom and had received meager recognition as an independent republic, the act is seen to be entirely and spontaneously one of gratitude and regard.

Reference is here made to the tribute paid to Minister ROMEY by the newly established Government of the Argentine Republic, and of the lasting tribute to his memory which the then existing government erected in his honor. This first diplomatic representative of the United States to Argentina had died in the city of Buenos Aires. He had only just begun the duties of the legation, although he had already visited the Republic, and by his efforts before the administration of the United States had secured the recognition of that country as a political entity.

His death was keenly felt in the young Argentine nation, for not only was he recognized as an able man, but he was known to be a sincere friend to that country, who could be ill spared in those early days. As soon as it was known in Buenos Aires that he was dead (June 10, 1824), the Government took formal action. His funeral.



ST. JOHN'S ANGLICAN CHURCH, BUENOS AIRES, IN WHICH THE MONUMENT TO UNITED STATES MINISTER RODNEY IS ERECTED
AND HIS REMAINS ARE DEPOSITED

which was set for June 12, 1824, was made a national one; national salutes were fired in his honor, the highest officials of the land accompanied the body from the house to the grave, and the great RIVADAVIA pronounced a discourse, the burden of which was that RODNEY had "earned the love and gratitude of the Argentine people." With one accord it was immediately decided to erect a monument dedicated to the memory of his presence in Argentina. This was finally done, and the following decree is recorded:

June 10, 1824: The death of Mr. CESAR AUGUSTUS RODNEY, minister plenipotentiary of the United States, has produced in the mind of the Government of Buenos Aires all the regret which is inspired by the loss to his country of such a distinguished citizen, and to all America of a jealous defender of its rights, especially connected with the Provinces of the River Plate.

The Government, therefore, desirous of giving a public testimony of this regret and of the regard it has for him, has enacted and decreed:

1. That a monument be erected at the expense of the Government where the remains of the Hon. CESAR AUGUSTUS RODNEY may be deposited as a token of gratitude.
2. The cost of the monument shall be covered by funds from the appropriation for discretionary expenses of the Government.

HERAS.

MANUEL JOSÉ GARCIA.

The body was first placed in the Protestant cemetery, and the remains afterwards moved, in accordance with the decree, to St. John's Anglican Church, where they now rest within the walls since the date of the erection of the monument, on February 28, 1832.

CESAR AUGUSTUS RODNEY was born in Dover, Delaware, January 4, 1772. He studied at the University of Pennsylvania, where he was graduated in 1789, and then began the practice of law in Wilmington, Delaware. He was later elected to Congress, and served as Attorney-General from 1807 to 1812. He then took part in the war of 1812, and for distinguished patriotism was appointed in 1817 to look into the affairs of the South American Republics. He went to Argentina first, and in 1819 strongly advised recognition of that country's independence and nationality in a "Report on the Present State of the United Provinces (1819)." Congress approved of this report, and in January, 1823, he was sent as minister to Argentina. He died in Buenos Aires June 10, 1824.



MONUMENT IN ST. JOHN'S ANGLICAN CHURCH, BUENOS AIRES, ERECTED BY THE ARGENTINE GOVERNMENT IN MEMORY OF CESAR A. RODNEY, THE FIRST UNITED STATES MINISTER TO THAT REPUBLIC.

THE ARGENTINE RAILWAY EXHIBITION IN 1910 :: ::

ONE of the few countries of the world reporting advanced trade values for the year 1908 is the Argentine Republic, whose foreign commerce showed a net gain of \$56,913,025 over 1907. An economic feature of importance is that the gain was entirely on the side of exports, due to the immense grain crops of the year. Increased trade requirements are to be met by the enlargement of the port facilities of Buenos Aires, railway extensions, and other measures of public utility which have been generously provided for in the recently approved budget of expenditures for 1909.

The Centennial Exposition to be held in Buenos Aires in 1910, for which \$6,000,000 has been appropriated by the Argentine Congress, will give the world an opportunity to observe at close range the vast possibilities of the country, as well as its purchasing power. This exposition, concerning the railway section of which an extended report follows, is intended to cover also exhibits of the national resources in all branches, the appropriation for the rural section being \$2,000,000.

It is, however, to be signalized by an exhibition of material and equipment for railways and other accepted means of transport and communication in which the nations of the world are invited to participate. The development of the Republic and the adequate exploitation of its immense resources are so intimately connected with the growth of communication facilities that every effort is being made to meet this growing requirement of the national life. The Mitre Railway Law, recently enacted, provides for uniformity of privileges to operating companies, and governmental promotion is given to all legitimate enterprises.

At present there are in operation in the country 14,738 miles of railways, of which nearly 1,000 miles were added in 1908, representing a capitalization of \$788,964,416. Receipts from operating roads during the year are estimated at \$101,391,000 and expenses at \$61,368,000, leaving a profit to the companies interested of \$40,023,000. The number of passengers carried was 48,593,600, and freight transported amounted to 31,930,600 tons.

The immense grain fields of the Republic render a large working population an economic necessity, and the annual immigration returns show that this necessity is being met by an influx of foreigners desirous of establishing themselves on Argentine soil. Over 175,000 persons from abroad took up their residence in the country during 1908,

and the immigration office in many cases charged itself with their transport into the interior and with settling them in favorable localities.

Government sanction and encouragement have been given to the projected railway exhibition, the accepted designation of which is "International Exhibition of Railways and Land Transport to be held in Buenos Aires in 1910," and the executive committee includes men of prominence in the Argentine railway world.

The rules and regulations governing exhibits and the official programme of the exhibition as prepared by the committee cover the following classifications:

RULES AND REGULATIONS.

1. The exhibition will be opened on May 25, 1910, and closed on November 25 of the same year, unless extended. It refers to the business of land carriers and is international, so that manufacturers and producers of all nations are invited to join, subject to the following programme and regulations.

2. The programme of the exhibition includes the following divisions and subdivisions:

INTERNATIONAL DEPARTMENT.

Railways and tramways worked with and without electric traction; motor cars; cycles; transport by beasts of burden, riders, and drawn vehicles; ordinary highways, suburban roads, and sporting tracks; postal services, telegraphs, telephones; military and ambulance transport in time of war; municipal conveyances; fire service; mails, outfits, and packing; medical assistance, sanitary arrangements, and safety appliances; decorative art as connected with carriers' business; aeronautical experiments.

NATIONAL DEPARTMENT.

Industries connected with transport; gallery for manufacturing processes in operation; special national works.

3. The organization and management of the exhibition, as well as the interpretation of the programme, are in the hands of the organizing committee appointed by the National Government, hereinafter referred to as the "executive committee." The said committee shall appoint, in the Capital of the Republic whatever subcommittees it deems necessary for the preparation, management and proper working of different sections of the exhibition, with the respective delegation of powers. It will also lay down the rules for forming a jury and distributing awards.

4. The executive committee shall appoint district committees, formed of influential persons residing in the country and abroad, for the purpose of canvassing for and securing the assistance of exhibitors within the limits of the jurisdiction allotted to each district committee notwithstanding which the executive committee or its delegate may enter into direct communication with certain exhibitors whose names may be forwarded to the district committee concerned.

5. It is the duty of district committees:

(a) To make known within their district information relating to the exhibition; to distribute the printed forms; to receive and solicit applications from exhibitors and assist them in the selection of exhibits.

(b) To decide on the quality and quantity of articles submitted to the executive committee or its delegate for admission to the exhibition, taking care to avoid an excess of articles of the same kind; to see that there may be a desirable variety of same and that the rules and instructions of late executive committee are duly carried out.

(c) To forward to the executive committee at least once a fortnight, the applications for admission to the exhibition (Form No. 2) together with a list of same on Form No. 3, including in the latter the information and views of the local board regarding the quality of proposed exhibits and description of exhibitors. Such applications will be received by the executive committee up to July 31, 1909.

(d) To communicate to exhibitors the decision taken respecting their requests for admission, the place allotted to them, their register number, the group in which their exhibits have been included, the rules and instructions for dispatch of goods admitted to the exhibition, and to countersign the bills of lading.

(e) To see that goods admitted to the exhibition originate from the places specified and that they are exhibited under the name of the real manufacturer or producer. It is also the duty of district and local committees to collect all that is necessary to make the importance of industries thoroughly known and appreciated, whether they are carried on in manufacturing establishments or domestic workshops, and to gather information on the progress and development of these industries, the special nature of their output, the remuneration of the workmen, the exportation and local consumption, the reforms and improvements introduced in the methods of manufacture.

This information can be forwarded to the executive committee till the end of February, 1910.

6. District committees are authorized to appoint local boards, formed of from three to five members who themselves will elect their president and secretary. The secretary may, or may not, be a member of the board. Local boards may only communicate with the district committee to which they are subservient, and in their letters shall show the department and district to which they belong.

7. District committees established in South America shall communicate with the executive committee in Buenos Aires. Those established in other parts of the world may address their letters to the executive committee of the exhibition or to its delegates. They should mention in their communications the country to which they belong.

8. District committees should communicate their formation to the Argentine legation and Argentine consul established in their respective countries.

EXHIBITORS.

9. All communications of exhibitors should be addressed to the executive committee through the respective district committee or delegates, until the opening of the exhibition.

10. Anyone wishing to take part in the exhibition should send his application, on Form No. 2 and in duplicate, to the district committee local board or delegates from whom he may have received the invitation, inserting therein the information asked for and whatever may be useful in considering the request. Applications should be submitted not later than June 30, 1909, and the exhibitor binds himself ipso facto to abide by all rules and orders of the executive committee.

Each application shall only include goods belonging to the same group.

Exhibitors shall also mention in their applications the awards they obtained at other exhibitions.

11. In the event of an application being wholly or partly granted, the exhibitor shall receive a certificate of admission on Form No. 4, with his register number, to which registered number he must henceforth always refer in his dealings with the staff of the exhibition.

12. The following are sole rights of the executive committee:

(a) The final admission, whole or partial, of goods tendered. The executive committee shall reject what they consider of no merit from an industrial point of view.

(b) The allotment of the space to be occupied by each exhibitor within the premises of the exhibition. No complaints will be entertained in this direction.

Exhibitors admitted in the galleries must occupy the spaces allotted to them by the executive committee according to the order of their classification, and in such a way that their exhibits may fit in, as far as possible, with the programme.

13. The executive committee is authorized to admit, under certain conditions, the collective exhibition, in separate inclosures ("kioskos"), of goods belonging to the most important exhibitors, especially of such as carry on various of the industries included in the programme and who would like to show the whole output of their establishments. In such cases the different classes of goods must, however, for purposes of competition, be inscribed and judged together with the various groups in which they ought to have been included.

14. In the event of the executive committee granting permission to an association or group of manufacturers to exhibit their goods in their own special inclosures, the application for erecting the latter must be in the hands of the executive committee not later than June 15, 1909. The request must be accompanied by a plan of the kiosk or special pavilion, the construction of which shall be carried out for account and risk of the exhibitors.

15. Exhibitors desirous of sending engines or other objects requiring foundations or special buildings, the use of water, gas, steam, or electric power, as well as those who wish to show engines in motion or some manufacturing process in operation, should apply for permission not later than June 15, 1909, and supply at the same time all data needed to enable an agreement to be eventually entered into and the proper charges to be made for the privilege.

16. The following expenses will be for account of exhibitors exclusively: Outward and return carriage of goods, consigning and redispach, unpacking and repacking, removal and storage of empties and utensils, as well as supply of tables, show cases and staging, fixing and upkeep of exhibits within the premises of the exhibition, as the executive committee may determine.

17. The executive committee will countersign bills of lading or customs dispatches for the purpose of obtaining the importation free of duties of goods intended for the exhibition; in cases of subsequent local sales, the exhibitor must submit to the obligation laid down in clause 32, paragraph 2. The executive committee will take the necessary steps for redispach and to obtain a rebate in railway and sea freights, giving subsequent advice of the reduction obtained.

The executive committee shall also organize, by means of special contractors and on the basis of tariffs previously stipulated, the conveyance from the port of Buenos Aires and railway stations of all packages and goods intended for the exhibition, as well as everything relating to their unpacking, storage of empties, repacking, and dispatch after the closing of the exhibition.

To those exhibitors who apply in time, the executive committee will supply show cases, boards, glass chests, and staging at special prices.

18. All exhibits must be forwarded to the site of the exhibition free of charges and subject to previous notice:

(a) In as few consignments as possible;

(b) With labels showing the number of packages belonging to each consignment. If the consignment consists of one package only, this will simply bear No. 1; if it consists of more packages, each one of these must bear a fraction clearly written, the numerator of which shall be the total number of packages and the denominator the respective progressive number; for example, if there should be three, they will bear on the labels: $\frac{3}{1}$, $\frac{3}{2}$, $\frac{3}{3}$.

(c) If several parcels are packed in one single case, a special note must be written on the address, and the parcels inclosed must be labeled.

(d) The address must be properly secured and written as described in Form No. 5. The number of the section and group, the exhibitor's registered number, and the fractions hereinbefore mentioned should be marked on three sides of the box or case.

19. Exhibitors should send in, simultaneously with their goods, the consignment note (Form No. 6) in triplicate, enumerating therein the contents of each parcel, their weight, value, and the exhibitor's registered number. They should also advise their address in Buenos Aires or that of their representative, so that they may attend to the unpacking, delivery, and location of the goods in accordance with the orders of the executive committee.

If the said Buenos Aires address is unknown or sender is late in forwarding same, the executive committee will act for his account without liability.

20. In every parcel or case the exhibitor shall include a memorandum of the contents. Every article must also be labeled with the registered number given to the exhibitor in the certificate of admission to the exhibition.

21. Of the three copies of each consignment note (Form No. 6) one shall be forwarded by post to the executive committee when dispatching goods, the second shall be handed over to the railway or steamship company to be attached to the invoice, and the third shall remain in the hands of the exhibitor until the exhibition is closed to enable him to withdraw his goods.

The consignment note is also compulsory for such exhibitors who, while residing in Buenos Aires or availing themselves of other means of transport, should consign their goods direct to the executive committee.

22. Goods will be admitted to the premises of the exhibition from April 1 to May 5, 1910. Heavy or bulky packages, such as engines, appliances requiring special foundations or erecting, must be consigned not later than February 28, 1910, subject to exceptions which the executive committee may make for valuable articles or others of a perishable nature.

23. Exhibitors must unpack and accommodate their goods subject to the orders given them by inspectors of galleries. Should they delay the opening and accommodation of their exhibits, the executive committee may get this work done for their (exhibitor's) account, without any liability whatever and without prejudice to the stipulations of clause 24.

24. Exhibitors who have not accommodated their goods by April 30, 1910, shall lose their rights to subsequent accommodation. Their certificate of admission shall be forfeited and payments made for registration and space allotted to them shall be credited to the exhibition, all without legal proceedings or previous notification. The executive committee is hereby authorized to remove for account of late comers such installations as may not be completed.

25. Empties must be withdrawn by the exhibitor; if not, the executive committee will place them in special sheds at his risk and expense. Empties which have not been withdrawn within one month after closing the exhibition shall be looked upon as abandoned.

26. Goods shall be exhibited with the name of the producer, inventor, and their respective prices. All decorative parts, inscriptions, advertisements, and

publications which exhibitors may wish to put up for the purpose of calling attention to their exhibits within the space allotted to them are subject to the approval of the executive committee.

27. Dangerous goods, and particularly fulminating and detonating materials, shall only be admitted in such quantities and such special places as the executive committee may determine.

Corrosive matters and, in general, all those capable of injuring others or of causing trouble or annoyance to exhibitors or the public shall not be admitted unless the packing is of a solid nature offering all the guarantees exacted by the executive committee, as it may decide in each particular case.

28. The executive committee shall always be at liberty to reject or remove from the premises of the exhibition goods which, owing to their imperfection, are unsuitable for show, or others which, on account of their dimensions, nature, or other reasons, prove obstructions or obstacles to public order or contrary to good manners and morals, or those which turn out of a different origin from that stated by the exhibitor.

29. None of the objects shown may be sketched, copied, or reproduced in any form whatsoever without special permission from the exhibitor and the assent of the executive committee.

The copyright of the buildings and general interior and exterior views of the exhibition is the property of the executive committee.

30. Fire insurance is compulsory for all exhibitors, and the executive committee will enforce same.

31. In taking the necessary steps for the custody and upkeep of objects shown, the executive committee assumes no liability whatever. Exhibitors must understand that they forego all rights to claim compensation for damage to their exhibits for loss of same, alterations therein, or any other cause.

32. Goods admitted to the exhibition may not be withdrawn before closing of same, except under special circumstances which will be considered by the executive committee.

Exhibits may be sold within the premises of the exhibition, subject to their not being withdrawn until after closure of same. Articles subject to the payment of custom-house duties may not be withdrawn without documentary proof of such payment.

33. Every exhibitor or his representative shall have free access to the exhibition and must provide himself with the personal permit issued by the executive committee.

34. In his request for admission the exhibitor should show his address in Buenos Aires, otherwise it will be considered to be that of the executive committee.

Exhibitors with representatives in Buenos Aires should appoint them by letter, stating therein what powers they have conferred upon them. They should also communicate the appointment to the executive committee, who will or will not signify their approval, without being expected to state their reasons.

35. The exhibitor's representative must fix his residence in Buenos Aires, where the communications of the executive committee shall be forwarded to him with all regularity. Any communication addressed to the representative shall be looked upon as made to the exhibitor.

36. Exhibitors or their representatives, when submitting their applications, undertake ipso facto to abide by all of the present general rules and other special ones, to appear every time their presence may be required by the executive committee, either for communications or explanations, and to submit to whatever instructions may subsequently be laid down. They will be required to

supply all particulars or information asked for by the jury and, if necessary, to permit the investigation and analysis thereof.

37. Within a fortnight after closing of the exhibition it will be the duty of exhibitors or their representatives to withdraw their goods in accordance with instructions received from the executive committee. At the expiration of this time the latter shall proceed to remove the said goods at the risk and expense of the exhibitor in the way they consider suitable. Articles which have not been removed within three months after closure of the exhibition shall be looked upon as abandoned in favor of the exhibition.

Exhibitors in special kiosks or pavilions are called upon to quit and take same down, removing the structures as well as all rubbish arising from demolition, within three months after closing of the exhibition.

PROGRAMME.

The official programme provides for the following sectional grouping of the exhibits:

SECTION I.—*Railways and tramways moved by other than electric power.*

Group No. 1.—Projects of all kinds of means of communication by land: Plans and relief maps; projects, drawings and photographs, models of special works; ferryboats (fords), crossings on the level, overhead, and underground; ventilation of tunnels, protections against snow, wind, stones, quicksands, and consolidation of latter; barriers, fences, cattle guards.

Group No. 2.—Projects, drawings and photographs of stations, general plans; passenger and freight stations; passenger buildings, platforms, tunnels, and viaducts for communication between platforms; fixed and automatically moving stairs; galleries, toilette-rooms, sheds for silo loaders, grain shelters, cattle docks, shunting yards, switches, and crossings with one or different gauges; locomotive and carriage sheds; alimentation of machines; water reservoirs, pumps, and corresponding motors; water regulators, water pipes, and provision of water; factories for production of gas and electric light for illumination of stations and trains; apparatus and implements for preventing fire arising from electricity and other causes; workshops for construction and repairs of locomotives and vehicles; buildings for permanent way maintenance and inspection; permanent way gang houses; shunters, and signalmen's cabins.

Group No. 3.—Materials in raw, semiworked, and finished pieces for construction and maintenance of the lines, erecting, constructions, and rolling stock; samples of minerals; illustrations about the origin, elaboration, employment, duration, methods and history of production of forestal plants; substances and process for preservation of wood and iron; concrete; mineral and vegetal fuel.

Group No. 4.—Structures and rolling stock; gauge, mode of erection, switches, turntables, transporters. Locomotives for passenger, freight, mixed trains, and shunting; cars for passengers of the different classes and special ones; sleeping cars, dining cars, library cars, saloon cars, sport cars, hospital cars, mail vans; cattle wagons and loading platforms according to the kind and duration of the loading. Brake vans. Brakes, couplings, signals for security, and apparatus of communication, illumination, ventilation and heating of the cars. Coupling of vehicles of different gauge. Apparatus for security in the trains for their circulation on the lines and in the stations. Spark arresters.

Group No. 5.—Service of loading and unloading, embarking and disembarking and transshipping; Distribution of roads for approaching the lines and for circulation of the vehicles outside; distribution, combination, and disposition of lines of different gauges in the same station or in the same harbor; weighing apparatus; apparatus for elevating and handling goods at short or great distances; distribution of the load in the cars, elevators, lifts, circulation of passengers for entering and leaving stations, and carriages; uniform for employees; chronometry and meteorology, time-tables, taximeters.

Group No. 6.—Railways of different systems.

Group No. 7.—Means of conveyance resembling railways.

Group No. 8.—Tramways (the same applications as for railways).

Group No. 9.—System of accountants, instructions for service, publicity, statistics, legislation and regulations, bibliography.

SECTION II.—*Electric railways and electric tramways.*

Group No. 1.—Installation for production of power (plans and information): (a) Steam power stations; (b) hydro-electric power stations.

Group No. 2.—Electric materials for production of power: (a) Steam engines and boilers and their application; (b) turbines and their application; (c) dynamos and electric motors; (d) auxiliary electric apparatus for power stations.

Group No. 3.—Lines and vehicles: (a) Rolling stock and accessories; (b) permanent way; (c) electric line; (d) apparatus for signalization; (e) construction in general.

Group No. 4.—Different applications of electric traction: (a) Transports in mines; (b) industrial transports.

Group No. 5.—Various documents, statistics, workmen's protection.

SECTION III.—*Automobiles.*

Group No. 1.—Complete motor cars of all classes exhibited by makers.

Group No. 2.—Single parts for erection of automobiles; complete motors for liquid fuel, gas, steam, electricity, as applied to carriages and car transports; pieces of motors, system of transmission of power, axles, fore frames, tires, etc., wheels, safety and governing appliances, etc.; taximeters, chronometers.

Group No. 3.—India rubber.

Group No. 4.—Carriages.

Group No. 5.—Special material for construction; steel, iron, bronze, aluminum, etc.

Group No. 6.—Uniforms and equipments for automobilists and mechanics.

Group No. 7.—Technical, tourist, and other publications about automobilism; way indicators, etc.; organization of the great automobilistic clubs, studies, insurance, etc.

N. B.—It would be very desirable to have automobiles and bicycles for industrial purposes able to adapt themselves to and overcome the deep ruts of bullock carts, the unequal level of the ground, and the bushy grass proper to treeless plains.

SECTION IV.—*Cycling.*

Group No. 1.—Bicycles and similar vehicles constructed entirely by exhibitors.

Group No. 2.—Bicycles and similar vehicles composed by exhibitors of pieces produced by others.

Group No. 3.—Single pieces for construction of bicycles and similar vehicles and accessories of all classes for machinery; taximeters and chronometers.

Group No. 4.—India rubber.

Group No. 5.—Special materials for construction; pipes, steel, casts.

Group No. 6.—Suits and equipments for cyclists.

Group No. 7.—Conveyance and custody of bicycles and similar vehicles.

Group No. 8.—Technical, tourist, and other publications about cycling; organization of the great cycling clubs, books, insurance, etc.

SECTION V.—*Post-offices, telegraph, telephone, and other means of communication.*

Group No. 1.—Instructions, materials, and implements for the mail service on railways.

Group No. 2.—Instructions, materials, and implements for the telegraphic service on railways; lines and apparatus.

Group No. 3.—Wireless telegraph, stations, apparatus, international conventions, legislation.

Group No. 4.—Projects respecting all or any part of the groups and purposes aimed at.

Group No. 5.—General services to the public.

SECTION VI.—*Beasts of burden, horsemen, and vehicles for teams.*

Group No. 1.—Raw materials for the production and the maintenance of implements necessary for this kind of traffic; saddles, harness vehicles for teams, varnishing and decorated; in raw, partly prepared, and finished specimens.

Group No. 2.—Saddles and appliances for loading them; sledges, ordinary carts for town and country use; wagons and carts for special purposes; watering carts, small handcarts for warehouses, dockyards, mines, quays, etc.; flat carts, boats, ropework for fords.

Group No. 3.—Carriages of all classes and dimensions, for use in the country, in town, for races, for special service, mail; hand carriages, litters, handbarrows.

Group No. 4.—Fancy stables and others for general purposes; infirmary, blacksmith shop instruments and preparations for veterinary science, uniforms and liveries for men of carriage sheds, coachmen, cart drivers, etc., horse furniture, saddlery, articles for consumption in stables.

Group No. 5.—Forwarding agencies for passengers and goods; regulations, tariffs, statistics; balance sheets and system of bookkeeping.

SECTION VII.—*Ordinary public roads, bridle roads, highroads, suburban streets, and sporting tracks.*

Group No. 1.—History and description, statistics, programmes for the organization of a network of roads, national and international.

Group No. 2.—Administration: Laws, regulations, organization, superintendence, sanitary arrangements, safety statistics.

Group No. 3.—Technical items: Schemes, specifications, materials, tools, machines, methods for executing the construction of roads; auxiliary services; methods of keeping the roads in good order; roads for experiments; refuges for travelers in high mountains; custom-houses.

SECTION VIII.—*Military transport and sanitary service in the transport of sick and wounded.*

Group No. 1.—Saddles, tools for cleaning horses, gears, carts, gun carriages, vehicles for the transport of persons, parcels, provisions, ammunition; artillery carriages and other means of transport employing mules, horses, etc.

Group No. 2.—Military bridges, fords.

Group No. 3.—Carts for the transport of sick and wounded.

Group No. 4.—Automobiles and bicycles of special construction for the transport of the same.

Group No. 5.—Transport of wounded by means of handbarrows, litters, at the back of men, mules, and horses.

Group No. 6.—Transport of the same by railway. Sanitary trains.

Group No. 7.—Transport of the same on rivers and lakes.

Group No. 8.—Transport of the same in mountains by cable rails.

Group No. 9.—Arrangements for sanitary services for troops.

SECTION IX.—*Baggages, packing, etc.*

Group No. 1.—Bags, chests, post bags, boxes, etc.

Group No. 2.—Packing and packages.

Group No. 3.—Dispositions and tools for the manipulation of goods and baggages in expeditions and voyages.

Group No. 4.—Models, patterns, drawings, photographs, descriptions.

SECTION X.—*Municipal transports and vehicles, apparatus, etc., pertaining to the fire-watch service.*

Group No. 1.—Coaches, carts, machines, and other implements pertaining to the services of public medical assistance; transport of prisoners and corpses; irrigation carts, dust carts, transport of meat and other articles destined for food; transport of sweepings.

Group No. 2.—Transport carts of every kind for use of fire brigades; engines and special apparatus; telescopic and ordinary ladders; safety appliances; apparatus and elements destined to prevent and to extinguish a fire.

Group No. 3.—Municipal regulations; statistics; bibliography.

NOTE.—In this section the municipality of Buenos Aires will exhibit the whole of its organization—technical, administrative, and moral—as well as that of other public services not mentioned above.

SECTION XI.—*Decorative fine arts applied to the transport industry.*

Group No. 1.—Schemes, articles, and industrial products referring to the embellishment and decoration of the exterior and interior of stations, coach-houses, stables, vehicles of all kind presented as drawings, plastical painting, models that may be applied to all those implements, etc., passengers have before their eyes or make use of them; front, entrances, restaurants, bars, seats, passages, lanterns, watering places, crips, advertising apparatus, hotels at termini, waiting rooms, wharves, halting stations, etc., separately or in complete sets—descriptions and statistics.

Group No. 2.—Schools or workshops of fine arts applied to the transport industry—samples, history, organization, statistics.

SECTION XII.—*Hygiene and sanitary assistance in land transports.*

Group No. 1.—Hygiene in railway buildings.

Group No. 2.—Hygiene in the rolling stock of railways.

Group No. 3.—Special wagons for the transport of sick persons in railways.

Group No. 4.—Hygiene of the staff of railways.

Group No. 5.—Sanitary inspection of restaurants and bars in railway stations.

Group No. 6.—Cleaning and disinfection service in the buildings and the rolling stock of railways.

Group No. 7.—Sanitary service for staff serving in railways.

Group No. 8.—Organization of the first-aid service in railways.

Group No. 9.—Organization of the sanitary service for curing the malaria in railways; prophylactic measures.

Group No. 10.—First-aid service in the case of accidents with automobiles and other vehicles—dispositions, instructions, special vehicles, transportable apparatus for disinfection, materials.

SECTION XIII.—*Providence, assistance, and patronage in favor of workmen, employees, agents, clerks, etc., in the service of transport companies.*

Group No. 1.—Legislation.

Group No. 2.—Institutions of the governments and other public authorities.

Group No. 3.—Institutions installed by the companies in favor of their personnel.

Group No. 4.—Institutions installed by the staff.

Group No. 5.—Statistics on the professional, economical, and sanitary conditions of the men employed by transport companies.

Group No. 6.—Bibliography.

The objects to exhibit have to consist in such graphical means—prospects, tables, printed, written, or plastical, descriptions, models, drawings representing apparatus—that may serve for evidencing the organization, good working and results of the respective institutions, and providential measures; samples must accompany them.

SECTION XIV.

Galleries for the exhibition of national mechanical industries applied to transports and gallery showing manufacturing in full action.

SECTION XV.

Special national works.

SECTION XVI.—*Aeronautical experiments.*

Group No. 1.—Free balloons.

Group No. 2.—Captive balloons.

Group No. 3.—Dirigible balloons.

Group No. 4.—Aeroplanes.

EXECUTIVE COMMITTEE.

President.—Alberto Schneidewind, C. E., General Director of Argentine Railroads.

Vice-presidents.—H. H. Loveday, general manager, Central Argentine Railway; Dr. J. A. Erlas, local director, Central Argentine Railway.

Commissary General.—Juan Polleschl, C. E.

Treasurers.—J. A. Goudge, general manager, B. A. and Pacific Railway; Dr. Emilio Lamarca, local director, B. A. and Pacific Railway.

Secretary.—Ed. Schlatter, C. E.

Members of committee.—A. Iturbe, C. E., secretary of municipality of Buenos Aires; Cel. L. J. Delleplani; Léon Girodias, C. E., general manager, Compagnie Générale des chemins de fer de la Province de Buenos Aires; José Pédriali, C. E., manager, Anglo-Argentine Tramways Co.; Dr. Manuel Moyano, local

director, B. A. Great Southern Railway; Tomas Santa Coloma, chairman, Compañía Nacional de Automóviles; Carlos Maschwitz, C. E., local director of Central Argentine Railway; Alejandro Lértora, general manager, B. A. Western Railway; J. Percy Clarke, general manager, B. A. Great Southern Railway; Fernando Guerriero, local director of B. A. Great Southern Railway.

REGISTRATION AND SHOWROOM FEES.

Rates and charges.

Registration fee.—£1, \$5 gold, 25 francs.

For showroom.—Inside galleries: For each of the first 10 square meters, \$2 gold, 10 francs; for each additional square meter, \$1 gold, 5 francs. The use of adjoining walls is free, provided that the space covered is not greater vertically than the horizontal measurement of the floor space, in which case a charge will be made for floor space only. When the wall space is greater than the floor space the excess will be charged for.

Under arches or in open galleries: For each of the first 10 square meters, \$1.50 gold, 7.50 francs; for each additional square meter, \$0.75 gold, 3.75 francs.

For space in the open air: For each of the first 10 square meters, \$1 gold, 5 francs; for each additional square meter, \$0.50 gold, 2.50 francs. Space intended for kiosks or pavilions will be charged at a rate to be fixed in each case by the executive committee.

When space is accessible from two sides the rate will be increased 20 per cent, and from three sides, 30 per cent. When space is isolated the rate is increased 50 per cent. On central passages the total price will be increased 40 per cent.

In making up the charges the area occupied by the object exhibited shall be taken according to the rectangles inclosing the horizontal or vertical projections of said object.

Fractions of 1 square meter shall be charged as 1 whole square meter.

The increases in the rates for spaces accessible from several sides shall not be applicable to vehicles on rails.

Exhibitors who, in the opinion of the executive committee, do not aim at speculation may be freed from the payment of charges.



PARTICIPATION IN THE QUITO EXPOSITION ∴

MANY United States manufacturers are arranging to send exhibits to the exposition to be held at Quito, the capital of Ecuador, during the summer of 1909. This exposition, which is to celebrate the one hundredth anniversary of Ecuador's independence, will open August 10 and close October 10. In addition to the manufacturers who are planning to send their



GENERAL ELOY ALFARO,
President of Ecuador.

exhibits in the charge of their own representative it is understood that a number are combining to send out one man.

To meet the demand for information about the exposition, ERNEST H. WANDS, Commissioner of the United States to the exposition, has

prepared a comprehensive statement as to the requirements to be met by intending exhibitors.

Commissioner WANDS has just returned from a visit to Quito and may be addressed in Washington in the care of the Department of State. His trip to Ecuador was for the purpose of arranging for the official participation of the United States Government in the exposition. The contract for the official building of the United States was awarded by Mr. WANDS to Messrs. PAGET & BIRKETT, who have agreed to have the building completed by July 1. The official exhibits of the United States will be shipped from New York early in May, so that there will be ample time for their installation after their arrival in Quito.

From General ALFARO, the President of Ecuador, United States manufacturers at the exposition will receive the most cordial welcome. He is an able and patriotic man and fully realizes the necessity of encouraging the investment of foreign capital to aid in the development of his country's wonderful natural resources. He recognizes that the completion of the Panama Canal will draw the attention of American capitalists to the opportunities of making money in the Latin-American countries.

At present, a great deal of merchandise destined for Guayaquil is shipped from New York around the Horn, involving a sea voyage of 11,470 miles. When the Panama Canal is opened everything shipped to Ecuador from New York will go through the canal, and the voyage will be shortened to 2,864 miles.

When Commissioner WANDS was in Quito, President ALFARO said his greatest desire in connection with the exposition was that the manufacturing industries of the United States should be adequately represented. He is specially desirous that there should be a good exhibit of all sorts of agricultural tools and implements.

Almost every line of articles manufactured in America should find a good market in Ecuador. Boots and shoes sell readily, and there



DR. CESAR BORJA,
Minister of Foreign Relations and Director-General of
the National Ecuadorian Exposition.

is also a demand for the tools and machines used in their manufacture. Hardware of all sorts, road wagons and buggies, furniture, watches and clocks, firearms, canned foods, biscuits, novelties, etc., should be exhibited.



DR. FRANCISCO J. MARTINEZ AGUIRRE,

Minister of Public Instruction of Ecuador, who is associated with Doctor Borja in the direction of the National Exposition to be held in Quito this summer.

The direction of the exposition is in the hands of a central committee headed by two members of the President's cabinet, who are most active in the work. They are Dr. CESAR BORJA, the Minister of Foreign Relations, and Dr. FRANCISCO J. MARTINEZ AGUIRRE, Minister of Public Instruction.

APPLICATIONS FOR SPACE.

Applications for space by manufacturers and others should be filed with as little delay as possible. These applications should be made to the Consul-General of Ecuador at No. 11 Broadway, New York City, or to any other consular representative of Ecuador in the United States, and a

copy of the application should be sent to Mr. ERNEST H. WANDS, United States Commissioner to the exposition, in care of the Department of State, Washington, D. C.

Foreign exhibitors may occupy free of charge 1 square meter in the exposition buildings; for all additional space charges will be made at the following rates:

Space in the national galleries or pavilions for the exhibition of foreign products in excess of the square meter which is free, each square meter	\$2.50
Space in the esplanade, each square meter	5.00
For each line in excess of four in the general catalogue	.50
Notices or advertisements in the general catalogue, one page	25.00
Posting of notices or advertisements within the exposition inclosure, for each square meter or fraction thereof	5.00
Distribution of advertisements, each time	.50
Booth spaces for the sale of goods in the exposition buildings proper or within the grounds, each square meter	12.50

It is the earnest desire of the Ecuadorian Government that the bulk of the exhibits of foreign manufacturers should reach Guayaquil, the port through which goods pass to reach Quito, by the end of May, so that the installation of these exhibits in the exposition buildings may be completed as long before the opening of the exposition as possible. However, all exhibits received up

to the end of June will be assured of adequate space in the exposition buildings, provided application for such space has been made. One of the most important reasons for having the exhibits reach Ecuador as early as possible is because of the wish of the Director-General of the exposition that no article exhibited should be omitted from the general illustrated catalogue. It is also, of course, of the greatest importance that the exposition should be opened on time and with all the exhibits properly installed.

REPRESENTATION.

Representatives in charge of the exhibits of manufacturers should allow three weeks in which to make the journey from New York to Quito.

PRINTED MATTER.

If the manufacturer making an exhibit has no catalogue in Spanish, he should have attractive cards prepared in Spanish describing each exhibit.

CUSTOMS REGULATIONS.

All exhibits are admitted into Ecuador free of duty. The exhibits should be consigned to the Central Committee of the exposition, and consular invoices should be certified "free of duty" by the Ecuadoran consul at the port of shipment. Detailed information regarding the shipment of exhibits may be secured from all Ecuadoran consuls at ports of shipment.

There is a charge for wharfage at Guayaquil, but this is very small.



INDORSEMENT OF THE WORK OF THE INTERNA- TIONAL BUREAU ∴ ∴

THE Rochester Chamber of Commerce, under whose auspices Director BARRETT of the International Bureau of the American Republics delivered an address on March 10, 1909, concerning "Our Foreign Trade and Its Possibilities of Development," has forwarded to the Bureau the following set of resolutions indorsing the work of the Director.

The resolutions, as drafted by S. R. CLARKE, Secretary of the Rochester Chamber of Commerce, have been brought to the attention of the President of the United States and of the Secretary of State through the courtesy of Hon. JAMES BRECK PERKINS, Member of Congress from the Thirty-second (Rochester) New York District.

RESOLUTIONS.

Whereas it has been our privilege to hear the Honorable JOHN BARRETT'S address, under the auspices of the Rochester Chamber of Commerce, on the subject of "Our Foreign Trade and its Possibilities of Development," having particular reference to South American markets and the wonderful possibilities that a closer relationship and commercial intercourse with Latin America would mean to the United States; and

Whereas we heartily indorse and approve of Mr. BARRETT'S suggestions and the work of the International Bureau of American Republics, looking toward the cultivation of trade relations with these countries and the necessity for prompt and carefully planned action on the part of our manufacturers in introducing their products and by systematic advertising and every other energetic and creditable means creating and fostering a market for them in these countries, believing that such relationship, if established and fostered, in time will result in great commercial benefit to the United States, and will further assist in cementing the relationship between us and our sister republics that should exist. We believe, as Mr. BARRETT so aptly puts it, that Latin America is the Land of To-morrow, and that now is the acceptable time when we should lay the foundation for the future influence and advantage of the United States in that quarter:

Therefore, resolved, That we heartily commend the International Bureau of American Republics for the work they have undertaken and their well-directed efforts in setting forth the necessity for and promoting the advancement of this project; and for the intelligent foresight it has shown in bringing before the manufacturers of the United States the advantages that will result—social and commercial—from a closer relationship with Latin America; and we take this opportunity to thank Mr. BARRETT for the capable way in which he investigated and has outlined these problems; and

Further resolved, That, individually and as a body corporate, we shall do everything in our power to disseminate the ideas and promote the influence and work of the Bureau in this direction among our local manufacturers and our citizens in general.

E. G. MINER, *President.*

PUBLIC DEBT SERVICE IN LATIN AMERICA

THE annual statement of the Corporation of Foreign Bondholders for 1908, recently issued, constitutes an interesting review of the financial position and obligations of the various countries of Latin America covered in the report.

The most important event in the year's transactions was the settlement of the external debt of Ecuador, as represented by the bonds of the Guayaquil and Quito Railway Company. An arrangement has been made which, while it necessitates important concessions on the part of the bondholders, indicates the purpose of the Government to maintain its credit, and daily deposits have been made since January 1, 1909, to be applied to the service of the debt.

The desire of Costa Rica to settle the exterior obligations of the country is evidenced by the expressions of the President in his annual message to Congress in 1907, but while two projects were submitted during 1908 it was found impossible to come to any definite adjustment of the matter. The service of the internal debt has been regularly maintained and large sums of money devoted to internal improvements.

The necessity of applying all available funds toward the completion of the Northern Railway in Guatemala, and the maintenance of increased armaments, diverted, in the immediate past, large sums from the external debt service of the country, but with the completion of the line, in January, 1908, and the satisfactory settlement of certain vexed questions with neighboring states, funds will be liberated for the requirements of the bondholders.

Honduras has found it impossible to discharge the obligations of her foreign debt of late years, and the separation of Panama and Colombia has created a new status as regards a pro rata payment by the former of the legal liabilities of the Republic of Colombia as previously constituted. The conclusion of pending treaties between the United States, Panama, and Colombia will regulate and finally adjust the matter.

Colombia continued the discharge of her obligations to the bondholders, and by March, 1908, payment of 70 per cent had been effected.

In Paraguay and Uruguay the countries' liabilities were met promptly, and Nicaragua continued to provide funds for the payment

of the debt service. A new law was passed by the latter in September authorizing a loan of £1,250,000, to be applied to the conversion of the external debt and the construction of railways.

The Venezuelan Government, in spite of certain internal disturbances, has faithfully carried out its obligations to the bondholders under the arrangement of 1905, and has also regularly effected the payments of the various claims of the Powers under the protocol of 1903.

EXPORT TAX ON COFFEE IN LATIN AMERICA :: ::

The various countries of Latin America exporting coffee levy the following duties on shipments of that commodity:

	Rate in U. S. gold.
Bolivia -----	100 kilos_ \$0. 25
Brazil:	
Minas Geraes and Rio de Janeiro.....	do_ 2. 40
São Paulo	do_ 2. 86
Dominican Republic	do_ .33
Ecuador	do_ .25
Guatemala	do_ 2. 17
Haiti	do_ 6. 52
Nicaragua	do_ .87
Salvador	do_ .87
Venezuela	do_ .85

According to the decree of September 12, 1908, an additional tax of 20 per cent ad valorem is to be levied on all coffee exported from the Brazilian State of São Paulo in excess of 9,000,000 bags during the crop year commencing July 1, 1908; in excess of 9,500,000 bags for the year beginning July 1, 1909, and in excess of 10,000,000 bags during succeeding crop years.

The Commissioner of the State of São Paulo at Antwerp, according to the London Financial Times, received a telegram from his Government on March 6, stating that the State's shipments had reached the limit of 9,000,000 bags set for the year and that the additional ad valorem tax of 20 per cent was being imposed.

YALE UNIVERSITY'S INTEREST IN THE LATIN-AMERICAN COUNTRIES :

THE MONTHLY BULLETIN has more than once referred to the effort which Yale University is making to develop interest among its students in the study of Latin-American affairs and languages. On Monday, March 22, the Director of the International Bureau, Mr. JOHN BARRETT, went to New Haven by special invitation of the Hispanic Club of Yale, extended through Prof. RUDOLPH SCHEVILL, and spoke to a large gathering of the students in the Lamson Lyceum on the subject of "South America: A Land of Progress and Opportunity." After this gathering, Director BARRETT was the guest of the Cosmopolitan and Hispanic clubs at an informal smoker, where he gave, also, a brief talk. Among those who assisted in the entertainment of the Director during his stay in New Haven were the following: JAMES GRANT, JR., president of the Hispanic Club; JOSEPH K. HOOKER, manager; CHESTER J. COPMANN, president of the Cosmopolitan Club; Prof. MAX FARLAND, Prof. H. E. GREGORY, Prof. I. BOWMAN, Mr. LEE McCLUNG, Prof. RUDOLPH SCHEVILL, and Mr. ANSON PHELPS STOKES, JR., secretary of the University.

In response to many requests for a summary of what the Director said at Yale, there are given below some extracts from his remarks:

The honor of being your guest to-night is keenly appreciated. There are several reasons for this feeling. First, having addressed you once before, it is indeed a true compliment to be invited again. Second, as a graduate of Dartmouth I learned early from old baseball and football contests to respect Yale spirit and Yale quality. Third, I am glad of the opportunity on Yale ground to pay tribute to the real greatness of Yale's first President of the United States, WILLIAM HOWARD TAFT. Having had the rare privilege of knowing him well ever since the noble MCKINLEY chose him to solve the intricate and delicate problems of the Philippines, and having been brought into close touch with him, both officially and personally, for the last ten years, I say, without the suggestion of exaggeration or flattery, that in my humble opinion no man in the history of our nation has been better fitted by experience and ability for the Presidency than he, and that no other has ever taken the Chief Magistrate's chair with so general opinion among all classes and parties that he will surely hold it for two terms, or eight years.

Preliminary to specific remarks about the growing, ambitious, and resourceful republics to the south of us, let me submit a few observations in regard to

our foreign relations and responsibilities in general as they should appeal to Yale students. It is especially fitting that you should be interested in this subject, for few men have done more to build up our prestige as a nation than Mr. TAFT, and the honor list of Yale graduates contains the names of numerous ambassadors and ministers who have distinguished themselves abroad. The future, I am sure, will show an increasing number of Yale men representing our nation as diplomats and consuls in all parts of the world.

It is of the highest importance that the coming generation of citizens study our foreign relations. Mighty problems are before us in the family of nations, the solution of which will vitally affect our growth and influence. The United States must be not only respected but loved as a nation and a people if she is to hold a permanent position in the onward movement of civilization, commerce, and government. We can not be leaders through sheer natural strength and power alone. The student among you who leads, and at the same time is actually admired and even loved by his fellow-students, is the man who is always thinking of others as well as himself. The same rule applies without exception to nations. The golden rule must characterize our diplomacy as much as it does our individual life. In that connection it is well to note that the diplomacy of the United States to-day is the diplomacy of the square deal. It is the diplomacy of honesty, of frankness, and of truth-telling. Whether it be practiced under the able direction of an ELLIOT ROOT or PHILANDER KNOX in the State Department, or by a WHITELAW REID or DAVID J. HILL in Europe, the foreign ambassador or the foreign government is never obliged to ask a second time what the representative of the United States means; and yet such diplomatic intercourse is conducted with just as much courtesy and consideration as in the days when diplomacy was a synonym of misleading misrepresentation. All credit to THEODORE ROOSEVELT for what he did through JOHN HAY and ELLIOT ROOT to promote such diplomacy, and all credit to WILLIAM H. TAFT for his intention, through PHILANDER C. KNOX, to continue such a far-reaching and universally beneficial policy.

If there is any section of the world offering splendid possibilities of development and progress, and yet not appreciated by the American people as a whole, it is that vast reach of land and sea extending from Mexico and Cuba south to Argentina and Chile, or from our Gulf coast to the Straits of Magellan. To comprehend its actual significance, let us carry in our minds a few general concrete facts: First, there are twenty—one score—-independent nations south of the United States and on the Western Hemisphere; second, they are all republics, with constitutions and governments based upon and modeled after ours; third, their independence of Europe was won by generals like BOLIVAR and SAN MARTIN, who gained their inspiration from GEORGE WASHINGTON; fourth, they cover an area of 9,000,000 square miles, which is three times that of the United States proper; fifth, they support a population of 70,000,000, which is rapidly increasing and now nearly equal to that of the United States a decade ago; sixth, they conduct an annual foreign commerce—and commerce is often described as the lifeblood of nations—valued at \$2,000,000,000, or a total equal to two-thirds of the foreign trade of the United States.

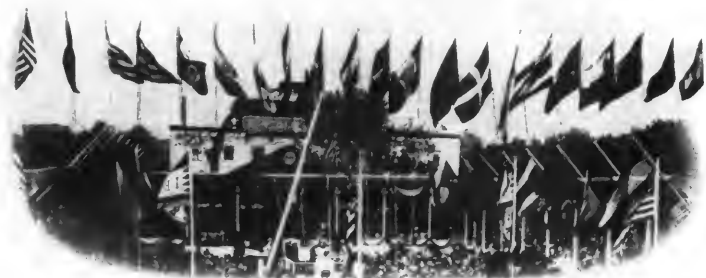
Surely a group of countries that can show such facts to their credit are worthy of our close study. Let us now supplement these general data with some particular facts about individual countries and places. Last year the Argentine Republic, with only 6,000,000 people, conducted a foreign trade valued at nearly \$600,000,000—an average of \$100 per head, a pro rata which is surpassed by only one or two other important nations. The beautiful capital of Argentina, Buenos Aires, has a population of 1,200,000, and is growing faster

than any city in the United States, excepting New York and Chicago. Nearly all of Argentina, Chile, and Uruguay, forming an area equal to that section of the United States east of the Rocky Mountains, is in the southern temperate climate with conditions for living equal to those of the United States. Brazil would cover the entire extent of the United States proper and still have room left for New England several times over. Out of its Amazon flows each day three or four times the volume of water which the mighty Mississippi empties into the Gulf of Mexico, and it is navigable 2,000 miles for large steamers, while they can go only a few miles up the Mississippi. Rio de Janeiro, Brazil's capital, has a population of nearly 1,000,000, and is becoming a great metropolis. Montevideo, the capital of Uruguay, has 400,000 people, and is expending \$10,000,000 on new harbor works. Chile, already well provided with railroads, is about to construct a new longitudinal line of 1,000 miles, costing several hundred millions of dollars. Bolivia, which will hold Texas twice over, is building a great railway system with the aid of North American capital. Peru, into which could be put our entire Atlantic coast from Maine to Florida, has in Lima a capital which boasted of a university 150 years old before Yale was even thought of. Of Ecuador, Colombia, Venezuela, and Paraguay I could mention correspondingly interesting features, but there is not time. After concluding with them, it would be equally instructive to discuss the countries of Central America and the Caribbean, which are entering on an era of new progress, and to tell of Mexico's marvelous development and Cuba's new opportunity.

In answer to the question, What are the opportunities for young men in Latin America? I would not advise those with practically little means or financial resources to seek that part of the world, unless their expenses are provided for in advance, or they have sufficient funds to pay their way back if they do not like the field or no employment is found.

On the other hand, all Latin America is entering on a period of material commercial, economic, social, and intellectual development that must interest a considerable element, directly or indirectly, of the young college men of this country, and warrant the acquisition of the Spanish and Portuguese languages. Hundreds of capable men will be needed to promote privately and officially the extension of the trade of the United States with Latin America, to engage in mining, railroad, and agricultural enterprises controlled by United States capital, to act as agents of banks, business houses, and shipping firms, to serve as engineers in the construction of electric lines, waterworks, sewerage systems, docks, etc., and, to a limited number, enter the diplomatic and consular service of the United States in the Latin-American republics. Then the average young man who, upon graduation, makes a trip to Europe and then settles down to his business or profession, should include Latin America in his itinerary, and so broaden his horizon and his interests.

A knowledge of Latin-American history and literature, which can only be obtained by familiarity with the Spanish language, must presently characterize the true scholar, as well as a knowledge of English, French, and German history and literature. You have had here as your guest JOAQUIN NAVBUO, the eminent Brazilian Ambassador in Washington. In all the circles of diplomacy there are few men of deeper learning and broader culture than he. He is a fine type of his race, whose intellectual finesse and development are not generally recognized in the United States. All the Latin-American Ambassadors and Ministers in Washington are men of true refinement and high education, and worthy of the best ideals of their respective governments. I consider it an honor and privilege to be in close and constant association with them.



THE FLAGS AND COATS OF ARMS OF THE AMERICAN REPUBLICS ∴ ∴ ∴ ∴

DOMINICAN REPUBLIC.

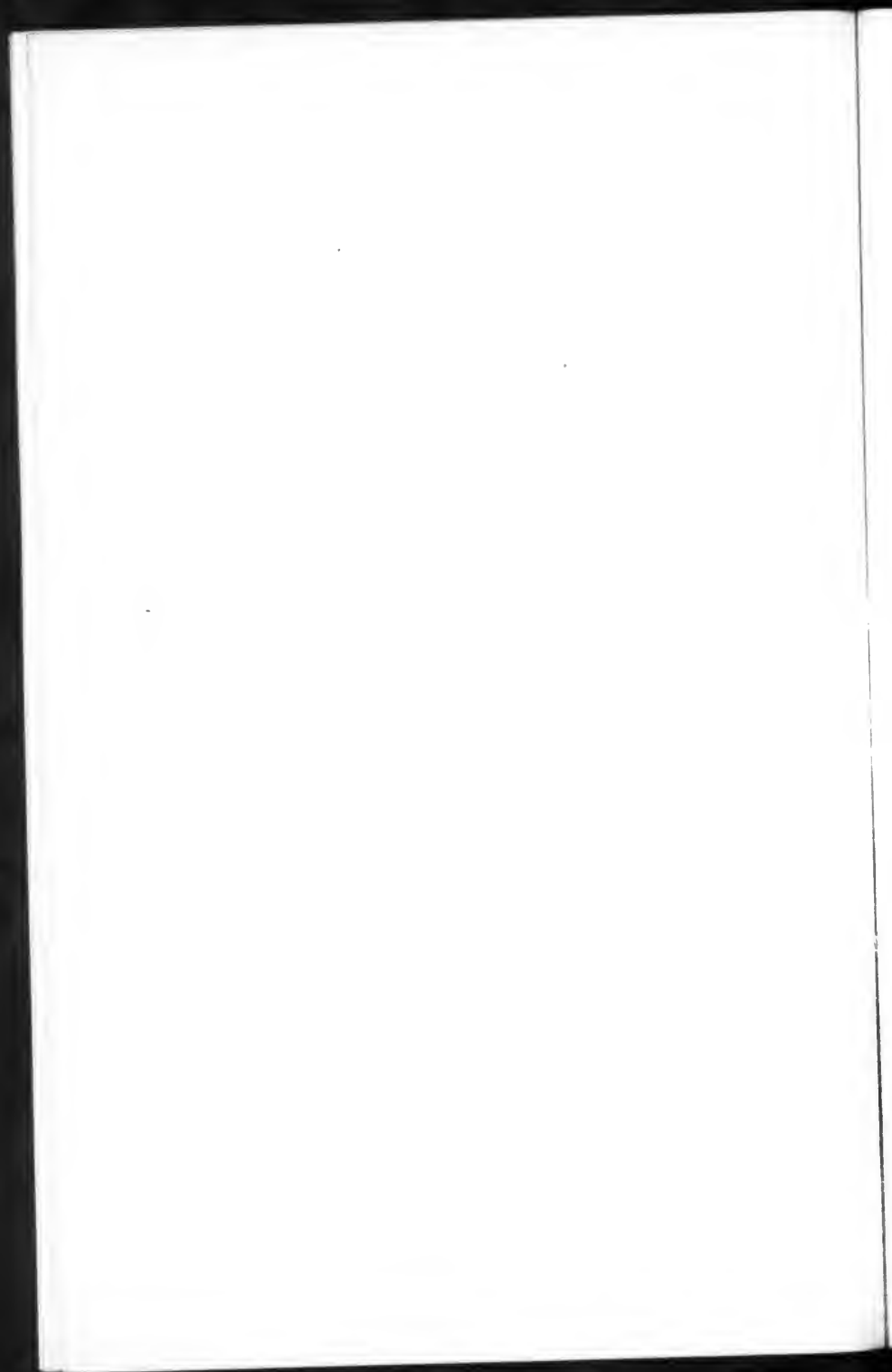
THE Dominican Republic occupies the eastern half of the second largest of the West India Islands, and was discovered by COLUMBUS in October, 1492, on his first voyage, and named by him Hispaniola.

The island, in its entirety, remained a Spanish colony until the treaty of Ryswick in 1697, when the eastern part was conveyed by the Spanish Crown to France. This part of the island had since 1630 been more or less under the control of French filibusters, and the majority of the inhabitants at the time of the treaty spoke the French language. On July 22, 1795, the remaining or Spanish end of the island was also ceded to France. Six years later, 1801, the independence of the island was proclaimed by TOUSSAINT L'OUVERTURE.

Following the capture and death of TOUSSAINT, his lieutenant, JEAN JACQUES DESSALINES, proclaimed himself Emperor of Haiti, restoring the ancient name. Beginning in 1805, attempts were made by the Spaniards to regain possession of the eastern end of the island. In these attempts they were assisted by the Spanish-speaking inhabitants, to whose bravery is due the victory of PALONCADO on Septem-



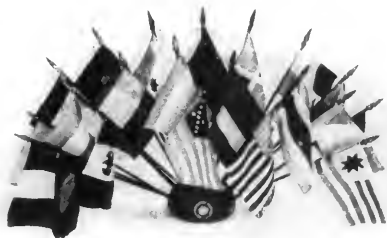
DOMINICAN REPUBLIC



ber 7, 1808. Gradually the whole eastern end, including the bay of Samana, and the city of Santo Domingo came under the Spanish power, and by the treaty of Paris in 1814 this occupation was recognized as of right. The Spanish rule was, however, of short duration, and the independence of the colony was proclaimed by its inhabitants on December 1, 1821. Fearing to fall under the rule of Haiti, the new State annexed itself to the Republic of Colombia, hoping thereby to secure the help of the great liberator, Gen. SIMÓN BOLÍVAR. In this way the first flag of the Republic became the Colombian tricolor. This movement for annexation to Colombia was headed by Don JOSÉ NÚÑEZ DE CÁCERES, a lawyer of influence in Santo Domingo. Colombia was not able to assist the new State, and so JEAN PIERRE BOYER, the President of Haiti which had meanwhile changed its form of government from a monarchy to a republic, in 1822 was able to extend his government over the whole island.

The island remained united under Haitian Government until 1844, when the eastern or Spanish end threw off the Haitian yoke and became independent under the name of Dominican Republic. The flag then adopted was a modification of the then Haitian flag, by the introduction of the white cross and a rearrangement of the quarterings.

On the coat of arms of the Republic appear the cross, the book of Gospels, and the motto, "God, Country, and Liberty." These words were the secret password of "La Trinitaria," the patriotic society which inaugurated the revolution of 1844.



NATIONAL HOLIDAYS OF THE AMERICAN REPUBLICS

DOMINICAN REPUBLIC.

ON the annual holidays in honor of their independence the people of the Dominican Republic celebrate two anniversaries, both significant in their history, but commemorative of two distinct events. The first falls on February 27 and celebrates the independence of the Republic from the dominion of Haiti; and the second on August 16, which marks the emancipation of the Dominican Republic from the Spanish rule.

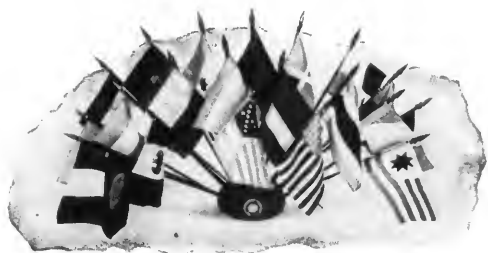
The island of Santo Domingo has figured prominently in the history of the Western Continent since 1492, when it was discovered by COLUMBUS, becoming successively a colony of Spain; a rendezvous for the buccaneers of the Spanish main, made memorable in history by Sir FRANCIS DRAKE and many others; a dependency of Colombia; of Haiti; enjoying a brief period of independence; becoming again a dependency of the Spanish Crown, and finally winning the autonomy which it now enjoys.

The Spanish domination lasted, with few interruptions, from the period of the discovery of the island for a period of more than a century, and the capital of the present Dominican Republic may justly lay claim to the title of the "Metropolis" of the former vast colonial empire of Spain. Here it was that the early "Conquistadores" made their headquarters for the numerous expeditions which resulted in the subjugation of the surrounding countries. Under the sovereignty of the Spanish Crown the native Indians, a peaceful race, unable to resist the cruel treatment of their conquerors, perished in large numbers, depopulating the island to such an extent that recourse was had to the introduction of slaves from Africa as early as 1517.

During the sixteenth and seventeenth centuries many of the European nations, attracted by the wealth of the Indies and represented principally by adventurers operating under what in later days became known as "letters of marque," succeeded in materially weakening the power of Spain and diverting a considerable portion of the revenue hitherto enjoyed from this source into their own coffers. Of these buccaneers the French colony grew to such an extent that their claims were recognized by the paternal Government, and by the treaty of Ryswick, in 1697, France obtained possession of the western half of

the island, and on July 22, 1795, the entire island was ceded to France. Spanish domination was, however, once more established in 1809, and on December 1, 1821, the inhabitants of the Spanish part of the island declared their independence of the King and allied themselves with SIMON BOLIVAR'S Greater Colombia. This revolutionary movement was headed by JOSÉ NUÑEZ DE CACERES, and the flag of the new Government was unfurled on December 1, 1821. The Haitians, however, taking advantage of the fact that the new Republic was for the moment without resources, immediately invaded their territory, and as a result of their vigorous and sanguinary campaign it was rapidly depopulated through the exile of most of its inhabitants. This domination by Haiti lasted until February 27, 1844, when the people rose in arms in a general revolutionary movement, carefully and thoroughly planned, and after a bitter struggle were finally able to regain their liberty. In 1846 this independence was recognized by the United States, Spain, England, and France.

This independence lasted until the year 1861, when the Republic, being in constant fear of foreign invasion, solicited once more the protection of Spain. This protectorate took the form of a military occupation of the country, the former President of the Republic becoming governor and captain-general under the new régime. That this new protectorate proved anything but satisfactory is evidenced by the fact that a revolutionary movement, which started on August 16, 1863, at Capotillo, resulted in the occupation of Santiago and the declaration of a provisional government under the Presidency of General SALCEDO. It was not, however, until May 1, 1865, that the Spanish Crown formally relinquished its claim to the territory.



SUBJECT MATTER OF CONSULAR REPORTS

REPORTS RECEIVED TO APRIL 20.

Title.	Date of report.	Author.
ARGENTINE REPUBLIC.		
Arrival of vessels during 1908.....	Jan. 14	Alban G. Snyder, Consul-General, Buenos Aires.
Port extension and ship canal.....	Feb. 17	Do.
BRAZIL.		
Brazil's flour imports.....	Feb. 10	George E. Anderson, Consul-General, Rio de Janeiro.
Imports of tariff preferential favored goods in Brazil.....	Feb. 11	Do.
Trade of Rio Grande do Sul in 1908.....	Feb. 12	Do.
Tariff revision commission appointed in Brazil..	Feb. 15	Do.
Stimulating the consumption of coffee.....	Feb. 27	Do.
The perini fiber, or Brazilian linen plant.....	Mar. 1	Do.
Trade notes: Letting of a contract by the Ministry of Public Works in behalf of the Federal District of Rioto to Señor Mario Rocho for the construction of a number of houses for the working classes. Extension of the Central do Brazil Railway in the State of Minas Geraos to the Sao Francisco River. Proposed exhibition of French products in the Commercial Museum of Rio de Janeiro. Decree of the President of the State of Sao Paulo fixing the number of state-aided immigrants. Cacao industry in Brazil. Preparation of plans for the construction of a great dam at Japy. Order placed by the Central Railway of Brazil with the Baldwin Locomotive Works for 16 new locomotives. Extension of the Sorocabana Railway to within 25 miles of Itararo. Within a year and a half the Government plans by means of this railway to make possible the passage from Rio to Uruguayan cities.		
Annual report on the commerce and trade of Bahia for 1908.....	Mar. 15	Pierre Paul Demers, Consul, Bahia, Brazil.
CHILE.		
Crop report.....	Feb. 2	Alfred A. Winslow, Consul, Valparaiso.
Overproduction of wine in Chile.....	..do....	Do.
Petroleum in Chile.....	Feb. 17	Do.
Railway construction in Chile for 1909.....	Feb. 22	Do.
Bids opened for Arica to La Paz Railway.....	Mar. 5	Do.
COLOMBIA.		
Brick and roofing tiles.....	Dec. 30	Jay White, Consul-General, Bogota.
Protection against floods.....	Dec. 31	Do.
Orchids and other forest products.....	Jan. 15	Do.
Normal instruction in Colombia.....	Mar. 2	Isaac A. Manning, Consul, Cartagena.
Increase of duty on salt at Buenaventura and Tumaco.....	..do....	Do.
Automobile service on the national road from Bogota.....	Mar. 9	Jay White, Consul-General, Bogota.
International Students' Congress.....	..do....	I. A. Manning, Consul, Cartagena.
Destruction of the Egyptian locust in Colombia.....	..do....	Do.
Report on commerce and industries for 1908.....	Mar. 24	Jay White, Consul-General, Bogota.
CUBA.		
Probable value of the winter tourist season of Cuba.....	Mar. 5	James L. Rodgers, Consul-General, Habana.
Cuban sugar production of 1909.....	Mar. 12	Do.
Railroads.....	Mar. 30	R. E. Holaday, Consul, Santiago de Cuba.
DOMINICAN REPUBLIC.		
Annual report for the year 1908.....	Mar. 3	Ralph J. Totten, Consul, Puerto Plata.
Annual report on commerce and industries of the Dominican Republic for 1908.....	Mar. 17	F. R. McCreery, Consul-General, Santo Domingo.
Clothing in the Dominican Republic.....	Mar. 20	Ralph J. Totten, Consul, Puerto Plata.
Market for wines and liquors, etc.....	Mar. 26	Do.

REPORTS RECEIVED TO APRIL 20—Continued.

Title.	Date of report.	Author.
ECUADOR.		
Extensive improvements for Guayaquil.....	Jan. 24	H. R. Dietrich, Consul-General, Guayaquil.
Report on Corozo or Tagua nut.....	Mar. 4	Do.
MEXICO.		
Rubber planting in Mexico.....	Mar. 9	William W. Canada, Consul, Veracruz.
Tlacameti, the maguey and its principal product.	Mar. 10	Clarence A. Miller, Consul, Matamoros.
Cement plant at Dublan.....	Mar. 11	Do.
Trade possibilities between British Columbia and Mexico.	.....do.....	Do.
Date tree pollination in Mexico.....	Mar. 12	Do.
Land titles in Mexico.....	Mar. 14	Do.
Advice to Americans contemplating pursuit of agriculture in Mexico.	Mar. 15	Do.
Annual report on commerce and industries.....	Mar. 17	W. K. Moorehead, Consul, Acapulco.
Magazine entitled "Industrias Mexicanas".....	Mar. 19	Philip C. Hanna, Consul-General, Monterey.
Automobile endurance race.....	Mar. 20	George A. Bucklin, jr., Consul, San Luis Potosi.
Dairy products in Mexico.....	.....do.....	C. Piquette Mitchell, Vice and Deputy Consul-General, Mexico.
Coal in the Guadalajara district.....	Mar. 24	Samuel E. Magill, Consul, Guadalajara.
Tropical-fruit culture in Veracruz.....	Mar. 25	William W. Canada, Consul, Veracruz.
Coffee industry.....	Mar. 26	Clarence A. Miller, Consul, Matamoros.
Irrigation enterprises on the American side of the Lower Rio Grande Valley.	.....do.....	Do.
Cocconut pulque.....	Mar. 27	Do.
NICARAGUA.		
Concession for the cultivation and exportation of bananas and the establishing of a line of steamships.	Feb. 14	José de Olivares, Consul, Managua.
Modification of Nicaraguan tariff law.....	Mar. 2	José de Olivares, Consul, Managua.
Contract for construction of a railroad in southwestern Nicaragua.	.....do.....	Do.
PANAMA.		
Annual report for the year 1908.....	Feb. 18	Arnold Shanklin, Consul-General, Panama
SALVADOR.		
Exports and imports of Salvador for calendar year 1908.	Mar. 11	Arthur Hugh Frazier, Consul-General, Salvador.
URUGUAY.		
Insurance in Uruguay.....	Feb. 3	F. W. Goding, Consul, Montevideo.
Annual report for Uruguay, 1908.....	Feb. 22	Do.
Movement of vessels at the port of Montevideo.	.....do.....	Do.
The beginning of the subdivision of large estates in Uruguay.	Feb. 24	Do.
The galvanized-iron trade in Uruguay.....	Feb. 26	Do.
Wireless telegraphy in Uruguay.....	Mar. 3	Do.
Encouragement of shipbuilding in Uruguay.....	Mar. 4	Do.
List of importers of galvanized iron at Montevideo	(a)	Do.

a Undated.

ARGENTINE REPUBLIC

FOREIGN COMMERCE IN 1908.

The total valuation of the foreign commerce of the Argentine Republic for 1908 is given by the Statistical Bureau (*Dirección General de Estadística*) as \$638,978,077, as compared with \$582,065,052 in 1907, a general increase of \$56,913,025 being thus recorded.

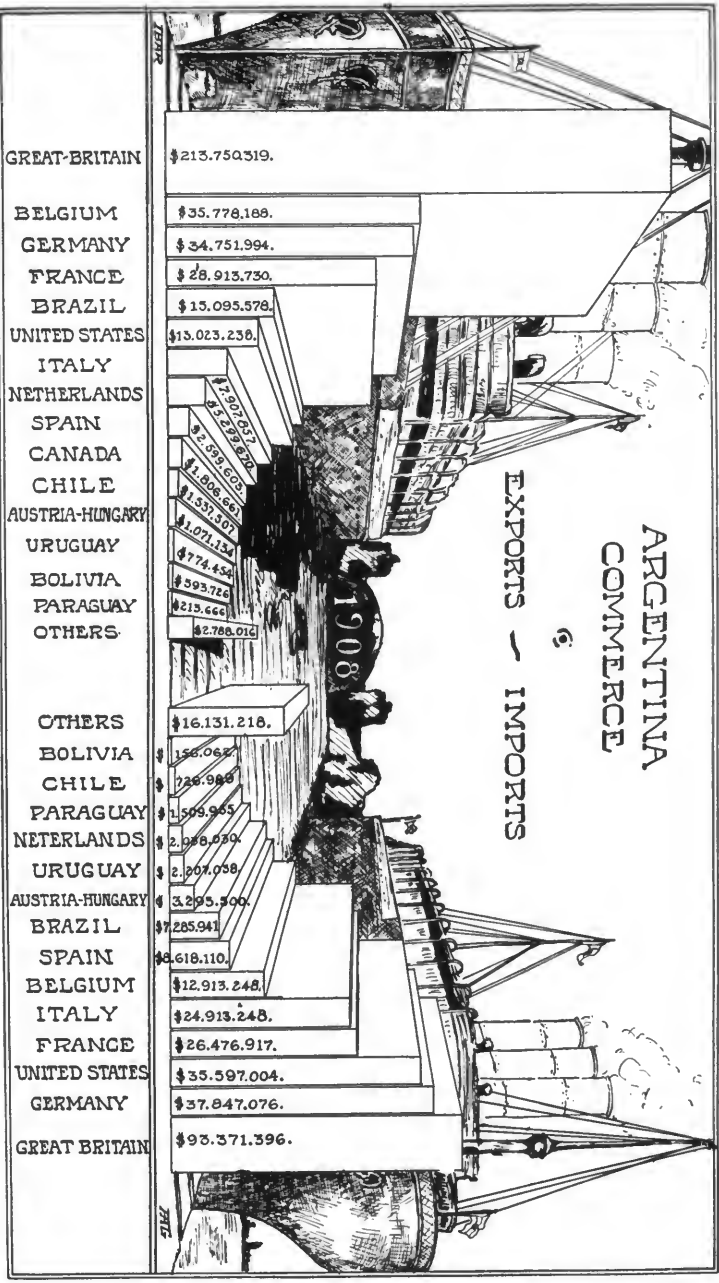
This increase is to be credited entirely to the side of exports, of which the value was \$366,005,341 compared with \$296,204,469 in 1907, a gain of \$69,800,972, while imports worth \$272,972,736 declined by \$12,887,947, the figures for the previous year having been \$285,860,683.

Only for one year has the reported trade balance of \$93,022,605 been exceeded, when, in 1905, exports were greater than imports by over \$117,000,000.

The countries of origin for imports during the year under review, with the respective valuations furnished by each in comparison with the preceding year, were as follows:

Country.	Value.	Comparison.
Africa.....	\$16,874	- \$10,635
Germany.....	37,847,076	-7,961,094
Austria-Hungary.....	3,293,500	+ 898,840
Belgium.....	12,753,373	-3,143,477
Bolivia.....	156,002	+ 29,183
Brazil.....	7,285,946	+ 563,409
Chile.....	726,989	+ 172,165
Spain.....	8,618,110	-1,323,641
United States.....	35,597,004	-3,245,273
France.....	26,476,917	+1,008,891
Italy.....	24,913,248	+ 910,007
The Netherlands.....	2,038,030	+ 276,024
Paraguay.....	1,509,955	+ 95,618
Great Britain.....	93,371,396	-4,564,347
Uruguay.....	2,207,038	- 265,716
Other countries.....	16,131,218	+2,154,633

From the above figures it is indicated that the three leading countries supplying Argentine markets, viz, Great Britain, Germany, and the United States, decreased their sales, while the two next ranking countries, France and Italy, advanced their shipments. Great Britain still, however, holds first place on the import lists, 34.2 per cent being accredited to that country, while Germany and the United States follow with 13.9 and 13 per cent, respectively.



ARGENTINA
COMMERCE

EXPORTS - IMPORTS

1908

GREAT-BRITAIN	\$213,750,319.
BELGIUM	\$35,778,188.
GERMANY	\$34,751,994.
FRANCE	\$28,913,730.
BRAZIL	\$15,095,578.
UNITED STATES	\$15,023,238.
ITALY	
NETHERLANDS	
SPAIN	
CANADA	
CHILE	
AUSTRIA-HUNGARY	
URUGUAY	
BOLIVIA	
PARAGUAY	
OTHERS	
OTHERS	\$16,131,218.
BOLIVIA	\$156,068.
CHILE	\$228,988.
PARAGUAY	\$1,509,955.
NETERLANDS	\$2,328,220.
URUGUAY	\$2,207,058.
AUSTRIA-HUNGARY	\$3,295,300.
BRAZIL	\$7,285,941.
SPAIN	\$8,618,110.
BELGIUM	\$12,913,248.
ITALY	\$24,913,248.
FRANCE	\$26,476,917.
UNITED STATES	\$35,597,004.
GERMANY	\$37,847,076.
GREAT BRITAIN	\$93,371,396.

Export destinations as compared with 1907 were as follows:

Country.	Value.	Comparison.
Africa.....	\$860,442	- \$555,148
Germany.....	34,751,994	- 1,671,062
Austria-Hungary.....	1,071,134	+ 319,160
Belgium.....	35,778,188	+ 6,186,055
Bolivia.....	593,726	- 14,325
Brazil.....	15,095,578	+ 1,077,147
Chile.....	1,537,507	- 313,160
Spain.....	2,599,603	+ 663,998
United States.....	13,023,238	+ 2,082,802
France.....	28,913,730	+ 8,848,316
Italy.....	7,907,857	+ 2,688,391
The Netherlands.....	3,299,670	+ 1,125,180
Paraguay.....	213,666	+ 30,996
Great Britain.....	78,324,723	+24,608,571
Uruguay.....	774,454	- 602,184
Other countries.....	3,834,235	+ 868,639
"Orders".....	135,425,506	+42,154,829

Under the classification "other countries" Canada figures for imports to the value of \$1,806,661; Cuba for \$680,685; Dutch colonies, \$1,006,611; British colonies, \$6,150,174; Russia, \$1,307,331, and Switzerland, \$1,952,378, while Portugal, which furnished merchandise to the value of \$356,255, received from the Argentine Republic shipments worth \$821,663.

While Great Britain is credited with the reception of 21.4 per cent, or the largest proportionate amount of Argentine exports, to that country must also be assigned the bulk of the exports "for orders," or 37 per cent, which represent shipments of grain subject to distribution in accordance with subsequent orders.

Belgium, taking 9.8 per cent of the exports, ranks next, followed by Germany, 9.5; France, 7.9; Brazil, 4.1, and the United States, 3.6, in the order named.

Import classifications show the following values for the year:

Live animals.....	\$1,768,739
Foodstuffs.....	23,549,097
Tobacco and manufactures of.....	5,557,649
Wines and liquors.....	13,279,781
Textiles and manufactures.....	49,911,338
Oils, mineral, vegetable, etc.....	11,051,723
Chemical and pharmaceutical products.....	9,189,153
Paints and dyes.....	1,700,685
Woods and manufactures.....	6,212,864
Paper and manufactures.....	5,942,560
Leather and manufactures.....	2,136,303
Iron and manufactures.....	30,075,484
Other metals and manufactures.....	8,749,866
Agricultural implements.....	15,839,838
Transport appliances, vehicles, etc. (<i>Locomoción</i>).....	30,700,337
Pottery, ceramics, etc.....	24,897,435
Building materials.....	21,182,426
Electrical appliances.....	3,329,290
Miscellaneous articles.....	7,898,168

In the foregoing items a comparison with the values recorded for 1907 shows that a gain was made in foodstuffs to the amount of \$2,615,908: tobacco, \$547,158: wines and liquors, \$646,042: textiles, \$2,563,830: oils, \$2,966,952: chemical and pharmaceutical products, \$1,000,658: paints and dyes, \$143,642: paper, \$240,296: leather, \$91,492: metals, other than iron, \$1,064,495, and in pottery, etc., \$4,264,645.

On the other hand the following articles declined in the amounts stated: Live animals, \$267,174: woods, \$147,179: iron, etc., \$3,085,655: agricultural implements, \$2,701,731: vehicles, etc., \$21,620,413: building materials, \$1,837,967: and electrical appliances, \$44,085.

Exports classified in six general divisions comprise:

Live-stock products	\$115, 118, 457
Agricultural products	241, 677, 164
Forest products	6, 347, 234
Mineral products	810, 961
Fish and game	498, 612
Various	1, 552, 913

As compared with the preceding year, exports of live stock declined by \$8,701,748 and fish and game by \$330,947, whereas a gain in agricultural products of \$77,585,543 is noted, while forest products and minerals increased their export values by \$1,004,877 and \$245,922 respectively.

In pastoral products, the following articles showed the increased valuations recorded: Frozen and chilled meats, \$5,275,000: tanned sheepskins, \$281,600; whale oil, \$336,000; butter, \$206,000; tallow and melted fat, \$1,224,000; margarine, \$205,000; goatskins, \$300,000; bones, \$296,000, while the following items decreased in the amounts stated: Live animals, \$314,000; hair, \$136,500; hides, \$900,000: sheepskins, \$2,600,000; wool, \$12,000,000: jerked beef, \$405,000; meat extract, \$411,000.

The principal increases noted for agricultural products were: Oats, 296,475 tons, \$6,104,000; barley, 15,040 tons, \$436,000; linseed, 291,914 tons, \$12,923,483; maize, 435,072 tons, \$11,902,886; wheat, 955,492 tons, \$46,114,863; flour, \$436,400; bran, \$146,500; and various seeds, \$410,000. The only considerable decreases were \$170,000 in hay and \$808,000 in birdseed.

The items shipped abroad and their respective quantities are given as follows:

Beef:	Tons.	Hides:	Tons.
Frozen	174, 563	Salted	35, 127
Chilled	6, 252	Dried	29, 389
Mutton, frozen	78, 846	Horsehides	1, 169
Hair	2, 133	Wool	175, 538
Goatskins	2, 309	Jerked beef	6, 650
Sheepskins:		Frozen meat (various)	11, 391
Salted	1, 581	Whale oil	1, 842
Undressed	26, 376	Tinned meat	1, 727

	Tons.		Tons.
Caseine	2, 058	Maize.....	1, 711, 804
Meat, pulverized (<i>Harina de carne</i>).....	3, 100	Potatoes.....	4, 204
Lard.....	3, 550	Fodder.....	32, 078
Oleomargarine.....	4, 349	Wheat.....	3, 636, 294
Fats and grease.....	43, 977	Flour.....	113, 500
Bone ash.....	2, 407	Bran.....	208, 309
Meat scrap.....	1, 892	Flaxseed cake.....	14, 455
Bones.....	26, 099	Quebracho extract.....	48, 162
Blood, dried.....	4, 395	Quebracho logs.....	254, 571
Oats.....	440, 041	Iron, scrap.....	2, 253
Barley.....	19, 905	Birdseed.....	6, 745
Flaxseed.....	1, 055, 650	Sausage casings, salted.....	3, 163

It is to be noted that the returns covering trade with the United States during the year, from the Argentine statements, differ in some important particulars from those issued by the Bureau of Statistics of the United States, as published in the MONTHLY BULLETIN for March, 1909, page 541.

RECEIPTS AND EXPENDITURES IN 1908.

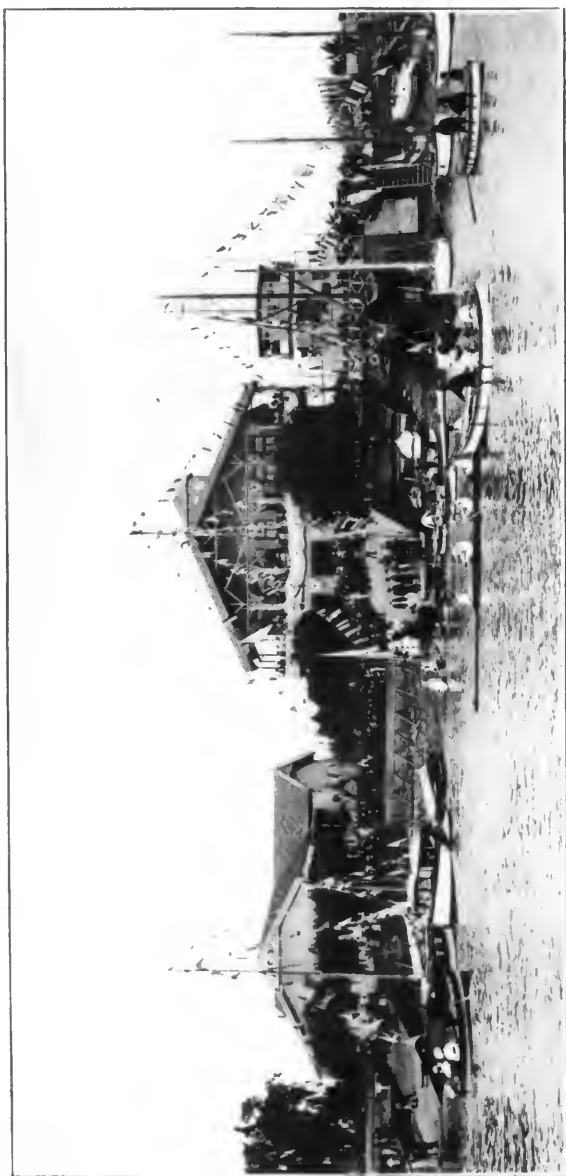
Argentine revenues in 1908, according to recently published statistics, amounted to 254,458,000 pesos, or \$112,000,000, expenditures being 232,645,000 pesos, or \$102,300,000, a surplus being thus indicated of 21,813,000 pesos, or \$9,700,000. Import duties are reported as \$60,177,840 and other customs receipts as \$6,000,000.

As compared with the preceding years the revenue shows a general increase of 10,658,000 pesos, or \$4,500,000. Internal-revenue receipts from the tobacco and alcohol taxes showed much larger returns than were anticipated in the budget estimates.

IMPORTS OF AGRICULTURAL IMPLEMENTS.

In the total number of agricultural implements imported by the Argentine Republic in 1908, plows figured for 58,196; mowing machines, 56,653; reapers, 17,334; sowing machines, 13,977; and thrashing machines, 490. As compared with 1907, each branch noted shows a considerable decline in the number imported.

Of the plows received, 48,395 were from the United States; 5,026 from Great Britain; and 3,932 from Germany. Germany also furnished 18,562 mowing machines, while from France 29,819 were received, and from Great Britain, 2,726. Of reaping machines, 62 came from Australia, 250 from Canada, 16,633 from the United States, and 388 from Great Britain. Sowing machines to the number of 40 were from Germany, 25 from Canada, 12,107 from the United States, 1,604 from Great Britain, and 190 from Switzerland. Threshers from Germany numbered 15; from the United States, 194; and from Great Britain, 278.



BOATHOUSE AT EL TIGRE.

This popular resort is but a short distance from Buenos Aires by rail. It enjoys the distinction of having the largest rowing club in the world.



X

MONTEVIDEO, URUGUAY.

The President, Doctor Willman (X), and committee leaving the Military Hospital.

THE PORT OF BUENOS AIRES IN 1908.

As reported by United States Consul-General SNYDER, the number of vessels arriving in the port of Buenos Aires during 1908 totaled 2,003 steamers and 229 sailers, with a combined tonnage of 4,888,741 tons. The number of steamers increased as compared with 1907 by 359 and the tonnage carried by them by 998,978 tons, sailing vessels decreasing by 9 and their tonnage by 10,931 tons.

British shipping, with 1,218 steamers and 22 sailers, held first place, followed by German, 210 steamers and 1 sailer; Italian, 146 steamers and 54 sailers; French, 121 steamers and 1 sailer; Norwegian, 5 steamers and 125 sailers; Argentine, 116 steamers and 4 sailers; and other nationalities, 207 steamers and 22 sailing vessels.

The sum total of United States shipping in the ports during the year was represented by 4 small sailing vessels with an aggregate tonnage of 4,074.

LIVE-STOCK SHIPMENTS IN 1908.

Shipments of Argentine live stock during 1908 as reported by the National Statistical Office comprise 4,032 steers, 37,951 wethers, 3,487 horses, and 1,042 mules. Steers and wethers show an increase in the number exported of over 2,000 each, whereas horses decreased by nearly 1,000 and mules by 14,500 as compared with 1907.

Brazil took over one-half the steers, or 2,621, while Belgium received practically all the wethers exported, or 37,705. South Africa and Brazil lead as receivers of Argentine horses, 1,255 and 1,228, respectively, being accredited to the two countries. The decline in shipments of mules was mainly attributable to a falling off in the trade with South Africa, that section showing a decrease from 14,623 in 1907 to 390 in 1908 in the number received from the Republic. Portugal, on the other hand, slightly advanced her purchases to 470, against 404 in the preceding year.

REFRIGERATED MEAT EXPORTS IN 1908.

From January to December, 1908, the various refrigerating companies of the Argentine Republic shipped the products of their industries in the following amounts: Frozen sheep and lambs, 3,672,162; quarters of frozen beef, 1,579,163; and quarters of chilled beef, 789,348, Great Britain taking the bulk of the total shipments. Of frozen wethers, that country took 3,254,675, while receipts of beef are reported as 2,251,096 quarters.

DISTRIBUTION OF CUSTOMS RECEIPTS, 1908.

The leading Argentine custom-houses report, for 1908, the following revenue: Buenos Aires, \$57,303,448; Rosario, \$5,932,971; La

Plata, \$1,775,759; and Bahia Blanca, \$830,247. With the exception of Rosario, the year showed increased receipts at the ports named over the figures recorded for 1907.

CONDITIONS OF THE PORT EXTENSION CONTRACT.

The Argentine Government has made public the conditions requisite for undertaking the contract covering the extension of the port of Buenos Aires and the construction of a ship canal from the extended port to the river Paraná de las Palmas.

The maximum cost of the work is fixed at \$36,769,928, and deposits of \$200,000 and \$50,000 must be made by the contracting firm for the port extension and canal works, respectively.

Work must be commenced within six months from the date of the contract and the time fixed for the completion of the first section of the extension is five years and of the canal six years from date of commencement. Monthly fines for delay in beginning work are fixed at \$20,000 and \$5,000, respectively, for port and canal works, while \$20,000 is to be paid for each month's delay in completing either branch.

Proposals submitted for extension of the port must comprise a general plan of the works and of the necessary installations, a detailed plan of the works, detailed metrical calculations, specifications and conditions for the execution of the works, an analysis of unit prices, general and detailed estimates, a descriptive and explanatory report, and calculations indicating the strength of the various works.

The port extension will be constructed between the temporary retaining wall which the Pacific Railway Company is having built for the purpose of recovering land from the River Plate by virtue of the law, No. 5092, and a breakwater and outer wall for defense for forming a sheltered basin which will have its starting point at the northern edge of the north channel. This outer wall will be extended so far as may be decided to be necessary for the works of the first section of the extension and for future extensions of the port, and in such a form as to serve as a starting point for the canal to the Paraná de las Palmas.

In regard to the depth of the port, there must be two projects: One for ships drawing 30 feet and utilizing high tides and one for those drawing 27 feet, and as the port will be an open one, without flood gates, the plans must provide depths of 33 and 30 feet, respectively, below the zero of the water gauge in the Riachuelo (which is 19 meters below the star of the peristyle of the Cathedral).

All motive power for the port services must be electric.

The canal is to be executed in two sections: One to the River Lujan, the other being the excavation along that river and the canal between it and the Paraná de las Palmas.

The National Government will expropriate the land required for the canal, but the contractors will have to advance the money to pay for the same, which will be included in the certificates issued monthly by the Government in payment for work completed in a satisfactory manner.

Canal width is to be 35 meters in the bed, and the depth must be 8 meters in ordinary low water. The width may subsequently be extended by 5 meters.

All machinery, materials, implements, and articles needed for the construction of the works will be exempt from customs duties and port dues as well as from all other national and local taxes.

Firms making tenders for the work must present satisfactory proof of their financial responsibility by means of a formal guarantee from either a banking institution of the country or a well-known foreign bank, and their technical ability must be proven by the exhibition of certificates testifying that works of a similar nature have been carried out by them either in the Republic or elsewhere.

IMMIGRATION IN 1908.

The Immigration Department of the Argentine Department of Agriculture reports, for the year 1908, a total immigration of 255,710 persons from over-sea, an increase of 46,607 over the previous twelve months. By way of Montevideo arrivals numbered 47,402, making a total for the year of 303,112. Total departures amounted to 127,032, leaving a net increase to the population from this source of 176,080.

The population of the republic at the close of the year is given as 6,484,023.

The circular issued by the department in regard to this economic development states that the arrival of colonists demonstrates the favorable conditions attendant upon immigration in the country. Most of the immigrants came to join friends or relatives already established, and the preponderance of Spaniards and Italians on the list of arrivals is thus explained.

The immigrants arriving without fixed destination were easily placed and employed by the National Labor Office, and of the 129,304 persons cared for at the Immigrants Hotel, 116,069 were given free transport to the interior. These were located in small groups in 1,010 different places and show a great increase over the number similarly distributed in 1907, when but 973 persons were thus installed in new homes.

BANK STATEMENT, JANUARY 31, 1908.

On January 31, 1908, the amounts to the credit of the depositors in the Argentine banks aggregated \$28,538,215, and 811,026,530 pesos, while the cash on hand on the same date was \$47,570,137, and 230,161,400 pesos.

BY-LAWS OF THE CONVERSION OFFICE.

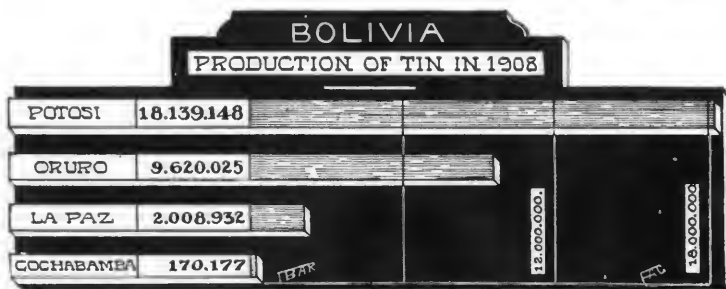
The "*Boletín Oficial*" of the Argentine Republic of December 22, 1908, contains the full text of the by-laws of the *Caja de Conversión* (Conversion Office), consisting of 163 articles. The Conversion Office is a government institution for the conversion of paper into gold, or vice versa, at a fixed rate of 44 cents gold to the paper dollar, or \$2.2727 paper for \$1 gold.



TIN PRODUCTION IN 1908.

Señor VENTURA FARFAN, Inspector General of Customs of Bolivia, in an interesting report made to the Treasury Department of that Republic, states that the production of barrilla of tin in 1908 was 29,938,289.58 kilos (65,864,237 pounds), assaying 60 per cent pure. This tin came from the following sections:

	Kilos.
Potosi.....	18,139,148.26
Oruro.....	9,620,025.08
La Paz.....	2,008,932.24
Cochabamba.....	170,177.00
	29,938,282.58



Quantities in kilos.

The commercial value of the tin was 26,892,003.41 bolivianos (\$10,756,800), and the tax collected thereon amounted to 929,003.80 bolivianos (\$371,600).

In 1907 the production of barrilla of tin was only 27,667,780.94 kilos (60,869,116 pounds), but the value of same was 29,892,003.41 bolivianos (\$11,956,800), and the tax collected thereon 1,403,571.23 bolivianos (\$561,428).

The foregoing figures show that, notwithstanding the fall of 25 per cent in the price of tin in 1908, as compared with 1907, the production of this metal increased considerably. The percentage of increase in the production of barrilla of tin in 1908, as compared with 1907, according to mining zones, is shown in the following table:

	Per cent.
Potosi.....	11.18
Oruro.....	1.52
La Paz.....	10.94
Cochabamba.....	123.00

The average price of Straits tin for 1908 was £132 17s. per ton of 1,000 kilos of pure tin, on which basis Bolivian barrilla, averaging 60 per cent pure, had a market price of £74.

COMMERCE VIA THE ARGENTINE REPUBLIC.

The increase in the foreign commerce of Bolivia, via the Argentine Republic, since the construction of the Argentine Railway to the Bolivian frontier, has been very remarkable. The imports in transit to Bolivia, through the custom-house at Rosario, Argentine Republic, amounted in 1900 to \$300,000, as compared with \$470,000 in 1905, \$1,000,000 in 1907, and \$3,100,000 for the first nine months of 1908. This increase is most noticeable in the exports, the annual average of which from 1896 to 1906 was \$13,200, while for the first nine months of 1908 the value amounted to \$308,000.

The distance from Hamburg, Germany, to Oruro, Bolivia, via Rosario, Argentine Republic, is 14,678 kilometers (9,115 miles), as compared with 19,844 kilometers (12,323 miles) around South America to Oruro, Bolivia, via Antofagasta, Chile.

EXPORTATION OF GOLD COINS.

A decree of December 31, 1908, issued by the President of Bolivia, permits the exportation of gold coins from the Republic, on and after January 1, 1909, free of export duties.

REPEAL OF SURTAX ON CUSTOMS DUTIES.

The 5 per cent surcharge tax imposed on Bolivian customs duties payable in gold if a different kind of money is tendered in settlement, was repealed on January 5, 1909. The law of December 31, 1908, specifies the proportion of customs duties payable in gold, and fixes the value of a pound sterling or Peruvian pound, when used for this purpose, at 12.50 bolivianos.

BANK PROFITS IN 1908.

The combined profits of the National, Argadoña, Industrial, and Mercantile Banks of the Republic of Bolivia in 1908 were Bs. 2,053,000 (\$821,000).

BRAZIL

COFFEE MOVEMENT IN 1908.

Coffee receipts at Brazilian ports for shipment during 1908 aggregated 13,056,818 bags of 136 pounds each, as compared with 15,838,132 in the previous year, clearances for the two periods being 12,656,457 and 15,680,172 bags, respectively.

Clearance values to foreign ports for these shipments are given as \$115,100,000 in 1908 and \$142,700,000 in 1907, distribution from the various points being as follows: Rio de Janeiro, 3,062,268 bags; Santos, 8,940,144; Victoria, 475,405; Bahia, 165,515; and other ports, 15,125 bags.

IMPORTS OF FLOUR IN 1908.

Brazilian statistics covering imports of flour during 1908 show a total of 151,074 metric tons, as against 170,251 in the preceding year. The decline was general for nearly all countries furnishing this commodity, receipts from the Argentine Republic falling to 112,074 tons as compared with 126,379 in 1907, and from the United States 25,712 tons were received, against 29,542, Austria-Hungary furnishing nearly 1,597 tons less and "other countries" slightly increasing their total.

Reporting on this subject, United States Consul-General GEORGE E. ANDERSON states that the closing months of the year indicated a more favorable position for American flour in Brazilian markets and is of the opinion that the decline in flour imports is in line with the general trend of the year's trade and not due to any extraordinary cause.

The increase in receipts of the Uruguayan product, while not very remarkable, is significant as regards future development of the manufacturing industry in the neighboring Republic.

PROJECTED TARIFF REVISION.

United States Consul-General GEORGE E. ANDERSON reports from Rio de Janeiro that the movement throughout Brazil in favor of a revision of the tariff system, which has been under consideration by the Government, has taken definite form in the appointment of a commission to formulate a report on the subject to be presented to the Brazilian Congress at its May session.

The commission, as announced by the Minister of Finance, Hon. DADIN CAMPISTA, is composed of Dr. JOSÉ CARLOS RODRIGUEZ, editor and chief owner of the "*Jornal do Commercio*" and President of the

Commercial Association of Rio de Janeiro; Señor CERREDELLO CORREA, President of the *Centro Industrial*, which is the organization of national industries protected under the tariff laws of the country; Dr. CORREA DA COSTA, Inspector-General of Customs at Rio de Janeiro, and the Presidents respectively of the Commercial Employees' Association and of the *Centro dos Cereaes*, or Grain Exchange.

The tariff system of Brazil of the present day rests upon an act of the Congress of Brazil passed in 1900, but is, as a matter of fact, a system entirely different from the original act as a result of changes made from year to year in the annual budget or appropriation laws passed by the successive Congresses. In the law of 1900 a tariff schedule was established which contemplated the collection of duties as therein set forth on the basis of value for certain goods and of specific duty for other goods. The act was drawn much after the order of the tariff act of the United States then in force, except that the fact that Brazil's currency was at that time fluctuating in value between wide extremes led to a number of changes which were of vast and controlling importance.

BRAZILIAN SUGAR AND THE BRUSSELS CONVENTION.

Brazil, whose total sugar production for the season of 1907-8 was 130,000 tons and whose estimated output for 1908-9 is placed at 210,000 tons, has been added by the permanent commission administering the Brussels Sugar Convention to the list of countries considered as according bounties on production or exportation of sugar.

EXPORTS OF HIDES.

In the face of the generally decreased exports of Brazil in 1908, Consul-General GEORGE E. ANDERSON, of Rio de Janeiro, finds that the exports of Rio Grande do Sul were larger in 1908 than the year before.

The exports of hides, the chief item in the trade of Rio Grande do Sul, were about $2\frac{1}{2}$ per cent larger than the year before, and other animal products were exported in proportion. As compared with four years previous, the shipments were as follows, no salted hides going to the United States:

Year.	Salted hides, Europe.	Dry hides.		Total.
		Europe.	United States.	
1908	470,719	275,674	20,100	766,493
1907	500,543	235,465	10,000	746,008
1906	447,742	385,378	28,000	861,120
1905	350,409	358,313	14,513	723,225
1904	485,454	366,398	68,886	920,738

About half of the total increase in the shipment of hides in 1908 over 1907 went to the United States, the increased shipments being of dry hides only.

NEW STEAMSHIP SERVICE.

The Minister of Industry and Public Works of Brazil has signed a contract with Lieut. Capt. CLETO LADISLÃO TOURINHO JAPI-ASSÚ, for a steam navigation service between the ports of Recife and Amarração, Recife and Bahia, and Recife and Fernando de Noronha. By the terms of the contract the cessionary will inaugurate three distinct services within thirty days from the date of the contract. Vessels will make two round trips monthly between Recife and Amarração, calling at Paralyba, Natal, Mossoro, Aracaty, Fortaleza, and Camocim; two round trips monthly between Recife and Bahia, stopping at Jaragua, Villa Nova, Penedo, Aracaju, and Estancia; and one trip per month between Recife and Fernando de Noronha, calling at Roccas. The vessels employed on these lines must have accommodations for 30 first-class passengers and 100 third class. The cessionary will receive from the Government an annual subsidy of about \$50,000.

REPORT OF SANTOS DOCK COMPANY.

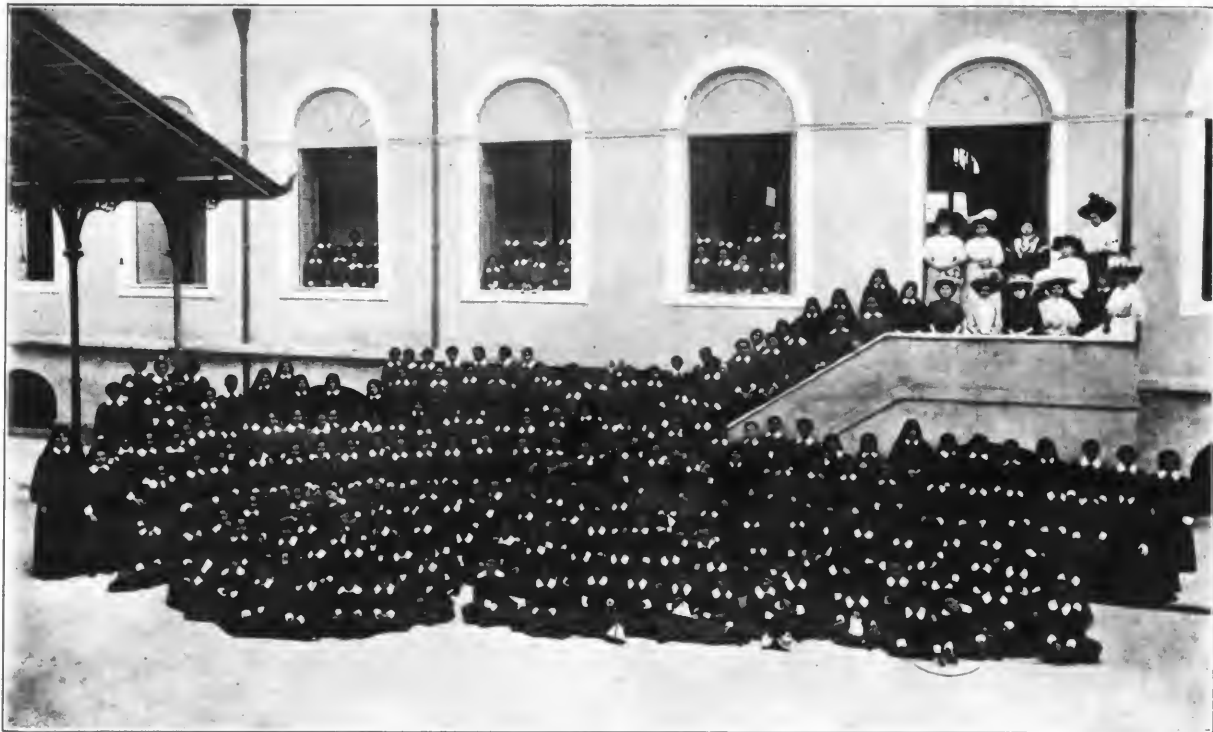
The Santos Dock Company has presented its first annual report on the operations of the general warehouses from March 12, 1908, the date when the service was inaugurated, to December 31, 1908. During this period the amount of coffee received and cleared from the company's warehouses, in accordance with the terms of article 16 of the internal regulations, was 676,750 bags and 587,120 bags, respectively. The voluntary deposits amounted to 43,754 bags of coffee and 381 bags of rice. The amount of coffee on deposit in December 31, 1908, was 12,390 bags. The company transported from the railway to the warehouse 72,854 bags of coffee and 356 bags of rice. The number of warrants issued during this period was three.

MODIFICATION OF THE PLANS FOR THE PORT IMPROVEMENT WORKS AT BAHIA.

The President of Brazil has authorized certain changes in the original plans for the improvement works at the port of Bahia. The changes provide for the construction of a model building for a market, instead of a dock as contemplated in the original plans; the building of a cement wharf for infected vessels, and a disinfection building; the construction of a post-office building, and the dredging of a channel from the southern entrance to the port to that part of the bay where the water is 10 meters deep, having a depth and breadth of 200 meters.



VIEW OF HARBOR, RIO DE JANEIRO, BRAZIL



STUDENTS AT GENERAL BITTENCOURT INSTITUTE, PARA, BRAZIL.

Were there no other in Para, this one school alone would convey an accurate idea of the care bestowed on public instruction by the municipal authorities. Two hundred and forty girls are lodged and educated in this institution, and in addition to literary accomplishments are taught domestic duties, piano playing, drawing, weaving, typesetting, and other practical pursuits.

The cost of the works must not exceed 26,295,101 gold milreis (\$13,147,550). and they must be finished by December 31, 1913.

NEW COASTWISE NAVIGATION SERVICE.

Under the terms of the contract signed January 28, 1909, between the Minister of Public Works of Brazil and the Bahia Navigation Company (*Empresa de Navegação Bahiana*), the latter promises to inaugurate within thirty days from that date two new coast services, one running north between Bahia and Belem (Para), touching at Macau, Tutoya, São Luiz, Tury-Assu, and Bragança, and the other running south between Bahia and Mucury, calling at Ilheos, Canavieiras, Santa Cruz, Porto Seguro, Prado, Alcobaça, Caravellas, and Viçosa. The company also binds itself to establish within the year a monthly service between Bahia and Belmonte, touching at Marahu and Barra do Rio de Conta. The company will receive from the Federal Government an annual subsidy of \$90,000, to be paid in monthly instalments.

NEW INDUSTRIAL COMPANIES.

"*A Tribuna*," of Santos, publishes a notice of the formation at London of "The Brazilian Warrants Company," which has been organized to absorb the *Companhia Paulista de Armazens Geraes* and the *Companhia Registradora de Santos*, and will issue new stock in exchange for the stock of these companies. The company has a capital stock of £300,000. It proposes to increase the warehouse accommodation at Santos and furnish that port with better banking facilities, and in general to engage in all kinds of transactions relating to the coffee trade. The *Companhia Paulista de Armazens Geraes* was incorporated October, 1906, with a capital of 100,000 milreis (\$30,000), which was afterwards increased to 400,000 milreis (\$120,000). This company owns two warehouses, one of which is the largest in Santos. Its net earnings for the fiscal year ending June 30, 1908, amounted to 34,000 milreis (\$10,200), and it is estimated that those for the current fiscal year will reach the sum of 96,000 milreis (\$28,000), or 24 per cent on the capital stock.

The *Companhia Registradora de Santos* was incorporated in 1905 with a capital of 1,000,000 milreis (\$300,000) for the purpose of engaging in coffee operations. The net earnings of the company for the year 1906-7 amounted to £10,433 and to £11,062 in 1907-8. The new company will receive the 6 per cent guaranty granted to the *Companhia de Armazens Geraes* by the legislature of the State of São Paulo.

RAILWAY NOTES.

The Araraquara Railway Company has obtained a concession from the Brazilian Government for the construction and operation for a period of ninety years of a railway connecting São Jose do Rio

Preto, in the State of São Paulo, and Jatahy, in the State of Goyaz. The final survey of the first section of the line must be submitted to the Government for its approval within two years from the date of the contract, and the construction begun within six months after the approval of the same.

The Government of Brazil has entered into a contract with the firm of PROENÇA & GOUVÊA, for the lease of the Central Railway of Rio Grande do Norte. The lease is for the term of 60 years, and comprises the line in operation between Natal and Taipu and the branch line under construction between Taipu and Caico. The lessee agrees to pay 5 per cent of gross annual receipts, amounting to 2,500 milreis (\$750) per kilometer of line, and 20 per cent of the net revenue when this exceeds 200,000 milreis (\$60,000).

An executive decree of February 4, 1909, authorizes the State of Bahia South Western Railway Company, Limited, to operate in Brazil. The main objects of the company are the construction and operation, in the State of Bahia and in other parts of Brazil, of railways, tramways, telegraph and telephone lines, the installation of lighting and power plants, the acquisition and development of public lands and mines, and the construction of public works of all kinds.

An executive decree of February 4, 1909, authorizes the Brazilian Minister of the Treasury to issue bonds to the value of \$6,000,000 to meet the payments due the current fiscal year to the companies under contract to build the Madeira and Mamore Railway, the extension of the Sobral Railway, and other lines connecting the States. The bonds are of the face value of 1,000 milreis each, and bear 5 per cent interest.



FOREIGN COMMERCE IN 1908.

According to the *Departamento de Estadística Comercial de Aduana*, the foreign commerce of Chile in 1908 amounted to 586,413,241 pesos (\$214,040,832), or 12,650,656 pesos (\$4,617,489) more than in 1907. The imports in 1908 aggregated 267,264,169 pesos (\$97,551,421), or 26,417,686 pesos less than those of 1907, while the exports in 1908 rose to 319,149,072 pesos (\$116,489,411), or 39,068,343 pesos (\$14,259,945) more than in the preceding year.

The principal articles of import that decreased in 1908 as compared with 1907, were, in the order of their importance, textiles, mineral, vegetable, and animal products, arms, ammunition, and explosives, and

perfumes, pharmaceutical and chemical products. The decrease in textiles was 12,579,543 pesos (\$4,591,533); in mineral products 11,680,388 pesos (\$4,263,341); in vegetable products, 8,656,263 pesos (\$3,159,535), and in animal products, 2,351,975 pesos (\$858,470). The principal articles of import that increased in 1908 as compared with 1907 were petroleum, fuel, machinery, and paper and paper products. Oil and fuel increased to the amount of 5,588,441 pesos (\$2,039,780), and machinery, tools, and apparatus, 5,239,527 pesos (\$1,912,427).

The only item of export which decreased in 1908 as compared with 1907 was coin, which decreased to the amount of 1,502,701 pesos (\$548,485). Mineral products increased to the extent of 29,428,860 pesos (\$10,741,533), and vegetable products to the amount of 11,171,755 pesos (\$4,077,690).

The principal items of import and export are shown in the following tables:

IMPORTS.	
Animal substances.....	₡18,592,084
Vegetable substances.....	23,378,217
Mineral substances.....	46,902,528
Textiles and textile products.....	55,828,127
Oil, coal, and fuel.....	46,850,020
Paper, cardboard, and manufactures thereof.....	7,961,442
Beverages and liquors.....	5,071,394
Perfumery, pharmaceutical, and chemical products.....	5,433,357
Machinery, implements, tools, etc.....	53,254,831
Arms, ammunition, and explosives.....	1,738,464
Miscellaneous.....	2,253,705
EXPORTS.	
Animal products.....	16,680,180
Vegetable products.....	24,484,189
Mineral products.....	271,459,104
Beverages and liquors.....	196,610
Coin.....	147,300
Miscellaneous.....	1,297,710
Exports of nationalized merchandise.....	4,874,970

The tonnage of the ports in 1908 as compared with 1907 was as follows:

	1908.	1907.
	<i>Tons.</i>	<i>Tons.</i>
Exports.....	4,095,600	3,693,657
Imports.....	3,350,927	3,935,460

AWARD OF THE CONTRACT FOR THE ARICA-LA PAZ RAILWAY.

Tenders for the construction of the remainder of the railway from Arica to La Paz (a distance of about 350 miles) were opened in the Department of Industry and Public Works at Santiago, on March 1, 1909. Two bids were offered: one by the representative of Sir JOHN

JACKSON (LIMITED), for the sum of £2,950,000, not including rolling stock or branch lines, and the other by the German Transatlantic Bank of Valparaiso for the Deutsche Bank of Berlin, and PHILIPP HOLMAN & Co., of Frankfort, for the sum of £3,100,000.

Cable advices report that the first-mentioned bid was accepted by the Chilean Government.

In reporting on the subject United States Consul ALFRED A. WINSLOW, at Valparaiso, states that a large amount of tunnel work is to be done and suggests that communication be opened by interested persons in the United States desirous of placing contracts with the successful bidder.

BUDGET FOR 1909.

"*La Revista Comercial*," of Valparaiso, publishes the following résumé of the budget of Chile for 1909:

Departments.	Currency.	Gold.	Departments.	Currency.	Gold.
Interior	\$34,281,951.61	\$5,994,666.65	War.....	\$26,113,586.23	\$1,677,134.00
Foreign Relations.....	371,512.50	1,223,594.98	Navy.....	14,905,390.59	14,845,224.33
Worship.....	1,786,480.00		Industry and Pub- lic Works.....	46,937,292.65	29,256,785.74
Colonization.....	762,605.00	644,066.67	Total.....	175,084,403.57	73,171,888.73
Justice.....	8,615,483.05				
Public Instruction.....	24,508,118.90	342,446.28			
Treasury.....	16,801,333.04	19,187,970.08			

BIDS FOR THE LONGITUDINAL RAILWAY.

On February 1, 1908, bids for the construction of the section of the longitudinal railway between Cabildo and San Marcos, Chile, covering a distance of 205 kilometers, were opened in the capital of the Republic and in the legations of Chile in Europe and the United States. The only bid received in Chile was that of the J. G. White & Company (Limited), London, the consideration being £1,900,000 and the time required for the construction three years.

NITRATE REPORT AND PROPAGANDA.

The *Delegación Fiscal*, or Official Board of Engineers, has reported to the Chilean Government that there are undeniably 4,843,000,000 Spanish quintals of 101 pounds each of nitrate of soda in sight in the beds of Chile. Antofagasta is credited with 4,103,000,000 and Tarapaca with 740,000,000 quintals. With an annual exportation of 35,000,000 quintals, this shows sufficient to supply the entire world's consumption for 130 years. A previous estimate of the possible production had fixed the amount at 1,603,000,000 quintals.

For 1908 the export quantity is given as 44,576,177 quintals, valued at £5,200,554, and the world's consumption for the year is estimated at 39,923,489 quintals, the figures being somewhat greater than those of the preceding year.



NAVAL ACADEMY, TALCAHUANO, CHILE.
Tilcalhuanos, situated 250 miles south of Valparaiso, is the site of one of the government navy-yards. Here is also located a naval training school for boys.



VIÑA DEL MAR, CHILE.

This picturesque little town, which may well be called the Trouville of Chile, is situated about 5 miles from Valparaíso, on the south bank of the river Quilpue. During the summer months it is extensively patronized by residents of Valparaíso.

The Consul of Chile at Hamburg, Germany, has recommended to his Government the advisability of making an active propaganda in foreign countries in behalf of Chilean nitrate, in order to introduce that celebrated fertilizer into new fields and to increase its consumption in places where it is already in use. The consul believes that nitrate from Norway will eventually become a formidable rival of Chilean nitrate, and submits figures showing the great increase in the exports of potassic salts from Norway since 1895. The plan recommended by the consul for the propaganda mentioned includes the use of the consular offices of Chile abroad for this purpose and the establishment of offices for the dissemination of information regarding Chilean nitrate.

MINING IN THE REPUBLIC.

Among the papers prepared for the Pan-American Scientific Congress sitting in Santiago, Chile, in 1908-9, the authoritative address of Mr. CHARLES BESA, President of the Chilean National Mining Association, made on the occasion of the visit of the delegates of the congress to the rooms of the association, is especially worthy of attention by reason of the clear and concise manner in which he sets forth the present conditions and future prospects of the mining industry in the Republic.

Nitrate, the ranking product of the country, is stated to yield annually 1,100,000 tons of saltpeter, with a value of \$82,482,000, while the manufacture of iodine as a by-product of the nitrate industry amounts to 300,000 kilograms each year, with a net value of \$4,000,000. The reserves of nitrate are calculated as sufficient to last one hundred years, even were the output increased materially.

Borate production, with a high percentage of borax, is placed at 28,000 tons annually, with a valuation of \$4,000,000, and so extensive are the deposits that Chile could easily supply the world.

The sulphur production does not meet the necessities of the home market, although large deposits are known to exist in the provinces of Tacna and Coquimbo. Extensive deposits of sodium chloride are under development, notably those of Tarapaca, where a bed of 20 meters depth extends over a very large area.

Guano has been preserved to satisfy national consumption, and the deposits are being worked in accordance with agricultural requirements.

Sulphuric acid is produced in the Guayacan factory, the cataliptic system being employed, and the product being largely used for metallurgical purposes.

Coal mining, with its production of 900,000 tons, does not meet the country's requirement, and a yearly importation of about 1,500,000

is made, mainly from Australia and England. The production of other nonmetallic substances, such as lime, cement, chalks, marble, clays, etc., is sufficient for the national needs, and earthenware factories are in operation at Lota, while the cement factories of La Calera and El Melon are successfully operated.

In regard to gold, it is stated that while mining for this metal is less actively carried on in late years than was formerly the case, the exploitation of placer gold is on the increase. These latter deposits have a great future in southern Chile, in the provinces of Cautin, Valdivia, and Magallanes. The hydraulic and dredge systems have been recently installed, but as the work has been largely experimental the best results have not yet been attained. In 1907 the total output of gold was 1,500,000 grams, with a value of nearly \$1,000,000.

Silver production, although showing a slight advance in 1907, when 10,433 kilograms constituted the output, does not receive the attention which is warranted by the known value of the deposits.

Mining energies have been directed chiefly to copper, the production of which for 1908 is stated as 35,000 tons of refined metal, as against 28,854 tons in 1907. The mean copper percentage of ores worked in Chile during 1907 was $9\frac{1}{2}$, a portion of which, with an average percentage of 20 per cent, is sent abroad as ore for treatment. The old mines of Teniente are being successfully worked and the development of workings in Collahuasi, Calama, and Chiquiamata, as well as the exploitation of certain lower grade deposits, have occasioned a greater activity in copper mining. The greatest depth arrived at in the Republic is about 1,000 meters at the Dulcinea mine in Copiapo, but as a rule the operations are not carried below 200 to 500 meters.

STATUS OF CROPS.

Writing from Valparaiso, United States Consul ALFRED A. WINSLOW says that the harvest in Chile, recently closed, is in general quite satisfactory, notwithstanding the light rainfall during the past winter. The north central portion of the Republic suffered quite severely, but farther south the crops were better than usual, owing to the lighter rainfall, since as a usual thing that portion of the country has too much rain for the best results.

The wheat yield is about the same as for last year, when there was a surplus of about 5,000,000 bushels, and the quality in the main is superior. The barley crop is a little short of an average, but will be sufficient to meet the home demands. The fruit crop promises well and the yield will more than supply the demand. Wine production is greater than in 1907, when the output was 3,821,521 gallons. The vineyards of the Republic yield more than the native demand, and Chilean wines have a future abroad if properly exploited.

The future looks bright for the development of agriculture in Chile, as the Government is doing much to open up the undeveloped portions of the country by building railways, assisting irrigation enterprises, bettering the wagon roads, and encouraging immigration. The soil of Chile is very fertile and could be made to produce two or three times more were up-to-date methods and machinery employed.

CUSTOMS RECEIPTS OF ANTOFAGASTA.

During the eight years from 1901 to 1908, inclusive, the customs receipts of the port of Antofagasta, Chile, derived from export duties on nitrate and iodine and import duties on merchandise, amounted to 61,164,000 pesos (\$22,324,860), having risen from 1,584,000 pesos (\$578,160) in 1901, to 5,536,000 pesos (\$2,020,640) in 1905, 11,270,000 pesos (\$4,113,550) in 1906, 12,880,000 pesos (\$4,701,200) in 1907, and 22,184,000 pesos (\$8,097,160) in 1908.

CUSTOMS RECEIPTS, JANUARY, 1909.

The customs receipts of the Republic of Chile collected on imports and exports in January, 1909, amounted to 9,655,877.42 pesos (\$3,524,395), as compared with 9,275,255.92 pesos (\$3,385,468) in 1908.

RAILROADS IN CONSTRUCTION IN DECEMBER, 1908.

The following railroads were under construction in Chile, to the north of Ligua, in December, 1908:

Animas to Los Pozos.—This road was opened to traffic on November 18, 1908, after a total expenditure of about 875,000,000 pesos (\$306,000,000). During the last six months of 1908, 0.46 of a kilometer (6.28 mile) of track was laid.

Inca to Copiapo.—The total amount expended on the construction of this railroad up to December 31, 1908, including cost of inspection, was 1,184,000 pesos (\$414,000). During the latter half of 1908, 10.46 kilometers (6.5 miles) of track were laid.

Oralle to Trapiche.—The amount invested in the construction of this railroad up to December 31, 1908, including the expense of inspection, was 421,000 pesos (\$147,000). The entire trackage is now laid, but some of the switches and other work still remain to be completed.

Paloma to San Marcos.—The work on this railroad during the second half of 1908 was confined exclusively to the erection of buildings. The total amount invested in this railroad up to January 1, 1909, was 500,000 pesos (\$175,000), including the cost of inspection.

Choapa to Illapel.—The amount expended on this railroad up to December 31, 1908, including the cost of inspection, was about 1,000,000 pesos (\$350,000). The road will be completed early in 1909.

Choapa to Salamanca.—Construction was commenced on this railroad on December 19, 1908, the estimated cost of the same being about 1,000,000 pesos (\$350,000). This road is to be completed in June, 1910.

Cabildo to Pedegua.—Construction work is at present confined to La Grupa Tunnel, which is estimated to cost 980,000 pesos (\$343,000).

Rayado to Vilos.—The estimated amount for the construction of this railway is 1,113,000 pesos (\$389,000), less than half of which has been expended up to the present time. It is calculated that this road will be completed in October, 1909.

Rayado to Papudo.—Work on this road was commenced in December, 1908, the estimated cost of construction being about 200,000 pesos (\$70,000).

Tunnels of the longitudinal railroad.—For the tunnels of the longitudinal railroad, which include the tunnels of Las Astas, El Espino, and Las Palmas, the estimated cost of construction is 3,850,000 pesos (\$1,347,000), about 160,000 pesos (\$56,000) of which had been expended up to January 1, 1909.



MESSAGE OF THE PRESIDENT.

On the occasion of the opening of the special session of the Colombian Congress, which met in Bogota on February 22, 1909, to consider the budget for the fiscal year 1909, the treaty celebrated by the Colombian Legation in Washington with the United States and Panama, and sundry other subjects, President REYES stated that the relations of his Government with foreign countries continued friendly and cordial, and especially was this true with respect to the Government of Venezuela, which had recently repealed the decrees shutting out the commerce of Colombia through the ports of the Zulia and Orinoco.

The credit of the Republic abroad continues stable. The interest on the foreign debt has been paid regularly, and will continue to be paid promptly as it falls due.

The Department of Public Instruction is endeavoring to extend the public-school system in all parts of the country, and is giving particular attention to the rural schools of the Republic. The Department, which has under its charge and supervision all the normal schools that formerly existed, has decreed the establishment of five new normal schools, and has founded the National School of Commerce on the most modern and up-to-date basis.

The budget for the present fiscal year, which will be presented to the Congress in detail by the Secretary of Finance and of the Treasury, amounts to \$16,600,000.

The commerce and industry of the Republic are being constantly developed, as is proved by the increase in the receipts of the public revenues. In 1908 the exports of Colombia exceeded the imports by \$1,484,852.82.

The Girardot Railway has connected at Facatativa with the Sabana Railway, and this line will soon be opened to the public. It is hoped that the Pacific Railway will reach Canca Valley some time during the next year. The Port Berrio Railway continues in course of construction, and is being pushed forward to Medellin Valley as fast as possible. Construction has again been commenced on the Port Wilches Railroad.

The Central Highway of the North, which has been completed for a distance of more than 250 kilometers, is being extended to Piedecuesta. The highways in the Medellin Valley are being repaired, and the Government is active in the construction and repair of public roads in the various departments of Colombia.

FOREIGN TRADE IN 1908.

Figures of the foreign trade of Colombia during 1908 as published in "*El Porvenir*" for February 23, 1909, give a total valuation for imports and exports of \$28,512,636.12, for the preceding year the total being \$25,880,005.

In the reported total, exports figure for \$14,998,744.47 as compared with \$13,791,442 in 1907, while imports for the two periods were \$13,513,891.65 and \$12,088,563, respectively.

While the trade balance amounting to \$1,484,852.82 was not so great as that noted for the previous year, the generally improved commercial status of the country is evident.

The trade movement at the various custom-houses is given as follows:

Custom-houses.	Exports.	Imports.
Arauca.....	\$38,725.70	\$16,924.97
Barranquilla.....	6,904,963.91	8,219,126.00
Bucavventura.....	843,166.00	1,340,322.12
Cartagena.....	4,280,565.18	2,542,650.40
Cueuta.....	724,677.80	281,014.34
Ipiales.....	79,586.20	37,992.50
Meta.....	14,965.30	11,662.80
Riohacha.....	162,597.24	50,431.10
Santamarta.....	923,305.61	185,889.75
Tumaco.....	1,026,191.33	828,177.07

United States figures covering trade with Colombia give the value of goods received from that Republic during 1908 as \$6,897,493, while

merchandise shipped thither was valued at \$3,690,014, a gain in the two branches of trade of over \$400,000 and \$500,000, respectively, as compared with the previous year.

INCREASE OF IMPORT DUTIES ON SALT.

According to an executive decree of February 4, 1909, on and after March 1 of the present year the import duties on foreign salt brought into the Republic of Colombia through the ports of Tumaco and Buenavista will be \$0.40 per 12½ kilos (27½ pounds).

POSTS AND TELEGRAPHS.

The Government of Colombia has separated the department of posts from that of telegraph and telephones. In future the business of these two departments of the Government will be conducted by separate bureaus or divisions known as *Administración General de Correos* (General Administration of Posts), and *Administración General de Telégrafos y Teléfonos* (General Administration of Telegraphs and Telephones).

RAILWAY CONNECTIONS BETWEEN BOGOTA AND THE COAST.

Owing to the connection at Factativa of the Girardot and Sabana railways, the journey from Bogota to Barranquilla and Cartagena can now be made as follows: From Bogota to Girardot by rail, twenty-four hours; from Girardot in steamers to Ambalema, twelve hours; from Ambalema by rail to Honda, twelve hours; from Honda or Port Colombia by steamer to Barranquilla, seventy hours, or from Honda or Port Colombia by steamer to Calamar, sixty-four hours; and from thence by rail to Cartagena, six hours, so that the time employed in making the journey from Bogota to Barranquilla and Cartagena is one hundred and eighteen hours, or about five days. The return trip to Bogota from either of these places can be made in about eight days, a longer time being required due to the fact that part of the journey is made in the interior of Colombia upstream and against the current.

CONSTRUCTION AND CONSERVATION OF PUBLIC HIGHWAYS.

Under date of January 7, 1909, the President of Colombia issued an important decree concerning the construction, repair, and conservation of the public highways of the Republic. The decree consists of 22 articles, and provides for the appointment by the President of government engineers and inspectors to superintend the construction, inspection, and repair of the highways of the nation.

THE MILLING INDUSTRY.

The flour-milling industry is new to the Caribbean coast country, where, up to some three years ago, practically all wheat flour used was imported from the United States, but in the uplands of the interior, where wheat can be successfully grown, the industry has flourished for some time, and American machinery, once tried in the mills there, has competed so successfully with that of other countries as to establish to the satisfaction of millers in Colombia its superiority over all other kinds to such an extent that machinery from other countries is rarely to be seen in mills of the Republic.

United States Consul EBERHARDT, reporting on the subject from Barranquilla, states that a new mill of 100 barrels daily capacity, the second mill equipped with American machinery to be established in Barranquilla within three years, is now about completed; wheat has been ordered from the United States, and grinding is expected to commence early in March.

It is gratifying to note the strong hold, amounting almost to a monopoly, that the American manufacturers of flour-making machinery have upon the Colombian market.

The flour-milling industry in Colombia seems to be a most remunerative one. On wheat brought for grinding, one miller in the interior is said to be making 200 per cent. Of another it is said that in establishing a mill he ordered only second-hand and the cheapest machinery obtainable. Asked why he pursued such a course, he replied that in one year he could clear enough, even with such machinery, to live comfortably for years, so why should he spend extra money for first-class machinery. Another mill, established at a cost of approximately \$60,000 gold, is said to have paid for itself in four months from the time operations were commenced, which might well be believed when it is remembered that flour often sells at a profit of \$9.60 gold per barrel. Nevertheless, with all this activity, the supply in the coast country never equals the demand, and, though the establishment of new flouring mills should eventually care for the entire local market, at present large amounts of American flour are still being imported.

AMERICANS INTERESTED IN GOLD MINING.

United States Consul ISAAC A. MANNING, of Cartagena, calls attention to the increased interest shown in Colombian gold mining by prospectors and capitalists from the United States. He states that a number of Americans who have been engaged in prospecting the regions of Colombia lying west of the Magdalena River in various districts south from Banco to Ibaguè give very flattering reports of

their discoveries. This district lying east of the Cauca River has but recently attracted the attention of American capitalists and miners, but there seems every reason to believe that the locality is rich in quartz deposits and that it will prove one of the best regions of Colombia.

One point advanced in favor of this region is that while much of the placer ground along the streams was worked by the Spaniards in the seventeenth and eighteenth centuries they apparently paid little attention to its quartz deposits.

Most of the ledges discovered by American miners show oxidized quartz on the surface with free gold, but as depth is attained the ores become base, running usually to sulphides. Even of these, the general run will show 30 to 40 per cent of amalgamating gold which can be saved on the plates with a stamp mill, but the bulk of the values can be saved only by a concentrating process, usually indicating the use of the cyanide system.

EXTENSION OF THE BARRANQUILLA STREET RAILWAY TO SOLEDAD.

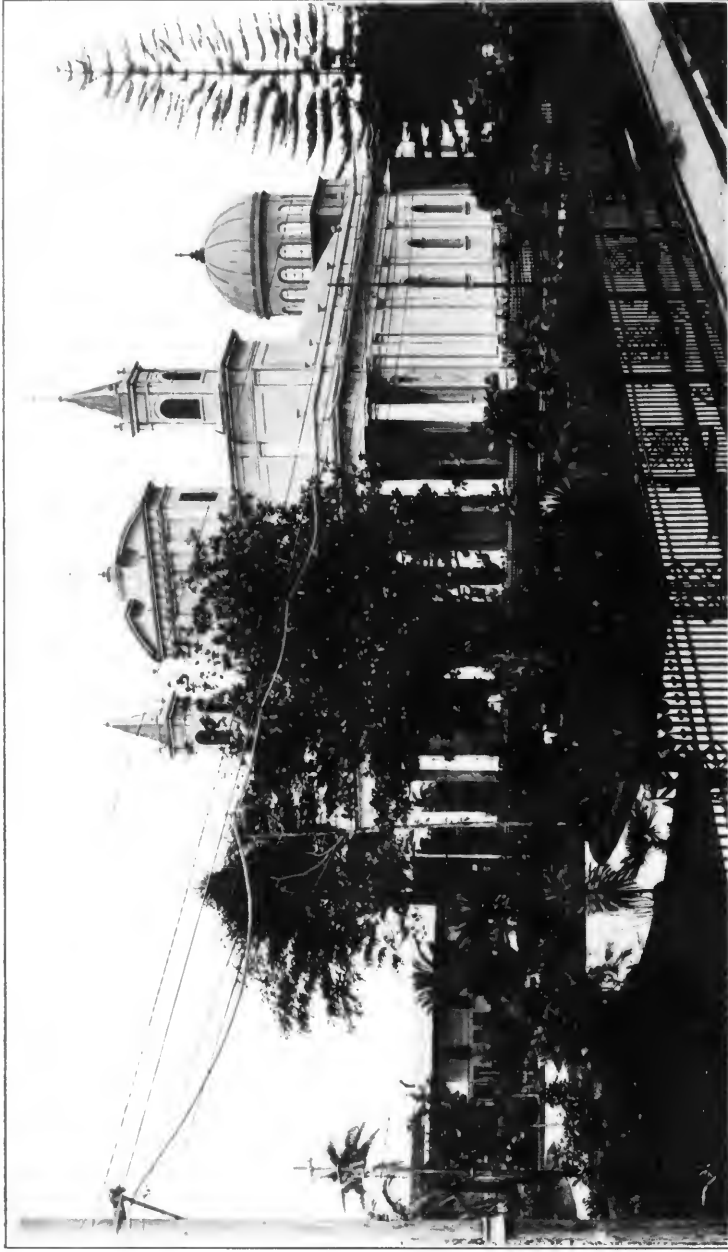
The Government of Colombia has granted permission to the street-railway company of Barranquilla to extend its electric railway line to Soledad, using either overhead or underground wires at the option of the company. The Government will pay the street-railway company a subvention for each kilometer of the street-railway extension constructed. The main line of the Barranquilla street railway, which has hitherto been a horse tramway, will also be changed into an electric line.

BRIDLE PATH FROM MANIZALES TO THE SAN JUAN RIVER.

A contract has been made by the Colombian Government with RAMON MARIN T. to build a bridle path from Manizales to Riosucio, and from thence to some point on the San Juan River. The total cost of the construction is \$2,200.

GOLD DREDGING IN THE PATIA AND TELEMBI RIVERS.

The Government of Colombia has extended for a period of two years the concession authorizing the Patia Syndicate (Limited) to dredge for gold in the Patia and Telembi rivers. The company proposes to increase its capital to £50,000 and to vigorously carry on the work of dredging for gold in the beds of the rivers named.



CATHEDRAL, SAN JOSÉ, COSTA RICA.

The Cathedral is the largest and handsomest religious edifice in the Capital of Costa Rica. It is surrounded by lovely gardens and is noted for the beauty and elegance of its architecture.



BENEFICIO DE CAFE, COSTA RICA.

Before coffee is ready for the market the bean has to be freed by a drying process from the husks that surround it. The drying beds shown in the illustration are those in use on a modern plantation. During the day layers of coffee are exposed to the sun's rays and at night are raked into piles and covered over for protection from the rain and dew.

COSTA RICA

THE NATIONAL SOCIETY OF AGRICULTURE.

On March 20, 1909, "*La Gaceta*," of Costa Rica, published the full text of the amended by-laws of the National Society of Agriculture, consisting of 23 articles, approved on March 12, 1909.

This important society was founded on April 28, 1903, with the object of encouraging, developing, and rendering more productive all branches of agriculture and stock raising in the country, and for the purpose of introducing new crops and domestic animals in these great fields of industry. The Secretary of State of Costa Rica is the honorary chairman of the society and presides over its meetings, and the Government lends its active and powerful support to further the beneficent aims of the society.

Branch societies have been formed in various parts of the Republic to watch and direct experiments in the acclimatization of foreign plants and animals, and to look after the improvement of the quality and yield of crops, and to see to the introduction and use of the most appropriate machinery. The society is studying the question of improving and treating in a more desirable manner the cultivation of coffee, sugar cane, cacao, rubber, etc. Experiments in the cultivation of vegetables, grasses, fruits, and ornamental and forestal plants will be conducted at the experiment stations. The betterment and improvement of live stock is one of the great objects of the National Society of Agriculture, and the establishment of pedigree registers, the holding of agricultural and stock fairs all come within the sphere of its influence and are some of the most commendable features of its important work.

Another useful function of the society is the importation of seed of the best quality for the use of agriculturists, and the recommendation and importation of the best type of agricultural machinery especially adapted to the crops of the country. The artificial fertilization of land, drainage, and artificial incubation are also embraced within the scope of the work of the society, and every available means is made use of for the purpose of increasing the productivity of agriculture and stock raising, and of disseminating useful knowledge concerning these large and growing industries of the Republic.

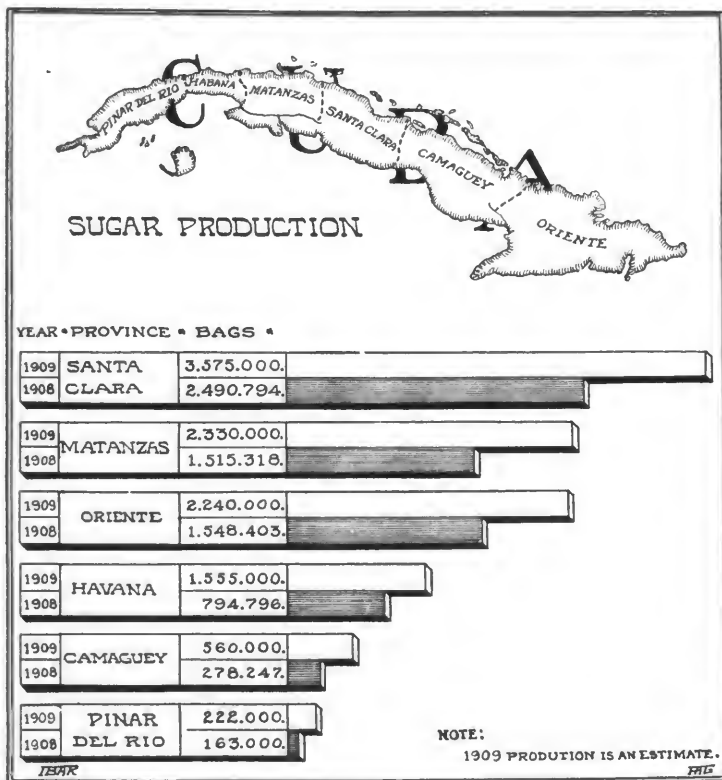
CUBA

SUGAR PRODUCTION AND EXPORT.

Figures published by the "Cuba Review" give the total output of sugar in the Republic for 1908 as 6,791,481 bags, and the estimated output for 1909 as 10,042,500 bags.

By provinces, the crop for the two years is distributed as follows:

Province.	1908.	1909.
Havana.....	<i>Bags.</i> 794,796	<i>Bags.</i> 1,155,000
Pinar del Rio.....	163,923	222,000
Matanzas.....	1,515,318	2,330,000
Santa Clara.....	2,490,794	3,575,500
Camaguey.....	278,247	560,000
Oriente.....	1,548,403	2,240,000



Of the 186 plantations in active exploitation for the periods reported on, 72 are owned by Cubans, 38 by citizens of the United States, and 76 by English, French, and Spanish proprietors. In Santa Clara 70 plantations are worked, Matanzas ranking next with 56, followed by Oriente, 27; Havana, 27; Pinar del Rio, 7; and Camaguey, 5.

Up to March 1, 1909, statistics of exportation and stock of sugar in the producing season of 1909 show a total of 593,848 tons, indicating a crop slightly in excess of 1,400,000 tons.

Forwarding information on the subject from Havana, United States Consul-General JAMES L. RODGERS states that the output to March 1 is 42 per cent greater than that of the similar period of 1908, when 417,006 tons were reported; climatic conditions are, however, different, as the spring of 1908 was abnormally dry, so that conservative estimates of the year's crop do not exceed 1,300,000 tons.

Sugar refining in the Republic, according to the same authority, is confined practically to Cardenas, where there are three refineries. Small plants operating for local and restricted consumption exist, but are not commercially of value.

THE TOBACCO CROP OF THE REPUBLIC.

The "Cuba Review" reports the total value of the tobacco crop of Cuba for 1908 as \$42,321,306.92, a slight decline as compared with the preceding year, the number of bales being 563,059.

The export value is given as \$31,056,921.53, compared with \$28,645,908.60 in the preceding year, the remaining \$11,264,385 representing the home consumption of cigars, cigarettes, and leaf. Leaf-tobacco exports were worth \$18,354,420.21; cigars, \$12,275,040.96; cigarettes, \$295,883.98; and *picadura*, or cut leaf, \$131,576.38.

The producing provinces and their output is given as follows:

Province.	1907.	1908.
	<i>Bales.</i>	<i>Bales.</i>
Vuelta Abajo	234,012	261,095
Semi-Vuelta	21,885	25,024
Partidos	75,344	64,360
Matanzas	904	445
Remedios	93,950	194,929
Puerto Principe	1,009	5,228
Santiago de Cuba	13,641	12,878

For 1909 the acreage, as stated in the early days of planting, will be much reduced, according to the United States Consul-General at Havana.

According to the statistics published by "El Tabaco," of Havana, the year 1908 shows a gain of 1½ per cent in exports of cigars from the port of Havana, as compared with 1907. The United States,

which country was ahead of Great Britain the previous year, fell back into second place again.

The principal eleven countries which received above one million cigars show the following differences for the two years:

	1908.	1907.
Great Britain	70,677,528	56,699,274
United States	47,660,742	61,869,131
Germany	24,183,131	23,205,411
France	11,418,782	10,638,875
Canada	7,084,020	10,271,013
Australia	6,906,042	4,261,173
Spain	5,548,745	3,119,836
Argentine Republic	3,893,745	3,166,168
Chile	2,636,963	3,524,752
Austria	1,151,815	1,781,051
Belgium	1,124,183	1,097,762

The falling off in exports from Havana to the United States is undoubtedly owing to the financial effects of the late panic. The exports of leaf tobacco to the United States increased heavily. The total excess of exports of leaf tobacco in bales in 1908 is 65 per cent greater than in 1907, or 131,655 bales. The six chief countries taking Havana leaf compare as follows:

	1908.	1907.
United States	236,849	180,274
Germany	51,590	6,945
Spain	18,720	2,950
Austria	6,901	2,930
Argentine Republic	6,555	1,671
Canada	3,563	3,361

SANITARY CONDITIONS OF HAVANA.

In 1908, there were 5,994 deaths in the city of Havana, Cuba, as compared with 6,708 in 1907 and 6,144 in 1906. The general health of the inhabitants of Havana was better in 1908 than it was in 1907, as will be seen by a comparison of the number of cases of some of the principal diseases occurring during the period in question. For instance, in 1907 there were 423 cases of typhoid fever in the metropolis of the Island, as compared with 313 cases in 1908, and 723 cases of diphtheria in 1907 as compared with 430 cases in 1908.

The health authorities have been most active in their endeavors to eliminate conditions that tend to produce disease, and in 1908 the medical inspectors examined 24,953 samples of milk, 23,677 of which were found to be in proper condition. In January, 1908, over 10 per cent of the milk offered for sale was discovered to be in an unsanitary condition, but during the year the activity of the inspectors and health authorities was such that in November, 1908, this proportion had been reduced to about $1\frac{1}{2}$ per cent. A systematic inspection of the sanitary condition of the public-school buildings



BOTANICAL GARDENS, HAVANA.

Within these gardens are to be found most of the trees and shrubs indigenous to Cuba as well as plants of other lands. Conspicuous among the native trees are the royal palms shown in the foreground, common to many of the American Republics and enhancing in a large measure the wonderful landscape effects noted in these countries.



CABANAS FORTRESS, HAVANA.

This fortification occupies a hill site rising abruptly from the harbor entrance. Its history dates back to the year 1763, and during the struggle which resulted in the overthrow of Spanish domination it figured prominently as a military prison.

has been carried on, and as a preventive against smallpox over 6,000 persons were vaccinated in Havana in 1908.

EXPORTS OF PINEAPPLES IN 1908.

In 1908, Cuba exported pineapples to the value of \$904,117, of which \$903,540 went to the United States, as compared with exports of this product in 1907 valued at \$660,873, of which \$658,870 went to the United States.

DOMINICAN REPUBLIC

MESSAGE OF THE PRESIDENT.

On February 27, 1909, President CACERES delivered an interesting and important message to the National Congress of the Dominican Republic on the occasion of the opening of its first regular session of the present year, in which he stated that one of the most important decrees of the Executive during the preceding year was that granting amnesty to Dominican subjects for political offenses, the beneficent effect of which was to cause to return to the Republic a number of its citizens who had been residing abroad, and enabling them to live peaceably and honorably within the confines of their native land.

The Government has given particular attention to the subject of public instruction. The question of sanitation has also received the careful attention of the administration, and the sanitary regulations now in force have been studied in detail and with great care, and special efforts have been made to make their operations as effective and practicable as possible, and the results obtained therefrom have been most beneficial and satisfactory.

The Republic is at peace with all foreign nations, and maintains with them amicable relations, cemented by the strongest bonds of cordiality and harmony. In order that the foreign relations of the country may be productive of the greatest good, the President recommends the extensive use of the consular service in disseminating useful information concerning the commercial, industrial, and natural resources of the country.

Referring to the finances of the nation, the President states that in 1908 the revenues of the Republic amounted to \$4,019,172.69, of which sum \$3,232,889.93 represent the amount of receipts from customs. The exports in 1908 were \$9,595,320.96, and the imports \$4,905,171.67, making the total value of the foreign commerce of that year \$14,500,492.63. On January 1, 1909, the Republic had a balance on deposit in its favor in New York of \$6,616,850 in bonds and \$947,973 in cash.

Notable public works have been undertaken, among which may be mentioned the Monte Cristi irrigation project, the railroad from Santiago to Moca, the port works of the capital, and the public highway to San Cristobal.

The live-stock and agricultural industries will be for many years to come the principal fountain of wealth of the Republic, due not only to the richness of the soil, the natural advantages of the country, and the salubrity of the climate, but to the fact that stock raising and agriculture will have to be first developed and extended before the country can become a great manufacturing nation. The administration is doing all in its power to develop these important industries by encouraging the importation of stock for breeding purposes and the introduction of seeds and machinery. The President recommends the establishment in the Department of Agriculture and Immigration of a Bureau of Cultivation (*Dirección de Cultivos*), under the guidance of a competent personnel, to act in cooperation with the agricultural schools and experiment stations of the Republic for the purpose of increasing the quality and quantity of the agricultural productions of the country.

The Executive strongly favors and emphasizes the need of attracting a desirable class of immigrants to the Republic, and advocates placing the nation on such a basis and retaining the country in such a condition that immigrants who go there to seek their fortune will make such favorable reports as to their treatment and prospects as will induce other immigrants to follow and assist in the development of the natural resources of the country.

On the whole, the message is an able document, portraying the condition of the Dominican Republic at the present time and showing the great progress and advancement that may be hoped for in the future under the guiding hand of a liberal and progressive government.



THE CACAO CROP IN 1908.

"*El Boletín Comercial*," of St. Louis, Missouri, gives the cacao crop of Ecuador in 1908 as 63,195,700 pounds, or 9,607,500 pounds in excess of the very productive crop of 1904. The exports of cacao from Guayaquil in 1908 were, approximately, 64,000,000 pounds, valued at \$6,400,000. The quantity of cacao on hand in the warehouses of Ecuador on January 1, 1909, is estimated at 1,000,000 pounds.

MUNICIPAL IMPROVEMENTS AT GUAYAQUIL.

The Consul-General of the United States at Guayaquil, HERMAN R. DIETRICH, reports that the municipality of Guayaquil has in project the erection of a new market building of steel and cement at a cost of \$150,000; also a municipal building whose cost will be about the same, to replace the one destroyed by fire a short time ago.

Plans and specifications for the market building may be obtained at the legation of Ecuador or the International Bureau of the American Republics at Washington, D. C.

**MESSAGE OF PRESIDENT ESTRADA CABRERA.**

The message addressed by President ESTRADA CABRERA to the National Legislative Assembly of Guatemala on March 1, 1909, reports at length concerning the numerous public works undertaken in the country during 1908.

Public revenues for the year reached the sum of 37,335,957.70 pesos (\$18,600,000), a surplus of 9,835,957.70 pesos (\$4,900,000) over the budget estimate.

Among the measures for the promotion of economic prosperity carried into effect through the initiative of the Government may be mentioned: The establishment of experimental gardens and stations for the cultivation and distribution of native and foreign plants for private enterprises; the opening of agricultural exhibitions, where the various animal and vegetable products of the country might be shown; protection accorded to coffee growers; the drafting of a law for the regulation of labor; exemption from military service, granted to certain towns; the promulgation of a new mining code; the organization in Guatemala City of a mineralogical museum for the display of samples of the mineral wealth of the Republic; and the publication of books and pamphlets adequately setting forth the possibilities of Guatemala as a field for agricultural, commercial, mineral, and industrial exploitation.

Sanitary conditions were ameliorated through the enactment of the compulsory vaccination law and by the application of advanced methods to the protection of the nation's health, while the establishment of numerous hospitals and asylums in the capital benefited the condition of the lower classes.

Apart from the completion of the Northern Railway between Puerto Barrios and San Jose, which signalized the opening month of the year, communication facilities showed noteworthy progress, roads and bridges for the accommodation of the traveling public were constructed, and extensive surveys made for new routes, notably between Zacapa and the Salvador frontier and from Quezaltenango to San Felipe.

Steamer service on the coasts was carried on with regularity and effectiveness, and passenger and freight connection with Colon and New Orleans were increased as a result of the commercial growth due to the operations of the United Fruit Company. Steamers of 5,000 tons have been put on the line, equipped with modern appliances and wireless telegraphic apparatus. For the present year it is designed to still further improve the service with connection as far as New York.

Mails from Europe and the United States arrive over the New Orleans route in four or five days instead of ten or twelve as formerly, consequently the postal service shows a great advance, 87,002.12 pesos (\$43,000) representing the increased revenue derived from this source during 1908 as compared with the year preceding, while for parcels-post deliveries a gain of 54,769.84 pesos (\$27,300) is recorded.

The docks at San Jose, Champerico, and Ocos have been improved and navigation further aided by the installation of new light-houses at important points.

Among the various municipal improvements undertaken during the course of the year were the erection of markets, educational buildings of various kinds, notably the Temples of Minerva, in several sections; a handsome new post-office building at the capital, the National Vaccination Institute, in addition to which public gardens and parks have been opened, improvements made to existing edifices, and monuments of artistic worth placed in position.

The meeting of the Fifth Pan-American Medical Congress in Guatemala City during August was made the occasion of many elaborate functions of a social nature aside from the scientific purposes served, and the inauguration of the International Central American Bureau in September was an event of significance in the historic life of the Republic.

HAITI

EXPORTS IN 1906-7.

According to statistics recently published by the Chamber of Commerce of Port au Prince, Haiti, on the commerce of the Republic, the total amount of coffee exported during the year 1906-7, the latest for which statistics are available, amounted to 59,824,869 pounds, showing an increase of 2,155,832 pounds over the year 1905-6; the exports of cacao amounted to 4,829,737 pounds, an increase of 665,558; those of cotton reached 4,501,578 pounds, an increase of 1,233,533 over the preceding year, and those of cotton seed, a product in great demand, amounted to 7,909,960 pounds. In the exports of wood, logwood figures for 114,458,880 pounds, an increase of 28,420,374 pounds. The exports of logwood roots decreased 4,702,956 pounds, the total exports for 1906-7 amounting to 44,076,320 pounds, while exports of gaiac and yellow wood amounted to 9,393,369 and 44,000 feet, respectively, and the exports of mahogany to 30,195 feet.

The exports of ox and cow hides amounted to 283,328 and of goat-skins to 289,370. Wax and honey figure in the exports for 182,998 pounds and 451,428 gallons, respectively, and gaiac gum and orange peel for 11,193 pounds and 408,802 pounds, respectively.

AGRICULTURAL DEVELOPMENT.

There is every reason to believe that agriculture in Haiti will receive a new impetus under the administration of the recently appointed Secretary of Agriculture, Mr. N. BOISROUX CANAL, who is thoroughly alive to the necessity of encouraging and developing the agricultural resources of the country and the benefits to be derived therefrom. Soon after assuming his new duties, the Secretary issued a circular letter addressed to the heads of the different counties and districts, taking them to task for forwarding reports to the department to the effect that the crops were flourishing and the roads in good condition, when, as a matter of fact, the numerous complaints in regard to the failure of the crops and the lack of means of communication proved quite the contrary. The county officers are instructed by the Secretary to personally investigate the existing conditions and, as in great measure he attributes the backwardness of agriculture in the country to the little attention the farmers pay to the primary instruction of their children, they are requested to make a report on the schools and on their personal efforts to keep up the standard of the same.



HONDURAS

STATISTICS, 1906-7 AND 1907-8.

The "*Boletín Legislativo*," of Honduras, publishes an interesting report made by the Secretary of the Treasury to the National Congress in January, 1909. This report shows that the net revenues of the Government for the fiscal year 1906-7 were \$1,060,645. The total disbursements for public service during the period mentioned were \$1,744,781. In addition to the ordinary disbursements there were payments on special accounts during the fiscal year 1906-7 of \$1,945,429.

The revenues of the Government of Honduras from all sources during the fiscal year 1907-8 amounted to \$3,442,476, and the disbursements \$3,391,965.

On July 31, 1906, the public debt of Honduras amounted to \$1,172,247, and on July 31, 1907, to \$1,362,757.



MEXICO

MESSAGE OF THE PRESIDENT.

The semiannual message delivered to the Mexican Congress by the Executive was read on April 1, 1909, by President DIAZ on the occasion of the opening of the second period of the sessions of the twenty-fourth congress, and forms a resumé of conditions in the Republic during the preceding six months.

Cordial relations with foreign powers continued to mark the diplomatic life of the nation and the adjustment of certain questions with France and Holland pertaining to citizenship and extradition, respectively, was effected by the ratification of treaties. The principles of maritime law as embodied in the Declaration of Paris of April 16, 1856, received the formal adherence of the Mexican Government in December, 1908, and modifications of the postal convention with England were approved in the same month, the ratifications of which were exchanged on March 13, 1909.

Internal affairs were administered with due respect to public order. Immigration was encouraged and new administrative measures enacted for the regulation thereof, the revised law going into effect on March 1, 1909. From July to December, 1908, arrivals in the

country numbered 24,500, the number of Americans being given as slightly in excess of 11,000.

Sanitary precautions and legislation received the attention of the Government with beneficial results and municipal improvements, especially in the capital city, were pushed toward completion.

The volume of transactions entered at the public registry of property in the City of Mexico during the last six months of 1908 reached a total value of 277,313,979 pesos, an increase of over 71,000,000 pesos as compared with the corresponding period of 1907.

During the half year the Department of Fomento issued 2,020 title deeds, covering an area of 331,958 hectares, for which the federal exchequer received 331,645 pesos. Various government surveys were continued and irrigation methods improved and extended. Title deeds to mines, to the number of 2,150, covering 39,987 hectares, were issued, a diminution as compared with the corresponding period of the preceding year of 28 per cent being indicated. The application of fuel oil in mining operations having proven profitable to the company originally granted the right of free importation for crude petroleum, this privilege was subsequently accorded to other companies with the purpose of offsetting adverse market conditions by cheapening the handling of lower-grade ores. The oil-bearing regions of the Republic were adequately surveyed and reported on, and 142 applications for the application of water courses to industrial purposes considered.

Patents of invention to the number of 549 were issued in the six months in reference and 522 trade-marks registered. Education received government aid, many new school buildings being erected and experimental agricultural farms and schools conducted prosperously.

The Government participated in the International Agronomical Institute's inauguration at Rome and in the Washington Conference for the conservation of the natural resources of North America.

Mexico was also fittingly represented at the International Congress meeting in Paris in October, 1908, to consider the question of popular education; at the first International Congress on Moral and Social Education held in London in September; at the International Tuberculosis Congress of Washington in the same month, and at the first Pan-American Scientific Congress of Santiago, Chile, in December.

Invitations to send delegates to the Musical History Congress to meet in Vienna in May, 1909; to the Medical Congress of Budapest, in August; to the Second International Leprosy Congress of Norway, in August, and to the Latin-American Medical Congress of Rio de Janeiro, also in August, have been received and favorable response made, the delegates in most cases being already selected.

In the Department of Communications work progressed on the jetties at Coatzacoalcos and on the dry dock at Salina Cruz, while at Manzanillo the facing of the breakwater has been completed and sewerage and sanitation work effected in Tampico and Mazatlan.

The first two sections of the work for protecting the banks of the Bravo River above Ciudad Juarez and the strengthening of the embankment of the river have been completed and the Tampico canal extended to 3 kilometers from the town of Tamiahua.

Federal railway construction totaled 263 kilometers during the half year, making the total for government lines 19,072 kilometers (11,850 miles) which, added to the 4,850 kilometers under the jurisdiction of States, makes a total extent for the Republic of 23,912 kilometers (14,857 miles).

Additions to federal telegraph lines aggregated 2,617 kilometers, new offices being opened in accordance with the necessities of the service.

General receipts of the postal service amounted during the six months to 2,125,000 pesos, correspondence of all kinds handled aggregating 89,000,000 pieces. The number of post-offices in the country is 2,946. Interior postal money orders were issued to the value of 24,900,000 pesos, an increase of 1½ per cent, and foreign money orders were handled valued at 2,281,000 pesos, while to publishers of newspapers and periodicals drafts to the value of 233,000 pesos were paid.

In the month of November, 1908, the Mexican Congress passed a law establishing a system of receipts for postal money orders both at home and abroad, the former being inaugurated on February 1, 1909, and the latter, embracing Canada, Germany, France, Great Britain, and Salvador, on March 1, 1909. Through the German service a system of postal money orders was also established between Mexico and Turkey and parcels posts rates with Germany were modified.

Wireless telegraph stations established in November placed the southern district of Lower California in communication with the rest of the Republic.

The country shows every indication of recovering from the effects of the financial depression in the world's markets during 1908, and the trade decrease noted for the period under consideration may be considered but as a natural consequence of restricted buying of Mexican products and a corresponding economy on the part of Mexican purchasers.

New tariff legislation became effective on February 1, 1909, while it was also found necessary to continue the reduced duty on wheat imports as decreed in November, 1908, by reason of the almost entire failure of the wheat crop.

In regard to the railway merger, President Diaz stated that its operation had become an established fact, and that the indications

of the first year's workings point to an income sufficient to pay all fixed charges and to distribute a dividend on the preferred stock.

Measures have been taken for the adequate equipment of the military establishments of the Republic; smokeless powder and cartridge factories having been started under proper supervision, while work is proceeding at the National Arsenal on such artillery as is necessary. The contractors are busily engaged in the manufacture of two pieces of coast artillery for the port of Salina Cruz and the supplementary armaments. Five officers who had been in attendance on military academies in the United States returned to the Republic in November, one remaining longer at the special invitation of the American Government.

Municipal improvements in the City of Mexico for the half year embrace sanitation and paving works, the opening of public gardens, the establishment of a crematory, and the erection of new market buildings.

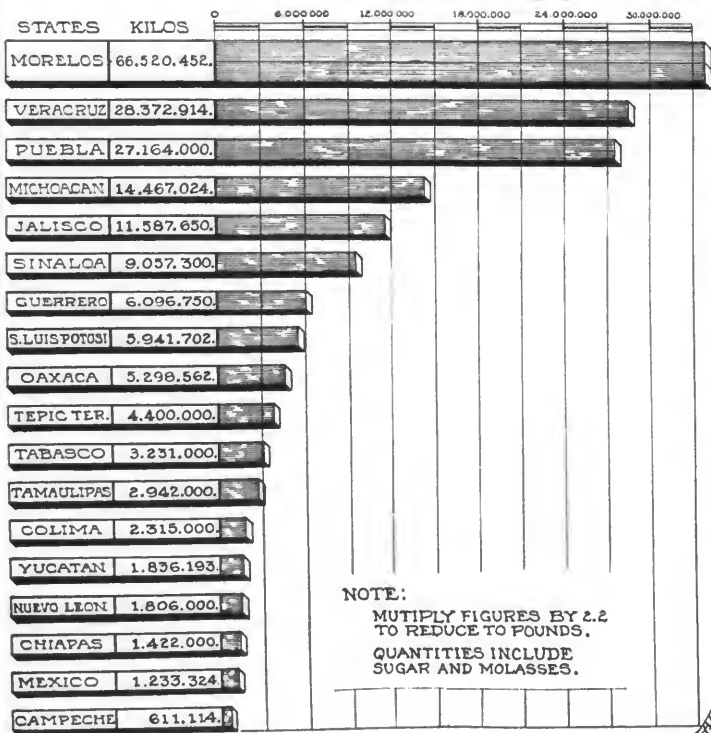
The National School of Arts and Crafts for Women has been installed in new quarters, the home of the Conservatory of Music has been changed and improvements effected in the National Library, while the expansion of the Department of Archaeology into the National Museum has necessitated the acquisition of larger accommodations.

SUGAR PRODUCTION IN 1907-8.

The annual report issued by "*El Hacendado Mexicano*" covering the sugar industry for 1907-8 fixes the total output of Mexican sugar at 123,285,312 kilograms and molasses production at 70,947,573 kilograms, while the estimated amount of panela made was 50,000,000 kilograms.

The various producing States are credited with the following amounts:

	Molasses.	Sugar.
	<i>Kilos.</i>	<i>Kilos.</i>
Campeche	293,336	317,778
Chiapas	655,700	766,300
Colima	770,000	1,545,000
Guerrero	3,331,000	2,765,750
Jalisco	5,985,650	5,602,000
Mexico	1,022,839	210,485
Michoacan	5,985,464	8,481,560
Morcos	18,300,619	48,219,733
Nuevo Leon	600,000	1,206,000
Oaxaca	3,620,973	1,697,589
Puebla	8,907,000	18,137,000
San Luis Potosi	3,906,350	2,035,352
Sinaloa	2,710,000	6,347,300
Tabasco	1,186,000	2,045,000
Tamaulipas	1,530,000	1,412,000
Tepe (Territory)	1,100,000	3,300,000
Veracruz	10,130,179	18,242,735
Yucatan	912,463	923,750



The sugar industry is protected by a law effective from midnight of February 15, 1908, whereby raw sugar, sugar candy, and refined sugar of all classes were made subject to an import duty of 5 centavos for each kilogram gross weight.

The 123,000 tons given as the year's sugar output shows a gain of 4,000 tons as compared with the preceding year, while for 1908-9 a production of 125,000 tons is predicted, owing to the installation of new sugar houses and the remodeling of old plants.

The shipment of raw sugars to England is being profitably carried on, and the acreage under cane is advancing each year.

CONTINUATION OF REDUCED DUTY ON WHEAT IMPORTS.

An executive decree of March 27, 1909, continues until June 15 of the same year the duty imposed on wheat imported into Mexico by the decree of November 15, 1908. The rate is fixed at 1 peso per 100 kilograms, or about 14 cents a bushel.



TARIFF REDUCTION ON MERCHANDISE IMPORTED THROUGH ATLANTIC COAST PORTS.

The President of the Republic of Nicaragua, in order to counteract the disastrous effects caused to certain sections of the country from inundations on the Atlantic coast in 1908 and for the purpose of stimulating and developing the commerce of that portion of the Republic, decreed, under date of March 6, 1909, that the following articles shall be imported, through the Atlantic ports of Nicaragua, at a reduction of 30 per cent from the tariff rates: Flour, lard, smoked, salt, and pickled meats, kerosene or petroleum, common washing soap, ordinary garments for workmen, coarse shoes for workmen, emulsion of cod liver oil, tincture of arnica, laudanum, medicinal balsams, cod liver oil, sulphate of quinine, etc. The same decree provides that beans and rice imported through the aforesaid ports shall pay a duty of 50 per cent less than that specified in the existing customs tariff.

TRADE AND INDUSTRIES AT CAPE GRACIAS Á DIOS.

From Cape Gracias a Dios, United States Consul EDWIN W. TRIMMER reports that the adjacent district offers many mining and agricultural opportunities which are as yet unexploited. The Waukas River drains thousands of acres of fertile lands and but few of the

rich mineral veins have been opened, while large tracts of virgin timber await the enterprise of efficient lumbermen.

During 1908 exports to the value of \$311,010.47 were shipped from the port, gold figuring for \$292,421.54; hides for \$3,036.32, and rubber for \$15,552.47. Imports for the same period were valued at \$100,304.75, the bulk of which were of United States origin, most of the exports also finding a market in that country.

The growing of bananas is regarded by the consul as a promising industry, by reason of the available land areas and the harbor conditions offered.



BUDGET FOR 1909-10.

The budget for the Republic of Panama covering the period from January 1, 1909, to December 31, 1910, estimates the total revenues at \$4,492,000, and the total expenditures at \$6,877,469.65. The revenues are made up of the following items: Import and export duties, taxes on liquors, tobacco, matches, coffee, opium, salt, steamship companies, and money changers, \$2,714,000; consular fees, manufacture and sale of liquors by retail, slaughterhouses, mines, patents, sealed paper and stamps, registration, real estate, lotteries, pearl fisheries, sale of federal property including lots, and light-houses, \$988,000; posts and telegraphs, parcels-post, public market of Panama, public lands, and various other sources, \$207,000, and interest on \$7,700,000, \$583,000. The disbursements consist of the following items: Account of the Department of Interior and Justice, \$2,632,004; Foreign Relations, \$499,220; Treasury, \$720,882.50; Fomento (Public Works), \$1,902,430.35, and Public Instruction, \$1,122,932.80.

PUBLIC IMPROVEMENTS.

According to information furnished by the consul-general of the United States at Panama, a special feature of the present administration of national affairs is the determination to improve the harbors and highways of the Republic and to operate street car lines for city traffic.

The appointment has been made of a chief engineer from the United States who is to report concerning that section of the Republic lying between the Canal Zone and the Costa Rican boundary, and between the Pacific Ocean and the Caribbean Sea. Already a com-

plete system of waterworks and sewerage has been installed in Panama and Colon, paving done and roads constructed. Schoolhouses and public buildings have been erected or are in process of construction in the principal towns, and the Government is cooperating with the residents in improving special localities.

The steamship company operating between David and Panama has five steamers on the line, which is proving a paying investment. Gold mining in the vicinity of the Panama consulate has given good results and the Santiago district has proven of value.

ESTABLISHMENT OF A BREWERY AND OF A SUGAR FACTORY.

The "*Gaceta Oficial*," of Panama, in its issue No. 766, contains the full text of the contract made by the Government of Panama with the Panama Brewing Company, under the terms of which the latter agrees to establish a large and modernly equipped brewery in the city of Panama. The same publication, in its issue of February 22, 1909, publishes the contract made by the Government of Panama with John F. Wiechers, an American citizen, for the establishment of a sugar plantation on the public lands of the nation, and the installation of a sugar refinery thereon.

EXEMPTION OF CERTAIN PROPERTY FROM TAXATION.

According to a law promulgated by the President of Panama on February 7, 1909, and published in the "*Gaceta Oficial*" of March 3 of the same year, coffee, cacao, coconut, rubber, vanilla, and sugar cane plantations are exempt from taxation. Federal and municipal property, houses used for religious worship, rural or agricultural communal lands that do not exceed 2 hectares (4.942 acres), hogs, goats, sheep, fowls, and commonable beasts are likewise exempt from taxation.

REFUND OF IMPORT DUTIES ON REEXPORTED MERCHANDISE.

Article 21 of the law of February 16 of the Republic of Panama provides that 90 per cent of the duties on imported merchandise reexported within a period of six months from the date of their importation will be refunded. No duties will be refunded on imported goods reexported from Panama after remaining in the country more than six months from the date of their importation.

POSTAL CONVENTION WITH ITALY.

On January 30, 1909, the Republic of Panama made a postal convention with Italy. This convention provides for the exchange of postal parcels not weighing in excess of 5 kilos (11 pounds) nor of

dimensions greater than 60 centimeters (24 inches) in length by 40 centimeters (16 inches) in width and thickness combined, as well as for the exchange of postal money orders.

PARAGUAY

REVENUES OF ASUNCION, 1908.

The revenues of Asuncion for the last half of 1908 amounted, in round numbers, to 600,000 pesos, or 300,000 pesos less than the amount estimated in the budget. It is feared that this deficit may temporarily delay certain municipal improvements that have been planned by the city government.

PERU

FERTILIZERS IN PERU.

The Consul-General of Chile in Peru, in answer to a circular of the Minister of Foreign Affairs of the former country, states that 90 per cent of the fertilizers employed in Peru are extracted from the guano brought from the neighboring islands, and the balance from nitrates and other manures.

Recently the Sra Nicolas sugar factory imported a ton of artificial nitrate with which to make experiments and comparisons. The artificial nitrate costs £13 a ton, as compared with \$3, the price of the Chilean nitrate.

The Peruvian Corporation has extracted within the last eighteen years a third of the three millions of tons allowed under its contract. The number of tons of guano used in Peru for agricultural purposes in 1902 was 8,900, as compared with 26,000 tons in 1907, while Peru's exports of guano during the latter year were about 80,000 tons.

Peru is beginning to import sulphuric acid from Chile in preference to buying the European product, the price of the Chilean acid being considerably lower than that of the European. During the last three years 60,000 kilograms (135,000 pounds) were imported from Coquimbo, Chile.

It is said that on the south coast of Peru and in the neighboring islands there are immense deposits of virgin nitrates capable of producing millions of quintals of nitrate annually.

In order to encourage the consumption of guano in the agricultural industry of Peru, and to facilitate the delivery of this valuable fertilizer to the consumers direct and without the intervention of middlemen, the Government has authorized a company with a capital of £30,000 to operate in the Republic, and to establish deposits for the sale of guano in the principal agricultural centers of the country. Peruvian guano will be furnished agriculturists for their consumption just as it is taken from the deposits.

During the year 1909 the Peruvian Corporation will only extract guano from the islands north of Callao, the deposits to the south being reserved for the uses of national agriculture.



MESSAGE OF THE PRESIDENT.

On February 20, 1909, General FERNANDO FIGUEROA, President of the Republic of Salvador, delivered an interesting message to the Salvadoran Congress, in which he referred to the political evolution through which the Republic is at present passing, and stated that the Government had done everything possible to enable the country to enlarge its agricultural industry, increase the volume of its commerce, develop the arts and sciences, improve the customs and culture of its people, strengthen the good name of the nation abroad, and insure international and domestic justice in the affairs of the Republic. With these high aims in view the results have been most flattering. A reorganization has been effected in the high, graded, and primary schools of the country, and the most modern methods and systems of instruction have been introduced. The Government has been active in making internal improvements of various kinds; new wagon roads have been opened to traffic, and the old ones have been repaired with a view to increasing the means and facilities of communication to the ports and commercial centers of the Republic; new bridges have been constructed, and the old ones have been put in good condition; public buildings for the use of the Government have been erected; and a supply of potable water has been introduced into a number of the important towns of the Republic that had hitherto been inadequately supplied.

The Government has assisted the courts to the extent of its powers in meting out justice to the inhabitants of the Republic, and has lent its aid in checking the ravages of contagious diseases, as in the case of smallpox, which broke out in some parts of the country, and whose spread was prevented by the employment of all the means known to science.

The financial condition of the country is very satisfactory, and the credit of the nation at home and abroad has been strengthened by the wise disbursement of the funds of the Republic.

STAMP REVENUES IN 1908.

The receipts derived by the Republic of Salvador from the sale of sealed paper and document stamps in 1908 were 269,828.78 pesos (\$107,931), as compared with 228,941.75 (\$91,576) in 1907.



MESSAGE OF PRESIDENT WILLIMAN.

The annual message presented by President WILLIMAN to the Congress of Uruguay on February 15, 1909, comments at length on the events taking place in the Republic during the preceding year. Relations with other countries continued on a friendly and cordial basis, as evidenced by the visits of foreign fleets on missions of friendship and by beneficial arrangements of outstanding questions with adjoining republics. The Brazilian Government conceded privileges for the navigation of the River Yaguaron and Lake Merim, and the solution of certain vexed questions between Uruguay and the Argentine Republic was effected.

With the United States a criminal extradition treaty was concluded, and a naturalization treaty with the same country was arranged subject to legislative approval.

With the opening of 1908 the public debt amounted to \$128,138,917, which had increased by December 31, of the same year, to \$130,157,089. The service of the debt was discharged punctually and new bonds issued. The 45 per cent of the customs revenue assigned to the service of the consolidated debt and railway guaranties yielded \$5,850,922, to which is added \$19,693 for return of guaranties and \$9,733 for profits on exchange, making a total of \$5,880,349. The service in reference amounted to \$4,606,581, leaving a surplus of \$1,273,768, which accrues to the general revenue. Indemnity claims



CALLE ZABALA, MONTEVIDEO, URUGUAY.



THE GOVERNMENT PALACE, ASUNCIÓN, PARAGUAY.

arising out of the civil war of 1904 have been settled in the amount of \$5,374,021, leaving \$263,844 still to be arranged, and on December 31 there remained to be issued \$4,077,679 in bonds of the conversion loan.

The steadiness of revenue receipts and the maintenance of progress in all branches of national activity is indicated by a probable treasury surplus for the financial year 1908-9 of \$1,500,000.

From July to December, 1908, customs receipts showed an advance of \$272,783 over those of the corresponding period of the preceding year, and a revision of the tariff, now under consideration by the Ministry of Finance, is expected to further augment receipts from this source.

The foreign commerce of the year was represented by \$71,899,324, as compared with \$69,576,000 in 1907, for which, until the delivery of the message, only a general estimate had been obtainable. Imports are cited as worth \$34,618,804 and exports as \$37,280,523, as compared with \$34,425,000 and \$35,151,000 in the preceding year.

The live-stock industry, which is of paramount importance in the economic life of the Republic, shows a total of about 30,000,000 head of cattle, and during the year there were imported through Montevideo for breeding purposes 1,510 head from the following countries: England, France, Switzerland, United States, Germany, New Zealand, Spain, and the Argentine Republic, while through other ports a total of 16,123 was reported. From Montevideo 33,960 head were exported and through other ports 219,891. The cattle remained free from epizootic and effective application was made of Pasteurian vaccination for certain other specified diseases. An appropriation was made during the year of \$40,000 for the support of live-stock exhibits, of which \$25,000 was applied, it being designed to frame general regulations for this class of exhibitions with the object of aiding the industry in every possible manner.

The Division of Agriculture, organized in July, did effective work on its experimental farm at Toledo, and important studies were made of the forage plants and maritime resources of the country.

During 1908 the gold-mining works of Cññapira crushed 20,515 tons of ore, yielding 102,395 kilograms of gold, valued at \$45,056, on which mining duties were \$225.

Colonization projects occupied the attention of the Government, but by reason of the lack of fiscal lands and the high price of real estate the necessary measures for attracting immigrants have been beset with difficulties. The employment bureau did valuable work, and in addition to collecting important data relative to labor questions and providing work for 2,628 persons, undertook the preliminary study of a pension bill and a child and female labor law.

Education received a marked impulse, the total number of public schools in operation at the close of 1908 being 1,781, an increase of 110 over the previous year, while an increased attendance of 7,000 scholars is reported. Private schools in the capital numbered 180, attended by 7,578 boys and 6,073 girls, with a staff of instructors numbering 692. Evening schools for adults were opened and industrial courses included in the curriculum of certain institutions, while the application of adequate hygienic measures was made a matter of special care.

Railroad lines in operation during the year aggregated 1,447 miles, of which 780 miles had state guaranties. This includes the first two sections of the prolongation of the Central Uruguay Eastern extension from Nico Perez to Cerro Cuato and to Tupambaé, opened in May and November, respectively. The section to Melo is scheduled for opening in May, 1909, and work was begun on the Midland Railway branch from Algorta to Fray Bentos, as well as on the extension of the Eastern Railway to La Sierra and Maldonado. The line to Treinta y Tres is another project of the near future.

The rolling stock in use during 1907-8 comprised 146 locomotives, 136-passenger coaches, 81 luggage vans, 2,580 cargo and cattle trucks. The cargo carried netted 1,211,861 tons, and 1,157,875 passengers were transported. Gross revenues are given as \$4,362,666 and operating expenses as \$2,559,608, thus indicating net profits of \$1,783,057.

Owing to the prolonged strike at the beginning of the year, heavy expenditure for new material and the rise in the price of coal a general increase of 7.29 per cent is noted in the operating expenses of the lines. Comparing the year 1907-8 with the preceding twelve months, the net profits of the Central Railway, guaranteed sections, showed an increase of 4.23 per cent; those of unguaranteed sections a decrease of 5.54 per cent, creating a decrease for the entire system of 2.37 per cent. Of the other lines, the Eastern showed an increase of 12.34, the Northwestern a decrease of 22.81, the Midland a decrease of 49.40, and the Northern a decrease of 49.63 per cent.

The total amount of railway capital now guaranteed is \$28,195,399.

Important progress is reported on the various engineering operations undertaken by the Government. Out of 35 bridges planned, 12 were completed, 7 commenced, and 10 more are in course of construction.

The Montevideo port works made normal progress. The final 240 meters of the eastern breakwater were completed and the western breakwater in its total length of 1,000 meters was finished, these completing the shelter for the anteport. The dredging of the channel to a depth of 7.50 meters was completed, the same depth being reached for the anteport. Considerable progress was made in the construction of the moles, and the sanitary works are to be completed during

1909. The additional duties assigned for these works had produced up to December 31 a total of \$9,582,247. to which must be added \$5,035,411 of issued bonds of the conversion loan. The certified value of the port works completed to that date was \$11,550,000 and of the sanitary works \$750,000.

The general scheme for the necessary installations of the new port have been approved and \$500,000 voted for the work by the Chambers. The Government is also engaged in preparing for the erection within the port zone of an adequate produce market.

Post and telegraph offices at the close of 1908 numbered 1,025, of which 13 new branches, 53 agencies, and 3 telegraphic offices had been established during the year. The staff was increased and steps taken to improve the service.

The movement of correspondence was 108,113,772 pieces, an increase over the preceding year of 11,667,055 pieces. Telegrams were transmitted to the number of 283,528, showing an increase of 35,375.

Postal revenues amounted to \$595,391, an increase for the year of \$17,298, being \$40,000 greater than the budget estimate.

Wireless telegraphic stations are to be established and the Government has granted facilities for the installation of a powerful station at Punta del Este with the purpose of effecting wireless connections with Europe.

Government sanction has been obtained for establishing a national telephone service in the capital, and sums have been appropriated from the national treasury for sanitary works in the interior and for municipal improvements in the capital.

The work of the various municipal boards shows a financial surplus in most instances. During the year public health was in the main satisfactory, and the reorganization of local sanitary boards was undertaken.

The vegetative increase in the population of the Republic during eleven months of the year was 19,358, the birth rate being calculated at 34 per 1,000 and the death rate at 40 per 1,000.

THE MIDLAND RAILWAY IN 1908.

The report of the Midland Railway of Uruguay for the year ending June 30, 1908, shows gross receipts amounting to \$360,500, a decrease as compared with the preceding twelve months of \$18,000. Deducting operating expenses for the year leaves a net profit of \$25,000 against \$75,000 in 1907.

Traffic receipts during the first half of the financial year were satisfactory, but owing to the strike in January conditions were not so favorable during the closing months of the year.

The extension of the line from Algora has been begun and should be finished in three years, thus opening up a new through route from

southern Brazil over the connecting lines of the Northern and North-western of Uruguay Railways to Fray Bentos, a deep-water port on the Uruguay River. It is purposed to build, at this point, a pier capable of accommodating ocean steamers and thus attracting considerable traffic over the present main line.

THE BANK OF THE REPUBLIC IN 1908.

The balance sheet of the Bank of the Republic of Uruguay on December 31, 1908, showed a profit of \$1,020,212 for the year's transactions, which represents approximately 16 per cent on the paid-up capital of \$6,500,000.

Of the reported profits \$102,021, or 10 per cent, was added to the reserve fund and a similar amount applied to payment of the bonus shares, the remainder, or \$816,159, accruing to the Government as sole shareholder by way of dividend.

Out of the latter amount \$470,000 is deducted for the service of the loan of 1896, and \$50,000 for the fund for the Legislative Palace, the remainder being assigned as paid-up capital to the bank.

MONTEVIDEO TRAMWAYS IN 1908.

Tramway returns for the city of Montevideo during 1908 show that electric lines carried 40,087,590 passengers, against 22,044,702 in the preceding year, while horse cars transported but 7,355,922 persons, as compared with 13,276,253 in the previous twelve months.



FOREIGN COMMERCE, FIRST HALF OF 1908.

The foreign commerce of Venezuela for the first half of 1908 consisted of exports aggregating 78,997,880 kilos, valued at 43,076,768 bolivars (\$8,613,000). The imports during the same period weighed 33,091,046 kilos, valued at 24,922,499 bolivars (\$4,984,000).

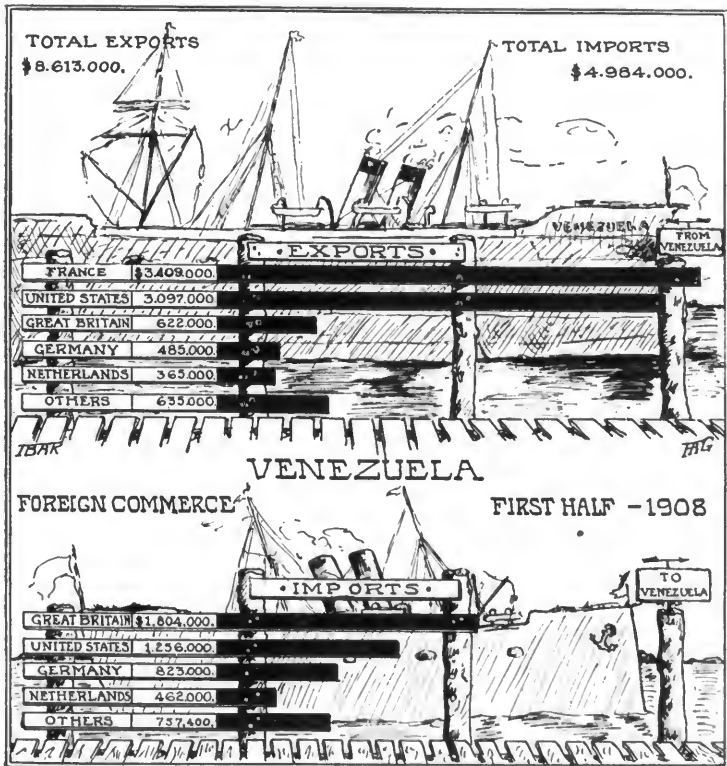
The following are the principal countries from which the imports were made: Great Britain, 9,022,000 bolivars (\$1,804,000); United States, 6,281,000 bolivars (\$1,256,200); Germany, 4,119,000 bolivars (\$823,800); and the Netherlands, 2,312,000 bolivars (\$462,400).

The countries mentioned below are those to which the exports were made: France, 17,048,000 bolivars (\$3,409,000); United States, 15,486,000 bolivars (\$3,097,000); Great Britain, 3,113,000 bolivars

(\$622,000); Germany, 2,424,000 bolivars (\$485,000); Netherlands, 1,827,000 bolivars (\$365,000); and Spain, 1,627,000 bolivars (\$325,000).

During the first half of 1908 the principal exports of the country were as follows:

Articles.	Weight in kilos.	Articles.	Weight in kilos.
Cotton	128,652	Oxhides	785,475
Asphalt	2,849,600	Dividivi	3,969,025
Crude rubber (Balata)	395,269	Horned cattle	3,950,139
Cacao	10,271,828	Fine pearls	23
Coffee	26,586,000	Heron plumes	519
Goatskins	342,388	Cotton seed	241,801



GENERAL STATISTICS.

On June 30, 1908, there were 1,150 schools in the Republic of Venezuela, having a total enrollment of 35,777 pupils, of which

19,633 were males and 16,144 females. On the same date the hospitals of the Republic numbered 51, and the inmates of the same 3,338.

On March 1, 1908, there were 45,925 business establishments in the Republic, which produced during the first quarter of the same year license revenues to the amount of 1,215,764 bolivars (\$243,000).

During the first half of 1908 the number of postal packages handled was 9,714. The revenues on these packages from duties and fines amounted to 169,000 bolivars (\$34,000).



