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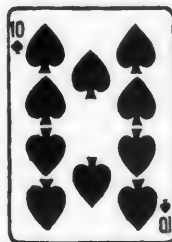
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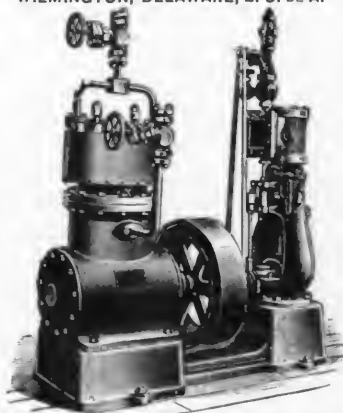
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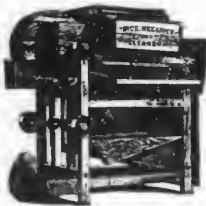
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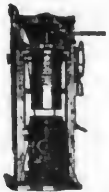
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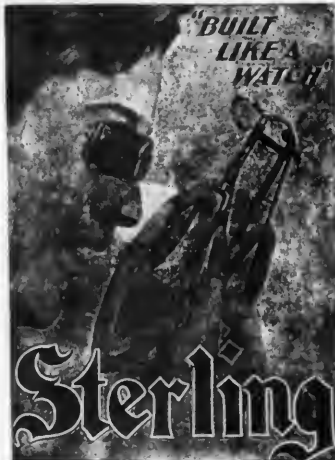
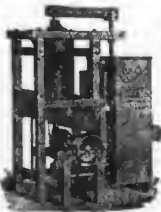
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MONTHLY BULLETIN
OF THE
BUREAU OF THE AMERICAN REPUBLICS,
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No. 4.

ARGENTINE REPUBLIC.

THE BUSINESS OUTLOOK.

Hon. WILLIAM I. BUCHANAN, Minister of the United States to the Argentine Republic, arrived at New York from Buenos Ayres on September 3, 1899, after a somewhat eventful voyage. When asked what the business outlook was in that country, he said, as reported by the "Export Implement Age:"

"I think it more than reasonably encouraging. The past year was an exceptionally satisfactory one for the importers of agricultural machinery, owing to the fact that there had been for several years previous a general slackness in all trade there, consequent upon the heavy losses which had been sustained by the farmers from the ravages of locusts, as well as from drought in other sections. During that period importers succeeded in largely reducing their outstanding accounts, so that when the last year's good wheat and corn crops were secure their customers were able and anxious to buy the machinery needed by them.

"The country, moreover, exported about 1,200,000 tons of wheat from the harvest now being shipped, and 400,000 tons of corn, more or less. In addition to that, the wool clip has been very heavy, and the export of cattle and sheep is constantly increasing, as well as improving in character. The improvement is due largely to the rapid extension in the acreage of alfalfa, which grows finely over a very great area of grazing lands and produces good and very cheap beef and mutton. The wheat area is gradually increasing, but almost wholly toward the southern section of the country, where there is greater security from the locust pest than in the northern sections."

FOREIGN COMMERCE, JANUARY-JUNE, 1899.

The MONTHLY BULLETIN for September contained an article on the exports of the Republic for the first half of 1899, taken from the "Review of the River Plate;" since then the figures given out by the National Statistical Department at Buenos Ayres have been obtained. From these a comparison is made with the official figures for the first six months of 1898, which shows that the increase in the volume of foreign trade was \$15,317,504 gold. For 1898, the imports amounted to \$49,553,375 and the exports to \$81,632,825, or a total trade of \$131,186,200. In 1899 the totals were, respectively, \$57,452,942, \$89,050,762, and \$146,503,704. The increase in the value of imports was \$7,899,567 and in the value of exports \$7,417,937. The increase in the volume of trade for the first half of 1898 over the same period of 1897 was \$17,443,886.

The exports were classified under the following headings:

Products.	1899.	1898.	Gain.
Pastoral.....	\$52,590,876	\$48,942,449	\$3,648,427
Agricultural.....	34,629,263	31,043,896	3,585,367
Forest.....	1,143,974	1,019,359	124,615
Mineral.....	113,312	103,893	11,419
Gauca.....	163,619	108,715	56,904
Miscellaneous.....	403,718	414,513	10,795
Total.....	89,050,762	81,632,825	7,417,937

¹ Loss.

The increases in imports were chiefly in textiles, minerals, lumber, coal, and miscellaneous products. The classification of the articles imported was as follows:

Articles.	1899.	1898.	Gain.
Textiles.....	\$20,175,949	\$14,681,764	\$5,494,185
Iron, and manufactures of.....	8,286,425	8,239,055	47,370
Vegetable substances.....	6,309,113	6,370,263	1 61,150
Coal, glass, stone, and crockery.....	5,661,682	4,266,529	1,395,153
Lumber, all kinds.....	3,522,960	3,066,241	456,719
Beverages.....	3,410,922	4,129,104	1 719,082
Chemicals and dyestuffs.....	1,986,964	2,007,215	1 21,131
Mineral and other oils.....	1,812,173	1,332,838	479,335
Metals, other than iron.....	1,644,798	1,662,137	1 17,339
Paper, and manufactures of.....	1,472,016	1,426,158	45,858
Animal substances.....	1,001,309	1,062,133	1 60,824
Leather, and manufactures of.....	580,744	439,550	141,194
Miscellaneous products.....	1,589,667	870,388	719,279
Total.....	57,452,942	49,553,375	7,899,567

¹ Loss.

With regard to the business transacted with foreign countries, the following tables give the totals together with the increase or decrease in exports and imports:

EXPORTS.

Destination.	1890.	1898.	Gain.
United States	\$3,201,170	\$2,818,987	\$382,183
Great Britain	10,923,002	11,284,252	1,361,250
Germany	14,658,348	13,159,974	1,498,374
France	18,241,346	15,859,150	2,322,196
Italy	2,094,857	2,884,947	1,790,090
Belgium	11,785,123	9,719,564	2,065,565
Brazil	3,261,816	3,057,577	204,239
Uruguay	2,225,368	2,244,374	119,008
Holland	853,301	296,934	556,367
Spain	766,014	142,684	623,330
Bolivia	279,706	351,195	1,71,487
Chile	205,754	1,095,498	1,890,744
Paraguay	104,196	80,279	23,917
West Indies	80,202	95,139	14,937
Portugal	72,184	11,897	60,587
Other countries	4,096,081	3,969,008	127,073
To ports of call	16,164,290	14,561,666	1,602,624
Total	89,050,762	81,632,825	7,317,937

IMPORTS.

United States	\$6,582,249	\$4,431,998	\$2,150,251
Great Britain	21,294,496	17,800,137	3,494,359
Germany	7,008,125	5,703,259	1,304,766
France	5,425,416	4,949,982	475,434
Italy	7,265,492	6,424,922	840,570
Belgium	4,909,365	4,709,491	208,874
Brazil	2,221,300	2,493,410	1,272,110
Uruguay	256,745	257,961	11,216
Holland	64,565	50,454	14,111
Spain	1,459,073	1,719,396	1,260,323
Bolivia	29,093	28,325	2,708
Chile	65,150	33,873	31,277
Paraguay	702,810	875,247	1,72,437
West Indies	17,282	15,515	1,767
Portugal	59,355	29,305	30,050
Other countries	92,486	41,000	51,486
Total	57,452,942	49,553,375	7,899,567

¹ Loss.

COMMERCIAL STATISTICS FOR 1898.

The Bureau of Statistics of the Argentine Republic has published the trade statistics of that country for 1898. The figures show that, exclusive of gold and silver in bars and in plate, the imports exceed the exports by £1,145,220. The total imports amounted to £21,485,780, and the total exports to £26,765,890. The following table shows the percentage of exports and imports of the Argentine Republic to and from the countries named:

Countries.	Imports.	Exports.
	<i>Per cent.</i>	<i>Per cent.</i>
Great Britain	36.3	14.4
Italy	12.8	3.9
Germany	11.7	15.2
United States	10.4	4.4
France	9.9	22.4
Belgium	8.8	10.4
Brazil	4.7	5.9
Spain	3.1	.3
Paraguay	1.6	.1
Uruguay .....	.4	2.8
Chile .....	.1	1
Other countries .....	.2	19.2
Total	100	100

AUSTRALIA AND THE ARGENTINE REPUBLIC COMPARED.

Mr. SEEBER, of Buenos Ayres, has compiled the following comparative data relating to Australia and the Argentine Republic, the figures referring to the year 1897:

	Australia.	Argentine Republic.
Area.....kilometers.....	8,000,000	2,900,000
Population.....	4,000,000	4,500,000
School attendance.....	600,000	300,000
Mail service:		
Letters.....	239,000,000	200,000,000
Packages.....	124,000,000	
Railroads.....kilometers.....	22,000	15,000
Telegraph lines.....	79,000	40,000
Length of wires.....	168,000	95,000
Telegrams.....	8,200,000	5,000,000
Public debt.....dollars.....	1,100,000,000	445,000,000
Provincial debt.....	do.	137,000,000
Revenues (excluding railroads).....	do.	46,000,000
Paper money.....	do.	300,000,000
Exports.....	do.	101,000,000
Wool.....	do.	37,500,000
Stock on hand, beef and live animals.....	do.	12,600,000
Tallow.....	do.	2,650,000
Butter.....	do.	150,000
Sugar.....	do.	4,300,000
Hides and skins.....	do.	20,000,000
Cereals.....	do.	28,000,000
Minerals.....number.....	69,300,000	350,000
Sheep.....	do.	80,000,000
Horned cattle.....	do.	22,000,000
Interest on mortgages.....per cent.....	5	9

COLONIES IN CORDOBA PROVINCE.

The statistical officials of Cordoba have recently published some information of interest regarding the colonies in that Province. According to this publication, the Department of San Justo is generally flat, with slight undulations, the only stream being the large creek Garabota; there are, however, a number of small lakes. The Central Cordoba Railroad passes through the center of the Department, the section of the country to the north being most desirable for colonists. The depth of the soil is from 5 to 18 inches, and water is to be found at from 5 to 55 feet under the surface, the latter depth being for the higher regions of the north. Colonization is retarded in the southern section by the lack of transportation facilities. The same is true of the rich region extending to the northwest from the San José, Santa Barbara, and Nueva Undine colonies. The only crops of importance in the San Justo region are wheat and flax, the latter cultivated for the seed only. Indian corn grows to perfection, but the cost of marketing the crop prevents its cultivation to any extent more than for local consumption. Barley also grows well, but there is no demand for it. Small plantations of fruit and shade trees are becoming quite numerous.

In this department there are four colonies, namely: Santa Maria, Eugenia, Galeo, and General Deheza. All are located on good lands and semiartesian wells have done much to favor cattle raising as well as agricultural interests generally. The price of land varies greatly, the

lowest quotations being \$15 per hectare (2.471 acres) on three or four years' time with interest at 12 per cent, to \$50 per hectare on the same terms of payment. The rents also vary, but generally the renter has to deliver 12 per cent of the crops to the landlord each year.

In some of the southern colonies wheat is about the only crop raised, flax has been abandoned, and maize is grown only for home consumption. In others alfalfa is driving out wheat and they will become cattle-raising colonies, not because good crops can not be raised, but because they do not pay. In this section the price of land is from \$20 to \$23 per hectare, three to four years for payment without interest.

ELECTRIC RAILWAYS IN BUENOS AYRES.

The municipal authorities of Buenos Ayres have decided to repeal the ordinance which required the free lighting of streets traversed by trolley lines, which is said to mean the practical wiping out of the horse tramway by the substitution of electrical means of locomotion. There are now ten horse car companies in the city. The first electric line was introduced three years ago, and although merely experimental, was a success from the start. To-day there are two electric railway companies in the city operating 40 miles of track, and constructing more as fast as material can come from the United States, for only American equipment is used. These two companies are controlled by English capital. Each of the two principal horse roads, also owned by English capital, carries about 30,000,000 passengers yearly. Since the repeal of the objectionable law one of these companies contemplates the adoption of electrical power, and conservative opinions estimate that at least \$10,000,000 will find their way into United States pockets owing to the proposed immediate conversion of the principal horse lines into electric lines. This sum is exclusive of that necessary for the erection of power plants for the supply of electric light.

The following table shows the movement of the ten companies during July last:

	Horse.	Electric.
Kilometers of line.....	362	63
Cars in service.....	816	79
Employees.....	4,655	694
Horses.....	10,897	.....
Round trips.....	269,809	39,863
Passengers carried.....	8,246,458	1,310,933
Kilometers.....	2,877,984	464,676

During the months from March to July, inclusive, the number of passengers carried by the horse cars was 42,511,913 and by the electric cars 5,585,232.

The "Review of the River Plate" for August 19, 1899, says that the department of public works of the municipality of Buenos Ayres has drawn up the specifications calling for tenders for the construction and working of a network of electric tramways connecting the suburbs of

Villa Devoto, Catalinas, Crespo, and others. The system is divided into three sections, and the charge for passengers is fixed at 10 cents per section, or 25 cents for the three. Those who present tenders (unfortunately the time limit for these tenders is not named) will be required to deposit the sum of \$20,000 as a guarantee for the carrying on of the work.

COMPETITION IN THE MAIZE MARKET.

A late number of the "Cleveland (Ohio) Leader" contains an article regarding the competition in corn between the United States and the Argentine Republic, which states that the competition of the Argentine Republic with the United States in the wheat markets of Europe has long been recognized as an important factor of the grain trade, but that it begins to look as if the rivalry between the two countries would be even more interesting and serious in Indian corn, a trade in which the farmers of the United States have long had almost a monopoly. It says that in each of the last two weeks (of September) the Argentine Republic has shipped much more than a million bushels of corn to Europe. That rate, continued for a year, the "Leader" adds, would reach an aggregate equal to the total for the United States a very short time ago, and the export trade of the big South American countries is fast increasing. The article ends by stating that "Ultimately we may have to depend almost wholly on the home demand for all our grains. The exporting of such food staples, in the natural state, is the proper work of newer and less-developed lands than the United States."

MISCELLANEOUS NOTES.

From October 1, 1898, to August 15, 1899, 457,894 bales of wool were shipped from the Argentine Republic, against 478,963 bales during the corresponding period of the previous year. The shipments of wool to the United States during the two periods under comparison were 9,499 and 12,663 bales, respectively. The total exports of wool in 1898 amounted to 514,773 bales, and in 1897 to 469,451 bales.

The statistics of exports of live stock from the Argentine Republic during the first half year of 1899 show that 76,586 head of cattle, 361,405 sheep, 327 horses, 7 asses, 455 swine, and 701 mules have been shipped abroad, principally to England and France. The exports for the same period of 1898 were 400,461 cattle, 2,725 horses, and 1,752 mules, which shows a difference of 34,543 head of live stock in favor of the year 1899.

The question has been agitated of deepening the channel of the port of Santa Fé and of carrying into effect other improvements heretofore considered. As the Minister of Public Works has formally promised to have the plans prepared before the end of the present year in order that bids may be offered early in 1900, this information may interest United States firms who desire to undertake the work.

A patent was issued by the United States Patent Office to AXEL H. T. HANSEN, of Buenos Ayres, on September 19 last, for a chainless bicycle.

BOLIVIA.

DEPOSITS OF COPPER.

"La Nación," of Buenos Ayres, gives the following statement with regard to copper in Bolivia:

"The copper ores of Bolivia extend almost uninterruptedly from the south to the north of the country, in a direction parallel to the Cordillera, but up to the present time the only deposits being worked are those of Corocoro, situated on the plateau of Titicaca. The distinctive feature of these deposits is the abundance of native copper, in forms which vary from microscopic veins to great masses weighing several tons. With regard to their richness they are only excelled by those of Lake Superior in the United States. Only the most imperfect and primitive methods are employed in the working of the mines. The scarcity of fuel does not permit of the fusion of the several combinations of the metal on a large scale. In the whole of Corocoro there are not more than two furnaces. Women crush the ore with hand hammers, and afterwards the men pass it through hand or hydraulic mills; it then is washed twice and dried in the sun or by artificial heat. The ore yields 70 per cent of copper. In 1897 the four companies at Corocoro extracted 2,912,566 kilograms of copper."

CUSTOMS DUES.

By the terms of a decree of the Government of Bolivia, promulgated the 2d of June, 1899, the surtax of 20 per cent on all import duties payable at Bolivian custom-houses is raised to 40 per cent after that date.

The export duty on tin is raised to 1 boliviano for tin ore, 1.60 bolivianos for tin in bars, and 3 bolivianos for bismuth; 64 kilograms being the unit of computation.

MISCELLANEOUS NOTES.

According to the statement of the "Chilean Times," the Bolivian mineral products exported from Antofagasta during the year 1898 were valued at \$29,994,914. The principal items were: Silver ore, \$17,252,792; silver in bars, \$4,357,282; silver sulphurets, \$2,620,410; tin in bars or pigs, \$1,767,714.

The Orton Rubber Company, Limited, formed for the exploitation of the rubber forests in the interior of Bolivia and the marketing of the product in London, has absorbed the extensive possessions and flourishing business of the late Dr. ANTONIO VACA DIEZ in the Beni district of the Republic. The new company is composed of English capitalists principally, and the main office is located in London.

BRAZIL.

INDUSTRIAL DEVELOPMENT.

On June 3, 1899, Mr. JOSÉ CARLOS DE CARVALHO, "Captain of War and Navy," published in the "Jornal do Commercio" a very interesting paper on the recent noticeable diminution of imports of the various articles of prime necessity and of ordinary food. It is the purpose of Mr. CARVALHO to demonstrate that this falling-off is the result of an appreciable development in the national production of these articles. It is a fact that of late years the production of different supplies such as rice, lard, dried beef, corn, pork, and candles, which were formerly purchased abroad, has made great strides.

Mr. CARVALHO also gives a comparative table showing the imports into Rio de Janeiro of the articles mentioned from 1894 to 1898. According to this table the imports of pork, which in 1894 amounted to 11,150,820 kilos, fell in 1896 to 6,302,040 kilos and in 1898 to 2,453,016 kilos, or, for the five years cited, a loss in foreign supplies of nearly 78 per cent. Lard fell from 4,928,868 kilos in 1894 to 2,906,190 kilos in 1898. Bran, formerly coming exclusively from Buenos Ayres, is now a native product, and the shipments from the Plate region decreased from 158,669 sacks in 1894 to 62,374 sacks in 1896, with a further reduction to 8,335 sacks in 1898. The imports of flour also diminished over 50 per cent, being 603,329 barrels in 1894, 375,935 barrels in 1896, and 273,137 barrels in 1898. The imports of alfalfa in 1894 amounted to 20,257,564 kilos, while in 1898 there were but 13,939,303 kilos, this falling off being due to the extended culture of alfalfa in the States of Minas and of southern Brazil. Corn fell from 859,833 sacks in 1894 and 1,496,556 sacks in 1896 to 422,286 sacks in 1898, this loss of more than 50 per cent being due to the production of this food stuff in the States of Minas, São Paulo, and Rio Grande. Rice, imported from British India demonstrates the same conditions, for in 1894 1,914,015 sacks were imported, the quantity falling in 1896 to 1,240,833 and in 1898 to 1,130,324.

In the matter of dried beef the imports do not indicate such a remarkable diminution, the quantity imported in 1898 being 42,666,780 kilos, against 55,762,710 kilos in 1896 and 47,165,434 kilos in 1894. Imports of butter have fallen off more than 50 per cent on account of the importance attained by the butter industry in the States of Minas, Santa Catharina, Rio Grande, and Rio de Janeiro. The quantities of butter imported in the years 1894, 1895, 1896, 1897, and 1898 were, respectively, 69,551, 63,182, 57,738, 51,243, and 44,478 kilos.

Among the articles enumerated by Mr. CARVALHO showing decided decrease in import value are candles, of which France furnished 50 per cent of the general foreign supply. In 1894 the imports of this article to the Rio de Janeiro market amounted to 14,551 boxes; in 1896

they were 10,176 boxes, and in 1898 they fell to 5,898 boxes. This diminution is the result of competition with local industry. Alimentary pastes constitute another example of this universal decline. In 1894 they figured for 33,972 kilos and in 1898 were reduced to the insignificant amount of 1,101 kilos. This decrease is due to the establishment of numerous manufactories in the country, directed principally by Italians. All the matches used are manufactured in the country and are provided generally by the factories of Rio São Paulo and Curitiba. Imports of gin have also decreased from 26,191 cases in 1894 to 11,286 in 1898. Kerosene from the United States shows a slight diminution, due to the increase in local production, the imports in 1894 being 485,933 cases and 430,286 cases in 1898.

COLLECTION OF REVENUES FROM RUBBER.

Dr. JOSÉ PÃES DO CARVALHO, Governor of the State of Pará, in the last two messages sent by him to the Legislature of that State, dwells at length upon economic and industrial conditions and the efforts necessary toward improvements. Pará, as is well known, is one of the States producing rubber, and the superior profits from rubber culture have led to the stagnation of all other interests. Previous to the discovery of rubber agriculture flourished in the State, even if under primitive conditions, but now the sole dependence for food is upon foreign imports. The State has made appropriations for the encouragement of agriculture, for the establishment of factories of a character calculated to consume agricultural products, and for the encouragement of farming immigrants, and for industrial schools.

The development of navigation is also urged upon the legislature, particularly of streams not yet fully explored. It is suggested by the Executive that means should be taken for advertising the country's agricultural resources at the exposition in Paris in 1900.

Regarding the subject of taxation, the Governor favors the gradual introduction of land taxes, a system of license fees on various kinds of business, etc., in order that the burdens of providing public revenue may not continue to be borne by the exporters. As it is now, the development of exports is hampered by the imposition of the taxes referred to. The Executive favors the removal from municipalities of the power to impose taxes on exports and the undertaking by the State of the levying of all taxes of this character, a certain share to be distributed to the local authorities to the end that uniformity in taxation may be obtained. For the present he would place an extra State duty on rubber "because it is the only product which can support further taxation without serious loss to the producers."

ELECTRICAL DEVELOPMENT OF SÃO PAULO.

The city of São Paulo, the most active commercial city of Brazil, is about 40 miles from the Atlantic seacoast, at an altitude of 2,993 feet,

with a population estimated in 1899 at 225,000. It was recently reported that the São Paulo Railway Light and Power Company, Limited, which is a syndicate of United States and Canadian capitalists with an authorized capital of \$10,000,000, had secured concessions for developing the street railway, light, and power interests of the city. According to the New York "Commercial" of September 15, the purchasing agent of this syndicate in New York City reports that contracts for more than \$5,000,000 worth of supplies will be placed in the United States by the time the various enterprises for which franchises have been obtained shall have been completed.

Already contracts have been let for 40 miles of steel rails, costing \$250,000; street cars, to the number of 65, costing \$100,000; special track curves and crossings, worth \$30,000; insulator feeder cable, worth \$40,000; trolley wire, worth \$15,000; steel wire, worth \$2,000, and other machinery worth \$49,000, besides pine lumber, hoisting engines, derricks, wagons, bolts, spikes, piping, and other necessary supplies for building and operating an electric steel railway, the value of which is not stated.

Mr. W. P. PLUMMER, the purchasing agent, gives the names of the firms to whom the contracts have been let, and reports that the materials will be shipped to São Paulo as fast as they can be got ready.

BOUNDARY CONTROVERSY WITH FRENCH GUIANA.

In the "Comptes Rendus" of the French Geographical Society, published in March, 1899, Mr. M. S. BROUSSEAU contributes a short account of the territory under dispute between France and Brazil. The writer, after referring to the discovery of gold in 1894 in the district in dispute by CLEMENT TAMBA and PIERRE VILLIERS, of Cayenne, the former an illiterate negro, briefly sketches the physical features, geology, and native population of the country. Mr. BROUSSEAU's knowledge of the country is based on journeys he made in 1894, during which he was able to determine the position of the sources of most of the streams between the Oyapok, the river which forms the boundary between Brazil and French Guiana, and the Amazon. The geological formations in the disputed territory are similar to those of French Guiana, but the climate is said to be far more healthy. Until the discovery of gold the French laid no claim to the country in dispute, and now have no pretext of actual occupation, but they base their rights as regards the interior on certain ambiguous clauses in the Treaty of Utrecht. Their present claim embraces the whole country south of all the Guianas as far as the Rio Branco, and Great Britain and Holland are, therefore, to a certain extent, also interested in the final settlement of the question.

THE CENSUS OF 1890.

The difficulty which besets census taking, compilation, and publication in some of the South American countries is evidenced by the fact that the figures of the census of Brazil, taken on December 31, 1890,

have only recently been published. These figures show, as compared with those of the census of 1872, the following results:

Year.	Males.	Females.	Total.
1890.....	7,237,932	7,065,983	14,303,915
1872.....	5,123,869	4,806,609	9,930,478

The increase in eighteen years was 4,403,437, which is equivalent to 445 per thousand or 24.6 per thousand annually.

MONTHLY POSTAL SERVICE WITH FRANCE.

According to the "Nouvel Monde," of September 9, 1899, the Board of Directors of the French Merchant Marine at its last session adopted resolutions in favor of—

(1) The establishment of a monthly postal and commercial service between France and the cities of Pará and Manaos;

(2) The establishment of regular maritime intercourse between France and the Pacific coast of South America by granting a subsidy to all vessels destined for commerce with the countries bordering on it, as, since the liquidation of the Maritime Pacific Company, trade with them has seriously fallen off.

These resolutions were transmitted to the Minister of Marine, requesting a favorable report on them to the Minister of Trade and Industry.

EXPORTS OF RUBBER THROUGH BELEM AND PARA.

During the month of June there were exported through the port of Belem 1,332,245 kilos of rubber, of which 791,289 kilos were destined for Europe and 540,956 for the United States. These totals included 533,931 kilos of fine rubber, 78,035 kilos of medium grade, 284,496 kilos of sernamby, and 436,483 of "caucho"—458,540 kilos being credited to Manaos.

The total amount of rubber exported during the first half of the present year is given as 9,441,988 kilos, 3,103,452 kilos going to Europe and 6,338,536 kilos to the United States. The quality is indicated as follows: Fine rubber, 5,271,167 kilos; medium grade, 773,288 kilos; sernamby, 2,559,759 kilos, and caucho, 897,774 kilos.

The British Consul at Pará, under date of July 6, 1899, informs his Government that there was a considerable increase in the production and export of india rubber during the fiscal year ending June 30. The crop that entered Pará in that period, including rubber and caucho in transit from Manaos, Bolivia, and Peru, amounted to 25,374 tons, being an increase of 14 per cent on the crop of the previous year. The exports were to the following countries: United States, 12,398 tons; Great Britain, 10,141.75 tons; France, 2,519.75 tons; other countries, 188.50 tons; total, 25,248 tons. The exports for the fiscal year 1898 were 22,218 tons—an increase of 3,030 tons in 1899.

MISCELLANEOUS NOTES.

In the State of São Paulo the newspapers complain that the gatherers of mangabeira rubber do not confine their operations to tapping the trees. It is stated that not only are trees and shrubs cut down, but even the roots of the larger trees are dug up. Those interested in the future development of the State and nation protest against this wanton destruction of the sources of what might, with proper restrictions, be developed into a permanent and profitable industry.

"Estado de São Paulo" reports that an association of individuals headed by Senhor ANTONIO DE PADUA MACHADO, Jr., has petitioned the legislative assembly of the State of São Paulo for a concession and guaranty for the construction of a railroad from Cruzeiro, on the Central Railway, to the village of São Bom Jesus de Bocaino, about 20 kilometers (12.43 miles). The petitioners ask for a fifty years' privilege and an interest guaranty on the capital invested up to \$1,000,000.

On August 10, 1899, the Anglo-Brazilian Gold Syndicate was admitted to registry in London. The founders were G. H. BARBER & SONS. The objects set forth are "to seek for and secure openings for the employment of capital in Brazil or elsewhere, to acquire the lessee's interests in the lease of the estate of Santa Quitéria, Santa Barbara, Brazil, and to carry on the business of miners, smelters, etc." The capital stock is £20,000, in £1 shares.

The Amazon Steam Navigation Company, notwithstanding the unfavorable circumstances, declared a dividend of 4 per cent for 1898. In consequence of the rise in exchange and the permission of the Government to increase the freight charges, the situation has become very favorable. The opening of the upper tributaries of the river and the large production of rubber has induced this company to increase the number of its steamers engaged in this trade.

Among the agricultural products imported by Brazil during the first five months of the present year were 4,051,790 kilos (148,876 bushels) of potatoes. France furnished nearly one-half of the supply (1,819,366 kilos), with Portugal as a close second (1,600,560 kilos). Most of the remainder was received from Great Britain, while Belgium, Spain, Germany, Italy, the Argentine Republic, and Chile each furnished small supplies.

It is stated that Italian immigration to the northern States of Brazil has been forbidden by the Italian Government. The climate is not regarded as suitable for Europeans. The officials of the State of Pará had previously agreed to place a number of large tracts of land at the disposal of the Italian colonists.

The National Society of Agriculture will send to the Commercial Museum at Philadelphia a number of samples of tobacco and cigars. The Brazilian Government believes that these samples will compare favorably with the tobacco of Virginia, Connecticut, Havana, and Sumatra.

The local papers report that the Minister of Finance has ordered the collection of special statistics regarding wheat, to be furnished to the Agricultural Department of the United States.

BRITISH HONDURAS (BELIZE).

PROPOSED RAILROAD.

At present the only means of access to the interior of British Honduras is by canoe up the numerous rivers and by horseback over the bridle paths which constitute the only roads. On July 22, 1899, the British Secretary of State for the Colonies addressed the Governor of Belize with reference to proposals made by R. W. PERKS, M. P., for the construction and working of a railway in the colony, including a pier at Belize, and for the extension of the line to a place at or near La Libertad or Flores, in the Peten Province of Guatemala.

Mr. PERKS asks for a grant of £75,000 (\$363,950), payable in five installments of £15,000 (\$72,990) each, on the completion of a given number of miles on each section of the railway so that they may be opened for traffic, and for a land grant of 200,000 acres, to be made in blocks of 40,000 acres as and when each of the sections of the line shall be completed and open for traffic. On August 15, this proposal of Mr. PERKS was accepted by the Legislative Council, with the recommendation that if approved by Mr. CHAMBERLAIN the work should begin not later than February, 1900.

Mr. WILLIAM L. AVERY, the United States Consul at Belize, in reporting (on August 22) this matter to the Department of State at Washington, says that if the Republic of Guatemala permits the road to be built into Peten, there will be a large traffic from that district in mahogany and logwood, and fruit raising and agriculture will be developed in the interior of Belize, these industries being now confined to the coast. He also adds that while it is true that this proposal comes from English capitalists, there is little doubt that the entire equipment will be purchased in the United States, for the railways now in operation in Honduras, Guatemala, and Costa Rica are equipped with United States rolling stock and machinery, this having been done in Costa Rica at the expense of disarding the foreign equipment found in use there. It is the opinion of Mr. AVERY that any railroad scheme will increase the trade of British Honduras both to and from the United States.

CHILE.

PROPOSED NITRATE TRUST.

The report comes from London of a project for the organization of a nitrate trust. Negotiations to this end have been carried on between the house of ANTON GIBBS & SONS and a number of persons having large interests in the nitrate trade, the purpose being the formation of a great selling syndicate which will monopolize the importation and sale of the product. It appears that the preliminary arrangements of this undertaking were carried on by the "Permanent Nitrate Committee," and is to become effective after its approval by all the producers. Briefly summarized, the plan is as follows:

The producers shall agree among themselves as to the amount to be produced. They agree to consign all their shipments of nitrate to the firm of ANTON GIBBS & SONS, which firm is to attend to all business transactions, including the chartering of ships and disposal of the product. The said firm is to advance, in first-class London exchange, at least 5 shillings per hundredweight for all nitrate. This arrangement is made for five years and may be continued for an additional period of five years if ANTON GIBBS & SONS so elect.

The Chilean producers are to establish their own committee in London, with whom ANTON GIBBS & SONS will consult in regard to production, time of shipment, destination, and the loading and selling prices, the decision resting with the firm. The production during the first year is to be limited to 29,000,000 quintals; in each succeeding year, the minimum production is to be fixed in proportion to the consumption with 10 per cent increase over the consumption of the previous year. The members of the firm of ANTON GIBBS & SONS declare themselves ready to organize large syndicates in all countries where nitrates are used, and all arrangements with such organizations which will be agents of the central office in London are first to be approved by the producers and are to have a sufficient capital. A scale of prices is to be established which will allow large dealers an advantage. All sales are to be made from the docks or at the warehouses. Interest rates on debts are to be 1 per cent above bank rates, but not considered at less than $4\frac{1}{2}$ per cent; the interest on credits is to be computed at bank rates. ANTON GIBBS & SONS are to receive a commission of 1 per cent on sales and the syndicate one of $1\frac{1}{2}$ per cent, and a further 10 per cent on the selling price above £8 10s. to £9 10s. delivered. Bills of consignment are to be rendered monthly.

In addition to the firm named, the following persons are named as being interested in the project: F. C. LOMAX, J. M. LOWE, E. WALDEN VINCENT, HENRY A. RAU, and NUGENT HARGRAVE.

A correspondent of the "Engineering and Mining Journal" for September 23, 1899, says that the attempt to restrict production of nitrate

by a general agreement or combination among the producers is still being pushed, but serious difficulties are yet to be overcome. The exports for July were 2,142,000 quintals, making a total of 14,428,000 quintals for the seven months, or almost 3,000,000 more than in the same period of 1898. Most of it went to European countries.

DEVELOPMENT OF COPPER MINING.

The leading article in the "Süd-Amerikanische Rundschau" for September is from the pen of Dr. DARAPSKY, upon the subject of copper mining in Chile, a general summary of which follows: The production of this metal in Chile, according to a German miner residing there, reached its maximum in the year 1876, with 52,208 tons and remained almost continually at a relatively high point until 1886, then to rapidly decline. The principal output comes from the northern provinces of Coquimbo and Atacama. In the southern part of the country copper mining is almost totally unknown, and only the old Spanish chronicles call to memory the fact that it was not entirely lacking there. Smelting, on the other hand, experienced large development, thanks to the nearness of the coal deposits in and under the sea at Coronel and Lota. Both points lie near to one another, a few miles south of Concepción and the mouth of the Biobío River.

The mines of Lota were founded in 1825 by MATIAS COUSIÑO, whose family to-day are the principal owners of the "Compañía Explotadora de Lota y Coronel." In Coronel the successors of F. W. SCHWAGER are engaged in smelting the copper ores bought along the coast. The even tertiary coal formation is well known southward as far as Araucana; notwithstanding this, the Arauco Company and the undertaking of Baron ERLANGER at Curanilahue have met with but little success. Coal is also found in the interior and there are indications that the whole Chilean valley contains deposits valuable enough to mine. The coastwise steamers and street railways use this coal with profit, but the blast furnaces in the North and the nitrate industries prefer the Australian product. The determining factor is not so much the lesser heating quality or its liability to instantaneous combustion—which is said to be a fault with Chilean coal—as its comparatively high price. Coastwise freight opportunities are limited and irregular, whereas ocean freight rates, thanks to the wheat and nitrate exports, are generally cheap. An important defect in Chilean coal is its incapability of coking. On this account the often planned introduction of the iron industry has not taken place, notwithstanding the presence of iron ore easy of access and in large quantities. In the province of Coquimbo 60 per cent iron ore is obtained.

In the province of Santiago, the geographical and political center of the country, there are large copper deposits, and some years ago smelting works, under German management, were in full blast at Llaillai, the junction of the Valparaiso and Santiago Railway with the line

running through the valley of the Aconcagua. Then, as now, there was no consolidation of the best mines under proper business management, and on this account the attempt to mine copper by the regenerative system was unsuccessful. Rich ore is obtained from many mines in the Andes of San Felipe, partly near the snow line. Among other sulphides, mineral stromeyerite (sulphide of silver and sulphide of copper) is found. The province of Coquimbo is, however, more important, on account of the two large smelting works, both in the hands of English capitalists, which rival those of Lota and Coronel, the one at Guayaean, close to the port of Coquimbo, and the other known as "La Compañía," separated from the capital city of the province by the river Serena. The latter obtains its ore chiefly from the old mine "Brillador," which yields copper sulphate and had its origin in the copper mountain "Tamaya," which was first worked by LAMBERT in 1845. Tamaya is now deserted. "Guayaean" is, after "Lota," the largest smelting establishment on the coast.

Proceeding north, the province of Atacama participates very largely in the copper production of Chile. It is known historically that copper was found there in the seventeenth century, long before anyone ever dared to hope to discover gold or silver in Chile, and it was the finding of the fabulously rich silver veins in Chanacillo in 1832 and Trespuñtas in 1848, the first to the south and the second to the north of Copiapó, that caused copper mining to be neglected. To-day the massive lodes of ore and the beautiful reddish-golden crystals are only a memory. The whole district is controlled by the banking house of EDWARDS, which carries on smelting works in Tierra Amarilla and also owns the greater portion of the railroad to Caldera, the oldest railway line in South America. It nominally belongs to an English company, but for many years it has hardly paid a dividend of 2 per cent. It is striking that of all the many abandoned or never developed mines, it was the "Dulcinea," owned by an English company (the Copiapó Mining Company), that for many years not only prospered but a short time since furnished considerable ore.

The furnaces of the Pannicillo Smelting Company worked for a score of years in good order, while near them the rich Tamayas had long been dormant, and when the ore supply of this small territory was at last exhausted, the company went into liquidation. The large English undertaking in the Camorones was less fortunate in the interior of Huasco. Here it became necessary to cease working before anything of importance had been accomplished, but there seems to be no doubt that the reports of the experts erred in regard to the prospects. Since then copper has been left to itself in Chile and foreign capital has sought investments in gold or nitrate mining. It was only at the end of the year 1898, that, influenced by the rise in the copper market, the Copper Corporation of Chile, Limited, was formed with a capital of £200,000 for the purpose of working a series of mines near the port of

Chanaral, which district is very rich in copper. The house of EDWARDS formerly owned smelting works in this locality, and it was here that FEDERICO VARELA laid the foundation of his great fortune in the same branch of business; further, the local "Compañía de Minas y Fundición de Chanaral" gave promise of greatness, but soon became crippled. There were also a number of important undertakings of similar character which failed on account of want of transportation facilities, not to speak of the shortsightedness of the proprietors, which brought about their early destruction, as in the case of the well-known mine "Limbo im Salado," or the Mondaca, near Carrizal.

Of the local companies, one firm of GONZALEZ, YZAGA Y CIA., were able to obtain permanent satisfactory results. An English house, under the direction of the far-sighted SAMPSON WATER, managed the Carrizalillo mines, northeasterly from Chañaral, from 1855 to 1881 with great success, during which time it is calculated that two and a half million metric hundredweights of ore were taken out. These mines were sold in 1881. The purchaser, however, was deceived in his expectations regarding them. Since then no large mines have been opened on a grand scale in the north, but attempts have not been wanting. It is sufficient to name the mountain of "El Cobre," near the twenty-fourth degree of latitude, which, in the "Fifties," was considered phenomenally rich. Now no one thinks of attempting, as formerly, to obtain the treasures of the desert of Atacama.

The nitrate beds of Tarapaca afford a profit more easily obtained. Still the interior of Taltal and Antofagasta is really a copper country, especially on the coast of Taltal, as far as the river Loa, where there is an unbroken line of mines. In Pajoso, along the twenty-fifth parallel, there are large groups of copper veins. Farther in the interior, 150 kilometers from the coast, on the frontier of Chañaral and Taltal, there is a mine of recent date with veins several kilometers in extent, yielding 70 tons of ore monthly with over 35 per cent clear sulphide of copper.

The condition of mining in Chile is withal deplorable. The decline, which commenced at the time of the introduction of modern means of transportation and machinery in Europe and North America, will be best explained by a short retrospect. At the beginning of the century Chile was hopelessly poor. Indeed, it seemed as though she could not repay the pecuniary help which England afforded her in the struggle for independence. English mining engineers who, like JOHN MIERS, critically investigated the resources of the country found nothing to induce them to undertake plans of any magnitude. It was in the "Thirties" that the discovery of unthought of silver mines instilled fresh courage into the hearts of the indefatigable Chileans. All who to-day are considered wealthy in the country, with few exceptions, trace their fortunes to special mines. Gold was discovered in California almost at the same time that the Spanish countries commenced to

produce the, to them, more valuable silver, which at that time was worth twice what it is to-day.

Further, grain became valuable as an article of export, first to California, then to Australia. While neighboring countries were engaging in revolutions, Chile kept steadily at work both above and under the earth. The blessings were infinite. To-day all is changed. Silver has departed—indeed, the old process of mining it could be hardly possible to day. Agriculture has been met by keen competition. The Argentine exporter now dares to ship cereals to Chilean ports. Nuts and honey are but trifling as profit bringers. Leather demands professional energy. Wine is not suitable for export. The Government is now earnestly looking to protective duties on imports. But for a long time all went well. When the first and second depths in Chañarcillo were exhausted, a third not having been found, a new silver "El Dorado" was discovered at Caracoles in the littoral of Antofagasta, at that time in Bolivian territory. Chilean energy immediately commenced its development, and put down at Descada the deepest shaft in the whole country, viz, 600 meters (1,968 feet). There were other, though less important, discoveries. To-day Caracoles is a ruin, while just opposite, in Sierra Gorda, and all around throughout a wide circuit more copper is daily obtained. Then came the war with Peru, resulting in the acquisition of all the nitrate beds.

Unfortunately, the necessities increased proportionately with the revenues. An army and navy, education, art, and matters pertaining to higher civilization demanded attention. The Government took up the building of railways in the southern section of the country, but in the mining regions of the northern part nothing was done. This explains sufficiently the decline of the mining industry. The formation of the "Sociedad de Minera," a careful investigation as to the possibilities of the introduction of iron industries, and even the establishment of a school of mines and metallurgical bureau, had little effect. In new countries mining is best carried on by private parties. To extend operations large capital is necessary, which is not to be found in the country itself. It was secured in abundance from abroad for the nitrate industry, and this makes possible the carrying on of this business. The difficulties have now been overcome.

The time now seems propitious for foreign capital to interest itself in Chilean mines. The preparation for this was the national mining law of December 20, 1888. While under the former law of 1874 the mining rights depended upon a certain amount of work performed and ore obtained, now the much simpler plan of a yearly rental has been adopted and other changes made which will lessen the probabilities of legal complications. As always, when internal reasons exist the external measures will not apply, so it is that the new law has not been the means of resuscitating this important industry. Home capital is small and prefers landed property, vineyards, and other branches of

business activity giving immediate returns. In these, profits of 10 per cent are easily obtained in Chile. The wish is general in influential circles to have foreign capital and foreign talent and labor bring new life into the too-long neglected Chilean mining industries. Just as the Government invited great iron establishments to locate in Chile, so every step to improve the situation in regard to copper mining will receive the heartiest encouragement. The acquisition of a small group of old mines will avail nothing. This is the way heretofore adopted to inaugurate English companies. Success will be met with by a consolidation of the mines located in a certain territory, in connection with the systematic working of them. Scarcely anything of this kind has been done heretofore.

There are many natural difficulties. The mountainous country is a drawback. Railways reach all the important ports (Coquimbo, Huasco, Caldera, Chanaral, Taltal, Tocopilla, Antofagasta, Iquique), but they hardly touch the foot of the Cordilleras, the real guardian of the earth's secrets; and there are many mines so far from the railway that the only means for the transportation of their products is by mule and wagon. Further, the whole territory is a desert, without water and without means of subsistence. Even the feed for the animals must be obtained from Valparaiso. Notwithstanding this, they are not to be compared with the wild plains of Australia and North America. Here all is close together and near the coast. The nitrate industry has surrounded itself with every comfort. Water is found everywhere in the higher mountains. The Antofagasta Railway carries water from a height of 3,200 meters, more than 300 kilometers to the coast. The Lautaró Nitrate Company brings it 120 kilometers to its nitrate works. Electric railways have not as yet been constructed, but the possibilities for them are many.

IMPORTANT INSTRUCTIONS TO SHIPPING MERCHANTS.

The French Chamber of Commerce of Santiago de Chile has recently forwarded a communication to the several chambers of commerce of France, of which Mr. JOHN C. COVERT, United States Consul at Lyons, under date of August 8, 1899, sent a translation to the Department of State at Washington, believing it would be of equal importance to citizens of the United States having business relations with Chile. The communication from Santiago reads as follows:

"At present the majority of French houses doing business with Chile insert the names of the real purchasers or consignees on the bills of lading. However natural this may seem, it is none the less dangerous.

"It may happen that between the departure of the order and the arrival [of the goods] in Chile, the situation of the purchaser has materially changed. Then the bank or the agent charged to remit the documents, who may wish to prevent the delivery of the goods, is placed in an embarrassing situation, because the documents being in the name of

the consignee or purchaser, either he, or his assignee, if he has failed, has the right to seize the goods in the custom-house. If the bankrupt or his representative does not claim the goods, the custom officers will hold them, and the seller, to obtain possession of his property, must bring a suit for annulment of contract, which is far from easy and may readily become onerous.

"To obviate all this, it is only necessary for the shipper to observe the following suggestions:

"(1) If the bills of lading are remitted to the purchaser or consignee in exchange for the acceptance of a draft, the best plan is to draw them to the order of a bank, which indorses and changes them for the accepted drafts.

"(2) If the immediate acceptance of the draft is not demanded, an understanding may be had with a bank by addressing the bill of lading to it and making use of its intermediary. That will cost a slight commission, but it is cheaper than to lose the goods.

"If the bills of lading are to be remitted by an agent to the purchaser or consignee, it is wiser to send them at once to the agent.

"In following these suggestions, shippers will avoid a great many unpleasant surprises and difficulties, as nothing will defeat, in case of bankruptcy, their possible rights to the goods shipped."

THE TRANS-ANDEAN RAILROAD.

It is now a well-established fact that the Trans-Andean Railway, which was originally intended to run via Uspallata, will not touch at that point because of the great expense involved in carrying out the plan. However, the engineers formerly engaged with the boundary commission to locate a definite line of separation between the territory of Chile and that of the Argentine Republic, and who are thereby thoroughly acquainted with the ramifications of the Cordilleras in the Province of Mendoza, are reported by the "Süd Amerikanische Rundschau" to be of the opinion that south of the thirty-fourth parallel of latitude and of the Maipo Mountain there are a number of passes (de la Laguna and del Maipo) through any of which a railroad may be constructed with comparative ease.

On the Argentine side of the mountains the road could pass through the Yanja Valley and on the Chilean side the most direct way would be through the Valley of Maipo. These Chilean engineers assert that this part of the Andean range is very suitable for railroad building, there being no great obstacles except at Extravio and Mal Paso, as the highest point is but 2,300 meters (7,546 feet) above sea level. It appears that both the Chilean and Argentine Governments will gradually build their shares of the road. The cost to Chile is estimated at 14,000,000 Chilean pesos (paper), while the expense over the longer stretch in the Argentine Republic will be but 8,000,000 pesos. When the new line is

completed it is claimed that the journey from Santiago to Buenos Ayres will not take more than forty hours. The benefits accruing to both countries from such an artery of traffic is incalculable.

STATISTICS OF FOREIGN COMMERCE.

The "Chilean Times" states that the foreign trade of Chile in 1898 amounted to \$270,331,429. Of this sum the imports were represented by \$102,262,058 and the exports by \$168,069,431. In the former there was a diminution of \$35,948,860, and in the latter an increase of \$31,438,211 over the previous year. The customs revenues in 1898 amounted to \$65,798,218, as against \$61,186,308 in 1897.

The ordinary revenues of Chile for the first half year of 1899, as compared with those for the same period of last year, were as follows:

First half year of 1899.....	\$38,189,344
First half year of 1898.....	28,734,732
Increase	9,454,612

The greatest increases have been in the articles following:

Exports of nitrate.....	\$3,754,484
Profits from sale of gold	5,237,640
Profits from sale of bills of exchange	824,652
Postal and telegraph services	97,641
Stamped paper and revenue stamps	42,064

All branches of the public service show an increase in receipts, with the exception of the import duties, which show a falling off of \$1,039,457.

The extraordinary revenues for the two half years mentioned were as follows:

In 1899	\$3,599,159
In 1898	1,550,909
Increase	2,048,250

Thus giving a total increase in revenue from all sources amounting to \$11,502,862.

"El Mercurio" of Valparaiso urges the Government to utilize a portion of the \$48,000,000, which the nitrate fields of Tarapacá yield to the Government annually, in solving the irrigation problem in that territory and in encouraging the establishment of new industries, as has been done with the manufacture of beet sugar by assisting the manufacturers with a moderate bounty, and goes on to say that if this is not done the country runs the risk of the nitrate becoming exhausted and the people again being as poor as they were before they had in their own hands that immense treasure which now seems almost inexhaustible.

The commercial statistics of Chile, published in August, show that the imports in 1898 were nearly \$36,000,000 less than in the previous year, while the exports exceeded those of the previous year by nearly

\$31,000,000. The following table shows the principal increases during the years 1897-1898:

	1897.	1898.
Nitrate	\$79,043,889	\$90,675,297
Copper in bars.....	11,027,280	23,600,103
Wheat.....	5,485,240	7,696,440
Gold in bars and bullion.....	1,909,904	2,445,735
Beans.....	777,609	1,163,211
Copper ingots.....	358,299	2,022,730
Borate of lime.....	598,755	1,124,569

In the year 1897 the coined gold and silver exported were valued at \$422,901, while in 1898 they were valued at \$14,041,766. With respect to copper, the difference was due largely to the price. The exports for 1897 were 19,011 tons, and for 1898, 20,600 tons. As to the imports the falling off is noticeable all down the line. Of the 15 classifications set forth in the "Estadística Comercial" only one article shows an increase, and this is not only in the luxuries, but in articles which would come under the head of necessaries; for instance, the decrease in articles of food amounted to \$9,263,337, in textiles to \$9,721,060, in raw materials to \$3,610,521, in industrial and other machinery and implements to \$6,999,819, and in household furniture and utensils to \$2,937,177.

MISCELLANEOUS NOTES.

The Westinghouse Electric Light and Manufacturing Company has recently installed an electric light plant for the nitrate works at Tarapacá.

The consumption of nitrate from Chile by European countries during the first quarter of the present year was more than 1,300,000 quintals in excess of the amount purchased by the same countries during the corresponding period of 1898.

According to the report of the British Minister at Santiago, raw cotton and cotton machinery will be exempt from import duties during a period of ten years. The law appears to be retroactive, for the Minister says the term of exemption dates from January 9, 1899.

The wheat crop of the Republic has suffered to a great extent during the present year in consequence of unfavorable weather. According to the estimates of experts only about 40,000 tons will be available for shipment to Europe. Of this quantity about 15,000 tons have already been sent to England. The barley crop, it is estimated, will be 9,000 tons, but reliable figures are not obtainable. Only small shipments have been sent abroad. According to the official statistics the exports of wheat (all to Europe) in 1898 were 76,964,606 kilograms, and of barley, 16,405,528 kilograms.

COLOMBIA.

EXTRAORDINARY SALE OF EMERALDS.

Writing to the Department of State at Washington, under date of July 21, 1899, Hon. CHARLES BURDETT HART, Minister of the United States at Bogotá, gives a description of the scenes incident to extraordinary demand for emeralds in that city during the month named. He says that until very recently emeralds have been a drug in the market of Bogotá. Persons desiring to buy them had only to wait and have them brought to them. The famous Muzo mine, which has produced emeralds of great value and in large quantities, lies near Bogotá, and the people of this city have long been familiar with its product. This mine is operated by a French company, which insists that for the past ten years or so it has been able to find almost no emeralds. However, from this source or from others, crude emeralds have continued to come into Bogotá, and of the cut stone, set and unset, there has been an abundance in the market. Hard times have compelled many persons to offer their highly prized heirlooms for sale, and these have been obtainable, as a rule, at very low prices.

About the 10th of July Bogotá awoke to the fact that an emerald craze had seized upon it. The jewelry stores and all other establishments where emeralds are dealt in were besieged by persons wishing to buy them and others wishing to sell, and for the same reasons men and women crowded the streets, standing in the roadway as well as on the sidewalks, some displaying their emeralds and others their money. A jewelry establishment located on the most prominent corner in Bogotá was compelled to ask the police to drive the crowd away. Soon the news spread outside of the city and emerald buyers began to rush in. This swelled the throng and sent the fever up several degrees.

Sales were made right and left at prices hitherto unheard of in this market. Persons who had not thought of selling, tempted by the wild rush to buy, brought out their emeralds and went to trading. Nobody could explain the real cause of the excitement, and many are now beginning to realize that it was without real cause. Within five days the fever reached its height, and from that time began to decline. While it lasted, emeralds sold, on a gold basis, at about three times their value in this market just before the excitement began. It is estimated that up to July 21 about 4,000,000 pesos changed hands as a result of the furore.

When the incident had passed and the crowd had disappeared from the streets, many buyers who went in at flood tide found themselves with emeralds that would not bring the price paid; others, also inexperienced, had more or less excellent imitations as souvenirs of this extraordinary movement. It does not appear that any of the expert

dealers bought so extravagantly as the general public, and yet it is believed that some of these far overreached themselves.

The only approach to an explanation of this craze is that a Bogotá dealer who went to Paris recently, on his return to the city, began to buy emeralds at higher prices than had been ruling in the market. This seems to have lighted the flame. Some of the experts say that this dealer drew out of the market long before the prices reached their height, and that the cause of his doing so was that emeralds were selling in Bogotá for higher prices than they would bring in Europe.

ECUADOR.

EXPORTS OF RUBBER.

In a recent report the British Consul at Guayaquil says that the increased demand for rubber has attracted renewed attention to the product of Ecuador. It is now being collected from forest trees in the interior at points remote from the seacoast, where its extraction was formerly considered unremunerative because of the cost of transportation. As, however, within a few years crude rubber has almost doubled in value, there is a profit in gathering and transporting it.

The Consul reports that a large proportion of the rubber which was formerly sent to the United States now goes to London and other European ports. At the ports of shipment in Ecuador the prices received for crude rubber range from £9 (\$43.80) to £10 (\$48.66) per 100 pounds. In 1897 the exports of rubber from Guayaquil amounted to 590,400 pounds, valued at \$229,831, United States currency. In 1898 the amount exported was 932,400 pounds, worth \$454,192, an increase of nearly 100 per cent in the total value of the product.

ARC OF THE MERIDIAN AT QUITO.

During the sessions of the International Geodetic Conference, held in the city of Stuttgart, Germany, in 1898, at the instance of an American delegate, it was voted to be the sense of the conference that the measurement of the arc of the meridian on the equator near Quito should be revised with the greatest accuracy possible by the use of modern methods. The measurement in use was that made in the latter part of the last century by MM. BOUGUER, LA CONDAMINE, and GODIN, French scientists. The idea was taken up by the Geographical Society of France, and a committee was appointed to consider the question. In January, 1899, this committee decided to recommend the matter to the consideration of the French Government, suggesting, as desirable, an arc of 5 degrees to 6 degrees, so that the result might admit of comparison with similar operations now being carried on in the Old World. The Government gave its consent, and in May announced that the work

had been delegated to Captains MAUPIN and LA COMBE, experienced officers in the geodetic section of the "Service Géographique," and these experts are now taking the required observations.

THE MATTRESS TREE.

According to a German explorer, the Indians of the Cordilleras make excellent mattresses and coverlets of the bark of a tree which they call "demajagua." This bark is about the thickness of a heavy flannel, and after undergoing special treatment by the natives becomes soft and flexible and may be folded and rolled as readily as any felting.

In order to procure this valuable bark, the Indian gatherers make a double incision around the tree at intervals of about two meters. It is then carefully detached with the aid of sharp tools and plunged into water, where it remains for several hours. Finally the outer rough surface is rubbed smooth, and it is rendered soft and pliable by repeated strokes of small hammers designed for the purpose.

It appears that there is a good trade in these economical mattresses in the Andean regions.

GUATEMALA.

TRADE-MARK CONVENTION WITH GREAT BRITAIN.

The Foreign Office of Great Britain has issued as a separate document (Treaty Series, No. 16) the convention between the United Kingdom and Guatemala relative to trade-marks, signed at Guatemala City July 20, 1898, with exchange of ratifications in the same city on July 28, 1899. This document reads as follows:

"Her Majesty the Queen of Great Britain and Ireland, Empress of India, etc., and His Excellency the President of the Republic of Guatemala, being desirous to conclude a convention for the mutual protection of trade-marks and designs, have for the purpose appointed as their plenipotentiaries, namely: Her Majesty the Queen, etc., GEORGE BIRT JENNER, Esq., her Minister Resident in Central America, and His Excellency the President of Guatemala, Dr. FRANCISCO ANGUIANO, Secretary of State for the Department of the Interior and Justice and in charge of that of the Foreign Relations, who, after having mutually communicated their full powers, found in good and due form, have agreed to the following articles:

"ARTICLE 1. The subjects or citizens of each of the contracting parties shall have, in the dominions and possessions of the other, the same rights as are now granted, or may hereafter be granted, to national subjects or citizens in all that relates to trade-marks, industrial designs, and patterns. In order that such rights may be obtained, the formalities required by the laws of the respective countries must be fulfilled.

"ART. 2. The stipulations of the present convention shall be applicable to all the colonies and foreign possessions of Her Britannic Majesty excepting to those hereinafter named, that is to say, except to India, the Dominion of Canada, Newfoundland, the Cape of Good Hope, Natal, New South Wales, Victoria, Queensland, Tasmania, South Australia, Western Australia, and New Zealand: Provided always that the stipulations of the present convention shall be made applicable to any of the above-named colonies or foreign possessions on whose behalf notice to that effect shall have been given by Her Britannic Majesty's representative to the Minister of Foreign Relations of the Republic of Guatemala within one year from the date of the ratifications of the present convention.

"ART. 3. The present convention shall be ratified as soon as possible, and shall remain in force for five years, which will commence to run one month after the exchange of ratifications, which shall take place in the City of Guatemala. Nevertheless, if one year before the expiration of that term neither of the two contracting parties shall have announced to the other, by means of an official declaration, the intention of putting an end to the present convention, it shall continue binding until the lapse of a year after such declaration shall have been made."

COMMERCIAL RELATIONS WITH FRANCE.

According to a report made to his Government by the French Consul in Guatemala, Mr. GOUBAUD, the commercial relations which existed some years ago between France and Guatemala were quite important, the French vessels, principally from the port of Bordeaux, making trips to Guatemalan ports with full cargoes, taking on their return coffee, rubber, cabinet woods, etc. At present English and German navigation companies transport directly, via Magellan, merchandise coming from Europe, and goods shipped by Colon and Panama arrive at their destination on American steamers, while the French flag is no longer seen in these waters.

During the year 1898, 440,543 packages of merchandise, having a declared value of 3,880,668 pesos, entered the ports of Guatemala. In this amount France figures for but 9,966 packages, with a declared value of 217,337 pesos. The United States, "by reason of its exceptionally developed export trade with Guatemala," is represented by about half of the amount cited, France occupying the fourth rank in the commercial scale of the country, her exports consisting chiefly of wines and liquors, brandies, drugs, and medicines, fine perfumery, and fancy articles. Germany is second in commercial standing, with exports of machines and manufactured articles, England holding the third place, 50 per cent of her exports being composed of cotton and linen goods.

Formerly France exported to Guatemala a large quantity of raw and manufactured articles, such as all kinds of fancy articles in bronze and copper, publications, drugs, etc., but now this country is obliged to

contend against the United States, who rivals her in exports of these very articles. The cities of Guatemala, Quezaltenango, and Retalhulen are the principal commercial centers, where the merchants of the surrounding country go for supplies.

GOVERNMENT AID FROM PRIVATE BANKS.

According to a press dispatch from San Francisco, advices from Guatemala City, dated August 16, 1899, say that four of the banks of that city have entered into arrangements whereby they will loan the Government \$2,500,000, deliveries to be made in monthly installments of \$200,000 each. The Government, it is said, has offered tangible guaranties. This will at least temporarily ease the national exchequer. The banks are authorized to issue an addition to their paper in currency equivalent to the sum in question.

MISCELLANEOUS NOTES.

An export duty of \$20 per head has been imposed by the Government of Guatemala on cattle.

Owing to the supply of flour in the Republic being exhausted the city of Guatemala recently purchased \$20,000 worth of the article in Valparaiso.

On September 26, 1899, a patent was issued to Señor JOSÉ GALLEGOS, of San José de Guatemala, on a static electric machine, by the United States Patent Office.

HONDURAS.

PURCHASE OF CATTLE FOR CUBA.

During the month of August, 1899, several agents from Cuba went to Honduras to purchase cattle to the number of 30,000, which created a great demand for them in all the Departments, many dealers being compelled to send to Salvador to make purchases necessary to fill their orders.

MEXICO.

MESSAGE OF PRESIDENT DÍAZ.

On September 16, 1899, the Mexican Congress opened its semi-annual session, and President DÍAZ read his message, showing the progress of the Republic during the last six months. The principal features of this document are as follows:

"Since April of the present year 210 kilometers have been added to the railroad system of the country. This increase is contributed to by

the Mexican Central Railway with 37 kilometers on the branch from Ynróenaro to Arío; the Xico and San Rafael Railroad, with 51 kilometers; and the International, with 22 kilometers on its Gnanacevi branch. The Mexico, Cuernavaca and Pacific Railroad has been extended to the Mexcala River, and the road from Juile to San Juan Evangelista has been completed. The country's railroad system now aggregates 13,369 kilometers, including 193 kilometers of private branches connecting with the lines subject to Federal jurisdiction, and 432 kilometers of tramway belonging to the States.

"The upward movement of the Federal revenue, which began some years back, far from ceasing, was maintained with greater vigor during the last fiscal year, the normal revenue for that period, which was estimated at \$51,659,500 when the budget was presented to the Chamber, having exceeded \$59,000,000, a figure which the annual yield of the public revenue has never before attained. The greater part of this increase is due to larger receipts in the way of import duties and the stamp taxes, for the former exceeds the collections of the year 1897-98 by \$5,000,000, while the latter exceeded \$23,000,000, whereas they were estimated in the budget at \$21,208,000. It is a pleasure to me to inform Congress that the amount of revenue collected exceeded the disbursements authorized both by the budget and by subsequent law, so that, after all expenditures had been met, a surplus has remained on hand which will be added to the funds already deposited in the National Bank of Mexico."

Speaking of the recent conversion of the national debt, which has been referred to in the MONTHLY BULLETIN, the President said that among the principal advantages to the Treasury of the conversion are a reduction of 1 per cent in the rate of interest, which is a considerable saving in the annual interest service; the suppression of the deposits and assignments of funds agreed upon as a guaranty in previous loan contracts, which will enable the Government to control those funds in the future and to use them in such manner as may be most profitable to the Treasury; the cancellation of the mortgage on the Tehuantepec Railway, and, finally, the unification of the gold debt. It had been agreed that the conversion should be effected at £23,000,000, bearing 5 per cent interest per annum, the bankers taking £13,000,000 firm at 96 per cent and the balance as an option at 97½ per cent; but, on account of the favorable manner in which the transaction was received by the European and American public, as well as by the holders of the securities representing the old loan, the bankers decided to avail themselves of the option immediately. The conversion, therefore, was effected in full for £22,700,000, which sufficed for the conversion of the three 6 per cent loans and the Tehuantepec Railroad loan. This operation, besides involving an important economy in the service of the foreign debt, proves that the social and economical situation of the country inspire confidence. So much is this so that the bonds of the new loan are already quoted above par.

"Since the last Presidential message, 289,995 hectares of public land have been converted into private property. These transfers have been attended with the cancellation of \$164,565 in securities of the public debt. During the last fiscal year vegetable and animal products were exported to the value of \$49,500,000, in round numbers, showing an increase of \$6,000,000 as compared with the exports in the previous fiscal year.

"The rosters and actual attendance at the elementary schools have increased considerably, due to the constant improvements that are being made therein, to the rigorous vigilance to which they are subjected, and to the fact that fathers of families are becoming more and more convinced of the necessity of primary instruction, which, not in vain, has been declared compulsory. A new school for boys and girls has been established in the capital, as also two elementary schools in the Tlalpan district; a night school for workmen in Santa Fe, Tacubaya district; four in the territory of Tepic, and two in the southern district of Lower California, making in all ten new schools during the course of the present year."

Referring to the progress of mining, the President said that from July, 1892, up to the present date, 10,099 titles, covering 86,426 claims of 1 hectare, have been issued. During the last fiscal year the exportation of mineral products, metallic and nonmetallic, was valued at \$95,273,000, showing an increase of \$3,835,000 over the exports of the previous year. The increase in the exportation of gold, which exceeded by \$2,633,000 the exports of the previous year, is to be noted, and the same observation applies on a lesser scale to copper, lead, and antimony. The exploitation of copper mines is progressing, concessions for the working of deposits of that metal in the State of Colima having been applied for for the first time. The discovery of gold placers at Santa Clara, Lower California, aroused great interest, both in Mexico and abroad, and attracted to the placers a considerable number of miners and merchants. It was found that there was little gold there and that living was very dear, so a majority of the people left, and operations have subsided to the scale prevailing in the other placers in the territory.

Taking up the subject of post-office receipts, the Chief Magistrate said that they were \$828,000, which, together with the receipts of the first half of the year, give a total of \$1,595,000, which is an increase of \$181,000 over the previous year. The dues for the international transit of correspondence with a foreign destination also increased considerably, amounting to 220,000 francs. Postal drafts to the amount of \$3,300,000 were issued, against \$1,200,000 in the previous year. The collections for the press showed an increase over the previous year of \$138,000 in drafts left for collection and of \$67,000 in actual collections.

"The manufacturing industries also give evidence of noteworthy progress, the following plants, which have been erected under concessions from the Federal Government for the utilization of water powers,

being especially entitled to mention on account of their evident importance: The Industrial Company, of Vera Cruz, erected a dam on the Rio Blanco in order to utilize a volume of water which under a suitable elevation produces 1,500 horsepower, consumed in the spinning and weaving factory of Santa Rosa, inaugurated in May of the present year; the Industrial Company, of Orizaba, constructed another dam on the Tlalapan River with a race of 1,700 meters in length, conveying the water to four turbines connected with dynamos, developing 2,250 horsepower; the electrical energy thus generated is transmitted by means of overhead wires to the Rio Blanco cotton factory; the San Ildefonso Company has completed all its waterworks on the Monte Alto River, including an aggregate of 25 kilometers of races with dams, sluices, and other engineering works of importance; along the Tlalnepantla River 25 more kilometers of races are about to be completed; the ensemble of these works, with their respective electric plants, will produce an effective energy of 5,500 steam horsepower, which will be transmitted to the City of Mexico; in the District of Atlixco, State of Puebla, another company has erected waterworks sufficient to produce 1,125 horsepower, to be utilized in a new spinning and weaving factory; still another company has completed waterworks on the Cuautitlan River of sufficient importance to produce 810 horsepower. The development of the manufacturing interest is also proved by the increased value of the exportation of manufactured products, amounting in the last fiscal year to more than \$2,600,000, showing an increase of more than \$700,000 over the preceding year. A considerable increase is also observed in the importation of machinery, copper wire, iron, steel, and coal. A corporation has recently been organized in Europe, composed of firms of high standing in Paris, Berlin, and Geneva, to undertake industrial enterprises in the Republic."

The President closed his message in these words:

"The progress achieved by the country in all the lines of endeavor that constitute the prosperity of a nation seems undeniable, but if there could be any doubt in this respect it would have been dispelled by the ease and the favorable conditions under which the conversion of our debt was effected. In fact, there is nothing which better serves to measure the solid prosperity of a nation, while at the same time flattering its legitimate pride, than the confidence inspired abroad by its economical arrangements. Our indisputable progress is due, in the first instance, unquestionably, to the prodigious influence of peace, and, if in a secondary manner the constant efforts of the Executive have served to nurture the fruit to ripeness, the principal merit is to be found in the noteworthy good sense which has developed incessantly in the Mexican people, in the industry and spirit of enterprise which are beginning to characterize them, and in the wisdom and loftiness of aim of their legislators."

RESOURCES OF THE STATE OF CHIAPAS.

M. MARTIN, French Consular Agent at San Juan Bantista, recently forwarded to his Government a very interesting report on the agriculture, industries, and commerce of the State of Chiapas, the most southern of the Mexican States bordering on the Pacific.

According to this report, the water courses of the Pacific slope are of very little importance, none being navigable. On the Atlantic slope, however, are the Chiapa or Mezcalapa River and the Usumacinta or "River of the Passion." The Usumacinta is divided into two branches, one of which empties at Nontera and the other at Carmen, in the State of Campeche. It is by these routes that immense quantities of valuable woods are brought down from the Departments of Palenque and Chilon, the exportation of these products constituting almost the only commercial movement of the port of Carmen, and in a great degree that of Nontera. The State possesses two ports on the Pacific—Sonala, in the Department of the same name, and San Benito, in Soconusco. Steamers plying between San Francisco and South America touch there, going and returning.

The last census gives a population of 318,730 inhabitants and a superficial area of 7,936,608 hectares, 2,461,932 hectares being the property of private individuals while the remainder is Government lands. Only a small part of these lands is cultivated; the greater portion is still virgin forest, covered with all sorts of valuable woods, india rubber trees, etc., and furnishing chicle and other resins. Until the present time the banks of the streams and rivers between Nontera and Carmen have been exclusively exploited. The climate is very warm on the coast, temperate at the base of the mountains by which the State is traversed, and cold on the summits.

Concerning imports and exports, Mr. MARTIN says that San Francisco supplies the foreign products for the Departments on the Pacific slope, including Sonala, Soconso, Comitán, Libertad, Chiapa, Tuxtla, and Las Casas. The Departments of Pichuleo, Palenque, Simojovel, Chilon, and Mezcalapa, on the Atlantic slope, on the other hand, receive their imports from Europe and the United States.

The exports from the Pacific coast, which have been in the past very insignificant, are principally from the ports of San Benito and Sonala, San Francisco being the port of destination; and on the Atlantic coast, where the trade is very much more important, it is carried on through the ports of Nontera and Carmen, and consists chiefly of mahogany and cedar, received from the Departments of Palenque and Chilon, the latter especially being of almost incalculable wealth.

The import trade of the State is principally in cotton and woolen textiles, wines, liquors, oils, drugs, perfumes, fans, precious and fancy jewelry, toys, hardware, cooking utensils, furniture, porcelains, office furnishings, etc.

The French agent reports favorably on the fertility of Chiapas in comparing it with the State of Tabasco, adding that it is impossible to find throughout the entire tropical region a richer vegetation or more varied products, the climatic conditions making it a favored spot and even richer than Tabasco. Cultivation, intelligently carried on, would produce immense wealth; but now, scarcely 25,000 hectares out of a total area of 7,936,608 are developed. Labor is much more abundant than in Tabasco; but the very fertility of the soil and the lack of ambition on the part of the inhabitants are the leading causes of this deplorable state of affairs. Agricultural science is completely unknown, the natives being utterly ignorant of even the most primitive agricultural implements.

The principal products are indigo, sugar, alcohol, cotton, cacao, coffee, Indian corn, beans, rice, wood peas, vanilla, henequen, mahogany, cedar, dyewoods, wheat, rye, and all fruits found in the torrid and temperate zones. Cattle raising is carried on extensively. Silver, iron, gold, copper, marble of all kinds, coal, and petroleum are found in abundance. There are several sugar plantations which have been under cultivation for periods ranging from 10 to 25 years, where the original plants have never been renewed and which give to-day excellent returns. The entire work consists in cutting the cane and passing it through the mill. This indicates that the land is admirably adapted to this culture, and that surprising results might be obtained were the plants renewed every five years. The annual production of sugar cane for this district is in the neighborhood of 33,479,319 kilograms, representing a value of 334,793 piasters. Indigo grows wild almost everywhere; it is very little cultivated, the methods followed being quite primitive. The annual crop is 18,200 kilos, valued at 30,110 piasters.

A large part of the cacao credited to Sabasco comes from Chiapas. The Department of Pichucalco produces it in abundance, and it could be easily cultivated throughout the warm zone on the Atlantic slope. The annual production is 144,491 kilos, valued at 147,497 piasters. A large quantity of coffee of recognized superiority comes from Chiapas. Some years ago plantations were started by Germans and Americans in the departments of Soconusco, on the Pacific, and Chilon, on the Atlantic; the results could not have been better. The annual production is estimated at 2,467,209 kilos, valued at 1,460,535 piasters. Tobacco is cultivated, especially in the Department of Simojovel, and while inferior in quality to that of Huimanguillo the crop is much larger, the average production being 540,093 kilos annually, with a valuation of 135,495 piasters.

Vanilla is not cultivated but is found in all the forests. There is no question that the cultivation of this article would be attended with excellent results. Rubber is found in all the forests and notably in the Departments of Soconusco, Palenque, Pichucalco, and Chilon. Some years ago, regular plantations were started in Soconusco and Pichu-

calco. The cost of a plantation is relatively small compared with the enormous profits after eight years, at which time the first tapping is made. A single tapping repays all the expenses of cultivation and leaves a handsome profit. The Americans understand the enormous advantages of extensive plantations, and within a very short time Chiapas will possess them. The annual production is at present 100,000 kilos, with an approximate value of 100,000 piasters.

Only two industries worthy of serious consideration flourish in this State; the manufacture of sugar and its by-products, and the exploitation of the valuable woods such as mahogany, cedar, ebony, rosewood, redwood, lignum-vitæ, ironwood, fustic logwood, and others equally valuable with which all the forests, especially those of the Chilon districts abound. The production of white sugar is about 1,999,066 kilos annually, valued at 418,680 piasters, and brown sugar, valued at 354,289 piasters, reaches 3,612,918 kilos. In by-products from sugar plantations, syrup is represented by 5,627,143 kilos, with a value of 563,833 piasters, and tafia by 104,102 hectoliters, valued at 2,091,340 piasters. Large tracts of the mahogany and cedar forests in Tabasco are almost exhausted, and interested parties are seeking a better investment for their capital in the Chilon district, the Government aiding them by granting large concessions of 10,000 to 125,000 hectares for periods varying from ten to twenty years. By paying the insignificant tax of 1.50 pesos per tree, each of which produces from 2 to 15 tons, the concessionaire has the exclusive privilege of exploiting these forests during the time given.

Until now the shores of the Usumacinta, Salinas, Lacantun, and their branches have been exploited in a very incomplete manner; the trees were marked with a hatchet, each proprietor having his own mark or sign, which constituted his claim to the property until it was hauled away to the nearest water course. The current carries the wood only as far as the village of Senocique, where each owner claims his property according to the mark and it is made into large rafts and floated down the river Usumacinta to Nontera or Carmen, whence it is shipped to New York or to Europe. Little or none of these woods are sent to France, all the European stock being sent to England or Germany, and French merchants are obliged to make their purchases at London, Liverpool, Bremen, or Hamburg. This industry is by far the most important of the State, as exports of cedar are calculated at 10,000 tons annually, with a valuation of 600,000 piasters, and mahogany at 15,000 tons, valued at 1,350,000 piasters, and the quantity may be greatly increased.

THE TOBACCO INDUSTRY.

On August 14, 1899, the Foreign Office of Great Britain issued as No. 514 of the "Miscellaneous Series" of its Diplomatic and Consular Reports the observations of the British Consul at Vera Cruz with respect to the tobacco industry in Mexico. This report is dated July

21, 1899, but the statistics given end with the fiscal year 1898. The Consul states that until the year 1897-98 the exports of Mexican tobacco showed but little advancement when there was an increase of more than 100 per cent both in the amount and value of the product of raw leaf tobacco shipped abroad. However, there was a diminution in the quantity of the manufactured product exported as well as a decrease in its value. In 1896-97 the exports of unmanufactured leaf was 1,349,903 kilograms, valued at \$1,718,232 (Mexican currency), and 420,282 kilograms of manufactured tobacco, valued at \$1,001,859. These amounts had increased in the fiscal year 1898, as far as the leaf was concerned, to 3,107,619 kilograms, valued at \$3,563,620; the quantity of manufactured tobacco taken by foreigners was 389,697 kilograms, valued at \$926,148. The earliest statistics obtained by the Consul were for the fiscal year 1890, when the exports of leaf tobacco were 627,800 kilos, worth \$349,163, and 386,945 kilos of manufactured tobacco, valued at \$599,169.

The two principal centers of production are said to be San Andres Tuxtla and Valle Nacional. The product of the former is of good quality and sells for fair prices, while that of the latter is light in weight and color and often brings fancy figures, as it makes excellent wrappers for cigars. But, at its best, tobacco is a precarious crop, depending much on the weather conditions, and losses from climatic conditions are frequent. It is planted in Mexico from September to the latter part of October, and is cut for curing in January and February. Manufacturers are mostly growers themselves, and they, together with other purchasers, make advances to cultivators. Thus the exports for one year consist of crops on which advances were made the year previous.

Labor at all times is scarce and generally of an inferior class, but the influx of Spaniards from Cuba during the war on that island raised the hopes of the planters. Since the termination of that struggle most of these persons have returned to Cuba. The industry requires skilled and unskilled laborers who can be depended upon, and such persons can not be found in sufficient numbers. The Consul says the laborers on tobacco plantations are now mostly obtained through the authorities, who requisition the hands from the Indian villages, and this entails advances, traveling expenses, and losses through desertion. Nominally wages are low, but taking into consideration the inferior quality of the labor, the results obtained, and the constant supervision required to prevent desertion, the laborers are not inexpensive or satisfactory. The requisitioned laborers are forced to work under penalty of imprisonment, and in many instances are confined under lock and key to prevent desertion. Their principal food is beans and "tortillas" (unleavened maize cakes). In Valle Nacional the hands are nearly all "forced laborers," being convicts, vagabonds, and petty offenders obtained from the City of Mexico and near-by districts, and scarcely give good results.

In 1898 the exports of the tobacco of the country received an impetus because of the Cuban revolution. At the same time certain grades of Mexican tobacco were imported by the dealers and manufacturers in Tampa, Key West, and other parts of Florida to be used for fillers and wrappers. This was attributed to an attempt to forestall the effects of the new United States tariff rates; but it caused a temporary boom in Mexico. Prices rose, exports increased, and the resources of capital and labor were strained in the efforts to increase the crops. With the change in tariff rates, the freeing of the Cuban stored supply, and the resumption of tobacco growing on that island, prices declined, and it was found that Mexican tobacco could not retain the temporary footing that it had acquired in the markets of the United States. With the fall of prices many people were ruined who had indiscreetly engaged in increased cultivation. Growers were unable to reimburse advances, and purchasers were left with large supplies on hand. Since then the production is believed to have declined to about its normal condition, but the official figures for the fiscal year 1899 have not yet been made public.

The Consul observes that when the necessary supply of reliable labor shall have been found, and the means for the improvements in the cultivation and preparation of the product introduced, there will be an opportunity for the investment of large capital in the business, for good tobacco is grown in Mexico, and there is no reason why, with proper handling, it should not obtain an advantageous footing on the markets. Mexican cigars should command a better market than they do, but as yet they do not seem to have taken the public fancy. There is considerable consumption of tobacco in the country, and the home trade is important and protected by heavy duties on importations.

COMMERCE WITH THE UNITED STATES.

The value of the exports from Mexico to the United States during the months of July and August at Nogales, Ariz., as reported to the Bureau of American Republics by the Mexican Consul, was: For July, \$232,134; for August, \$281,600. The imports into Mexico of foreign merchandise through the same custom-house were valued at: For July, \$119,038; for August, \$136,678. The United States furnished in the month of July \$71,006, and in that of August \$87,129, of the total value of the imports. The custom-house collected in duties during the month of July \$84,008.44, and in August \$89,423.57.

The Mexican Vice-Consul at Mobile, Ala., reports that the exports from the said port to Mexico for the month of September, 1899, were valued at \$21,459.

From Pascagoula, Miss., the Mexican Vice-Consul gives the trade movement as follows:

Exports to Vera Cruz, 271,100 superficial feet of pitch pine lumber, valued at \$2,711; to Coatzacoalcos, 279,450 superficial feet of pitch pine lumber, valued at \$2,794.50, making a total of \$5,505.50.

Imports: Coatzacoaleos, 287 logs of cedar and mahogany, valued at \$1,040.

The exports from the port of San Francisco to Mexico during the month of August, 1899, as reported by the Consul-General of Mexico, were valued at \$527,711, of which \$76,904 represented American merchandise, \$3,211 foreign merchandise, and \$447,596 Mexican dollars. The imports of Mexican goods were valued at \$272,873, of which \$43,231 represented merchandise and \$229,642 represented coins and gold and silver bullion.

The Mexican Consul at San Diego, Cal., reports that the exports from the port named to Mexico during the month of August last were 5,369 packages, valued at \$13,184.

The Mexican Consulate-General at New York gives the imports from Mexico during the month of August as follows: Henequen, 3,101 bales; coffee, 4,005 bags; hides, 2,267 bundles; hides, loose, 3,925; ixtle fiber, 2,328 packages; goatskins, 309 bales; deerskins, 396 bales; rubber, 116 bales; tobacco, leaf, 1,294 bales; cigars, boxes, 124; sugar, 2 bags; broom root, 1,806 bales; chicle gum, 2,104 bales; dyewoods, 2,775 logs; hair, 26 bales; lead bars, 108,440; metals, 190 boxes; ore, 30,363 packages; sarsaparilla, 331 bales; vanilla, 47 boxes; alligator skins, 235; heron plumes, 3 boxes; bones, 1,487 packages; honey, 107 barrels; cedar, 2,507 logs; mahogany, 1,764 logs; jalap, 1 bag; copper, 6,904 bars.

During the said month 13 steamships, bringing 177,357 packages, were entered at the consulate, and 14 steamships, carrying 128,300 packages, were cleared.

IMPORTATION OF COAL AND COKE.

The importation of coal and coke into Mexico continues to increase, as indicated by the "Coal Trade Journal" for September 20, 1899. The amount for the year 1898 was about 598,000 tons, or an increase of 30 per cent over the imports for 1897. This is undoubtedly attributable to the number of new industrial enterprises within the Republic, where, owing to the scarcity of firewood, the factories are obliged to use coal and coke. On the railroads bricks of compressed coal are employed almost entirely instead of wood. The imports of coal are from the following countries: The United States, which sends over 50 per cent of the total amount; Great Britain, which sends 33 per cent, and Australia, Belgium, and Germany. The imports from the latter country are steadily increasing and are proving a serious competitor to the coals of Australia and Belgium. Australian coal is nearly all brought to the ports of the Pacific coast, whence it is sent in small quantities to the factories a short distance inland. The greater part, however, is used for replenishing vessels plying in the Pacific Ocean.

SALE OF PUBLIC LANDS.

During the first half of the present year, the Minister of Fomento has alienated 188,180 hectares of public lands, valued at \$174,988, or at

average price per hectare of 46 cents. These lands have been divided into 104 lots, situated in the Territory of Lower California and the States of Campeche, Chiapas, Chihuahua, Durango, San Luis Potosi, Sinaloa, Tabasco, Vera Cruz, Yucatan, Michoacan, Nuevo Leon, Oaxaca, and Tamaulipas.

NEW STEAMSHIP LINES.

The contract entered into by the Government of Mexico and the representative of the "Pacific Steam Navigation" and "Sud Americana de Vapores" companies, mentioned in the MONTHLY BULLETIN for July, has been published, and from it it is learned that the steamers of the said companies will make trips between Valparaiso, Chile, and Mazatlan, Mexico, touching monthly at the ports of San Benito, Tonala, and Puerto Angel, and fortnightly at Santa Cruz, Acapulco, Manzanillo, San Blas, and Mazatlan. In case the itinerary is extended to San Francisco, Cal., the steamers may touch at Guaymas and intermediate ports on the Gulf of California. In consideration of the services rendered by these steamers, the Government grants to the combined companies an annual subsidy of 20,000 pesos, which will be increased to 25,000 should a weekly service be furnished, and one-fourth more should the vessels extend their itinerary northward from Mazatlan to San Francisco, a reduction of 25 per cent of the tonnage dues and a reduction of 50 per cent of the sanitary dues. The service must be established before the 31st of December of next year, and the duration of the contract is to be three years.

ARTICLES OF MERCHANDISE IN DEMAND.

In answer to several inquiries, the BULLETIN gives the following as a partial list of articles of merchandise for which there is a demand in Mexico: Agricultural implements, artificial limbs and appliances, acids and oils, barbers' supplies, bricks, bacon and dry-salted pork, building lumber of all kinds, building paper, blinds, boilers and engines, butter, boots and shoes, bicycle supplies, canvas and cotton goods, cattle, concentrators, coal and coke, cheese, carriages, cars (tramway), clothing (ladies' ready-made especially), caps and hats, candies, canned goods, dried fruit, doors and screens, dental and surgical supplies, electrical machinery, fence and ornamental wire, fire brick, field and garden seeds, flour, gas pipe, glass (window), harness, horses, hams, ice houses and refrigerators, lime, liquors and wines, leather, mining tools and machinery, mine timbers, mantels, ore sacks, oils and varnishes, paper and paints, pianos, potatoes, pickles, preserves, photographic supplies, parasols and umbrellas, roofing felt, safes, stoves and ranges, sewer pipes, soaps (especially toilet soaps), telegraph and telephone poles, tiles, vinegar, wool.

MISCELLANEOUS NOTES.

During the next few years Mexico will offer a splendid field for the introduction of labor-saving machinery. The reports from that coun-

try are to the effect that the labor market is being drawn on to its utmost extent. The idle man is the exception. The scarcity of native laborers in certain sections has acted as a hindrance to their development, and experiments have been made during this year in the way of importing laborers. The Mexican Central Railway has imported and now has at work on its Tampico docks and laboring divisions of this branch of its line, situated in the hot lands, about 1,000 Bahama negroes and Chinese. It is also said that there is a movement on foot to try coolie labor on plantation work.

The "Semana Mercantil," of Mexico, is authority for the statement that there has been founded in Switzerland a Franco-Mexican bank, the object of which is to furnish the necessary capital for all kinds of investments in the Republic. The capital of the bank, which is all subscribed, is 5,000,000 francs. The institution will have a representative in the Mexican capital, and will be equipped so as to furnish information and details regarding the great field for operations in a financial, commercial, and industrial way which the country now offers, and also provide the money that may be needed to carry out any undertakings.

According to "Le Courrier du Mexique," M. D'ARGENCE, a French resident of San Luis Potosí, who has been engaged in the culture of the vine for many years in that State, at the instance of several French viticultural societies, has decided to establish an enological station in the city of San Luis Potosí, where courses in the art of wine making may be followed and Mexican wine growers may profit by the experience of French enologists. The station will be open on January 1, of next year, and will be the first scientific and rational effort in Mexico to disseminate knowledge as to the cultivation of the vine and the making of wine.

MR. EUGENE KELLY, a well-known resident of Mexico, and Prince RADZIWIŁL have lately been in the City of Mexico arranging the preliminaries for the establishment of a large iron foundry and rolling mill near Monterey. It is the purpose of the parties having the undertaking in hand to go into manufacturing on a large scale; they will turn out locomotives, rails, agricultural, and other machinery which has heretofore been imported. The raw material will have to come from abroad at first; but afterwards the ore deposits of the country will be drawn upon to furnish it.

American capital is being invested very largely in the development of the Isthmus of Tehuantepec; lines of railroad and steamships are projected; one of the large American companies operating on the isthmus is about to plant 5,000 acres in bananas, and will establish a line of fruit steamers so as to insure against delays in shipment that might prove prejudicial owing to the perishable nature of the cargoes. Another American company is now planting a large acreage in pine-apples and purposes erecting a canning establishment.

The large number of American farmers who have moved across the border into Mexico and the still larger number who are desirous of

locating there, attracted by the warmer climate, are revolutionizing and will continue to revolutionize the farming methods of the country. This fact will make an opening for American implements and tools, which is already evidenced by the increasing amount of agricultural machinery and implements which is going from the United States.

Mr. THOMAS BRANIFF, Jr., of the City of Mexico, has petitioned the Department of Promotion for permission to establish an aluminum factory. The capital which will be employed in the undertaking will be about \$1,000,000. Electrical energy derived from water power in the State of Vera Cruz will be utilized. This venture is an entirely new industry in the Republic, and is being looked forward to with great interest.

A press notice says that heretofore the production of raw sugar in Mexico has been confined to small factories, but that during the Spanish-American war, owing to the conditions in Cuba, United States capitalists started larger establishments on the plan of those in Cuba, and that now efforts are being made to induce German capital to take an interest in this branch of industry in the neighboring Republic.

The finances of the City of Mexico are on a solid basis, the receipts amounting to more than \$400,000 per month, while the expenditures are only \$360,000. The city lighting service comprises 481 electric street lights of 2,000 candlepower, 366 of 1,200 candlepower, and about 150 incandescence lights of 50 and 16 candlepower. The cost of the service is about \$24,000 per month.

A German representative of a large syndicate has recently been visiting several localities in the Republic with a view to establishing Teutonic colonies in Mexico. He had several interviews with the Minister of Promotion, and there seems to be little doubt that a colonization contract will be the outcome of these.

A number of capitalists of the city of Puebla have joined forces to found a factory for bleaching and printing woolen goods in that city. It is reported, though somewhat doubtful, that the capital to be invested in the venture is 6,000,000 pesos, and that 4,000,000 of this amount have already been subscribed.

A new corporation to operate in the Dos Ríos District of the Isthmus of Tehuantepec, to be known as the "Dos Ríos Planters' Association," is about to be organized. It will have a paid capital of \$450,000 gold, and expects before the end of the year 1900 to have 3,000,000 coffee trees and 500,000 rubber trees set out.

The "Two Republics" of Mexico in its issue of August 25, 1899, says that a large number of families of German and Hungarian extraction recently left Buenos Ayres with the intention of founding a colony in the State of Tamaulipas, Mexico.

A new railroad, which is to run from some point on the Fort Worth and Denver, via Abilene, to Eagle Pass, is proposed. It will be known as the Colorado, Texas and Mexico Railroad, and will have a length of 200 miles.

Mr. F. P. HOECK, of the City of Mexico, is about to publish a new English translation of the Mexican tariff law, including all the amendments and additions to date.

St. Louis capitalists are about to build in Guanajuato a cyanide mill of a daily capacity of 50 tons. The process to be employed is the "pneumatic cyanide."

The new vitrified sewer-pipe factory in the City of Mexico is reported to have sufficient orders on hand to keep the plant constantly employed for five years.

The exports of copper from Mexico during the first quarter of this year have increased 33½ per cent over those for the same period of 1898.

The United States Patent Office, on September 26, 1899, issued a patent for a button to Señor Don FRANCISCO CLARK, of Durango, Mexico.

Concessions have been granted to citizens of the United States for a tannery, a hat and a furniture factory in Chihuahua.

The Guadalajara, Jalisco, street railway is soon to be equipped with electric power.

California parties have purchased the Cuchilla gold mine near Altar, Sonora, for \$30,000.

An English syndicate is reported to have purchased the "Socavón" mine in the State of Durango for 4,000,000 pesos.

A bicycle factory is soon to be established in the City of Mexico with a capital of \$500,000, Mexican money.

NICARAGUA.

TRADE AND COMMERCE IN 1898.

According to the report of Mr. CHAMBERS, the resident British Consul, to the "Foreign Office" of his Government, dated July 20, 1899, trade in Nicaragua during the year 1898 was not at all good, but compared with the previous year there was an improvement. The total imports for the year, including produce brought from other Central American countries, amounted to £573,236 (\$2,789,366). Compared with 1897 this was an increase of £44,852 (\$218,250), or about 8½ per cent, but compared with the returns for 1895 and 1896 it shows a large decrease. Great Britain was the largest contributor, with £238,950, or about 41½ per cent of the total. This was an increase over 1897 of £34,350. As in previous years, the United States was second, with a total of £139,900 (\$680,753), or about 24½ per cent, showing a gain of £39,580 (\$192,596) for the year. Germany was third, with £102,000, or nearly 18 per cent, having increased £7,036. The amount received from France was £46,000, against £55,000 for the previous year. Other European countries were credited with £40,000, against £58,500 in 1897. The importations from Central America amounted to £6,386.

From the Consul's observations the following information is gleaned: The increase of 3 per cent in British imports is due mainly to the large amount of cheap cotton goods sent into the country. For cheap dress goods, muslins, prints, white shirtings, lawns, zephyrs, sewing thread, etc., there is no competition of consequence with Great Britain, but in heavier goods, such as ducks, drills, sheetings, grays, etc., the United States can produce an article as good and as cheap, though not always as advantageous to the importing merchant, on account of the awkward widths and set assortment of patterns, which United States firms say they can not alter, while Manchester manufacturers will suit anybody's taste. Thus cottons from the United States are very little known in the interior of the country, but the few imported are much liked in finish and style. Such articles as beer, sewing machines, boilers, nails, iron, wire fencing, and machinery are rarely ever imported from anywhere but the United States and Germany, and it would appear that the principal reason for doing so is cheapness. Beer from the United States is becoming liked, and the consumption is increasing. Barbed wire from the United States is preferred to the English, the former being more pliable and less liable to break. In price the two are about the same. There has been a slight increase of cotton goods from the United States, but the greater part of the gain of that country is due to larger quantities of provisions and such articles as petroleum, wire, lamps, sewing machines, beer, rope, drugs, hardware, etc. Wine from California seems to have fallen off somewhat, and flour from the Eastern States is losing ground in favor of the California flour shipped in gunny bags of 150 pounds each.

The total exports from Nicaragua in 1898 amounted to £636,710 (\$3,098,231), an increase of £25,177 (\$122,511). Of this total £195,500 went to Great Britain, an increase of £45,450. To Germany the amount was £175,000, or a decrease in a year of £105,150, due to the great decrease in both the quantity and price of coffee. To the United States the amount was £172,000 (\$836,952), an increase of £65,900 (\$320,669). To France the amount was £22,500, against £20,000; to other European countries, £28,710, against £10,576; to Central America, £43,000, against £44,657.

Coffee, which is the principal article of export, shows a diminution in quantity of 34,000 bags and in value of £135,000. The total number of bags shipped was 120,000, of which Germany took 70 per cent, Great Britain 20 per cent, with the remainder divided between France, Italy, and the United States. Coffee is now as low as it is likely to go, and a favorable change in the price will at once produce a marked revival in the trade of the country. During the last three years there have been many failures among the merchants of Nicaragua and also among the coffee producers, partly from reckless speculation in coffee. The Germans have suffered most. At the present time about one-third of the coffee estates are bought, mortgaged, or worked by Germans, and

in other lines of business it is to be noted that there are from two to three German houses to one of other foreign nationality. The coffee from the Matagalpa district brings a much better price than the other coffee of the country, and, notwithstanding the fact that the producers are compelled to transport it by means of bullock carts to Leon, a three days' journey, the planters in this section continue to make a good profit. A railway from the city of Leon to Matagalpa is one of the great needs of the producers and the country.

The quantities of rubber, hides, deerskins, logwood, cedar, mahogany, dyewood extracts, cattle, sugar, and gold shipped increased as compared with the previous year, while the exports of silver dollars, indigo, leather, cheese, Indian corn, lard, etc., show a slight decline. The United States received larger quantities of rubber, hides and skins, mahogany, etc., than any other country. Silver dollars are sent to the United States chiefly, although small quantities are taken by European countries as well as by some Central American States. Practically all the cattle are sent to Costa Rica, being driven overland. The indigo is sent to England and France. The sugar is sometimes sent to San Francisco, but mainly to Costa Rica, Honduras, Salvador, and Guatemala. Salvador and Guatemala take the greater part of the salt, leather, maize, soap, lard, boots, starch, hammocks, etc. The increased exports to Great Britain were in gold bars and ore, logwood, dyewoods, and cedar. Large quantities of cedar and mahogany are sent to Boston from Bluefields by a firm which has a concession from the Government. About 14,000 logs of different kinds of wood were exported during the year, besides some 400,000 pounds of rubber, 2,000,000 bunches of bananas, 500,000 cocoanuts, and about 5,000 ounces of gold. An export duty of 3 cents currency is charged on each bunch of bananas, 12 cents gold per kilogram on rubber, and \$17 gold on every kilogram of fine gold shipped.

About 15 per cent of the imports and exports of the country are through the ports of Greytown, and the Atlas Company's steamers from New York touch there once in every 14 days. Most of the trade of the interior is through the Pacific ports of Corinto and San Juan del Sur. Corinto Harbor is considered a very good one, accommodating a large number of good-sized vessels. Most of the vessels that entered the port in 1898 were American, belonging to the Pacific Mail Steamship Company, which receives a subsidy of \$9,000 per year from the Nicaraguan Government. Importations and exportations by way of San Juan del Sur have decreased considerably and in 1898 barely 10 per cent of the traffic of the country was through this port.

The financial state of the country for the year 1898 was not bright, but "hopes of prosperity have been centered on the American canal scheme, which, if ever realized, will be a fine thing for this country, as everything at present drags along slowly for lack of capital and immigration. The fluctuating paper currency issued by the Government in

no way tends to improve matters, and in order to protect themselves against an unexpected rise in exchange, merchants are obliged to leave a good margin when liquidating goods, and necessarily the consumer pays a high price for everything. Credits with small shopkeepers are greatly restricted, but not so much so as in 1897, and, on the whole, there is more confidence of peace; exchange, although high, is practicably always obtainable, owing to the quantity of produce exported."

VALUABLE PREHISTORIC REMAINS.

Members of a scientific commission sent out a few months ago by the Danish Government to make archaeological studies in Central America were recently in the United States en route to their European homes. The leaders of the party were Dr. JOHANNES NEUHAUS and Professor HALFAU BORRING, both of Copenhagen. These scientists were so enthusiastic over their discoveries—having 20 tons of specimens with them—that they will ask to be allowed to return to Nicaragua to continue their investigations, that country being peculiarly rich in prehistoric remains.

Dr. NEUHAUS said that foremost among their finds was one establishing a relationship between the civilization of Nicaragua and that of Peru. Years ago ALEXANDER VON HUMBOLDT discovered and described a peculiar kind of cement used by the masons of the Peruvian Incas, and believed to be found in no other part of the world. Dr. NEUHAUS found samples of the same substance along the Rama River in Nicaragua. The party visited the various ruins near the coast and along this river, examined several of the old mines from which the fabulous wealth of the Toltecs was derived, and lastly discovered refuse mounds, or kitchen middens, remarkably rich in relics.

The middens of northern Europe have proved one of the most valuable fields for ethnological study, and it is especially to delve further into these everyday refuse heaps of the old American civilization that the Danish scientists are believed to be so anxious to return. Objects therein are naturally most of them broken, but they are generally those worn-out by use, and which show the mode of life of the early Indian civilization. No metal implements were found, but the stone hatchets and other tools were as admirably made as were the bronze tools of the Aztecs. The kitchen middens were found at Kukra Point, near Bluefields.

PARAGUAY.

MARKET FOR COTTON TEXTILES.

According to the statement of Mr. JOHN N. RUFFIN, United States Consul, the largest imports of any one class of goods into Paraguay are of cotton textiles, \$186,325.02 worth being imported in 1898, of

which prints were valued at \$78,169.50, gold. The duties on cotton prints or "percales," as the Spanish call them, is 20 per cent per kilogram (2.2046 pounds), which is always the unit of measurement, and a kilogram of such goods is valued at 90 cents. The apparel of the poorer people is almost entirely made of cotton cloth, most of the goods coming from Great Britain and Germany. The lack of banking facilities, as has frequently been noted, is one of the chief obstacles to trade with the United States.

As is well known, the seasons in Paraguay are the reverse of those in the United States, the months of December, January, and February being the hot months south of the equator, as they are the cold months to the north of it. For that reason, the style of cotton prints prevalent in the United States in July could be introduced into Paraguay the following December, thus disposing of the surplus products with profit. The Consul says the colors of the goods depend upon the politics of the country to a considerable extent. There are two great political parties—the "Colorados" or Liberals and the "Azules." Where the former predominate, the people prefer red; where the latter are the more numerous, blue is the prevailing color. The red or the blue, as the case may be, must be of a bright, fast color and serve as a basis of the scheme of color. In addition, there is a third color, which, it would appear, is worn indiscriminately by both political parties. This is a coffee color, varying from light to dark. The red ranges from rose up to a tint of the most pronounced character; the blue from "sky blue" to the deepest indigo. The red appears to be the most salable. Dark colors, which intensify the effects of the tropical sun, are not much worn except as mourning garments. Large and small figured prints, as well as checks, dots, etc., find sale. The prints can vary from widths of 24 inches to those of 26 inches; the lengths may be 24 yards (21.95 meters), and it is important to specify both measurements. Merchants say that the goods of short lengths sell the most quickly; a 20-yard (18.29 meters) piece would be welcomed, but they might be sent in 50-yard (45.72 meter) pieces, so as to permit halving. The most salable cotton prints have 64 by 56 and 64 by 64 threads to the square inch.

The merchants purchase by the meter (39.37 inches) and sell by the "vara" (33.858 inches). Thus, if a Paraguayan retailer buys a meter of cloth for 80 cents paper (10 cents gold) and sells it at \$1 per vara, he not only gains 20 cents, but has 5.512 inches, or almost one-sixth of a vara, remaining from the original meter. Few wholesale merchants buy direct from Europe. They prefer to go to Montevideo or Buenos Ayres once in six months, or depend on their agents in those cities to keep them supplied. The fluctuations of the money of the country makes trade with Europe risky. The retail merchants buy in Asunción. The credit system extends all over South America. The time allowed is usually six months from date of invoice. Sometimes eight and nine months are granted f. o. b. river boat in Montevideo for Asun-

ción, four months' interest at the rate of 6 per cent per annum being charged.

An exporter in the United States, in correspondence, should, according to the consul's instructions, quote prices c. i. f. Buenos Ayres or Montevideo, including packing; no documents. Goods are sold in bond in gold at six months from date of invoice, a draft being signed. The freight from New York to the cities named is 28 cents gold per cubic foot.

Mr. RUFFIN thinks Paraguay is a field worthy of the attention of the exporting merchants of the United States, and that there is no better printed cloth made than that of American manufacture. Few bankruptcies are reported in Paraguay, and the business firms pay well. The "Banco Mercantil" (Mercantile Bank) is said to do a limited business with a New York firm. It is suggested that, to open trade, a firm in the United States might enter into partnership with one of the old established firms in Asunción. The names of the following business houses are given in the consul's report: ANGULO Y CÍA., BRUN Y CÍA., BRAGA Y CÍA., GAONA Y URRUTIA, GOMEZ Y CÍA., and NARDI, YSASI Y CÍA., of Asunción; QUEVADO Y CÍA., of Concepción, and SANTOS Y MOLINO, of Villa del Pilar. Mr. ALBERT G. JONES, a citizen by birth of the United States, who resides at Villa del Pilar and is a large exporter of oranges, is reported as willing to give information to merchants who may write to him.

COMMERCIAL STATUS OF THE COUNTRY.

In a recent issue of the "Börsen Halle," of Hamburg, it was stated that upon the occasion of the departure of Mr. CARLOS R. SANTOS for the United States, where he was sent as a delegate from the Chambers of Commerce of Paraguay to the Commercial Congress at Philadelphia, the president of the former association, Mr. PLATE, delivered an address with reference to the importance of his mission. As a delegate, he was particularly requested to bring to the attention of all parties the real business situation in Paraguay, there being no other country in the world, perhaps, about which such extreme views had been disseminated. It had either been presented as a wilderness or, on the other hand, as a perfect paradise, where one could soon amass wealth without working. Both extremes are erroneous, and Mr. PLATE hoped that the delegate would not fail to put the country right in the eyes of the commercial world assembled at Philadelphia. To do this it would be necessary only to state that Paraguay possesses untrammelled and easy communication with the outside world by broad and navigable rivers and maintains direct mercantile relations with Europe, which are constantly growing, both with regard to exports and imports.

There is no European or American ware that is not received in Paraguay, and no news item of importance in the world but what is published and discussed by her citizens. The commerce of Paraguay

is on as sound a basis as that of any other country, and, even if poorer than many, it is just as trustworthy and honorable as any nation. This is proven by the relatively small number of failures in proportion to the amount of business done. The national prosperity is steadily, if slowly, advancing. The producers are small in number, and consequently large capital at present can not find opportunity for investment. Only for the construction of a system of railways to reach the Paraguayan tea (maté) and tropical wood forests would a large outlay of capital be advisable. With the exception of a few more abattoirs and canning factories, small capitalists only will best succeed in the Republic. Small industries and small farmers can do well, since the situation is most favorable to them. There should be no talk of extensive undertakings in Paraguay, as the inducements for such must naturally be in proportion to the labor supply and the ability of the people to consume their products.

THE COLLECTION OF DEBTS.

In communicating with the Department of State at Washington, under date of June 20, 1899, the United States Consul at Asunción, Mr. JOHN N. RUFFIN, says that for some time he has been studying means by which the merchants of the United States can safely conduct trade in Paraguay and at the same time collect their debts. He observes that the main hindrance to the collection of foreign debts is the difficulty experienced in securing gold with which to purchase foreign drafts. This is especially the case in paying debts due to United States firms. The importers and merchants of Paraguay have sufficient means and money, but the money of the Republic is based upon paper, while foreign firms must be paid in gold. When a merchant desires to liquidate a debt due in the United States, he has to pay an exorbitant price for gold, as all the gold in Paraguay is in the hands of a few persons.

As an illustration of the anxiety of the merchants of Asunción to secure an enlarged foreign trade and of the desire of the leading men of the Republic to relieve the gold stringency, the Consul states that one of the foremost merchants stands ready to mortgage the principal building in Asunción for three or four years and pay 6 per cent interest to any capitalists who will place in any reliable bank in the United States \$60,000 subject to his order, on which he can issue drafts to Paraguayan importers who desire to pay their debts in Europe or in the United States. The building, together with the grounds on which it is erected, cost \$100,000.

With reference to the collection of debts in Paraguay by legal process, Mr. RUFFIN presents the following points, adding that the legal fraternity of Asunción "is able and learned, and any business confided to their hands will be attended to promptly":

- (1) There is no statute of limitation.
- (2) The first step in the recovery of a debt is to bring the matter

before a justice of the peace, if the debt be small; if it be over \$500, it must go before the civil court of first instance. Debts are always recoverable before one of these tribunals, according to their nature and character.

(3) The defendant's goods can be seized under execution by means of an embargo laid upon the goods by order of the judge.

(4) No cases of debts are tried before a jury.

(5) Lawyers and attorneys arrange with their clients as to charges or commissions, generally observing the laws of contract. In case there be no agreement between lawyer and client, or the agreement is contrary to the law and can not be fulfilled, the account may be presented to the judge; but it must not exceed 25 per cent of the total value of the matter in litigation. If those who have to pay an account do not accept it, the judge may order a reappraisalment. Any decision given by the judge is subject to appeal.

(6) The debtor can be compelled to pay the costs of collecting debts.

(7) A joint-stock company with a legal personality, or, in other words, a company recognized by the Government and registered in the book kept in the court of commerce, has a right to sue in the name of the company.

(8) All legal documents to be used in Paragnay must be attested before the Paraguayan Consul in the United States, and in default of this, before a Consul of any other nation.

(9) Where money is known to be due, it can be attached in satisfaction of the debt. A garnishee order can be made against the person owing the money, by applying to the respective courts.

MISCELLANEOUS NOTES.

Dr. BORELLI, Director of the Zoological Museum at Turin, Italy, is reported to have recently arrived at Asunción for the purpose of making an investigation of the fauna peculiar to Paraguay. His scientific research will be confined principally to the ornithology of the country.

During the fiscal year 1899 there were 405 immigrants to Paraguay. Of these 239 were from Sicily. The rest were of various nationalities, including one family from the United States.

The Paraguayan Government has decreed that the metric system, which had previously been provided for by law, should go into effect on January 1, 1901.

PERU.

MANUFACTURING INDUSTRIES.

The manufacturing industries of Peru should occupy a more prominent position in the economic life of the country than is at present assigned to them in statistical reports. Many factories, constituting

an important vital element, have been developed, of which the following are deserving of note: Shoe factories, the Gagliardi establishment, employing a number of machines and about 100 workmen, being the most important; cravat manufactories, and foundries, the latter constituting a branch of industrial life of the highest importance, the principal ones being the "Piedra Liza," with 70 workmen, the "Schofield," and the "Ashford." Almost all these foundries are under English direction. There are also biscuit factories, the oldest being that of FIELD & Co., as well as several tanneries. Only one of these latter establishments is of special importance, which, under the management of A. LABROUSSE & Co., turns out waxed calfskins of very good quality.

In Lima there are several furniture factories, the two principal ones being the MALHERBE COMPANY and the HECHKOPPLER COMPANY, each employing about 50 workmen. The wood used is, for the greater part, American cedar, but a limited amount of walnut from Europe and the United States is also manufactured. Veneer woods come principally from Europe. The flour mills of Lima belong either to Italians or Spaniards, and the wheat used is provided principally by Chile, the flour being destined for home consumption, though a small part is exported to Guayaquil. The preparation of alimentary pastes has taken on a certain activity, owing to the existence in the country of an Italian colony which is a large consumer of this class of food. There is no factory for pharmaceutical products in Peru, but several druggists in Lima make a specialty of preparing certain lines of these goods. Soap factories have been established in Lima, as well as a limited number of sawmills and wood yards. Some of the wood, such as pine, cedar, etc., is supplied from Norway and the United States.

The tobacco industry has the lead in Lima. In the various factories of the capital more than three thousand workmen are employed in making cigars, and still a greater number in the manufacture of cigarettes. The same city also supports nine tanneries, two of which are under French management, and cotton and woolen mills. The most important woolen mill is that of Santa Catalina, founded with Peruvian capital and directed by Italians.

Several factories of lesser importance for the manufacture of brooms, chocolate, billiard supplies, oils, pianos, salt, matches, etc., may also be noted.

NEW PRESIDENTIAL CABINET.

Señor DON EDUARDO LÓPEZ DE ROMAÑA, the newly elected President of Peru, took the oath of office on the afternoon of September 8, last, at Lima. His Cabinet is composed as follows:

President of the Council and Minister for Foreign Relations, Dr. MANUEL MARÍA GALVEZ.

Minister of Government and Police, Col. DOMINGO J. PARRA.

Minister of Justice, Worship, and Instruction, Dr. ELIODORO ROMERO.

Minister of War and Marine, Capt. CAMILO M. CARRILLO, Peruvian Navy.

Minister of Finance and Commerce, Dr. MARIANO A. BELAUDE.

Minister of Public Works, Señor CARLOS BASADRE Y FORERO.

The Premier, Dr. GALVEZ, is a lawyer of ability and Attorney-General in the Supreme Court. During the administration of Dr. GARCÍA CALDERÓN he was Minister for Foreign Relations. Colonel PARRA, of the Army, was prefect of Callao and at one time Minister of War in the first Cabinet of President PIÉROLA. Dr. ROMERO is a lawyer of ability in Lima and has held several responsible and prominent positions. Captain CARRILLO, of the Navy, was formerly Postmaster-General and has held the portfolio of finance. In 1868 he was appointed on a commission to bring two monitors from the United States. Dr. BELAUDE is a lawyer and merchant of a distinguished family of Arequipa; he has held several important positions in his native city and is a descendant of the famous JUAN DE LA TORRE, one of the thirteen companions of FRANCISCO PIZARRO on the Island of Gallo. Señor BASADRE is an intelligent young civil engineer who at one time was a Senator for the Department of Taena.

The President's speech to the Congress of Peru after taking the oath of office was short and confined principally to setting forth his programme for the future. The keynote of it is to be found in the following paragraph: "On my part, obedient to the call of my country, I come to perform my duty. Without untoward ambition, without hates, and without entangling obligations, I bring to the office a staunch and sincere will, which I shall untiringly place at its service."

THE PRODUCTION OF COPPER.

The stoppage of the free coinage of silver two years ago was depressive to the silver-mining industry, and a number of mines are closed down. In 1898, for the first time in the history of the Cerro de Paseo mine, which had been worked solely for silver, as an experiment some copper ores were shipped to England when the price for pure copper was £52 per ton. The sales proved so satisfactory that a number of men were employed, and before the end of the year from 50 to 60 miners were engaged in the exportation of copper ores. At present the output is about 3,000 tons per month, two-thirds of which is being piled up at Cerro de Pasco for want of means of transportation, as barely 1,000 tons per month find their way to the railway terminus at Oroya, and on these the average charge is about £8 per ton. From Oroya these ores are carried to Callao by rail to the coast for £1 10s. per ton, and are finally shipped to Liverpool or Swansea with the freight and general charge on them of about £3 per ton. All ores now being worked are of the richest grade, ranging from 35 per cent to upward of 40 per cent, obtaining in Liverpool an average price of £25 per ton. The construction of the railway from Oroya to Cerro de Pasco

will develop the copper industry to a great extent, reducing the present expenses of £14 on each ton of ore sent to Liverpool to £7, or perhaps less.

It is estimated that the quantity of ore which may be said to be in sight is from 5,000,000 to 6,000,000 tons. This would seem to be corroborated by the low cost of production, which, notwithstanding the primitive methods of working, does not exceed from 6 to 8 English shillings per ton.

ADVICE TO EXPORTERS.

The "Revue du Commerce Extérieur" of September 2, 1899, contains an extract from the reports of the Belgian Consul at Lima, published in the "Recueil Consulaire Belge." The Consul gives to his countrymen desiring to develop their export trade with Peru the following advice, which may be profitable or, at all events, of interest to exporters in the United States:

"The condition of affairs and the means necessary to extend our commerce upon the Pacific have not changed, and, to judge from the limited number of traveling agents from our country who visit these shores, our purpose of abstention has remained almost equally unchanged. These trips, however, are profitable, as is demonstrated by the efforts made by merchants established in Lima to subject traveling men arriving in Peru to a tax of 500 sols, good for six months only. One may imagine the uneasiness, somewhat exaggerated, no doubt, with which large importers see these agents offering their wares to all retailers, great and small, and even to private individuals, in some cases.

"It is important, in this connection, to note the good reputation enjoyed in Peru by German agents, on account of their readiness to satisfy the least caprice of their customers. All hints given them on the subject of packing, the weight and merchandise, are scrupulously followed. Far from imitating the example of other traveling men who wish to force their wares on the purchaser in their own way, the Germans, on the contrary, are eager to satisfy the demands made upon them, according to the desire of each.

"Resident agents might replace traveling men, but it is sometimes difficult to find men with the special knowledge necessary for the sale of certain products. It is also necessary, when a choice has been made, to keep in constant communication with him and to give him precise instructions, so that he may not be exposed to unpleasant surprises."

The Consul adds that when a sale has been made one must not neglect to execute the order, giving as an excuse that the manufacture of the article chosen is no longer carried on, proposing at the same time another sort, which, as often as not, does not suit the taste of the buyer. Tardiness, mistakes, delays, and complaints are also to be avoided, and it is important that thoroughness and precision should govern all operations.

Another means which contributes to the distribution of goods in Peru, the Consul observes, is advertising, and although good wares adver-

tise themselves, it is, however, necessary that they should be known. Prices for advertisements are not high. The paper "El Comercio" charges 5 centavos per line an insertion. For lengthy announcements a reduction of 25 per cent is made, and a further reduction is made if the insertion is continued for several months. Other papers in Lima charge about the same as El Comercio.

EXPORTS OF COCA LEAVES AND CRUDE COCAINE.

According to a French consular report of recent date, the cocaine and coca leaves industry of Peru has largely increased of late years. The following are the exports, in kilos, from 1891 to 1897: Coea leaves, 1891, 128,543; 1892, 388,465; 1893, 390,955; 1894, 372,360; 1895 and 1896, none; 1897, 493,677. Crude cocaine: 1891, 3,216; 1892, 4,550; 1893, 2,357; 1894, 4,716; 1895 and 1896, none; 1897, 5,207. The greater part went to Hamburg and thence to France, but a movement is on foot to establish a line of steamers to ply between Peru and Havre, France, so that the trade between the two countries may be more direct.

NEW MEDICAL COLLEGE.

On the afternoon of September 3, 1899, the corner stone of the new school of medicine was laid in the Botanical Garden of Lima. The ceremonies were very imposing, the President of the Republic, Members of his Cabinet, Senators and Deputies, the diplomatic corps, and a large concourse of distinguished residents of the city being present. The Director of Public Works, Señor T. TERRY, read an address rehearsing all the steps leading up to the erection by the Government of the new School of Medicine, which was determined upon by it on November 8, 1897. Señor Don SANTIAGO M. BASURCO, who won the first prize in the competition for plans for the new building, was awarded the contract for its erection, the estimates of cost being 263,297.10 soles. The corner stone was laid by the President of the Republic, Don NICOLÁS DE PIÉROLA, who used a silver trowel bearing an inscription showing that it was presented to the President by the men employed upon the building of the structure.

MISCELLANEOUS NOTES.

Experiments have recently been made in Lima looking to the improvement of the street paving of that city. Two thousand asphalt blocks, composed of 90 per cent crushed hard rock and 10 per cent Trinidad asphalt subjected to a pressure of 100 tons to a square inch, which were imported from the United States, were used in the first experiments, and it is reported that there is a likelihood of the city authorities determining upon the utilization of blocks of this composition in the paving of at least some of the streets of the capital.

At a recent meeting of the board of directors of the Vitor Railroad it was resolved to present to the Government for approval the plans

made by Mr. SOUTHERS, the company's engineer, for a narrow-gauge railroad to run from Satillo station, the terminus of the Vitor Railroad, for 10 kilometers along the valley to the Hnachiqa Pass. It is the intention of the company to extend the road several kilometers each year until it reaches the Siguas Valley.

The material for the complete rebuilding of the important and costly Pacasmayo pier arrived recently from New York and the work of reconstruction and repair is now being carried on. The general representative of the Pacific Company and concessionary of the Hualgayoc Railroad, to which companies the pier belongs, is Dr. JOSÉ M. YRIGOEYEN, who was Chargé d'Affaires of Peru in Washington in 1891 and 1892.

Several prominent citizens of Lima lately issued a prospectus regarding a new company to be formed for the purpose of furnishing the capital of Peru with first-class vehicles of the "Victoria" style, to be let by the month, day, or hour. The capital stock of the proposed company is to be 100,000 soles, divided into 10,000 shares of 10 soles each.

The Peruvian Congress on August 22, 1899, enacted a law changing the name of the town of Pillo, in the district of Chupaca, in the province of Hunacayo, to Pilecomayo, and on the 24th of August authorized the executive power to negotiate with the "Peruvian Corporation" for the extension of the railroad from Sicuani to Cuzco.

SALVADOR.

IMPORTATION OF SILVER COIN.

Under date of August 9, 1899, Mr. JOHN JENKINS, Consul for the United States at San Salvador, transmitted to the Department of State at Washington a translation of a recent governmental decree, promulgated on July 29, 1899, of which the following is a copy:

"ARTICLE 1. The introduction of all silver money, whether in pesos or in fractional coins, which contain less than 900 fine and are less than legal weight, is prohibited.

"ART. 2. The administrators of customs and revenues will cause this provision to be strictly enforced, confiscating all silver of alloy less than that stated.

"ART. 3. Governors and departmental officers are instructed to prevent the introduction of the money above referred to.

"ART. 4. A reward of 25 per cent will be given to persons denouncing the importation of money forbidden in virtue of this decree, and 10 per cent will be given to those in public employ who shall confiscate the same.

"ART. 5. The present decree will go into effect on the day of publication."

NEW MINING COMPANY.

On August 8, 1899, "Butters's Salvador Mining Company, Limited," was admitted to registry in London. Messrs. CLARKE & Co. are named as the promoters of the company, and the capital stock is fixed at £150,000, divided into £1 shares. The object is "to adopt and carry into effect an agreement expressed to be made between this company and G. BUTTERS and D. J. P. PULLINGER for the acquisition of certain mineral properties, mines, concessions, etc., in the Republic of Salvador, and to develop, deal with, and turn to account of the same in such manner as the company may deem expedient."

UNITED STATES.

TRADE WITH LATIN AMERICA.

STATEMENT OF IMPORTS AND EXPORTS.

The following is the latest statement from figures compiled by the Bureau of Statistics, United States Treasury Department, showing the value of the trade between the United States and the Latin-American countries. The report is for the month of August, 1899, with a comparative statement for the corresponding month of the previous year; also for the eight months ending August, 1899, compared with the corresponding period of the fiscal year 1898. It should be explained that the figures from the various custom-houses, showing imports and exports for any one month, are not received at the Treasury Department until about the 20th of the following month, and some time is necessarily consumed in compilation and printing, so that the returns for August, for example, are not published until sometime in October.

IMPORTS OF MERCHANDISE.

Articles and countries.	August—		Eight months ending August—	
	1898.	1899.	1898.	1899.
Chemicals:				
Logwood (<i>Palo campeche</i> ; <i>Pau campeche</i> ; <i>Campeche</i>)—				
Mexico		\$430	\$1,792	\$11,995
Coal, bituminous (<i>Carbón bituminoso</i> ; <i>Carvão betuminoso</i> ; <i>Charbon de terre</i>):				
Mexico	\$19,385	15,889	141,039	152,392
Cocoa (<i>Cacao</i> ; <i>Coco ou Cacao erú</i> ; <i>Cacao</i>):				
Central America	2,292		6,812	809
Brazil	10,753	3,080	106,977	253,540
Other South America	109,339	206,120	890,604	1,201,880
Coffee (<i>Café</i> ; <i>Café</i> ; <i>Café</i>):				
Central America	236,424	123,071	3,852,820	4,941,805
Mexico	38,259	95,767	2,609,316	2,448,406
Brazil	2,458,830	2,150,937	22,730,349	25,057,234
Other South America	470,063	430,913	5,401,112	5,113,790

IMPORTS OF MERCHANDISE—Continued.

Articles and countries.	August—		Eight months ending August—	
	1898.	1899.	1898.	1899.
Cotton, unmanufactured (<i>Algodón en rama; Algodón en rama; Cotton, non manufacture</i>):				
South America.....	\$451	\$12,070	\$129,225	\$116,924
Fibers:				
Sisal grass (<i>Henequen; Hennequen; Hennequen</i>)—				
Mexico.....	872,956	481,716	5,426,326	5,405,134
Philippine Islands.....	224,919	59,167	2,005,977	3,185,428
Fruits:				
Bananas (<i>Plátanos; Bananas; Bananes</i>)—				
Central America.....	171,367	213,708	1,191,759	1,404,942
South America.....	29,803	106,643	369,580	741,075
Oranges (<i>Naranjas; Laranjas; Oranges</i>)—				
Mexico.....	2,035	2,298	3,730	10,923
Fur skins (<i>Pielés finas; Pelles; Fourrures</i>):				
South America.....	23,006	19,313	73,137	126,521
Hides and skins (<i>Cueros y pieles; Couros e pelles; Cuirs et peaux</i>):				
Central America.....	26,852	43,154	132,182	238,572
Mexico.....	119,105	150,909	1,223,493	1,427,076
South America.....	730,559	822,953	6,728,912	7,425,987
India rubber, crude (<i>Goma elástica; Borracha crua; Caoutchouc brut</i>):				
Central America.....	50,592	57,420	322,903	620,452
Mexico.....	8,988	16,392	38,125	129,769
Brazil.....	727,571	576,414	9,145,085	12,605,495
Other South America.....	92,126	102,822	479,253	661,572
Lead, in pigs, bars, etc. (<i>Plomo en galápagos, barras, etc.; Plumbo en lingaños, barras, etc. Plomb en saumons, en barres, etc.</i>):				
Mexico.....	217,061	240,829	1,130,966	1,438,596
Sugar, not above No. 16 Dutch standard (<i>Azúcar, no superior de la escala holandesa; Assucar não superior ao No. 16 de padrão holandês; Sucre, pas au-dessus du type hollandais No. 16</i>):				
Central America.....	2,156	498	202,512	161,862
Mexico.....	1,510	851	43,568	64,803
Cuba.....	154,214	1,436,247	9,897,752	16,497,951
Brazil.....	12,399	2,362,565	2,362,565	681,865
Other South America.....	201,599	565,959	3,127,158	3,484,927
Hawaiian Islands.....	1,856,794	3,001,888	13,018,025	16,048,701
Philippine Islands.....	436,617	849,629	733,200	960,204
Tobacco, leaf (<i>Tabaco en rama; Tabaco em folha; Tabac en feuilles</i>):				
Mexico.....	39,633	1,929	137,051	22,348
Cuba.....	25,592	349,574	1,676,922	4,375,139
Wood, mahogany (<i>Caoba; Mogno; Acajou</i>):				
Central America.....	650	52,875	111,320	216,848
Mexico.....	5,109	59,556	146,678	397,581
Cuba.....		5,981	933	40,581
South America.....	1,255	1,000	35,241	10,921
Wool (<i>Lana; Lã; Laine</i>):				
South America—				
Class 1 (clothing).....	3,616	5,890	534,348	470,166
Class 2 (combing).....	9		19,029	101
Class 3 (carpet).....	38,246	7,604	758,984	365,110

EXPORTS OF DOMESTIC MERCHANDISE.

Agricultural implements (<i>Instrumentos de agricultura; Instrumentos de agricultura; Machines agricoles</i>):				
Central America.....	\$28	\$4,407	\$1,964	\$5,651
Mexico.....	15,353	34,083	98,741	206,334
Santo Domingo.....	38	28	304	744
Cuba.....	353	16,785	2,421	63,667
Porto Rico.....		621	426	3,885
Argentina.....	150,630	480,486	370,006	1,267,564

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	August—		Eight months ending August—	
	1898.	1899.	1898.	1899.
Agricultural Implements—Continued.				
Brazil.....	\$1,135	\$1,862	\$17,855	\$24,618
Colombia.....	739	32	3,895	477
Other South America.....	73,601	29,099	187,856	167,243
Animals:				
Cattle (<i>Gaudo racino; Gado; Bétail</i>)—				
Central America.....	1,175	.....	2,165	165
Mexico.....	1,231	19,784	59,182	83,536
South America.....	.....	.....	5,137	2,380
Hogs (<i>Cerdos; Porcos; Cochons</i>)—				
Mexico.....	30	2,390	4,598	65,225
Horses (<i>Caballos; Cavallos; Chevaux</i>)—				
Central America.....	590	.....	8,805	1,738
Mexico.....	2,879	11,407	57,365	52,255
South America.....	.....	360	1,850	2,449
Sheep (<i>Carneros; Carneiros; Moutons</i>)—				
Mexico.....	90	25	5,945	3,210
South America.....	1,940	680	7,378	5,805
Books, maps, engravings, etc. (<i>Libros, mapas, grabados, etc.; Livros, mapas, gravuras, etc.; Livres, cartes de géographie, gravures, etc.</i>):				
Central America.....	10,715	16,226	22,104	39,660
Mexico.....	2,364	7,575	55,248	47,847
Santo Domingo.....	532	.....	851	7,248
Cuba.....	48	6,561	2,805	46,755
Porto Rico.....	10	618	365	11,941
Argentina.....	1,387	1,756	16,259	17,296
Brazil.....	2,202	1,858	32,454	24,321
Colombia.....	521	275	7,057	34,333
Other South America.....	4,421	5,301	32,739	46,407
Breadstuffs:				
Corn (<i>Maiz; Milho; Maïs</i>)—				
Central America.....	1,409	3,458	43,760	26,584
Mexico.....	18	14,660	6,260	99,803
Santo Domingo.....	2	.....	61	315
Cuba.....	28,588	29,072	227,291	319,489
Porto Rico.....	188	.....	.....	251
South America.....	2,823	3,055	12,760	20,043
Wheat flour (<i>Harina de trigo; Farina de trigo; Farine de blé</i>)—				
Central America.....	77,717	56,951	856,325	612,499
Mexico.....	6,651	13,376	64,129	104,632
Santo Domingo.....	9,085	.....	146,912	95,573
Cuba.....	131,566	211,679	824,576	1,345,675
Porto Rico.....	18,155	25,841	197,576	371,061
Brazil.....	270,785	145,184	1,980,987	1,811,489
Colombia.....	22,903	35,084	290,322	323,407
Other South America.....	104,973	210,922	1,022,336	1,124,846
Wheat (<i>Trigo; Trigo; Blé</i>)—				
Central America.....	2,848	.....	25,032	13,944
South America.....	56	723	385,733	68,599
Carriages, cars, etc., and parts of (<i>Carruajes, carros y sus accesorios; Carriages, cars et parties de carros; Voitures, wagons et leurs parties</i>):				
Central America.....	9,686	1,857	34,734	13,511
Mexico.....	40,307	85,907	161,550	593,709
Santo Domingo.....	213	.....	10,671	11,414
Cuba.....	1,578	11,913	19,177	96,610
Porto Rico.....	.....	2,511	1,429	8,246
Argentina.....	113,109	17,061	426,225	104,772
Brazil.....	1,042	37,380	529,304	141,981
Colombia.....	12,511	2,404	38,065	11,291
Other South America.....	2,590	3,542	65,197	29,197
Cycles and parts of (<i>Biciclos y sus accesorios; Bicycles et leurs parties</i>):				
Central America.....	1,252	405	4,969	3,819
Mexico.....	3,317	2,967	45,216	32,707
Santo Domingo.....	21	.....	593	298
Cuba.....	.....	17,360	3,335	49,822
Porto Rico.....	24	636	1,230	2,234
Argentina.....	1,873	26,015	70,452	290,762

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	August—		Eight months ending August—	
	1898.	1899.	1898.	1899.
Cycles and parts of—Continued.				
Brazil.....	\$7,720	\$3,809	\$76,161	\$23,397
Colombia.....	732	1,157	6,390	6,108
Other South America.....	3,457	7,348	32,376	41,893
Clocks and watches (Relojes de pared y de bolsillo; Relojos de pared e de bolso; Pendules et montres):				
Central America.....	151	579	4,082	1,887
Mexico.....	2,114	3,102	13,764	20,515
Argentina.....	3,205	3,158	22,966	20,796
Brazil.....	7,686	4,934	27,071	36,539
Other South America.....	7,506	3,323	58,741	48,550
Coal (Carbón; Carvão; Charbon):				
Central America.....	1,671	2,751	6,660	11,933
Mexico.....	84,725	136,565	751,674	988,163
Santo Domingo.....	1,830	656	6,623	6,536
Cuba.....	33,238	23,853	273,083	467,181
Porto Rico.....	9,069	699	15,008	32,984
Brazil.....	1,666	8,819	69,987	94,649
Colombia.....	2,511	6,216	17,147	49,606
Other South America.....	47,967	1,854	71,637	45,809
Copper (Cobre; Cobre; Cuivre):				
Mexico.....	24,585	3,603	252,559	182,505
Cotton, unmanufactured (Algodón no manufacturado; Algodão não manufacturado; Coton non manufacturé):				
Mexico.....	7,665	1,662	568,996	415,738
Cotton cloths (Tijilas de algodón; Fazendas de algodón; Coton manufacturado):				
Central America.....	44,985	60,400	284,965	414,719
Mexico.....	34,158	57,587	294,222	359,170
Santo Domingo.....	18,521	.....	106,299	132,912
Cuba.....	.....	72,044	5,951	560,672
Porto Rico.....	.....	24,715	1,023	214,913
Argentina.....	9,326	8,427	108,811	87,047
Brazil.....	40,974	47,169	386,198	293,989
Colombia.....	30,075	29,347	185,555	283,183
Other South America.....	104,446	85,596	846,720	793,686
Wearing apparel (Ropa de algodón; Rampa de algodón; Vêtements en coton):				
Central America.....	12,395	26,661	151,632	193,064
Mexico.....	29,437	31,350	252,015	291,564
Santo Domingo.....	2,058	12	14,580	12,894
Cuba.....	55	21,092	10,855	129,859
Porto Rico.....	.....	2,029	746	31,505
Argentina.....	4,418	2,771	28,615	34,307
Brazil.....	3,099	4,618	29,380	21,918
Colombia.....	2,543	4,926	26,932	29,054
Other South America.....	2,995	8,131	26,299	51,233
Fruits and nuts (Frutas y nueces; Frutas e nozes; Fruits et noixettes):				
Central America.....	1,606	2,620	17,965	17,879
Mexico.....	4,831	6,243	37,818	45,847
Santo Domingo.....	179	.....	452	326
Cuba.....	1,571	4,667	12,505	37,806
Porto Rico.....	.....	560	247	3,947
Argentina.....	859	2	6,429	14,277
Brazil.....	1,349	1,009	5,052	6,642
Colombia.....	503	917	5,041	6,519
Other South America.....	1,117	2,813	10,462	12,703
Hides and skins (Cueros y pieles; Couros e peles; Cuirs et peaux):				
Central America.....	.....	.....	.....	.....
Mexico.....	.....	.....	.....	.....
Instruments:				
.....	120	624	1,999	2,321
Electric and scientific apparatus (Aparatos electricos y científicos; Appareils électriques e científicos; Appareils électriques et scientifiques)—				
Central America.....	7,356	7,231	43,833	44,076
Mexico.....	38,285	64,942	217,086	338,335
Argentina.....	23,046	28,061	97,046	190,905
Brazil.....	11,203	6,722	40,144	65,678
Other South America.....	10,050	10,526	74,636	87,077

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	August—		Eight months ending August—	
	1898.	1899.	1898.	1899.
Iron and steel, manufactures of:				
<i>Steel rails (Carriles de acero; trilhos de aço; rails d'acier)—</i>				
Central America.....				
Mexico.....	\$10,456	\$4,453	\$11,351	\$17,731
South America.....	72,851	17,431	506,034	311,064
	11,853	1,331	261,403	90,176
Builders' hardware, and saws and tools (Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, scies et outils)—				
Central America.....	5,902	8,032	49,711	59,540
Mexico.....	15,784	30,316	267,804	297,585
Santo Domingo.....	1,618	242	8,837	6,453
Cuba.....	1,280	49,203	25,304	276,230
Porto Rico.....	45	3,497	3,699	21,535
Argentina.....	25,239	42,301	117,446	174,032
Brazil.....	21,348	21,821	115,171	160,076
Colombia.....	8,623	5,794	59,044	72,380
Other South America.....	22,714	27,478	132,044	163,687
Sewing machines and parts of (Máquinas de coser y accesorios; Máquinas de coser e accesorios; Machines à coudre et leurs parties)—				
Central America.....	1,988	2,594	15,254	13,603
Mexico.....	17,305	4,803	150,545	204,680
Santo Domingo.....	524		1,284	1,355
Cuba.....		8,982	27	21,511
Porto Rico.....		109	1,050	3,681
Argentina.....	13,356	28,540	54,953	119,144
Brazil.....	5,858	16,307	67,472	95,529
Colombia.....	6,499	2,493	47,538	38,071
Other South America.....	15,140	13,131	76,180	92,179
Typewriting machines and parts of (Máquinas de escribir y accesorios; Máquinas de escribir e accesorios; Machines à écrire et leurs parties)—				
Central America.....	178		868	1,213
Mexico.....	2,397	5,082	23,632	39,429
Santo Domingo.....				187
Cuba.....	78	2,699	787	18,966
Argentina.....	3,441	6,291	17,875	25,019
Brazil.....	1,001	192	3,549	5,218
Colombia.....	290	320	1,861	2,138
Other South America.....	522	1,324	9,439	20,284
Leather, other than sole (Cuero, distinto del de suelo; Couro não para solas; Cuir, autres que pour semelles):				
Central America.....	587	2,349	4,150	8,760
Mexico.....	395	5,759	4,507	12,721
Santo Domingo.....	172		358	1,057
Cuba.....		3,281	1,627	26,247
Porto Rico.....		250	708	6,794
Argentina.....	3,714	10,033	12,187	36,250
Brazil.....	3,076	4,978	49,792	49,055
Colombia.....	173	25	2,445	3,166
Other South America.....	1,785	5,688	11,151	30,091
Boots and shoes (Calzado; Calçados; Chaussures):				
Central America.....	3,249	9,351	48,370	76,990
Mexico.....	7,509	28,449	66,816	206,880
Colombia.....	3,669	5,907	26,181	28,154
Other South America.....	4,371	2,530	25,273	16,755
Naval stores:				
<i>Rosin, tar, etc. (Resina y alquitran; Resina e alcatrão; Résine et goudron)—</i>				
Central America.....	2,139	1,573	12,777	9,831
Mexico.....	146	1,608	6,824	7,108
Santo Domingo.....	75		3,294	2,854
Cuba.....	38	1,975	2,580	9,052
Porto Rico.....		79	281	778
Argentina.....	722	13,500	58,649	67,322
Brazil.....	18,847	16,298	111,202	150,515
Colombia.....	391	1,040	9,271	7,545
Other South America.....	9,942	8,306	56,979	43,332

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	August—		Eight months ending August—	
	1898.	1899.	1898.	1899.
Naval stores—Continued.				
Turpentine, spirits of (<i>Aguaarrás; Agua-raz; Téré-benthine</i>)—				
Central America.....	\$210	\$434	\$1,998	\$3,290
Mexico.....	228	313	2,947	3,558
Santo Domingo.....	63	—	335	385
Cuba.....	103	4,895	5,795	37,200
Porto Rico.....	—	260	583	2,832
Argentina.....	4,513	6,385	102,273	45,539
Brazil.....	5,791	12,027	54,300	44,743
Colombia.....	540	546	3,261	4,804
Other South America.....	4,202	5,506	50,351	41,994
Oils, mineral, crude (<i>Aceites minerales, crudos; Oleos minerales, crus; Huiles minerales, brutes</i>):				
Mexico.....	29,162	40,761	181,165	355,693
Cuba.....	8,500	21,431	85,642	149,438
Porto Rico.....	—	—	19,477	12,512
Oils, mineral, refined or manufactured (<i>Aceites minerales refinados ó manufacturados; Oleos minerales, refinados ó manufacturados; Huiles minerales, raffinés ou manufacturées</i>):				
Central America.....	9,053	8,621	78,879	97,049
Mexico.....	9,182	12,841	114,574	145,560
Santo Domingo.....	652	395	32,653	18,200
Cuba.....	4,706	6,241	26,301	86,536
Porto Rico.....	222	3,661	9,852	46,002
Argentina.....	78,188	149,921	669,759	633,509
Brazil.....	149,942	158,813	1,015,741	594,369
Colombia.....	7,306	15,524	79,322	92,178
Other South America.....	61,216	86,714	733,835	785,485
Oils, vegetable (<i>Aceites vegetales; Oleos vegetales; Huiles vegetales</i>):				
Central America.....	110	125	2,291	3,538
Mexico.....	29,976	73,548	219,343	363,822
Santo Domingo.....	3,891	—	25,451	19,057
Cuba.....	42	4,701	908	25,715
Argentina.....	2,381	4,774	8,556	28,726
Brazil.....	4,090	29,865	163,322	146,461
Other South America.....	3,050	9,429	77,343	86,092
Paraffin and paraffin wax (<i>Parafina y cera de parafina; Parafina e cera de parafina; Paraffine et cire de cette substance</i>):				
Central America.....	1,987	2,188	17,617	29,682
Mexico.....	15,453	7,474	101,818	162,960
Brazil.....	1,010	963	7,400	8,507
Other South America.....	1,737	670	5,115	5,364
Provisions, comprising meat and dairy products:				
Beef, canned (<i>Carne de vaca en latas; Carne de vaca en latas; Bœuf conservé</i>)—				
Central America.....	1,698	2,585	15,612	14,567
Mexico.....	1,447	1,812	9,295	14,046
Santo Domingo.....	3	—	26	88
Cuba.....	2,274	778	4,848	19,783
Argentina.....	—	365	505	1,484
Brazil.....	2,251	1,241	18,716	10,000
Colombia.....	242	1,091	3,582	4,756
Other South America.....	601	3,097	9,612	12,128
Beef, salted or pickled (<i>Carne de vaca, salada ó en salinera; Carne de vaca, salgada ou em salmoura; Bœuf, sale ou en saumure</i>)—				
Central America.....	2,839	3,979	24,686	25,484
Mexico.....	—	421	190	994
Santo Domingo.....	79	210	2,999	4,007
Cuba.....	3,560	716	6,799	19,855
Porto Rico.....	120	571	140	1,364
Brazil.....	281	116	929	1,233
Colombia.....	713	1,728	9,171	12,403
Other South America.....	13,308	12,092	119,993	105,135
Tallow (<i>Sebo; Sebo; Suif</i>)—				
Central America.....	8,315	7,070	66,701	64,525
Mexico.....	4,089	1,241	15,954	21,246
Santo Domingo.....	82	—	16,018	13,650
Cuba.....	—	596	7,142	1,976

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	August—		Eight months ending August—	
	1898.	1899.	1898.	1899.
Provisions, comprising meat and dairy products—				
Continued.				
Tallow—Continued.				
Porto Rico.....			\$176	\$319
Brazil.....	\$2,150	\$1,430	5,625	20,456
Colombia.....	174	1,223	6,572	13,375
Other South America.....	1,575	532	16,623	28,543
Bacon (Tocino; Toucino; Lard fumé)—				
Central America.....	2,071	2,610	10,389	13,076
Mexico.....	1,739	2,038	7,788	13,650
Santo Domingo.....		336	1,922	1,387
Cuba.....	61,520	96,168	400,457	629,737
Porto Rico.....	2,128	5,375	21,000	52,744
Brazil.....	49,241	17,839	258,672	144,962
Colombia.....	21		678	1,484
Other South America.....	702	375	14,795	10,812
Hams (Jamon; Presunto; Jambons)—				
Central America.....	1,694	2,943	15,796	16,917
Mexico.....	2,172	3,249	17,629	21,738
Santo Domingo.....		607	5,448	4,325
Cuba.....	32,008	80,229	193,707	508,407
Porto Rico.....		4,583	11,378	14,194
Brazil.....		583	2,662	2,149
Colombia.....	1,017	1,225	9,297	12,437
Other South America.....	6,209	9,579	44,125	59,742
Pork (Carne de puerco; Carne de porco, Porc)—				
Central America.....	8,449	7,738	54,912	45,600
Santo Domingo.....		690	5,250	3,684
Cuba.....	995	11,351	9,629	46,644
Porto Rico.....	6,404	11,153	75,355	132,439
Brazil.....	2,150	28	4,138	2,908
Colombia.....	498	915	6,231	27,975
Other South America.....	18,783	18,598	148,363	129,568
Lard (Manteca; Banha; Saindoux)—				
Central America.....	17,338	16,345	126,646	118,972
Mexico.....	7,473	49,232	92,182	168,822
Santo Domingo.....		2,943	27,678	16,544
Cuba.....	174,122	158,436	721,731	1,237,176
Porto Rico.....	10,193	21,101	95,830	171,997
Argentina.....	156	397	2,917	3,301
Brazil.....	128,645	90,426	652,084	713,234
Colombia.....	6,122	22,280	66,279	94,521
Other South America.....	41,487	95,309	447,592	512,404
Oleo and oleomargarine (Grasa y oleomargarina; Oleo é oleomargarina; Oleo et oleomargarine)—				
Central America.....	100	437	1,191	2,465
Mexico.....	137	720	960	610
Colombia.....	678	246	6,238	7,686
Other South America.....	1,031	2,719	8,014	21,511
Butter (Mantquilla; Manteiga; Beurre)—				
Central America.....	3,433	5,299	31,290	32,486
Mexico.....	2,748	3,521	31,451	34,093
Santo Domingo.....	1,701		8,767	5,606
Cuba.....	1,316	3,296	5,119	81,625
Porto Rico.....	69	175	489	4,384
Brazil.....	4,953	17,555	69,127	145,363
Colombia.....	1,084	1,033	10,924	11,201
Other South America.....	10,894	52,181	71,191	158,506
Cheese (Queso; Queijo; Fromage)—				
Central America.....	1,550	1,791	11,752	11,959
Mexico.....	1,566	1,658	10,296	15,468
Santo Domingo.....	601		3,574	3,029
Cuba.....	1,001	4,002	14,097	51,290
Porto Rico.....	102	2,544	1,072	26,731
Brazil.....		8	75	217
Colombia.....	786	775	6,428	5,427
Other South America.....	1,209	1,476	11,100	9,275
Seeds (Semillas; Sementes; Semence):				
Central America.....	262	138	4,532	3,814
Mexico.....	480	555	24,411	11,144
Santo Domingo.....	10		361	259
Cuba.....	280	1,059	906	3,353

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	August—		Eight months ending August—	
	1898.	1899.	1898.	1899.
Seeds—Continued.				
Porto Rico.....		\$38		\$596
Argentina.....	\$9		\$245	10,780
Brazil.....		104	445	688
Colombia.....	58	203	598	1,079
Other South America.....	125	65	1,550	1,735
Sugar, refined (Azúcar refinado; Assucar refinado; Sucre raffiné):				
Central America.....	1,802	1,655	25,531	14,144
Mexico.....	67	53	9,440	51,328
Santo Domingo.....	273		970	539
Colombia.....	459	1,107	12,826	11,438
Other South America.....	436	482	1,000	2,116
Tobacco, unmanufactured (Tabaco no manufacturado; Tabaco não manufacturado; Tabac non manufacturé):				
Central America.....	366	6,466	17,729	21,442
Mexico.....	15,246	23,592	88,842	106,583
Argentina.....	750		13,239	17,372
Colombia.....	544	608	6,252	4,714
Other South America.....	9,775	13,359	68,006	72,443
Tobacco, manufactures of (Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué):				
Central America.....	4,817	6,806	38,052	36,848
Mexico.....	1,959	689	24,534	14,397
Cuba.....	1,557	17,170	78,206	146,895
Argentina.....	168	2,415	1,078	5,978
Brazil.....			550	
Colombia.....	238	648	4,287	5,225
Other South America.....	3,866	3,569	53,244	49,456
Wood, unmanufactured (Madera no manufacturado; Madeira não manufacturado; Bois brut):				
Central America.....	420	543	21,905	19,050
Mexico.....	45,026	9,503	297,938	166,021
Cuba.....		6,688	12,663	41,311
Argentina.....	385	788	6,407	13,635
Brazil.....			75	240
Colombia.....	173	3,998	21,011	14,518
Other South America.....	150	253	20,503	35,513
Lumber (Maderas; Madeiras; Bois de construction):				
Central America.....	3,390	3,481	23,303	38,360
Mexico.....	66,573	95,185	538,973	643,420
Santo Domingo.....	2,286	3,330	22,999	26,774
Cuba.....	9,844	100,912	115,371	692,255
Porto Rico.....		5,551	19,224	70,254
Argentina.....	87,782	101,922	612,605	692,272
Brazil.....	38,162	11,998	430,301	277,742
Colombia.....	888	3,467	32,533	34,026
Other South America.....	55,012	95,930	388,370	431,893
Furniture (Muebles; Mobília; Meubles):				
Central America.....	3,598	1,754	28,973	23,288
Mexico.....	20,762	31,261	109,663	200,626
Santo Domingo.....	380		6,925	6,181
Cuba.....	190	17,377	10,309	115,972
Porto Rico.....		3,208	2,456	25,714
Argentina.....	12,179	24,436	36,852	76,425
Brazil.....	2,750	4,973	16,280	23,871
Colombia.....	2,348	2,508	19,179	22,264
Other South America.....	8,365	9,476	52,156	46,666

IMPORTS AND EXPORTS TO SEPTEMBER 1, 1899.

The total value of the merchandise imported by the United States in August, 1899, was \$66,764,696, against \$49,677,349 in August, 1898. Of this amount 41.23 per cent, or \$27,527,882, was free of duty. The imports for the eight months of the present calendar year, ending with August, amounted to \$515,286,633—\$229,391,462 free and \$285,895,171

dutiable—against \$426,922,568 for the same period in 1898. The duties collected in August, 1899, amounted to \$20,546,697, against \$16,249,699 collected in August, 1898. For eight months the aggregate was \$147,823,662, against \$118,396,225 for the same period in 1898. The percentage of free imports for the calendar year, up to and including the month of August of each of the years 1898 and 1899, was respectively 43.31 and 44.51.

The total value of the exports in August, 1899, was \$102,874,024, against \$83,157,397 in August, 1898. For the period of eight months ending with August the exports in 1899 amounted to \$776,713,575, against \$764,883,968 for the same period in 1898. Of these the products of agriculture were valued at \$472,828,939, against \$514,590,033 in 1898; of manufactures, \$246,228,916, against \$201,444,606; of mining, \$20,762,738, against \$16,800,331; of the forest, \$31,991,820, against \$27,231,447; of fisheries, \$2,530,930, against \$2,377,767; miscellaneous products, \$2,370,232, against \$2,439,784.

THE REPRESENTATIVE OF MEXICO AT CHICAGO.

General PORFIRIO DÍAZ, President of Mexico, was specially invited to attend the celebrations incident to the laying of the corner stone of the new post-office at Chicago from the 7th to the 10th of October, which was attended by the President of the United States and the Governor-General of Canada. It was confidently hoped that President DÍAZ could be present, in order that he might have ocular proof of the respect and admiration of the people of the United States for him and his administration, and that the bond of sympathy and good will between the two Republics might (if it possibly could be stronger) be strengthened. President DÍAZ himself expressed a strong desire to be present and had made preliminary arrangements to that end, but found that the trip would be impossible. Señor DON IGNACIO MARISCAL, Secretary of Foreign Affairs of the Republic, was sent as a substitute and was accorded all the honors befitting his rank and station, and proved himself a worthy representative of his country and its Chief Executive. But, notwithstanding this, the people could not but entertain a feeling of deep disappointment that the President of Mexico could not have been present in person.

The letter of President DÍAZ expressing his regrets was dated September 28, and was addressed to Mr. CHARLES U. GORDON, postmaster of Chicago, who was chairman of the committee which visited the City of Mexico and personally presented the invitation. It was substantially as follows:

“Pursuant to my promise to you and your honorable colleagues on the committee, when you so courteously presented an invitation for me to attend the festivities in the city of Chicago, shortly after Congress opened its regular session, I requested its permission, indispensable in my case, to leave the national territory. It was granted at once, in

deference, no doubt, to the evident expediency of improving that occasion to more closely bind and strengthen the friendly relations of our countries.

"Then nothing seemed to be in the way of a realization of my previously expressed desire to make prompt acceptance in return for the kindly insistence of your invitation. Nevertheless, my wishes are now unfortunately met by the fact, among other considerations, that motives of delicacy on the part of my substitute, as well as all of the members of my Cabinet, would impel him or them from acting upon some grave pending question during my absence, the holding up of which would undoubtedly cause some complications.

"Besides this, the health of my wife has recently undergone a regrettable change, which, although seemingly not foreboding grave consequences, in the opinion of her physicians may be prolonged, and this inspires me with the dread of some unexpected change for the worse.

"These reasons, very much to my regret, compel me not to make use of the Congressional permission, and to beg you to please present my excuses to the Governor of Illinois, the Mayor of Chicago, and each of the persons who have so kindly joined in the invitation, and to whom I am profoundly grateful for their exquisite politeness and courtesy. Never shall I forget the honor which they have paid me personally, or the consideration they have shown Mexico when inviting me, as they did on this occasion, with demonstrations exceptionally flattering and expressive.

"But since it is no longer possible for me to be present in person, I have designated Señor Don IGNACIO MARISCAL, Secretary of Foreign Relations, lately named by Congress as the substitute during my absence, to represent me at the great Chicago celebration on October 9."

SHIPMENTS OF LUMBER TO LATIN AMERICA.

A correspondent of the "Lumber Trade Journal" for September 15 says that the city of Mobile, Alabama, has made another record and that the season 1898-99 will go down in local history as the greatest lumber and timber year since the inauguration of that business and its growth into one of the principal industries of the port.

The volume of business for the season has been about 1,000,000 feet greater than the record-breaking year 1897-98, but the foreign exports have been about 7,000,000 feet greater than they were for that season. One of the most noteworthy features of the year is the return to this port of the large South American and Cuban business which it had in former years. One-fifth of the entire business has been with Cuba and the South American countries, 40,000,000 feet, in round numbers, representing the amount of lumber shipped to them. The exports to Latin America were as follows: Mexico, 4,226,855 feet; Cuba, 15,036,691 feet; Argentine Republic, 18,440,629 feet; Uruguay, 6,286,889 feet; Colombia, 1,103,397 feet; Honduras, 500,000 feet; Belize, 500,000. The

exports of hard woods amounted to 213,290 cubic feet, and there were also exported to the Argentine Republic 975,000 pickets and to Mexico 185,000 cross-ties.

STEAM PLOWS IN HAWAII.

Writing to the Department of State at Washington, under date of August 17, 1899, Mr. WILLIAM HAYWOOD, Consul-General, says that some days previous there was landed at Honolulu, for the American Sugar Company, a set of steam plows made by the firm of O. S. KELLEY at Springfield, Ohio. These plows were the first of the kind made in the United States, those heretofore manufactured not being of the cable description, but each was worked by the engine hauling the plow. Before that time all the steam plows were imported from Scotland, because of their cheapness and for the reason that no United States firm had manufactured that style of implement. The plows cost \$20,000 per set, and were delivered in forty days, less time than they could be procured from Scotland. Mr. HAYWOOD says that it is estimated that during the next three years some twenty or thirty sets of plows will be required for the new plantations. They will all be bought in the United States if the ones just received prove satisfactory.

THE COFFEE MARKET.

The visible supply of coffee for the United States, October 3, 1899, was 1,355,611 bags of 132 pounds each, as compared with 963,943 bags of the same weight on the corresponding day in 1898. The world's visible supply of coffee on September 1, 1899—the latest available date—was 7,659,544 bags, as compared with 6,905,340 bags September 1, 1898. The total deliveries of coffee of all kinds in the United States during the month of September was 520,966 bags, as against 370,164 bags during the same month of 1898. The market continues firm, the nominal quotations in New York on invoices is 5.50 cents for Rio 7s, either "spot" or to arrive.

MISCELLANEOUS NOTES.

The "India Rubber World" of September 1, 1899, states that a congress of leading scientists and manufacturers interested in rubber will be called to meet in 1900 some time during the progress of the Paris Exposition. The assemblage will convene in that city and discuss methods for the production of rubber and the means to be employed for the preservation of rubber trees and for their protection against decay and from robbers. This congress will be of great interest to the producers of rubber in Mexico and the Central and South American Republics generally and should be well attended. The matter is of supreme importance to many if not all of the countries named.

The "Coal Trade Journal" of September 20 reports that on Admiralty Island, 3 miles from Killisnoo, Alaska, Mr. J. McCLOSKEY, an old

Pennsylvania miner, has been for some years working a coal prospect that promises to develop into one of the best coal mines on the Pacific coast. Six 160-acre tracts have been located. Samples of the coal have been tested in the stores of Juneau and Sitka and pronounced excellent for domestic purposes. Samples have also been forwarded to the Interior Department at Washington. If the find proves to be as extensive and of as good quality as predicted, the coal trade of the Pacific will be revolutionized to a great extent.

From January to August, inclusive, of this year, the export of manufactures from the United States has averaged more than \$1,000,000 per day, including Sundays and holidays, the total for the 243 days being \$246,228,916, while in the same months of last year the total export of manufactures was \$201,444,606. Of this increase in exports of manufactures, iron and steel form the largest export items, the total value of iron and steel and their manufactures exported in the eight months ending with August being \$68,008,071. against \$52,925,082 in the corresponding months of last year.

A factory located at Sioux Falls, in the State of South Dakota, is engaged in polishing \$1,000,000 worth of chalcedony or petrified wood for exhibition at the Paris Exposition in 1900. The wood is found in the Territory of Arizona and is shipped to Sioux Falls in great logs and stumps, weighing many tons each, to be sawed and worked up into columns, table tops, cuff buttons, jewelry, etc. The machinery used for sawing chalcedony can cut into it to the extent of only 3 inches a day, the petrified wood being seven-tenths as hard as a diamond.

The "Kosmos Steamship Company" will soon establish a monthly service between San Francisco and Colombia, Ecuador, Peru, and Chile. The first steamer of the new line will probably leave for ports on the west coast of South America about December 20, 1899. The freight rates have been reduced about 50 per cent in order to allow the San Francisco business men to reach out for trade in the countries mentioned.

Material has been shipped from the city of Seattle for the construction of a new railroad 15 miles long in Alaska, in connection with the development of a coal tract on Kachkemo Bay, Cook Inlet.

URUGUAY.

NEW RAILWAY CONCESSION.

The Government has promulgated a law, granting a railway concession petitioned for by interested parties, of which the following is a summary:

The Executive is authorized to grant to CARLOS YOUNG & Co. a concession for building a narrow-gauge railroad from Algota on the

Uruguay Central Railroad to the port of Independencia with branches to Nuevo Berlin, to LIEBIG'S factory, and to Mercedes. The last-named branch may only be built by special authority of the Executive, and on condition that it does not interfere with the Western Railroad. The distance between the rails of this road must be a minimum of 75 centimeters (29.5275 inches), and the fixed and rolling stock must be of the best quality. The grades, weight of rails, curves, etc., shall be subject to the approval of the National Department of Engineers. When the definite plans have been approved, the Executive will issue the final concession, provided the concessionaires, as a guarantee of good faith, have deposited, subject to the order of the Government, an amount equal to 1 per cent of the estimated value of the line. The work of construction must be in progress within twelve months from the date of concession and be completed within three years. No interest is guaranteed the builders on the capital employed. The State binds itself to grant no other concession for a railroad from Algota to Independencia within a lateral zone of 15 kilometers (9.32 miles) on either side of the proposed line.

Proprietors of camp lands within the zone designated are required to pay an extra assessment of 25 per cent on their property tax if they do not open to agriculture a tenth part of their lands within two years after the opening of the railroad to traffic, an eighth part within four years, a fifth part within six years, and so on until all their lands are developed. Any amounts produced by this fine are to be devoted to the improvement of transit in the Department of Negro under control of the municipal board.

When the profits of the railroad shall exceed 8 per cent per annum the Government may intervene in regulating the charges. The value of the line for this purpose is to be calculated at \$10,000 per kilometer, including the equipments. At the end of ninety years the road is to become the property of the Government without indemnity.

CUSTOM-HOUSE RECEIPTS.

The *Dirección General* of Customs has recently published the customs receipts for June, 1899. The entries give a total of \$634,884, a falling off of \$20,878 as compared with 1898.

It is evident, however, that in spite of the notable decrease indicated for June in these receipts, the general movement of business has been favorable; in fact, the totals for the first six months of 1899 exceed those of 1898 by \$507,919, and the reported receipts for the first half of 1899 (\$5,823,432) are greater than for any corresponding period since 1894.

VENEZUELA.

DECISION OF THE ARBITRATION TRIBUNAL.

The decision of the Tribunal of Arbitration in the case of the boundary between the British Colony of Guiana and the Republic of Venezuela was announced at Paris, France, where all the sessions of the court have been held, on October 3, 1899, thus putting an end to a controversy that has lasted for more than fifty years.

The territory in dispute extended from the Essequibo River, on the east, almost to the Caroni and Orinoco rivers on the west, and from the Atlantic Ocean southward to the Brazil frontier. The extreme claim of Venezuela was the line of the Essequibo River, which was claimed to have been the original boundary between the colonies of Spain and Holland. On the other hand, the extreme contention of the British Government was a line beginning at Barima Point (Punta Barima), at the mouth of the Orinoco, running thence southwest and west, nearly parallel with and from 40 to 60 miles from the Orinoco to Upata; thence southward through the valley of the Caroni and close to that river, and southeast of Mount Roraima and the Brazilian frontier.

The British claim was based on the alleged fact that, both in 1781 and 1796, when Great Britain took the Dutch colonies, the English authorities marked the western boundary of their possessions as beginning at a point west of Point Barima up the Orinoco River, and then following the watershed between the Orinoco and Essequibo valleys. In 1814 Great Britain obtained from Holland by treaty formal title to the conquered territory, whose limitations were said to be as above. In 1840 Sir ROBERT SCHOMBURGK was commissioned to survey a boundary line between Venezuela and British Guiana. According to Lord SALISBURY, he recommended a compromise, by which Great Britain was to surrender its claims to an extended inland frontier in return for the formal recognition by Venezuela of Great Britain's right to Point Barima. The result of this survey was the noted "Schomburgk line," which wanders southward from the mouth of the Barima River, following neither rivers nor mountains nor any other natural lines, to Mount Roraima. The Venezuelan Government protested against this line, whereupon the British Government declared it to be "merely tentative" and ordered the stakes removed.

Lord SALISBURY is quoted as saying that "this concession was made on the distinct understanding that Great Britain did not thereby in any way abandon her claim to that position." Then Lord ABERDEEN proposed a line running from the mouth of the Moroco River west and southwest to the junction of Cuyuni and Yuruari rivers, and thence up the Cuyuni to Mount Roraima. In reply Venezuela proposed to draw a straight line from the mouth of the Moroco River to the head-

waters of the Essequibo, coinciding with the fifty-ninth meridian of longitude. Then the British Government returned to the Schomburgk line. Still later Lord GRANVILLE proposed a line from the mouth of the Barima to the junction of the Aearabisi and the Cuyuni, whence it would be coincident with the Aberdeen line. Subsequently, in its final claim, Great Britain withdrew the "concessions" which had formerly been made.

The papers with reference to this case made it one of the most voluminous international controversies ever brought to arbitration. The British case and counter case filled 11 large volumes, 1 atlas, and a number of detached maps, while the Venezuela evidence made 6 large volumes and 3 atlases. Arbitration was agreed to by the contending Governments on February 2, 1897, the treaty being signed in the city of Washington, but it was not until the 15th of June, 1899, that the Tribunal met to hear and decide the case.

The decision, which, it is stated, was unanimous, was read by M. DE MARTENS, the umpire, who presided. The final award indicates that the established boundary will be almost identical with the Schomburgk line. The only points of difference seem to be that after leaving the Barima River it follows some small rivers and creeks instead of going across the open country.

As reported by telegraph, the finding of the Tribunal was as follows:

"The undersigned, by these presents, give and publish our decision determining and judging, touching and concerning the questions that have been submitted to us by said arbitration; and in conformity with said arbitration we decide, declare, and pronounce definitely that the line of frontier of the Colony of British Guiana and the United States of Venezuela is as follows:

"Starting on the coast at Point Playa, the frontier shall follow a straight line to the confluence of the Barima and the Katuima; thence following the thalweg of the latter to the source of the Corentin (otherwise called the Cutari) River; thence it shall proceed to the confluence of the Haiowa and the Amakura; thence following the thalweg of the Amakura to its source in the plain of Imataca; thence in a south-westerly direction along the highest ridge of the Imataca Mountains to the highest point of the Imataca range, opposite the source of the Barima and the principal chain of the Imataca Mountains; thence in a southeast direction to the source of the Aearabisi, following the thalweg of the Aearabisi to the Cuyuni, the northern bank of which it shall follow in a westerly direction to the confluence of the Cuyuni and the Vanamu; thence along the thalweg of the Vanamu to its westernmost source; thence in a straight line to the summit of Mount Roraima; thence to the source of the Cotinga. From this point the frontier shall follow the thalweg of the Cotinga to its confluence with the Takutu; thence along the thalweg of the Takutu to its source; thence in a straight line to the most western point of the Akarai Mountains, the

highest ridge of which it shall follow to the source of the Corentin, whence it will follow the course of the river.

"It is stipulated that the frontier hereby delimited reserves and in no way prejudices questions actually existing, or that may hereafter arise, between Great Britain and the Republic of Brazil, or between the Republic of Brazil and Venezuela. In fixing the above delimitation the arbitrators consider and decide that, in time of peace, the rivers Amakura and Barima shall be open to navigation by the merchant shipping of all nations, due reserve being made with regard to equitable regulations and the payment of light dues and other like imposts, on condition that the duties levied by Venezuela and British Guiana on ships traversing the parts of those rivers owned by them respectively shall be imposed in accordance with the same tariff on Venezuelan and British vessels. These tariffs are not to exceed those of other countries."

The award proceeds also upon condition that neither Venezuela nor British Guiana shall impose any customs duty on goods carried in vessels, ships, or boats passing through these rivers, such customs duties being levied only on goods landed upon Venezuelan territory or on the territory of Great Britain, as the case may be.

TRADE AND COMMERCE IN 1898.

No. 2315 of the annual series of the "Diplomatic and Consular Reports" of Great Britain contains the reports of Acting-Consul ANDRAL at Caracas, Vice-Consul SCHIMMER at La Guayra, Vice-Consul KOLSTER at Puerto Cabello, Vice-Consul BÖDECKER at Maracaibo, Vice-Consul de LEMOS at Ciudad Bolivar, together with a summary of their reports and observations on the same by Mr. W. H. D. HAGGARD, the British Minister at Caracas. From this document the following information is obtained:

Mr. ANDRAL speaks of the general condition of the country as affecting trade and the causes therefor. The foremost is the reduction in the price of coffee, which declined 50 per cent in value. As this has been the staple product, the effect was disastrous, not only to the grower but indirectly to all the people, as it reduced the amount of money current. The Minister's comment is that for the year 1899 the prospects are worse, for the continual drought has destroyed the greater part of the crop, so that there will be not only an insufficient price but very little coffee to sell at prevailing rates, whereas, in 1898, though the price was low the quantity was fairly abundant.

Other causes noted were: The disturbed condition of the country; the suspension of the payments due on the public debts, and the prevalence for a part of the year of an epidemic of smallpox. Mr. ANDRAL notes as a hopeful sign that the coffee planters are beginning to look to other resources to help them in their straits. The Minister says many other products could be grown, but they would require more

care than coffee, which means more trouble and expense, "for the price of labor is high—here near Caracas it is 4 francs a day for an ordinary day laborer—while the dearness of living also adds to the prevention of the employment of much labor." But, he adds, "happily the cultivation of cocoa is well established, and Caracas cocoa is the best in the world. It is generally used to flavor inferior kinds. The price of cocoa has improved, and the cultivation is increasing, but five years, the time which must elapse before the cocoa bush is in bearing, is a very long time for a planter in Venezuela to wait for a return on his capital."

The price of sugar declined, and is now sold at 4d. a pound, while it costs 3½d. to manufacture. "West Indians would be glad, I imagine, to get this profit, but ideas are larger here. Sugar growing is a protected industry, its import being practically prohibited." The results of the experiments made in raising tobacco have been fairly encouraging. Fruit farming would seem to offer a prospect of success, for the trees (like coffee trees) would require little, if any, attention, while the production is extraordinary. Oranges, pineapples, and bananas are abundant all the year. The fertility of the soil is something marvelous. The exports of cattle to Cuba were large in 1898, and it is to be hoped the trade will increase, as there is no better grazing country in the world.

The Minister says the size and natural wealth of Venezuela are not generally realized. Its greatest length is calculated as being nearly 1,000 miles and its greatest width about 800 miles. Its coast line is about 2,000 miles, with numerous harbors. Much of its area is cultivatable and parts of it are extraordinarily fertile. It is capable of growing every kind of vegetable product, from the cocoa of the coast to the magnificent wheat of the State of Los Andes. It will also grow cotton, indigo, rice, barley, rubber, and various kinds of useful timber trees. It enjoys, in general, an ample water supply, it has every variety of climate, and is, on the whole, healthy and fit for Europeans to live in. Its geographical position, moreover, is such as would seem to mark it out for future wealth, given the other elements of prosperity.

Mr. ANDRAL alludes to the competition between foreign countries, especially with reference to the effect on English imports, and states that the decline in recent years of British trade in Venezuela is due rather to the impoverished condition of the country than to competition. Mr. KOLSTER states, however, that the decrease of British trade at Puerto Cabello is due to the proximity of the United States and the cheapness of the goods produced there. The importation of British coal has largely decreased, owing, as is asserted, to the utilizing of water power for electrical purposes and to the employment of gas engines.

After referring to German competition, the Minister says: "The question of American competition will, I imagine, be more serious in the future. American manufacturers have hitherto found a sufficient

market in the United States. It is only lately that they have seen their production larger than their local demand, and that they have consequently begun to export in any large quantities. It is to be expected that the impetus given by the results of the war with Spain, and the consequent realization of the fact of the existence of other markets besides the United States, will increase this effect. It may, indeed, be said to have already done so. The countries which will feel this first will naturally be those on the same continent."

With reference to the stability of the business firms of the Republic, the Minister says: "I hear from the various British commercial travelers that the Venezuelan houses with whom they deal are thoroughly trustworthy, and they speak highly of their commercial morality." One of these travelers is quoted as saying that 50 per cent of the trade is on prompt cash terms.

The imports at the port of La Guayra from the principal importing countries during the year 1898 were: From the United States, 15,309 tons, valued at £277,976; from Great Britain, 15,023 tons, valued at £169,470; from Germany, 8,892 tons, valued at £172,016. The balance of the imports, amounting to 6,796 tons and £312,967, were from France, Spain, Holland, and Italy, in the order named. The duties collected by the Custom-House on foreign goods imported during the fiscal year 1898 amounted to 15,735,590.29 bolivars (currency), or £623,192.

The exports were as follows: Coffee, 13,808,958 kilos, against 7,946,428 kilos in 1897; cocoa, 5,290,166 kilos, against 3,765,942 kilos in 1897; hides, 963,437 kilos, against 899,560 in 1897; sundries, 356,607 kilos, against 424,314 in 1897.

The imports at Puerto Cabello in 1898, as compared with 1897, were as follows, stated in English currency:

Countries.	1898.	1897.	Loss.
United States.....	£163,910	£110,751	¹ £53,159
Great Britain.....	102,700	130,818	28,118
Germany.....	78,440	116,170	37,730
France.....	38,910	48,566	9,656
Other countries.....	41,180	60,228	19,148
Total.....	425,140	466,533	41,493

¹ Gain.

The exports were: 13,024,633 kilos of coffee, against 10,979,559 in 1897; 325,547 kilos of cocoa, against 232,526 in 1897; 530,077 kilos of hides, against 616,754 in 1897; 128,931 kilos of skins, against 68,876 in 1897; 1,047 kilos of quina (cinchona bark), against 6,584 in 1897; 127,220 kilos of copra, of which there were no exports in 1897. In addition, 9,973 head of cattle were sent to Cuba.

The imports at the port of Maracaibo amounted to 4,919,683.40 bolivars (a bolivar being equal to 19.3 cents in United States currency). The general exports were as follows, nearly all of the items showing an

increase over 1897: Coffee, 26,494,530 kilos; cocoa, 129,935 kilos; quina, 12,047 kilos; hides, number, 32,886; goatskins, 1,004 packages; sugar, 438,375 kilos; fustic, 6,550,465 kilos; divi-divi, 802,027 kilos; copaiba, 35,778 kilos; fish sounds, 40,171 kilos; deerskins, 2,556 kilos.

In the year 1898 all the imports received at Ciudad Bolivar (in the interior on the Orinoco River) came from Trinidad, except 10½ per cent. The total value of the imports that year were £233,800, against £243,845 in 1897. For 1898 the receipts from Trinidad—the majority of this trade being goods in transit—amounted to £209,351, an increase of £37,365 over 1897. From Germany goods to the amount of £16,653 were imported, being a loss of £16,570. From the United States the receipts fell off from £38,619 to £7,768. The principal articles of export and their value were: Gold bullion, £111,068; hides, £68,255; rubber, £69,138; cattle, £42,062; heron feathers, £20,708; tonga beans, £19,247; tobacco, £10,782, coffee, £5,862; cocoa, £2,235. The total value of the exports in 1898 was £354,008, against a total of £339,197 in 1897. The rubber exported was classified as "Para" and "Balata." The latter variety is extracted from the "bullet-wood" tree, of which vast forests exist in the country south of the Orinoco River. During 1898 over 500 tons were exported. The price received for this product (1s. 3d. per pound in London) is regarded as remunerative, but the system followed in obtaining the rubber from the trees is likely to make its collection more and more difficult. Instead of tapping the trees as for Para rubber they are cut down, which facilitates the extraction of the sap. The consequence is that the workers have to move on as the forests become exhausted.

The quantity of egret (heron) feathers exported reached a total of 2,839 kilos in 1898. Considering that about 870 birds have to be killed to obtain 1 kilo (about 2 pounds 3 ounces) in weight of the small feathers, or 215 birds for 1 kilo of the larger feathers, the destruction of these birds must be very great, and the probabilities are that the species will soon become extinct in Venezuela. The Minister regards the slaughter of these birds as appalling.

THE CULTIVATION OF HENEQUEN.

In communicating with the Department of State at Washington under date of August 5, 1899, Mr. EUGENE H. PLUMACHER, of Maracaibo, forwarded a copy of a contract for the cultivation of henequen in the Republic, which may not only be of importance to Venezuela, but to Mexico and the United States as well. The document is summarized as follows:

"H. PIÑANGO LARA binds himself to establish the cultivation of henequen in Venezuela and to exploit it with the most approved machinery. The National Government agrees to rent him the necessary land in each of the States, Zulia, Falcon, and Lara, at an annual rental of 10 bolivars (\$1.93) per hectare (2.471 acres). The right to cultivate

all other textile plants growing on said lands is conceded. The contractor binds himself to import the necessary foreign laborers, who are entitled to all the benefits given by the immigration law. He is allowed the free introduction of all machinery, tools, instruments, and seeds; 10 per cent of all seeds imported shall be given to the State Board of Agriculture for distribution. The enterprise is exempt from taxation, but the Government shall receive 5 per cent of the profits, to be paid annually, fiscal agents being appointed when necessary. This contract can be transferred to any person or company, with the approval of the National Government, but not to a foreign government. The contractor binds himself to introduce the necessary machinery, etc., within one year, counting from the day on which this contract shall be legally approved, with the option of a second year if necessary. Compliance with this agreement must be guaranteed by the deposit of 4,000 bolivars (\$772) in any banking institution of Venezuela, within six months after the definite approval of the contract, said amount to be withdrawn as soon as the machinery is installed. Orders to facilitate the transportation of all textile plants shall be given to the different custom-houses. This contract shall not interfere with similar contracts previously made, or with persons actually occupying lands and engaged in the cultivation of textile plants. On the contrary, said persons, by paying a modest remuneration, are entitled to use the machinery established by the contractor. A new grant, with the same conditions, may be obtained at the expiration of this contract, provided the enterprise is developing and still requires aid."

MINERAL RESOURCES.

In the course of a recent report to the Foreign Office of Great Britain Mr. W. H. D. HAGGARD, the British Minister at Caracas, calls especial attention to the great mineral resources of Venezuela. He says there is hardly a mineral product known that can not be found in some part of the country. Not all can be found in paying quantities, but gold, silver, copper, lead, iron, sulphur, and coal could be mined with profit both to the country and to the investors. The working of these mines ought, under improved conditions of traffic and transport, to add greatly to the wealth not only of Venezuela, but of the world. Venezuela is already blessed by nature with a magnificent water system, and when once these great arteries of trade are supplemented by feeders in the form of roads the Minister declares a new era of prosperity should dawn for the country. While it is believed there is plenty of petroleum lying dormant under Venezuelan soil, one of the most noticeable sources of mineral wealth now unutilized are the asphalt lakes, apparently forming a part of the same system in which is included the famous pitch lake in the neighboring island of Trinidad.

DEATH OF GENERAL RENGIFO.

There was received in Washington, a few days ago, the sad intelligence of the death, by drowning in the Magdalena River, of General Don JULIO RENGIFO M., who up to a few months ago was Chargé d'Affaires of Colombia in the United States. This lamentable occurrence has produced a profound impression in official and social circles. General RENGIFO was one of the most distinguished public men of Spanish America, and in his own country held important offices to the satisfaction of all. He was born in Cali, Department of Cauca, in 1858. He studied law in the capital of the Republic, and was a prison judge and a justice of the Departmental Court. In 1888 he was elected a Representative to the National Congress. He took part in the campaigns of 1876, 1879, and 1895, reaching the grade of General in Chief the Army. He was military commander of the Department of Panama during the work on the canal. He entered the diplomatic career in 1889 as Secretary of the Legation of Colombia in Washington, where he performed important services for his country. Energetic, studious, and learned, Señor RENGIFO ably and brilliantly executed the many duties intrusted to him by his Government.

A few months ago General RENGIFO returned to Colombia and his Government honored him with the high office of Minister of Finance, and a short time thereafter confided to him its diplomatic representation in Ecuador. He was en route to that country at the time of the unfortunate occurrence which resulted in his death. General RENGIFO was one of the best friends and supporters of the Bureau of the American Republics, and to his valuable efforts is in great part due Colombia's reentry into the International Union of American Republics.

MR. WORTHINGTON'S REPORTS.

The province of the Bureau of the American Republics is to furnish information of interest to manufacturers, merchants, and shippers respecting the resources, growth, and business opportunities of all the American States which form the association known as "The International Union of American Republics. The field it covers could hardly be more inviting or boundless, and yet, by reason of its international character as representative of the Governments rather than the peoples of the independent political entities of the New World, it has certain limitations which must be apparent to all thinking people. The fine-

tions of the Bureau were declared by its founders to be the collecting, collating, and disseminating of data of the character mentioned above. When, through the facilities it possesses, it has performed these offices and laid before the peoples of the several countries it represents facts which show the conditions prevailing in them, it would seem that its duty has been fulfilled, for the sagacious business man, the wide-awake exporter, and the enterprising manufacturer are usually satisfied when new markets and fields of opportunity are indicated to them with information regarding the conditions there prevailing, and they shape their course so as to meet the requirements of these new openings.

In the effort to meet the obligations imposed upon it by the nature of its functions the Bureau has just issued "Bulletin No. 94," which is a reprint of the reports of Mr. T. WORTHINGTON, the Special Commissioner appointed by the British Board of Trade to inquire into and report upon the conditions and prospects of British trade in certain South American countries. Mr. WORTHINGTON, in the pursuit of his investigations, in 1898-99, visited Chile, the Argentine Republic, Brazil, and Uruguay. The importance and comprehensive nature of these reports, as well as their varied and instructive commercial features, much of which will be an object lesson to the manufacturers and shippers of the United States and other countries in the three Americas, will commend them to all interested in these subjects.

A perusal of Mr. WORTHINGTON'S reports is well worth the time of every exporter seeking to enlarge his business opportunities, and will be a source of profit to the United States manufacturer, who will find much solid advice, as well as complimentary references to his handiwork. In writing from Chile, Mr. WORTHINGTON says: "I think it may be taken for granted that wherever any American goods can be pushed in, no considerations of possible loss in the attempt will prevent their being given a full trial." By way of advice, and from the same place, Mr. WORTHINGTON writes: "It may seem to some manufacturers on reading this letter that the general form in which the great bulk of the import trade in Chile is conducted, viz, through the intervention of the merchants and shipping houses, is not the best in the manufacturer's interest. However this may be, it is the method in existence and a growth of years. The direct method could possibly be extended somewhat by more of the right sort of travelers and by special care in the selection of buyers. It must be borne in mind that a great many buyers are not accustomed to drafts being drawn on them; they do not like having to accept them before they see the goods, nor do they like having no one on the spot to whom they can apply if they have any reclamation to make in respect of the goods. As a matter of experience, so troublesome has a large amount of business done in this form proved that one of the principal banks here has raised its rate of commission upon the collections and declined to undertake them at all unless an

agent were appointed to whom the bank could apply to take charge of the goods in the event of difficulty."

Mr. WORTHINGTON in several instances refers to the oft-repeated criticism of United States manufacturers to the effect that they are unwilling or unprepared to supply goods "according to a given assortment of patterns," preferring, as has been charged, to impose their own selections rather than cater to the tastes of their neighbors to the south, however conservative and time-honored they may be.

If imitation is the sincerest flattery, the manufacturers of the United States will find in these reports much pleasurable pabulum, for they fairly bristle with references to German and other imitations of American goods.

With respect to American electrical machinery, the reports state that it has a great hold on the southern market, which their author attributes to its perfection for doing its work, combined with its neatness and lightness, and adds "German machinery—frequently a poor and cheap copy of the American—finds a market, and even Italian work is now coming."

The author frequently speaks of the quickness with which the United States manufacturers fill their orders, and refers to the case of a machine which was made in the United States for a Chilean buyer in two months after fruitless attempts in England for a year and a half to get it made there.

Writing from Brazil, the Commissioner inserts the following paragraph, which contains advice that might be heeded by United States manufacturers:

"A leading German importer told me he found great difficulty in getting anything from England; that when English travelers called upon him they were not able to state prices in marks or francs quickly, but had to stop to calculate the equivalents of their English prices from tables; that their invoices were not only all in English, and with English weights and money, all most difficult for his Brazilian clerks, instead of kilos and francs or marks which everyone understands, but they even contained incomprehensible contractions, and moreover displayed want of attention to custom-house requirements."

Mr. WORTHINGTON has performed his duties with admirable tact and intelligence, and his reports give exhaustive information as to the conditions of the southern markets, the character of goods needed, the prices of these, manner of packing, tariff duties, etc., and the Bureau of the American Republics is confident that no publication it has ever issued contains in so compact a form such varied and instructive information as is now placed before the manufacturers and merchants of the United States.

The reports, as stated, are published in the form of a bulletin and will be sold at 35 cents a copy.

BOOK NOTICES.

"The Cosmopolitan" for October, under "Great Industries of the United States," has an interesting illustrated article on zinc mining, by Mr. FRANK EBERLE. The writer states that "Zinc mining is rapidly becoming one of the greatest of American industries. A few months ago the United States furnished but one-eighth of the world's zinc supply, but the yield is increasing to such an extent that America's proportion of the output of zinc ore will soon be about one-fourth of the world's supply. Practically all of the zinc ore of the United States is mined in southwest Missouri, an adjoining county in southeast Kansas, and two counties in northern Arkansas." This district produced over \$6,000,000 worth of zinc ore last year, and about \$1,000,000 worth of lead ore. The output of the former this year will be more than double that of last year. The district produces about seven-eighths of the zinc ore of the United States. "Most all of the zinc and all of the lead are used in this country for manufacturing purposes, but the demands for American zinc ore and spelter in Europe are constantly increasing, and several large exportations of this ore have recently been made. It is shipped to the smelters in Belgium and Wales." Some foreign smelters have established agencies in the district named for the purchase of the ore. During the last twenty-five years the zinc mines of the district have yielded more than \$60,000,000 worth of ore, yet only within the last five years has the locality been considered of any great importance. The aggregate zinc and lead ore sales for the last twelve years have been as follows:

1888.....	\$2,321,597	1894.....	\$3,535,736
1889.....	2,722,500	1895.....	3,771,979
1890.....	3,367,687	1896.....	3,667,495
1891.....	3,840,480	1897.....	4,813,667
1892.....	4,580,787	1898.....	7,171,814
1893.....	3,317,632	1899 (estimated).....	15,000,000

Zinc ore represents about nine tenths of the foregoing sales. "Joplin, the commercial center of the mining district, is a busy city of 25,000 inhabitants and is growing at the rate of 1,000 people a month."

In an article in a recent number of the "Südamerikanische Rundschau," Major TOEGEL, of the German Army, presents a very complete and carefully prepared statement in regard to the army and navy of Chile. The Republic is divided into four military zones. Under the law of December 31, 1896, the total number of regular troops in time of peace is limited to 9,000, excepting at the time of mobilization of the National Guard, when every Chilean between the ages of 18 and 50 is subject to military duty. The National Guard is a most important military factor in Chile in case of war. It is divided into three parts,

namely: Active, 97,048 men; first reserve, 165,595; second reserve, 211,945; total, 474,588. To which is to be added for 1897, 8,730 men; for 1898, 29,282, a total of 38,012; making a grand total for 1899 of 512,600 men. Of these 117,563 belong to the active National Guard. In the active list are included all Chileans of the age of 20 years. The first reserve comprises those who are 21 years and have all seen service. The second reserve includes all citizens up to the age of 30; beyond this age only unmarried men are subject to military duty.

The troops of the line consists of ten regiments of infantry, each one a battalion of four companies in time of peace and of two battalions in time of war; eight regiments of cavalry of four squadrons each (here to one squadron for escort duty); five regiments of light artillery of four batteries; one regiment of coast artillery of two battalions; one engineer corps of four companies, which are distributed among the military zones; one ambulance corps.

The commissioned officers are as follows: Generals of division, 4; brigadier-generals, 6; colonels, 18; lieutenant-colonels, 40; majors, 65; captains, 200; first lieutenants, 140; second lieutenants, 150.

The Chilean Navy has 3 armored ships (of 7,400, 3,550, and 1,130 tons, respectively), 1 armored cruiser (7,300 tons), 4 cruisers (together 15,710 tons), 3 torpedo destroyers (737, 700, and 700 tons, respectively), 4 torpedo finders (each 311 tons), 2 gunboats (1,020 and 796 tons), 2 transports, 6 sloops (from 58 tons to 168 tons), 1 school ship, and 10 torpedo boats. Besides these, in the course of construction are the following: One armored ship (8,500 tons), 1 school ship, and 6 torpedo boats (142 tons each). The personnel of the Chilean Navy consists of 1 vice-admiral, 5 rear admirals, 60 captains, 29 lieutenants, 78 marines, 195 surgeons and staff officers, and 3,794 men.

Major TOEGEL gives a critical review of the conditions prevailing, and much other data of particular interest to military and naval circles.

In "Virchow's Yearly Medicinal Report" (Berlin), Dr. SCHELLONG has contributed a chapter upon medicinal geography, including endemic diseases, in which he reviews the new literature upon the subject. The study of and the combating of tropical diseases is a most important factor in tropical colonization, and to this end the report is a contribution to colonial history. Special attention is paid to the question of malarial fevers, and Dr. SCHELLONG states that through German investigation a great deal has been done toward giving a better idea of this, one of the most persistent enemies of mankind. One point in particular which he sets forth is the spread of this fever through infection. Dr. KOCH, the celebrated German savant, has maintained with great positiveness that the mosquito is without doubt the carrier of this disease. The protection against this insect will therefore in future play a more important rôle than heretofore in the colonization of the Tropics.

Under the caption "Three Years of American Expansion," Mr. W. R. LAWSON contributes to the "Bankers' Magazine" (London) for September an interesting analysis of what he terms "the latest American boom." The writer declares that the business of the United States for the three years 1897, 1898, and 1899, which have been so far the period of this boom, has "marked an advance which any Old-World country might be pleased to achieve in as many decades. Stripped of all its brag and bombast, enough solid, indisputable fact remains in it to render it one of the most remarkable economic episodes of our time." The immense productive power of the United States is pointed out and the ability to feed the Old World is prophesied, while the country's industrial progress and rivalry with the manufactories of Great Britain are commented on to the disparagement of the latter.

The October number of "The Anglo-American Magazine" contains the first installment of a continued article on "The Alaskan Boundary Line," by the Hon. DAVID GLASS, Q. C., and a paper on "A Visit to Brazil," by ALDEN BELL. The Hon. DAVID GLASS treats the subject he has in hand with evident fairness, and has this to say with respect to the United States as a whole: "Standing on the summit of the Rocky Mountains, with one hand overshadowing the Atlantic and the islands of the Caribbean Sea, the other hand bends an elbow down on the Pacific coast, and with shut fist holds one thousand islands in the Pacific Ocean—all the Aleutians, all the Hawaiians, all the Philippines, and one of the Ladrões. Such an aggrandizement in a single century with so little loss of life has not been witnessed since the gray dawn of time." Mr. ALDEN's article is mostly given up to a description of the city of Rio Janeiro and its people, and is the work of a keen observer.

The "Directory of Havana and Commercial Handbook of Cuba for 1899," edited and published under the direction of L. V. de ABAD by the Cuban Real Estate Improvement Company, of New York and Havana, is a large and well-stored volume containing about all the information one could desire regarding the island of Cuba and its chief city. The directory proper is preceded by a description of the geographical position, physical conditions, orography, natural resources, and mineral wealth, etc., of the "Pearl of the Antilles," which is immediately succeeded by the English and Spanish text of the protocol of agreement between the United States and Spain embodying the terms of a basis for the establishment of peace between the two countries, and of the Treaty of Peace of December 10, 1898. The volume seems to be complete in every particular.

In the "Implement Age" (Philadelphia) for September 15, 1899, Mr. GEORGE D. COLEMAN contributes an article on "Securing Foreign Trade." He says that there are three nations that are the "most

prominent in the quest for foreign trade—England, Germany, and the United States. England seeks to hold her own; Germany seeks to extend; the United States seeks to enter new markets and extend her relations where now in evidence." Mr. COLEMAN is of the opinion that there has been too much sentimentality and not enough practical business in the methods of the United States in its reach for foreign markets.

"Kultur und Reiseskizzen aus Nord und Mittel Amerika" is the title of a work issued from the press of ALBERT RATHKE, Magdeburg. The author, Dr. H. PAASCHE, a member of the German Parliament, tells in easy conversational style of a journey through the United States, Mexico, and Central America, and also to Cuba and Venezuela. The main object of these trips was the study of the sugar industry. The author's observations in regard to the manufacture of beet sugar in the States of Nebraska and California in the United States and a chapter on the economic conditions of Venezuela are of particular interest and value.

The Dairy Division of the Bureau of Animal Industry of the Department of Agriculture of the United States has recently issued a pamphlet prepared by HENRY E. ALVORD, C. E., on "Experimental Exports of Butter in 1897." This is a reprint from the Fifteenth Annual Report of the Bureau of Animal Industry, and is issued for the purpose of stimulating the exportation of first-class butter, as "the demand for butter of good quality in Great Britain and the steady increase in this demand offers a market for large quantities of the best creamery product of the United States."

The various expeditions which were sent out by the Chilean Government to explore the heretofore unknown parts of the Patagonian Andes have returned to Santiago. The first complete report has been made by Dr. P. KRUGER with reference to his explorations of the Yelcho River, which appeared in the newspaper, "Deutsche Nachrichten," at Valparaiso, May 4, 1899. In 1897 Dr. KRUGER discovered the mouth of the Yelcho River to be at the Bay of Corcovado, and he has now conclusively proved that the great Patagonian stream is identical with the Ftalenfu River. The result of the expedition will be several valuable corrections of the maps of this territory.

"Fielden's Magazine" (London) for September contains an editorial on "Consular Reports," in which the observations of British consular officers and the methods employed by the British Foreign Office in getting these before the public are contrasted with like service in the United States and Germany. Neither the general tone of the British reports nor the methods of their publication by the Government meet with the approval of the writer, who especially commends the United States for the immediate publication of reports sent in by its representatives to foreign governments.

A valuable monograph has just been issued by the Geological Department of Georgia. The work has been issued as "Bulletin No. 6—A Preliminary Report on Part of the Clays of Georgia," making a volume of over 200 pages, with 28 illustrations and a full-page map of Middle Georgia, showing the location of the "Fall Line." This line, extending in a northeasterly direction across the State from Columbus to Augusta, is the boundary line or the surface line of contact between the "Costal Plain" and the "Piedmont Plateau."

An interesting article in the October number of "The American Monthly Review of Reviews" is from the pen of CORRY M. STADDEN on "Our Diplomatic Relations with Nicaragua," and contains much readable matter regarding the diplomatic and historical aspect of the Nicaragua Canal question. The article is embellished with a portrait of Señor LUIS F. COREA, the new Nicaraguan Minister to the United States, who is referred to in highly complimentary terms.

The "Geographical Journal" for September, 1899, contains the first installment of an article by Dr. FRANCISCO P. MORENO, entitled "Explorations in Patagonia." The publication named is issued under the auspices of the Royal Geographical Society of London, and Dr. MORENO's paper was read at the meeting of the Society on May 29, 1899. In its printed form it is profusely illustrated, and, taken as a whole, is an important contribution to the geography of South America.

"Sur l'Âge des Couches Traversées par le Canal de Panama" (The Age of the Strata Crossed by the Panama Canal) is an article of a scientific nature appearing as a recent bulletin of the French Geological Society. The writer, Mr. H. DOUVILLE, gives an analysis of a rich collection of Tertiary fossils from along the line of the projected Panama Canal. He concludes that the sediment of which the Isthmus of Panama consists belongs to two different systems.

The United States Department of Agriculture has issued, as "Report No. 62," a pamphlet entitled "Cultivation of Cigar Leaf Tobacco in Florida," prepared by Mr. MARCUS L. FLOYD, of the Department, who has had about twelve years' experience in the development of the industry about which he writes. The report describes the methods used in Florida in cultivating, curing, fermenting, grading, sorting, and baling Florida grown Cuban and Sumatran tobaccos.

Mr. JEAN HABEL, in his book entitled "Ansichten aus Süd-Amerika," printed by DIETRICH REIMER, Berlin, 1897, contributes some valuable observations regarding the River Plate and west coast regions of South America. The work is embellished with 70 photo-

graphic views and a map of the Aconcagua valley of the Republic of Chile.

A new illustrated paper has made its initial appearance in the City of Mexico. It is called "El Alacran," and is edited by Señor ALBERTO ARONS, a Spanish newspaper man of considerable experience. The illustrations are by Señor ANGEL PONS, the clever sketch artist and chief editor of "El Correo Español."

"Korff's Welt Reise" (A Journey Through Australia to New Zealand and South America) is the title of a collection of short, entertaining sketches regarding the countries named, issued from the Deutsches Druck- und Verlags-Haus, Berlin, Germany.

A commercial paper, entitled "La Gaceta Mercantil" (The Mercantile Gazette) is now being issued daily (except Sunday) in the City of Mexico. It is edited by Señor ANTONIO P. GONZALES, assisted by Señor ANSELMO ALFARO. It will be devoted solely to commercial affairs.

Sir MARTIN CONWAY has added to the first report of his expedition in the Bolivian Andes (Geographical Journal, July, 1899) a map of the Cordillera Real easterly from La Paz. There are also a number of photographic illustrations.

In the "Wide World Magazine" for September, the most interesting article for persons interested in South American geography and customs is one by Mrs. PENNIMAN, describing her journey of 100 miles overland from Lake Titicaca to Buenos Ayres.

PUBLICATIONS RECEIVED.

During the past month the Bureau of the American Republics has received the following publications:

"Regulations for the Execution of the Police Law of Railroads of the Island of Cuba." (Translation.) Division of Customs and Insular Affairs, War Department, U. S. September, 1899.

"Translation of the Municipal and Provincial Laws in Force in the Island of Cuba." Division of Customs and Insular Affairs, War Department, U. S. August, 1899.

"Translation of the Notarial Laws in Force in the Philippine Islands, and Appendices Relating Thereto." Division of Customs and Insular Affairs, War Department, U. S. August, 1899.

"Electoral Law for the Election of Councilors and Provincial Deputies in Porto Rico." Division of Customs and Insular Affairs, War Department, U. S. August, 1899.

"Informe del Segundo Semestre y Fin de Año Económico, 1898 á 1899." National Printing Office, San José, Costa Rica, 1899.

"Memoria del Ministerio de Relaciones Exteriores, 1899." "El Tiempo" Printing Office, Lima, Peru.

"The Cambridge Encyclopedia" for May, June, July, August, September, and October. New York, 1899.

"Transactions of the Oneida Historical Society at Utica, New York." Utica, 1899.

"Le Brésil," by E. LEVASSEUR. Paris, 1899.

"Guía Postal de la República Mexicana." Mexico, 1899.

"Mexico and the United States," by MATÍAS ROMERO. New York, 1898.

"Reclamación del Ciudadano Americano, VICTOR H. MACCORD." Lima, Peru, 1899.

"Report of Her Majesty's Commissioner in Crete on the Provisional British Administration of the Province of Candia." Pamphlet. London, July, 1899.

"Barbados. Annual Report for 1898." Annual (British) Colonial Report, No. 262. Pamphlet. London, August, 1899.

"St. Helena. Report for 1898." Annual Colonial Report (British), No. 265. Pamphlet. London, August, 1899.

"Trade of Venezuela for the Year 1898." Annual Series of Diplomatic and Consular Reports of Great Britain, No. 2315. Pamphlet. London, July, 1899.

"Trade of Nicaragua for the Year 1898." No. 2329 of the Diplomatic and Consular Reports of Great Britain. Pamphlet. London, August, 1899.

"Trade of Rio Grande do Sul (Brazil) and District for the Year 1898." British Diplomatic and Consular Reports, No. 2332, Annual Series. Pamphlet. London, August, 1899.

"Trade of Mexico for the Year 1898." British Diplomatic and Consular Reports, No. 2336, Annual Series. Pamphlet. London, August, 1899.

PERIODICALS AND NEWSPAPERS PERMANENTLY
FILED IN THE LIBRARY.

Persons interested in the commercial and general news of foreign countries will find the following among the periodical publications on the permanent files in the Library of the Bureau of the American Republics.

Anglo (The) American Magazine. New York and London. Monthly.
Argentinisch Wochenblatt. Buenos Ayres, Argentine Republic.
Weekly.

Board of Trade Journal. London, England. Monthly.

Boletín del Instituto Científico y Literario. Toluca, Mexico.

Boletín de la Unión Industrial Argentina. Buenos Ayres, Argentine Republic. Monthly.

Boletín de la Red Meteorológica y Revista Científica. Toluca, Mexico.

British Trade Journal. London, England. Monthly.

Bulletin of American Geographical Society. New York.

Coal Trade Journal. New York. Weekly.

Diario Oficial. Bogota, Colombia. Daily.

Diario Oficial. Managua, Nicaragua. Daily.

Diario Oficial (Official). Mexico, Mexico. Daily.

Diario Oficial (Laws). Mexico, Mexico. Daily.

Diario del Salvador. San Salvador, Salvador. Daily.

Diplomatic and Consular Reports. London, England.

El Agricultor Mexicano. Mexico, Mexico. Monthly.

El Economista. Lima, Peru. Weekly.

El Economista Mexicano. Mexico, Mexico. Weekly.

El Estado de Colima. Colima, Mexico. Weekly.

El Guatemalteco. Guatemala, Guatemala. Weekly.

El Progreso de México. Mexico, Mexico. Weekly.

El Republicano. Aguascalientes, Mexico. Weekly.

El Siglo. Montevideo, Uruguay. Daily.

Field Columbian Museum Publications. Chicago, Illinois.

Fielden's Magazine. London, England. Monthly.

Free Museum of Science and Art. Philadelphia, Pennsylvania.
Quarterly.

Gaceta Municipal. Guayaquil, Ecuador. Weekly.

Gaceta Oficial. Caracas, Venezuela. Daily.

Geographical Journal. London, England. Monthly.

Jornal do Commercio. Rio de Janeiro, Brazil. Daily.

Journal of the Board of Agriculture. London, England. Quarterly.

Lavoura (A). Rio de Janeiro, Brazil. Monthly.

La Enseñanza. Asunción, Paraguay. Semimonthly.

La Gaceta. (Official.) Costa Rica. Daily.

- La Gaceta. Tegucigalpa, Honduras. Weekly.
La Plate Zeitung. Buenos Ayres, Argentine Republic.
La Producción Argentina. Buenos Ayres.
La Producción Nacional. Buenos Ayres, Argentine Republic. Semi-monthly.
Modern Mexico. St. Louis, Mo., and Mexico City. Monthly.
Moniteur Officiel. Paris, France. Weekly.
Novedades (Las). New York, N. Y. Weekly.
Petermann's Mitteilungen. Gotha, Germany. Monthly.
Revista Brasileira. Rio de Janeiro, Brazil. Monthly.
Revista de la Instrucción Pública de Colombia. Bogota, Colombia. Monthly.
Revista Maritima Brasileira. Rio de Janeiro, Brazil. Monthly.
Revista Mensual. Asunción, Paraguay. Monthly.
Revista Nacional. Buenos Ayres, Argentine Republic. Monthly.
Semana Mercantil. Mexico, Mexico. Weekly.
Südamerikanische Rundschau. Berlin, Germany. Monthly.
Times (The). London, England. Daily.
Trade and Navigation Reports (Official). London. Monthly.
Le Nouveau Monde. Paris, France. Weekly.

BOLETÍN MENSUAL

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REPÚBLICA ARGENTINA.

PORVENIR COMERCIAL.

El Honorable WILLIAM I. BUCHANAN, Ministro de los Estados Unidos en la República Argentina; llegó á Nueva York el día 13 de setiembre de 1899, procedente de Buenos Aires, después de un viaje un tanto azaroso. En respuesta á la pregunta que se le hizo acerca del porvenir comercial de aquel país, dijo, según el "Export Implement Age," lo que sigue:

"Opino que es bastante halagador. El año pasado fué excepcionalmente satisfactorio para los importadores de maquinaria agrícola, porque durante muchos años hubo gran flojedad en el comercio todo, á causa de las grandes pérdidas que habían sufrido los agricultores por la devastación producida por la langosta, así como por la sequía en algunos lugares. Durante este tiempo los importadores lograron disminuir sus cuentas por pagar, de suerte que, cuando se recogieron el año pasado buenas cosechas de trigo y de maíz, sus marchantes pudieron comprar la maquinaria que necesitaban.

"El país exportó como 1,200,000 toneladas de trigo de la cosecha actual y más ó menos 400,000 toneladas de maíz. Además de esto el trasquile ha sido muy grande y han aumentado constantemente las exportaciones de ganado vacuno y lanar, al mismo tiempo que han ido mejorando estos productos. Esta mejora se debe en gran parte á la rápida extensión del cultivo de la alfalfa, que se da muy bien en un gran terreno y produce carne de vaca y de carnero muy buena y muy barata. La extensión de cultivo del trigo va aumentando gradualmente en dirección hacia la parte sur del país, que está más al abrigo del azote de la langosta que las secciones del norte."

COMERCIO EXTERIOR DE ENERO Á JUNIO DE 1899.

En el BOLETÍN MENSUAL correspondiente al mes de setiembre, se publicó un artículo relativo á las exportaciones de la República Argentina durante la primera mitad de 1899, artículo tomado del periódico "The Review of the River Plate." Después de esa fecha, se han obtenido datos del Departamento Nacional de Estadística. Comparados éstos con las cifras correspondientes á los primeros seis meses de 1898, se ve que el aumento en el valor del comercio exterior fué de \$15,317,504, oro. En 1898 las importaciones ascendieron á \$49,553,375, y las exportaciones á \$81,632,825, ó sea un total en el tráfico de \$131,186,200. En 1899 los totales fueron respectivamente \$57,452,942, \$89,050,762 y \$146,503,704. El aumento en el valor de las importaciones fué de \$7,899,567, y en el de las exportaciones, de \$7,417,937. El aumento en el valor del tráfico durante la primera mitad de 1898, comparado con el del mismo período en 1897, fué de \$17,413,886.

Las exportaciones fueron clasificadas de la manera siguiente:

Productos.	1899.	1898.	Aumento.
Pastoriles	\$52,590,876	\$48,942,449	\$3,648,427
Agrícolas	34,629,263	31,043,896	3,585,367
Forestales	1,145,974	1,019,359	126,615
Minerales	115,312	103,883	11,419
De la caza	165,619	108,715	56,904
Misceláneos	403,718	414,513	a 10,795
Totales	89,050,762	81,632,825	7,417,937

a Diminución.

Las importaciones que aumentaron más fueron las de tejidos, minerales, maderas, carbón de piedra y productos misceláneos. La clasificación de los artículos importados fué como sigue:

Artículos.	1899.	1898.	Aumento.
Tejidos	\$20,175,949	\$14,681,764	\$5,494,185
Hierro y sus manufacturas	8,286,425	8,239,055	47,370
Sustancias vegetales	6,309,113	6,379,263	a 61,150
Carbón de piedra, vidrio, piedra y loza	5,661,682	4,266,529	1,395,153
Maderas de todas clases	3,522,960	3,066,241	456,719
Bebidas	3,419,022	4,129,104	a 719,082
Productos químicos y tintes	1,986,084	2,007,215	a 21,131
Aceite mineral y de otras clases	1,812,173	1,332,838	479,335
Metales además de hierro	1,644,798	1,662,137	a 17,339
Papel y sus manufacturas	1,472,016	1,426,158	45,858
Sustancias animales	1,001,309	1,062,133	a 60,824
Cuero y sus manufacturas	580,744	439,550	141,194
Productos misceláneos	1,589,667	870,388	719,279
Totales	57,452,942	49,553,375	7,899,567

a Diminución.

En cuanto al comercio con países extranjeros, en las siguientes tablas se verán los totales, así como el aumento ó disminución en las exportaciones é importaciones.

EXPORTACIONES.

Destino.	1899.	1898.	Aumento.
Estados Unidos	\$3,201,170	\$2,818,987	\$382,183
Gran Bretaña	10,923,002	11,284,252	a 361,250
Alemania	14,058,348	13,159,974	1,498,374
Francia	18,281,346	15,859,150	2,322,196
Italia	2,094,857	2,884,947	a 790,090
Bélgica	11,783,129	9,719,564	2,063,565
Brasil	3,261,816	3,057,377	204,239
Uruguay	2,225,368	2,244,374	a 19,008
Holanda	853,301	296,934	556,367
España	766,014	142,684	623,330
Bolivia	279,706	351,195	a 71,487
Chilo	205,754	1,095,498	a 889,744
Paraguay	104,196	80,279	23,917
Las Antillas	80,202	95,139	a 14,937
Portugal	72,184	11,897	60,587
Otros países	4,096,081	3,969,008	127,073
Puertos de escala	16,164,290	14,561,668	1,602,624
Totales	89,060,762	81,632,825	7,317,987

IMPORTACIONES.

Estados Unidos	\$6,582,249	\$4,431,998	\$2,150,251
Gran Bretaña	21,294,496	17,800,137	3,494,359
Alemania	7,008,125	5,703,359	1,304,766
Francia	5,425,416	4,949,982	475,434
Italia	7,265,492	6,424,922	840,570
Bélgica	4,909,365	4,700,491	208,874
Brasil	2,221,300	2,493,410	a 272,110
Uruguay	256,745	257,961	a 1,216
Holanda	64,565	50,454	14,111
España	1,459,073	1,719,396	a 260,323
Bolivia	29,033	28,325	2,708
Chilo	65,159	33,873	31,277
Paraguay	702,810	875,247	a 172,437
Las Antillas	17,282	15,515	1,767
Portugal	59,355	29,305	30,050
Otros países	92,486	41,000	51,486
Totales	57,452,942	49,553,375	7,899,567

a Diminución.

COLONIAS EN LA PROVINCIA DE CÓRDOBA.

La Oficina de Estadísticas de Córdoba ha publicado últimamente algunos informes interesantes relativos á las colonias en aquella provincia. Según dicha publicación, el Departamento de San Justo es de conformación plana, con muy pequeñas ondulaciones; tiene una sola quebrada, que es la Garabota, y posee algunos lagos pequeños. El Ferrocarril Central de Córdoba atraviesa por el centro del Departamento y la porción norte del lugar es considerada como la mejor para los colonos. La profundidad de la capa vegetal varía de 5 á 18 pulgadas y se encuentra agua á una profundidad de 5 á 55 pies de la superficie; esta profundidad extrema se encuentra en las regiones más altas de la parte norte. En la porción del sur la colonización ha sido retardada á causa de la falta de facilidades de transporte. Esto mismo es aplicable á la rica región que se extiende al noroeste de las colonias de San José, Santa Bárbara y Nueva Undine. Los únicos cultivos de importancia en la región de San Justo son el trigo y la linaza, la cual sólo se cultiva

por el fruto. El maíz produce abundantemente, pero el costo necesario para llevar el producto al mercado es tal que impide se le cultive en mayor escala y su cosecha basta para el consumo local. También se da la cebada, que no goza de demanda, y aumenta el número de pequeñas plantaciones de frutas y árboles de sombra.

En este Departamento hay cuatro colonias, que son Santa María, Eugenia, Galeno y General Deheza. Todas están situadas en buenos terrenos y debido al empleo de pozos semi-artesianos se ha podido adelantar mucho en la cría y en el fomento de la agricultura en general. El precio del terreno varía mucho y se cotiza desde \$15 por hectárea, con tres ó cuatro años de crédito ó interés al 12 por ciento, hasta \$50 por hectárea en las mismas condiciones. El arrendamiento varía también, pero por lo general el arrendatario está obligado á entregar 12 por ciento de la cosecha al propietario todos los años. En algunas de las colonias del sur el trigo es quizás el único cultivo, habiéndose abandonado el de la linaza, y el maíz sólo se cultiva en cantidad suficiente para el consumo; en otras de las colonias se cultiva más alfalfa que trigo, de suerte que se convertirán en colonias de cría, no porque no se puedan conseguir buenas cosechas, sino porque no dejan cuenta. En esta sección el precio de las tierras varía de \$20 á \$23 por hectárea, con tres ó cuatro años de crédito, sin interés.

BRASIL.

SERVICIO MENSUAL DE CORREOS CON FRANCIA.

Según dice el "Nouveau Monde" de 9 de setiembre de 1899, la Junta Directiva de la Marina Mercante Francesa en su última sesión aprobó las siguientes resoluciones:

(1) Referente al establecimiento de un servicio de correos y de comercio mensual entre Francia y las ciudades de Pará y Manaos.

(2) A favor del establecimiento de comunicación marítima regular entre Francia y la costa del Pacífico de la América del Sur, por medio de subvenciones á los buques destinados para hacer el tráfico con los países que allí se encuentran, pues desde que se liquidaron los negocios de la Compañía Marítima del Pacífico ha habido una seria disminución en el comercio.

Estas resoluciones fueron transmitidas al Ministerio de la Marina, solicitando su informe favorable para el Ministerio de Comercio é Industria.

EXPORTACIONES DE CAUCHO POR EL PUERTO DE BELEM.

Durante el mes de junio, se exportaron por el puerto de Belem 1,332,245 kilogramos de caucho, de los cuales 791,289 fueron con destino á Europa y 540,956 para los Estados Unidos. En esta suma total están

comprendidos 533,931 kilogramos de caucho fino, 78,035 kilogramos de caucho ordinario, 284,496 de sernamby y 436,483 de caucho de inferior calidad, de los cuales 458,540 kilogramos son provenientes de Manaos.

La cantidad total de caucho exportado durante el primer semestre del presente año aparece ser 9,441,988 kilogramos, de los cuales 3,103,452 se enviaron á Europa y 6,338,536 á los Estados Unidos. La calidad del producto fué como sigue: Caucho fino, 5,271,167 kilogramos; caucho ordinario, 773,288; sernamby, 2,559,759, y caucho de inferior calidad, 897,774 kilogramos.

DESARROLLO DE ELECTRICIDAD EN SÃO PAULO.

La ciudad de São Paulo, que es la de mayor actividad comercial en el Brasil, queda como á 40 millas de la costa del Atlántico, á una altitud de 2,993 pies sobre el nivel del mar, y tiene una población que se calculó en 1899 en 225,000 habitantes. Últimamente se ha dicho que la asociación conocida con el nombre de "São Paulo Railway, Light and Power Company, Limited," que es un sindicato de capitalistas de los Estados Unidos y del Canadá, con un capital autorizado de \$10,000,000, ha obtenido concesiones para desarrollár los intereses industriales de las líneas de ferrocarril, alumbrado y potencia eléctricos de la ciudad. Según dice el "New York Commercial" de 15 de setiembre, el agente de compras de dicho sindicato en la ciudad de Nueva York ha manifestado que cuando las diversas empresas para cuyo desarrollo se han obtenido franquicias estén terminadas, se habrán colocado en los Estados Unidos pedidos por más de \$5,000,000.

Hasta la fecha se han hecho contratos por 40 millas de rieles de acero, por valor de \$250,000; 65 carros de tranvía, avaluados en \$5,000; curvas y crucetas especiales, por valor de \$30,000; cable de alimentación aislado por \$40,000; alambre para "trolley" por \$15,000; alambre de acero por \$2,000, y otra maquinaria por valor de \$49,000; además madera de pino, máquinas para ascensores, gruas, carros, pernos, clavos, tubos y otros efectos necesarios para construir y hacer funcionar un ferrocarril eléctrico, cuyo valor no se menciona.

Mr. W. P. PLUMMER, el agente comprador, da los nombres de las casas con las cuales se han celebrado los contratos y dice que los materiales se despacharán para São Paulo tan pronto que estén terminados.

CUESTIÓN DE LÍMITES CON LA GUAYANA FRANCESA.

En el "Comptes Rendus" de la Sociedad de Geografía de Francia, publicado en marzo de 1899, hay un corto estudio de M. M. S. BROUSSEAU sobre el territorio en disputa entre Francia y el Brasil. Después de narrar el descubrimiento de oro en 1894, por CLEMENT TAMBA, un negro ignorante, y PIERRE VILLIERS, de Cayena, en el territorio en disputa, el autor hace una ligera reseña de la conformación física, la

geología y la población indígena del país. M. BROUSSEAU adquirió los conocimientos que posee en los viajes que hizo en 1894, durante los cuales logró determinar la posición de las cabeceras de los ríos que quedan entre el Oyapok, que forma el límite del Brasil y la Guayana Francesa, y el Amazonas. La formación geológica del territorio en disputa es semejante á la de Guayana Francesa, pero su clima es mucho más saludable. Los franceses no reclamaron el territorio en disputa hoy, hasta que se descubrió oro; y aunque no pueden pretender la ocupación efectiva, fundan los derechos que reclaman sobre el interior en ciertas cláusulas ambiguas del tratado de Utrecht. Hoy reclaman todo el territorio que está al sur de las Guayanas hasta el Río Branco. La Gran Bretaña y Holanda están interesadas también en el arreglo de la cuestión.

BELIZE (BRITISH HONDURAS).

FERROCARRIL PROPUESTO.

El único medio de comunicación con el interior que existe hoy en Belize es la navegación por canoas, en los numerosos ríos que bañan el territorio, y á caballo por caminos de recua que son los que existen. El 22 de julio de 1899, el Secretario de Estado Británico para las Colonias envió al Gobernador de Belize proposiciones hechas por R. W. PERKS, Miembro del Parlamento, referentes á la construcción y explotación de un ferrocarril en la colonia, incluyendo un muelle en Belize y la extensión de la línea hasta La Libertad, ó un lugar en sus cercanías, ó hasta Flores, en la Provincia de Petén de Guatemala.

Mr. PERKS pide la suma de £75,000, pagadera en cinco porciones de £15,000 cada una, al estar terminado cierto número de millas en cada sección del ferrocarril y listas para ser abiertas al tráfico, al mismo tiempo que la concesión de 200,000 acres de terreno, en porciones de 40,000 acres, á medida que cada una de las secciones de la línea esté terminada y abierta al tráfico. La proposición de Mr. PERKS fué aceptada el 15 de agosto por el Consejo Legislativo, con la recomendación de que, si Mr. CHAMBERLAIN la aprobaba, debían comenzarse los trabajos á más tardar en febrero de 1900.

Mr. WILLIAM L. AVERY, Cónsul de los Estados Unidos en Belize, al informar al Departamento de Estado en Washington, el 22 de agosto, acerca de este asunto, dice que si la República de Guatemala permite que se construya la vía hasta Petén, habrá un gran comercio en caoba y palo de campeche en dicho distrito, y que en el interior de Belize se desarrollarán el cultivo de frutas y la agricultura en general, industrias que hoy están circunscritas á la costa. También añade que, aun cuando la referida proposición ha sido hecha por capitalistas ingleses, no es de dudarse que todo el equipo se compre en los Estados Unidos, porque los ferrocarriles que hoy funcionan en Honduras, Guatemala y Costa

Rica están montados con maquinaria y material rodante de los Estados Unidos, innovación que se efectuó en Costa Rica á expensas de los efectos extranjeros que allí se usaban. Mr. AVERY opina que cualquier proyecto ferrocarrilero aumentará el comercio de importación y de exportación entre Belize y los Estados Unidos.

CHILE.

INSTRUCCIONES IMPORTANTES PARA LOS EMBARCADORES.

La Cámara de Comercio Francesa de Santiago de Chile ha enviado recientemente á las diversas cámaras de comercio de Francia una comunicación, de la cual Mr JOHN C. COVERT, Cónsul de los Estados Unidos en León, trasmite una versión al inglés al Departamento de Estado de Wáshington, con fecha 8 de agosto de 1899, por considerarla de importancia para los ciudadanos de los Estados Unidos que tengan relaciones de comercio con Chile. La comunicación en referencia dice así:

“Hoy la mayor parte de las casas francesas que comercian con Chile inscriben el nombre del verdadero comprador ó consignatario en los conocimientos de embarque, y por más que esto parezca ser lo más natural, no deja de ser arriesgado.

“Puede suceder que en el tiempo mediante entre el despacho de las mercancías y su llegada á Chile, haya cambiado la situación del comprador. En este caso el banco ó el agente encargado de remitir los documentos y que desée impedir la entrega de las mercancías, queda en una posición embarazosa, porque como los documentos están hechos en el nombre del consignatario ó comprador, ni aquellos, ni sus síndicos, en caso de haber hecho bancarota, tienen el derecho de embargar las mercancías en la aduana. Si la casa que ha hecho quiebra, ó su representante, no reclaman las mercancías, los empleados de la aduana las embargan y el vendedor, para obtener posesión de su propiedad, tendrá que entablar un proceso para anular el contrato, lo cual no es muy fácil, aparte de los gastos que ocasiona.

“Para evitar todo esto sólo es necesario que el embarcador observe las siguientes reglas:

“(1) Si los conocimientos de embarque se envían al comprador ó al consignatario contra giros aceptados, el mejor plan es hacer los giros á la orden de un banco, que los endose y los cambie por los giros aceptados.

“(2) Si no se exige la aceptación inmediata del giro, se puede entrar en arreglos con un banco, haciéndolo el conocimiento de embarque en su nombre y empleándolo como intermediario. Esto costará los gastos de una pequeña comisión, lo cual es más barato que perder las mercancías.

“Si los conocimientos de embarque han de ser remitidos al consignatario ó al comprador por un agente, es más seguro enviarlos directamente al agente.

“Si los embarcadores siguen estas indicaciones, se evitarán muchas sorpresas desagradables y dificultades, pues que en caso de bancarota nada podrá impedir el ejercicio de su derecho para obtener las mercancías.”

EL FERROCARRIL TRASANDINO.

Es un hecho reconocido que el ferrocarril trasandino, que al principio se pensó que pasara por Uspallata, no tocará en ese lugar, debido á que si se hiciera así, el trabajo ocasionaría grandes gastos. Sin embargo, según el periódico “*Süd-Amerikanische Rundschau*,” los ingenieros que trabajaron con la Comisión de Límites para establecer la línea definitiva entre Chile y la República Argentina, y que, por lo mismo, conocen á fondo las ramificaciones de las Cordilleras en la Provincia de Mendoza, opinan que al sur del paralelo 34 de latitud y de la montaña de Maipo hay muchos pasos por donde un ferrocarril podría construirse con bastante facilidad.

Al lado argentino de las montañas la vía férrea podría pasar por el valle de Yanja, y al lado chileno el camino más directo sería por el valle de Maipo. Los mencionados ingenieros chilenos aseguran que esta parte de la Cordillera de los Andes ofrece grandes facilidades para la construcción de ferrocarriles, y que los únicos obstáculos que se presentan están en Extravío y Mal Paso, porque el punto más elevado es solamente de 2,300 metros (7,546 pies) sobre el nivel del mar. Parece que los Gobiernos de Chile y de la República Argentina van á construir la parte de la vía férrea que á cada uno le corresponde. Se calcula que á Chile le costará la obra 14,000,000 de pesos en papel moneda, mientras que la República Argentina gastará solamente 8,000,000 de pesos en una extensión mucho mayor. Se cree que cuando la nueva línea esté concluida, el viaje de Santiago á Buenos Aires se hará en cosa de cuarenta horas, y son incalculables los beneficios que ambos países reportarán de esta arteria de comunicación.

CUBA.

PRODUCCIÓN DE AZÚCAR EN LAS PROVINCIAS DE SANTA CLARA Y MATANZAS.

Según el informe del General JAMES H. WILSON, Comandante Militar de las Provincias de Santa Clara y Matanzas, la producción de azúcar es casi igual en ambas, alcanzando al 75 por ciento del producto total de este fruto en toda la isla, durante el año que terminó el 30 de junio de 1899, y el 91 por ciento en el año fiscal anterior. En el año de 1899, 41 ingenios centrales había funcionando y 21 ingenios más que, aunque no funcionaban, estaban en perfecta condición. Durante la última guerra muchos de los grandes centrales pudieron conservarse, porque sus dueños pagaron á uno ú otro bando con el objeto de proteger sus

propiedades; ésto no obstante fueron destruidos 81 ingenios, aun cuando muchos de éstos no trabajaban y carecían de maquinaria moderna y casi estaban paralizados por la competencia que hubo entre el azúcar de caña y el de remolacha. Los ingenios que hoy funcionan están montados con maquinaria moderna y emplean procedimientos científicos, tienen capacidad suficiente para elaborar toda la caña que se pueda cosechar en dos ó tres años, y se cree que se pueden ensanchar con el objeto de aumentar el producto.

La propiedad de los ingenios que hay en las provincias es como sigue: En Santa Clara, 21 cubanos, 4 americanos y 1 español; en Matanzas, 29 cubanos, 20 españoles, 2 alemanes y 1 francés. Los jornales en los ingenios varían desde 40 centavos diarios á los peones hasta \$1.75 á los operarios más hábiles. Éstos, por lo general, son españoles ó extranjeros. Los operarios mejores son cubanos, blancos ó de color, y en muchos ingenios hay chinos empleados en los ramos que requieren más cuidado que habilidad mecánica. El costo de la vida es, por lo general, como sigue: arroz, 6 centavos por libra; harina de maíz, 4 centavos; frijoles, 7 centavos; tasajo, 25 centavos. La mortalidad, debida á la reconcentración, parece haber sido como la séptima parte de la población total (354,000 en 1897) comparada con la mortalidad de la población de Matanzas, que alcanzó á una tercera parte. Esta diferencia se atribuye á las características del lugar y á que la población en Santa Clara está más distribuida, lo cual permitió en cierto modo á que sus habitantes escaparan la orden de reconcentración.

El General WILSON dice que con el nuevo impulso que ha recibido, la agricultura ha progresado rápidamente no obstante hallarse en circunstancias nada favorables, siendo notable la falta de animales domésticos. Cienfuegos, que es el principal puerto de mar de la Provincia de Santa Clara, posee una rada de primer orden que podría mejorarse para admitir en ella los buques de mayor calado hasta el muelle. Hay en la provincia 260 millas de ferrocarril, sin incluir los numerosos ramales que van á las plantaciones de azúcar. Los terrenos propios para este cultivo se cotizan de \$3 á \$60 por acre y varían en tamaño desde una caballería hasta colonias ó ingenios, que contienen millares de acres. Según el General WILSON, el comprador extranjero tendrá una desventaja en el examen de los títulos, de la cual está exento el comprador del país, hasta que no se establezcan compañías responsables para que examinen todos los documentos de propiedad.

ECUADOR.

EXPORTACIÓN DE CAUCHO.

En un informe del Cónsul británico en Guayaquil, dícese que el aumento de la demanda por caucho ha vuelto á llamar la atención hacia este producto del Ecuador, que hoy se cosecha en los bosques del inte-

rior en lugares distantes de la costa, en donde su extracción se consideraba antes poco remunerativa á causa de los gastos necesarios para el transporte. En los últimos años, el valor del caucho crudo casi se ha duplicado, de modo que en las actuales circunstancias se gana en cosecharlo.

Dice el Cónsul que una gran cantidad del caucho que antes se enviaba á los Estados Unidos va hoy á Londres y otros puertos de Europa. Los precios á que se vende el caucho crudo en los puertos de embarque del Ecuador varían de £9 á £10 por quintal. En 1897, las exportaciones de caucho de Guayaquil alcanzaron á 590,400 libras, valuadas en \$229,831, moneda americana; en 1898, la cantidad exportada subió á 932,400 libras por valor de \$454,192, lo que indica un aumento de cerca de 100 por ciento en el valor total del producto.

EL ARCO MERIDIANO EN QUITO.

En las sesiones celebradas en 1894 en la ciudad de Stuttgart, Alemania, por la Conferencia Internacional Geodésica, se aprobó la proposición hecha por uno de los delegados americanos de que, en la opinión de la conferencia, la medida del arco meridiano ecuatorial que pasa por los alrededores de Quito debía ser revisada con el mayor esmero posible, empleando para ello los métodos modernos. Hasta ahora se usan las medidas que á fines del siglo pasado tomaron los sabios franceses BOUGUER, LA CONDAMINE y GODIN. La Sociedad de Geografía de Francia adoptó la idea y nombró una comisión para el estudio de la materia. Dicha comisión resolvió, en el enero de 1899, recomendar el proyecto á la consideración del Gobierno francés, indicando como el más conveniente un arco de 5 á 6 grados, para que los resultados se puedan comparar con los de las operaciones análogas que se están ejecutando en el Viejo Mundo. El Gobierno dió su consentimiento y anunció en el mes de mayo que la labor había sido encomendada á los Capitanes MAUBAIN y LA COMBE, oficiales de experiencia de la Sección Geodésica del Servicio Geográfico, quienes se ocupan hoy de tomar las observaciones del caso.

GUATEMALA.

CONVENCIÓN DE MARCAS DE FÁBRICAS CON LA GRAN BRETAÑA.

La Oficina de Relaciones Extranjeras de la Gran Bretaña ha publicado un folleto (Tratados, serie número 16) que contiene la convención celebrada entre la Reino Unido y Guatemala relativa á marcas de fábrica que fué firmada en Guatemala el 20 de julio de 1898, y cuyas ratificaciones se cambiaron en la misma ciudad el 28 de julio de 1899. El documento es como sigue:

“Su Majestad la Reina del Reino Unido de la Gran Bretaña é Irlanda, Emperatriz de la India, etc., y su Excelencia el Presidente de la

República de Guatemala, en el deseo de celebrar una convención para la protección recíproca de marcas de fábrica y de comercio, han nombrado al efecto sus Plenipotenciarios, a saber:

“Su Majestad la Reina del Reino Unido de la Gran Bretaña é Irlanda, Emperatriz de la India, etc., al Señor Don JORGE BIRT JENNER, su Ministro Residente en Centro América.

“Y Su Excelencia el Presidente de la República de Guatemala, al Doctor Don FRANCISCO ANGUIANO, Secretario de Estado y del Despacho de Gobernación y Justicia, y encargado del de Relaciones Exteriores;

“Quienes, después de haberse comunicado sus Plenos Poderes, hallados en buena y debida forma, han convenido en los artículos siguientes:

“ARTICULO I. Los ciudadanos ó súbditos de cualquiera de las Partes Contratantes gozarán, en los dominios y posesiones de la otra, de los mismos derechos que en ellos se conceden en la actualidad ó que más tarde sean concedidos á sus nacionales en todo lo que se relacione con marcas de fábrica y comercio, etiquetas industriales y modelos.

“Para obtener el goce de estos derechos debe cumplirse recíprocamente con las formalidades que establezcan las leyes de los respectivos países.

“ART. II. Las estipulaciones de la presente convención serán extensivas á todas las colonias y posesiones exteriores de Su Majestad Británica, con excepción de India, Canadá, Terranova, el Cabo de Buena Esperanza, Natal, Nueva Gales del Sur, Victoria, Queensland, Tasmania, Australia del Sur, Australia Occidental y Nueva Zelandia.

“Queda entendido, sin embargo, que las estipulaciones de la presente convención se harán aplicables á cualquiera de las colonias ó posesiones arriba mencionadas, en favor de las cuales el Representante de Su Majestad Británica haya hecho una notificación con el objeto mencionado al Señor Ministro de Relaciones Exteriores de la República de Guatemala, dentro de un año contado desde la fecha del canje de las ratificaciones de la presente convención.

“ART. III. La presente convención será ratificada cuanto antes sea posible, y estará en vigor durante cinco años que comenzarán á correr un mes después del canje de las ratificaciones, que se efectuará en la ciudad de Guatemala. Sin embargo, si un año antes de expirar este plazo ninguna de las dos Partes Contratantes anunciare á la otra, mediante declaración oficial, su intención de hacer cesar sus efectos, dicha convención continuará siendo obligatoria durante un año después de hecha la declaración antes mencionada.”

RELACIONES COMERCIALES CON FRANCIA.

Según un informe presentado por el Cónsul francés en Guatemala, M. GOUBAUD, á su Gobierno, las relaciones comerciales que antes existían entre Francia y Guatemala llegaron á ser muy importantes. Los buques franceses, principalmente procedentes del puerto de Burdeos,

hacían viajes á los de Guatemala, llevando cargamentos completos y trayendo en su viaje de retorno café, cañcho, maderas finas, etc. Hoy las compañías de navegación inglesas y alemanas llevan directamente, por vía del Estrecho de Magallanes, mercancías provenientes de Europa, y las que se envían por Colón y Panamá llegan á su destino en buques americanos, de suerte que ya en aquellas aguas no se ve el pabellón francés.

Durante el año de 1898, se importaron por los puertos de Guatemala 440,543 bultos de mercancías, con un valor declarado de 3,880,668 pesos; á Francia corresponde 9,966 bultos con un valor declarado de 217,337 pesos. Los Estados Unidos, á causa de su gran comercio de exportación con Guatemala, están representados por una cantidad casi igual á la mitad del total; Francia ocupa el cuarto lugar en la balanza del país y sus exportaciones consisten en su mayor parte de vinos y licores, coñac, drogas y medicinas, perfumería fina y artículos de fantasía; corresponde á Alemania el segundo lugar en las exportaciones de máquinas y artículos manufacturados y á Inglaterra el tercero, siendo el 50 por ciento de sus exportaciones compuesto de mercancías de lino y de algodón.

Francia exportaba antes para Guatemala una gran cantidad de artículos manufacturados y sin manufacturar, tales como efectos de fantasía de bronce y de cobre, publicaciones, drogas, etc., pero hoy se ve obligada á hacer frente á la competencia de los Estados Unidos, que es su rival en la exportación de esos mismos artículos.

Los centros principales de comercio en Guatemala, á donde van los comerciantes de los lugares circunvecinos, son Guatemala, Quezaltenango y Retalhulen.

EMPRÉSTITO DE BANCOS PARTICULARES AL GOBIERNO.

Avisan de San Francisco que con fecha 16 de agosto se ha recibido noticia de la ciudad de Guatemala sobre el arreglo celebrado por el Gobierno con cuatro bancos de aquella capital, mediante el cual le prestarán \$2,500,000, que serán entregados por mensualidades de \$200,000 cada una. Se dice que el Gobierno ha ofrecido excelentes garantías. Este empréstito aliviará, aunque sea temporalmente, la situación del erario. Los bancos están autorizados para hacer una emisión adicional de papel moneda equivalente á la suma en referencia.

MÉXICO.

LA INDUSTRIA DE TABACO.

El 14 de agosto de 1899, el Ministerio de Relaciones Exteriores de la Gran Bretaña dió á luz el número 514 de las "Miscellaneous Series" de sus Informes Diplomáticos y Consulares, conteniendo las observaciones del Cónsul inglés en Veracruz respecto á la industria de tabaco

en México. Este informe está fechado á 21 de julio del año en curso, pero los datos estadísticos que en él se dan alcanzan solamente hasta el fin del año económico de 1898. Dice el Cónsul que hasta el año de 1897-98 no aumentó mucho la exportación de tabaco mexicano, pero que en aquella época hubo un aumento de más del 100 por ciento, tanto en la cantidad como en el valor del tabaco en rama que se exportó. Hubo, sin embargo, una disminución en la cantidad de tabaco labrado que se exportó, así como en su valor.

En el año de 1896-97 la exportación de tabaco en rama ascendió á 1,349,903 kilogramos, con un valor de \$1,718,232 en moneda mexicana, y la de tabaco labrado fué de \$1,001,859. En 1898 la exportación de tabaco en rama fué de 3,107,619 kilogramos, valorados en \$3,563,620. La cantidad de tabaco labrado que en aquel año se exportó fué de 389,697 kilogramos, con un valor de \$926,148. Los primeros datos obtenidos por el Cónsul corresponden al año económico de 1890, cuando la exportación de tabaco en rama ascendió á 627,800 kilogramos, valorados en \$349,163, y la de tabaco labrado fué de 386,945 kilogramos, con un valor de \$599,169.

Se dice que los dos principales centros de producción son San Andrés Tuxtla y el Valle Nacional. El producto del primero es de buena calidad y se vende á buenos precios, y el del segundo es de color claro y de poco peso, lo cual hace que á menudo se pague por él un precio muy elevado, debido á que es un tabaco excelente para capas. Con todo, la cosecha de tabaco está siempre sujeta á fluctuaciones, puesto que depende en mucho de la condición del tiempo, que con frecuencia ocasiona grandes pérdidas. Los plantíos se hacen en México de setiembre á fines de octubre, y la cosecha se verifica en enero y febrero. Casi todos los que se dedican á la manufactura de cigarros son también cultivadores de tabaco, y éstos, así como otros que negocian en el mismo artículo, hacen adelantos á los tabacaleros, de suerte que la exportación de un año consiste del producto sobre el cual se han avanzado cantidades el año anterior.

En toda época son escasos los operarios, y aquéllos que se encuentran son generalmente de una clase inferior; sin embargo, la gran cantidad de españoles que llegó de Cuba durante la guerra en la isla dió mucho aliento á los cultivadores. Desde que terminó la lucha, la mayor parte de estos españoles ha regresado á Cuba. La industria ha menester de operarios de toda clase, y no es posible obtener éstos en suficiente número. Dice el Cónsul que hay que valerse de las autoridades para proveerse de operarios, y que ésto exige adelantos de dinero, gastos de transporte y pérdidas ocasionadas por la deserción. Los salarios son nominalmente moderados, pero si se toma en consideración la calidad inferior del trabajo, los resultados obtenidos y la constante vigilancia que se necesita á fin de impedir las deserciones, los operarios son costosos y poco satisfactorios. Los operarios forzados tienen que trabajar bajo pena de prisión, y en muchos casos es preciso encerrarlos

para evitar que se deserten. Su alimentación consiste principalmente en frijoles y tortillas. En el Valle Nacional los trabajadores son generalmente forzados que vienen de la ciudad de México y de otros distritos en la vecindad, pero rara vez dan resultados satisfactorios.

En 1898 la exportación de tabaco recibió gran impulso con motivo de la revolución en Cuba, y ciertas clases de tabacos mexicanos fueron importadas á Tampa, Cayo Hueso y otras partes de Florida para usar las como tripa y capas. Ésto se atribuyó á una tentativa de anticiparse á los efectos del nuevo arancel de los Estados Unidos, y dió en México impulso temporal al negocio de tabaco. Los precios se elevaron, la exportación aumentó y el capital y el trabajo se esforzaron para producir mayores cosechas. El cambio en los derechos de aduana, la facilidad de disponer del artículo almacenado en Cuba, y el nuevo vigor dado al cultivo de tabaco en la isla, produjeron considerable baja en los precios, con lo cual se demostró que el tabaco mexicano no podía matener la posición que temporalmente había adquirido en los mercados de los Estados Unidos. La baja en los precios arruinó á muchas personas que se habían dedicado al cultivo de dicha planta. Los cultivadores se vieron en la imposibilidad de reembolsar los adelantos de dinero que se les habían hecho, mientras que los compradores se encontraron con grandes cantidades de que no podían disponer. Se cree que desde aquella época la producción ha vuelto á su condición normal, pero aun no se han publicado los datos oficiales correspondientes al año económico de 1899.

Opina el Cónsul que cuando se pueda disponer de la suficiente cantidad de brazos y de los medios más adecuados para el cultivo y preparación del artículo, se presentará buena ocasión de invertir considerable capital en este negocio, porque el tabaco de México es de buena calidad, y no hay razón alguna para que no llegue á ocupar un puesto elevado en los mercados del mundo. Los cigarros mexicanos deberían venderse á precios mejores que los que hoy obtienen, pero hasta la fecha no parecen gozar del favor del público. Hay considerable consumo de tabaco en el país, y el tráfico nacional es muy importante, estando protegido por altos derechos de importación.

IMPORTACIÓN DE CARBÓN DE PIEDRA Y COKE.

El aumento de las importaciones de carbón de piedra y coque en México, sigue siendo digno de nota, según el "Coal Trade Journal" de setiembre 20. La cantidad importada en 1898 alcanzó á cerca de 598,000 toneladas, lo que indica un aumento de 30 por ciento sobre las importaciones de 1897. Ésto se debe, indudablemente, al número de empresas industriales nuevas que hay en la República y que, á causa de la escasez de leña, se ven obligadas á emplear carbón de piedra y coque en sus fábricas. En los ferrocarriles se usa casi exclusivamente panes de carbón comprimido en vez de leña. México importa carbón de los siguientes países: Estados Unidos, que envía más del 50 por ciento del total; la Gran Bretaña, que envía 33 por ciento, y el resto lo

suministran Australia, Bélgica y Alemania. Las importaciones de carbón de esta última van en aumento y hacen seria competencia á los productos de Australia y Bélgica. El carbón de Australia llega casi todo á los puertos de la costa del Pacífico, de donde se envía en pequeñas cantidades á las fábricas que se encuentran á corta distancia de dicha costa. La mayor parte de este carbón se emplea para el abasto de los buques que hacen escala en los puertos del Pacífico.

NICARAGUA.

VALIOSOS RESTOS PREHISTÓRICOS.

Algunos miembros de la Comisión Científica enviada hace algunos meses por el Gobierno danés á hacer estudios arqueológicos en la América Central, estuvieron últimamente en los Estados Unidos, de regreso á Europa. Los más notables entre ellos son el Dr. JOHANNES NEUHAUS y el Profesor HALFAU BORRING, ambos de Copenhague. Estos dos hombres de ciencias se manifestaron tan entusiastas acerca de sus descubrimientos, de los cuales llevan como muestras 20 toneladas, que van á solicitar que se les permita regresar á Nicaragua á continuar sus investigaciones, porque dicho país es muy rico en restos prehistóricos.

El Dr. NEUHAUS dijo que, entre otros descubrimientos, es muy notable el que establece cierto vínculo entre la civilización de Nicaragua y la del Perú. Hace años el Barón VON HUMBOLDT descubrió y describió una clase de cemento usado por los albañiles de la época de los Incas, y el cual se creía que era desconocido en otras partes del mundo. El Dr. NEUHAUS encontró muestras de la misma sustancia en las orillas del Río Rama, en Nicaragua. La Comisión visitó varias ruinas cerca de la costa y á lo largo de este río, y examinó varias de las antiguas minas, de las cuales sacaban los Toltecas sus fabulosas riquezas. También descubrieron los exploradores montones de tierra ó sean *mounds*, que contenían muchos restos prehistóricos.

Los *mounds* que se han encontrado en la parte septentrional de Europa han demostrado ser un campo muy valioso para los estudios etnológicos, y es con el objeto de hacer nuevas excavaciones en los ya citados restos de la civilización americana que los sabios daneses desean volver á la América Central. Los objetos que se encuentran dentro de esos montones están casi siempre rotos, pero son precisamente aquéllos que muestran haber estado en uso los que dan mejor idea de la civilización de los indios. No se encontraron herramientas, pero las hachas de piedra y otros instrumentos que se hallaron son tan admirablemente hechos como lo eran los instrumentos de bronce de los Aztecas, lo cual demuestra que los antiguos habitantes de Nicaragua vivían á fines de la edad de piedra. Los mencionados *mounds* fueron descubiertos en Punta Kukra, cerca de Bluefields.

PERÚ.

INDUSTRIAS MANUFACTURERAS.

Las industrias manufactureras del Perú deberían ocupar en la vida económica del país una posición más importante de la que parecen concederle los informes estadísticos. Prosperan allí muchas fábricas que constituyen un elemento vital de primer orden y son dignas de notarse, entre otras, varias de calzado, la más importante de las cuales es el establecimiento Gagliardi, que emplea como 100 operarios y un gran número de máquinas. Siguen en orden varias fábricas de corbatas y algunas fundiciones, que constituyen, estas últimas, un ramo de alta importancia en las industrias del país, entre otras las fundiciones de "Piedra Liza," con 70 operarios, y las de "Schofield" and "Ashford," las cuales están dirigidas por ingleses. Entre las fábricas de biscochos, la más antigua es la de FIELD & Co., y en el ramo de confitería es de importancia especial la de A. LABROUSSE Y Cía., que produce un bicerillo encerado de buena calidad.

En Lima hay varias fábricas de muebles, siendo las principales las de la Compañía Malherbe y la Compañía Heckkoppler, cada de las cuales emplea como 50 operarios. La madera que usan es en su mayor parte cedro americano é importan nogal de los Estados Unidos y de Europa. Las maderas que se emplean para fabricar enchapados son procedentes de Europa, por lo general. Los molinos de harina establecidos en Lima pertenecen á italianos ó á españoles, y el trigo que se beneficia en ellos procede generalmente de Chile, mientras que la harina se emplea para el consumo local, exportándose muy poco para Guayaquil. La industria de la preparación de pastas italianas ha adquirido cierta actividad, debido al gran consumo de este artículo que hace la colonia italiana.

No existen en el Perú fábricas de productos farmacéuticos; pero en algunas droguerías de Lima preparan especialmente algunos de estos artículos. En Lima hay varias fábricas de jabón, unos enantos aserraderos y depósitos de madera, algunas de las cuales tales como pino, cedro, etc., son importadas de Noruega y de los Estados Unidos.

La industria de la elaboración del tabaco es notable en Lima, empleando en las diferentes fábricas que allí existen más de 3,000 operarios en la elaboración de cigarros y mayor número en la de cigarrillos. En la misma ciudad hay nueve curtiembres, dos de los cuales están dirigidas por franceses, y hay también varios telares de algodón y de lana. El más importante de estos últimos es el de Santa Catalina, fundado con capitales peruanos bajo la dirección de italianos.

También hay otros establecimientos de menor importancia para la fabricación de escobas, chocolate, efectos para billares, aceites, pianos, sal, fósforos, etc.

LA PRODUCCIÓN DE COBRE.

El haberse suspendido la acuñación libre de la plata hace dos años, deprimió la explotación de minas de este metal, y en muchas de ellas han cesado los trabajos. En 1898, se extrajeron por la primera vez en la historia de la mina de Cerro de Pasco, que ha sido esencialmente productora de plata, minerales de cobre, que fueron enviados á Inglaterra como un experimento, cuando el precio del cobre puro era de £52 la tonelada. Las ventas fueron tan satisfactorias, que antes de que terminara el año, había de 50 á 60 mineros ocupados en la exportación de minerales de cobre. En la actualidad, la producción es como de 3,000 toneladas por mes, de las cuales dos terceras partes se quedan en Cerro de Pasco, por falta de medios de transporte, como que apenas 1,000 toneladas pueden ser llevadas mensualmente al ferrocarril de Oroya, y por la conducción de éstas se paga un promedio de £8 por tonelada.

De Oroya estos minerales son llevados por ferrocarril á la costa, mediante el pago de £1 por tonelada, y por último son embarcados con destino á Liverpool ó Swansea á un costo de £3 por tonelada aproximadamente. Todos los minerales que ahora se benefician son de la calidad más rica, y producen de 35 á más de 40 por ciento de metal puro. El precio medio que alcanzan en Liverpool es de £25 por tonelada. La construcción del ferrocarril de Oroya á Cerro de Pasco dará gran desarrollo á la industria de cobre, reduciendo los gastos sobre cada tonelada que se envía á Liverpool, que ahora son de £14, á £7 ó quizá menos.

Se calcula que la cantidad de mineral que se puede considerar lista para la explotación es de 5,000,000 á 6,000,000 de toneladas. Viene á corroborar esta afirmación el hecho de que la extracción de dicho mineral cuesta muy poco, porque á pesar de los métodos primitivos que se emplean, no excede de 6 á 8 chelines por tonelada.

EXPORTACIÓN DE HOJAS DE COCA Y COCAINA CRUDA.

Según un informe consular francés, recientemente publicado, la industria del comercio de cocaína y hojas de coca ha aumentado mucho en el Perú últimamente. De 1891 á 1897 se verificaron las siguientes exportaciones, en kilogramos: Hojas de coca—1891, 128,543; 1882, 388,465; 1893, 390,955; 1894, 372,360; 1895 y 1896, ninguna; 1897, 493,677. Cocaína cruda—1891, 3,216; 1892, 4,550; 1893, 2,357; 1894, 4,716; 1895 y 1896, ninguna; 1897, 5,207. La mayor parte se exportó para Hamburgo y de allí para Francia. Se trata de establecer una línea de vapores que haga la carrera entre el Perú y el Havre, de modo que el comercio entre los dos países sea más directo.

EL SALVADOR.

IMPORTACIÓN DE MONEDA DE PLATA.

Con fecha 9 de agosto del año corriente, Mr. JOHN JENKINS, Cónsul de los Estados Unidos en San Salvador, transmitió al Departamento de Estado en Wáshington la traducción de un decreto gubernativo, promulgado el 29 de julio próximo pasado. El decreto original dice así:

“ARTÍCULO. 1º. Se prohíbe la introducción de toda clase de moneda de plata, ya sea en pesos fuertes ó en fracciones, que tenga menos de novecientos milésimos de fino y de peso legal.

“ART. 2º. Los Administradores de Aduanas y de Rentas vigilarán y harán vigilar, bajo su estricta responsabilidad, el cumplimiento del artículo anterior, decomisando la plata que se trate de introducir, de ley menor á la mencionada.

“ART. 3º. Se excita á los Gobernadores y Comandantes departamentales para que impidan la introducción de la moneda en referencia.

“ART. 4º. Se gratificará con un 25 por ciento á los que denuncien la importacion de la moneda prohibida en virtud de este decreto, y con un 10 por ciento a los empleados públicos que la decomisen.

* * * * *

“ART. 6º. El presente decreto empezará á regir desde el día de su publicación.”

ESTADOS UNIDOS.

COMERCIO CON LA AMÉRICA LATINA.

RELACION DE LAS IMPORTACIONES Y EXPORTACIONES.

En la página 489 aparece la última relación del comercio entre los Estados Unidos y la América latina, tomada de la compilación hecha por la Oficina de Estadística del Ministerio de Hacienda de los Estados Unidos. Estos datos se refieren al valor del comercio arriba mencionado. La estadística corresponde al mes de agosto de 1899, comparada con la del mes correspondiente del año anterior, y también comprende los datos referentes á los ocho meses que terminaron en agosto de 1899, comparados con igual periodo de 1898. Debe explicarse que las estadísticas de las importaciones y exportaciones de las diversas aduanas referentes á un mes cualquiera no se reciben en el Ministerio de Hacienda hasta el 20 del próximo mes, necesitándose algún tiempo para su compilación é impresión, de suerte que los datos estadísticos correspondientes al mes de agosto, por ejemplo, no se publican sino en octubre.

EXPORTACIONES DE MADERA PARA LA AMÉRICA LATINA.

Un corresponsal del “Lumber Trade Journal” de fecha 15 de setiembre dice que la ciudad de Mobile, Alabama, ha tenido un año muy nota-

ble y que la estación de 1898-99 pasará á la historia de la localidad como la más productiva para el comercio de madera desde que se comenzó á explotar esta industria, que hoy es una de las principales del puerto.

El volumen de los negocios hechos durante la estación arroja un balance de cerca de 1,000,000 de pies en exceso del año de 1897-98; las exportaciones para el extranjero han sido como 7,000,000 de pies más que en aquella estación. Uno de los rasgos más notables de este año ha sido la vuelta al puerto de los grandes negocios que en años anteriores hacían con el Sud América y Cuba. La quinta parte del volumen de los negocios ha sido con Cuba y la América latina, que monta á 40,000,000 pies en números redondos. Las exportaciones para la América latina fueron como sigue: México, 4,226,855 pies; Cuba, 15,036,691; República Argentina, 18,440,629; Uruguay, 6,286,889; Colombia, 1,103,397; Honduras, 500,000; Belize, 500,000. Las exportaciones de madera dura alcanzaron á 213,290 pies cúbicos. También se exportaron para la República Argentina 975,000 estacas y 125,000 cru-cetas para México.

CARBÓN PARA LOS BUQUES DE GUERRA.

Los gobiernos extranjeros han creído siempre que el carbón de Cardiff, Gales, es el mejor que existe. Últimamente, sin embargo, según el periódico el "Nautical Gazette," correspondiente al 7 de setiembre de 1898, el Almirantazgo francés ha estado haciendo investigaciones por medio del Teniente FARAMOND, Agregado Naval de la Embajada de Francia en Wáshington, y ha llegado á la conclusión de que el carbón que sale de algunas minas de los Estados Unidos es superior á cualquier otro para uso en los barcos de guerra. Aunque M. FARAMOND está convencido de que el carbón de los Estados Unidos produce más humo que el de Gales, cree que arde mejor, que produce vapor con más prontitud y, lo que es de suma importancia, que no se hace escoria, dejando, además, menos ceniza que los otros. El carbón que se usó en los buques de guerra americanos durante el reciente conflicto con España dió entera satisfacción, y no reconoce superior en cuanto á mantener un fuego brillante, arder económicamente y producir vapor con rapidez. El periódico atrás mencionado opina que el uso de este carbón en las flotas extranjeras es simplemente una cuestión de tiempo.

EL MERCADO DE CAFÉ.

La cantidad de café existente en almacenes en los Estados Unidos el 3 de octubre de 1899, era de 1,355,611 sacos de 60 kilogramos cada uno, mientras que en la misma fecha en 1898 dicha cantidad era solamente de 963,943 sacos del mismo peso. La cantidad de café que el 1° de setiembre de 1899 estaba almacenada en todos los mercados del mundo era, según los últimos datos, de 7,659,544 sacos, mientras que en la misma fecha de 1898 era solamente de 6,905,340 sacos. Las ventas

totales de café de todas clases en los Estados Unidos durante el mes de setiembre fueron de 529,966 sacos, contra 370,164 sacos durante el mismo mes en 1898. El mercado continúa firme y el precio nominal sobre facturas, en Nueva York, del café número 7 de Río es de 5.50 centavos la libra, ya sea que haya llegado ó esté por llegar.

MAQUINARIA PARA FABRICAR AZÚCAR EN HAWAII.

Después de una activa competencia, por parte de los fabricantes ingleses y alemanes, la compañía llamada "The Buffalo Forge Co.," de Buffalo, Nueva York, ha recibido un contrato por cuatro motores verticales de alta velocidad y 50 caballos de fuerza y dos aparatos idénticos de 75 caballos de fuerza, para el Hawaii; también enviará la compañía un aventador de presión á conexión directa y un generador para 300 luces. Esta maquinaria es para la nueva plantación que la "American Sugar Co." tiene en la isla de Molokai. Dicha plantación contiene cerca de 93,000 acres de terrenos extremadamente fértiles, entre ellos una porción de 8,000 acres de terrenos fertilísimos para el cultivo de la caña, situados á 400 pies bajo el nivel del mar. Se espera que estos terrenos produzcan alrededor de 8 toneladas por acre. Se dice que los gastos que esta plantación cuando esté en perfecto desarrollo alcanzará á la enorme suma de \$1,700,000, de los cuales \$400,000 se habrán gastado en maquinaria.

ARADOS DE VAPOR EN HAWAII.

Con fecha 17 de agosto de 1899, Mr. WILLIAM HAYWOOD, Cónsul-General de los Estados Unidos, en una comunicación dirigida al Departamento de Estado en Washington, dice que pocos días antes se desembarcó en Honolulu un juego de arados de vapor, fabricados por la casa de O. S. KELLY, de Springfield, Ohio, para la "American Sugar Co." Estos arados son los primeros de su clase fabricados en los Estados Unidos, pues los que hasta ahora se habían hecho allí no son de sistema de cable, sino que cada uno funcionaba por medio de la máquina que arastraba el arado.

Hasta ahora todos los arados de vapor se importaban de Escocia, á causa de lo barato de su precio y porque en los Estados Unidos no había quien fabricara esta clase de instrumentos. El juego de arados cuesta \$20,000 y fué entregado cuarenta días antes de lo que hubiera sido posible si se hubiera comprado en Escocia. Mr. HAYWOOD dice que se calcula que durante los tres próximos años se necesitarán en las plantaciones nuevas de 20 á 30 juegos de arados, y si los que se acaban de recibir son satisfactorios los otros se comprarán también en los Estados Unidos.

INFORME OFICIAL SOBRE LAS COSECHAS.

El informe de la Oficina de Estadísticas del Departamento de Agricultura, correspondiente á octubre, muestra que la condición media del maíz el 1° de dicho mes era de 82.7, contra 85.2 el 1° de setiembre de

1899, 82 el 1° de octubre de 1898, y 81.9 que fué el promedio en octubre durante los últimos diez años. No ocurrió ningún cambio notable en el mes de setiembre en los principales estados productores de maíz.

Mientras no se hayan recibido de los agricultores los informes usuales, ni se haya hecho una investigación cuidadosa sobre las condiciones existentes en los principales estados productores de trigo, tanto de primavera como de invierno, no se hará ningún cálculo sobre la producción de este grano por acre de terreno.

El cálculo preliminar de la producción de avena por acre es de 30.7 *bushels*, contra 27.8 *bushels* en 1898, y 25.8 *bushels*, promedio durante los últimos diez años. En cuanto á la calidad, el promedio es de 89.5, contra 84.5 el año pasado, y 87.6 en 1897.

El cálculo preliminar de la producción de cebada por acre es de 27 *bushels*, contra 21.6 *bushels* en 1898, y 23 *bushels*, promedio durante los últimos diez años. Por lo que hace á la calidad, el promedio es de 88.4, contra 90.6 el año pasado, y 87.6 en 1897.

El cálculo preliminar de la producción de centeno por acre es de 14.4 *bushels*, contra 15.6 *bushels* en 1898, y 13.7, que ha sido el término medio durante diez años. Respecto á la calidad, el promedio es de 90, contra 90.2 el año pasado, y 92.7 en 1897.

La condición media del trigo sarraceno es de 70.2, contra 75.2 el 1° de setiembre de 1899, 76.2 el 1° de octubre de 1898, y 84.2, el promedio en octubre durante los últimos diez años.

La condición media de las patatas el 1° de octubre era de 81.7, contra 86.3 el 1° de setiembre de 1899, 72.5 el 1° de octubre de 1898, y 73.7, el promedio durante octubre en los últimos diez años.

Los informes relativos á la caña de azúcar eran menos favorables que los correspondientes al 1° de setiembre de 1899. Se observa una pequeña mejoría en la condición del arroz y del tabaco.

El informe muestra que la condición media del algodón era de 62.4, contra 68.5 el 1° de setiembre de 1899, 75.4 el 1° de octubre de 1898, y 73.5, que ha sido el promedio en octubre durante los últimos diez años.

EL REPRESENTANTE DE MÉXICO EN CHICAGO.

El General DON PORFIRIO DÍAZ, Presidente de México, fué invitado especialmente á asistir á la celebración que se verificó en Chicago del 7 al 10 de octubre, con motivo de la colocación de la piedra angular de la nueva oficina de correos. Asistieron á dicha celebración el Presidente de los Estados Unidos y el Gobernador-General del Canadá. Se esperaba que el Presidente DÍAZ se encontrara presente á fin de que pudiera observar por sí mismo el respeto y admiración que el pueblo de los Estados Unidos siente por él y por su administración, y para que los lazos de amistad y simpatía que unen á las dos Repúblicas se estrechasen más, si fuese posible. El General DÍAZ manifestó muchos deseos de hallarse presente, y había hecho los preparativos preliminares con tal objeto, cuando se convenció de que no le sería posible realizar el

viaje. El Señor Don IGNACIO MARISCAL, Secretario de Relaciones Exteriores, fué enviado en lugar del General Díaz, y se le hicieron todos los honores debidos á su carácter y rango. El Señor MARISCAL se ha mostrado digno representante de su país y de su Gobierno. Á pesar de esto, el pueblo de los Estados Unidos ha sentido mucho que el Presidente DÍAZ no haya podido venir en persona.

Con fecha 28 de setiembre, el Presidente DÍAZ dirigió una carta, expresando sus sentimientos, á Mr. CHARLES U. GORDON, Administrador de Correos de Chicago, que fué el Presidente de la Comisión que pasó á la ciudad de México con el objeto de invitar al General DÍAZ. La carta en referencia dice en sustancia lo que sigue:

“De conformidad con lo que ofrecí á V. y á sus honorables compañeros de comisión, cuando tan cortesmente fué presentada una invitación para las próximas festividades en la ciudad de Chicago, á poco de abrir el Congreso sus sesiones ordinarias solicité la licencia indispensable en mi caso para salir del territorio nacional. Desde luego me fué concedida, atendiendo, sin duda, á la notoria conveniencia de aprovechar esa ocasión para estrechar y robustecer las amistosas relaciones entre nuestros países.

“Nada parecía oponerse á la realización de mis deseos, ya antes manifestados, de corresponder con mi pronta aceptación á las bondadosas instancias con que he sido invitado.

“Sin embargo, hoy por desgracia los contrarían, entre otras consideraciones, la de que durante mi ausencia motivos de delicadeza de parte de mi sustituto y los miembros todos del Gabinete, los harían abstenerse de despachar algunos graves negocios pendientes en la actualidad y cuya suspensión no dejaría de causar algunos perjuicios.

“Por otra parte, la salud de mi esposa ha sufrido últimamente una penosa alteración que, si bien no parece de graves consecuencias, en opinión de los médicos puede prolongarse, lo cual me inspira el temor de cualquier accidente inesperado.

“Estos motivos me obligan, bien á pesar mío, á no usar de la licencia que me ha concedido el Congreso, y á suplicar á V. se sirva excusarme con el señor Gobernador de Illinois, con el señor Presidente Municipal de Chicago, con todas y cada una de las personas que tan bondadosamente me han invitado y á quienes quedo profundamente reconocido por su exquisita finura y cortesía. Jamás olvidaré la honra que personalmente me han dispensado, ni la consideración que han mostrado por México al invitarme, como lo han hecho esta vez, con demostraciones excepcionalmente halagüeñas y expresivas.

“Mas ya que no me es posible asistir en persona, he designado para que me represente en la gran festividad de Chicago el próximo día 9, al señor Don IGNACIO MARISCAL, Secretario de Relaciones Exteriores, nombrado últimamente por el Congreso para sustituirme durante mi proyectada ausencia.”

VENEZUELA.

LAUDO DEL TRIBUNAL DE ARBITRAMIENTO.

El laudo del Tribunal de Arbitramento en la cuestión de límites entre la Guayana Británica y la República de Venezuela fué publicado en París, donde se verificaron las sesiones de dicho Tribunal, el 3 de octubre del año corriente. Esto pondrá fin, probablemente, á una controversia que ha durado más de medio siglo y que ha estado á punto de producir un conflicto.

El territorio en disputa se extendía desde el río Esequibo, al oriente, hasta las inmediaciones de los ríos Caroni y Orinoco al oeste, y del Oceano Atlántico hasta la frontera del Brasil al sur. Venezuela reclamaba la línea del Esequibo, que se dice era el límite primitivo entre las colonias de España y de Holanda. Por otra parte, el Gobierno británico sostenía que la línea debía comenzar en Punta Barima, á la desembocadura del Orinoco, y correr de allí hacia el sudoeste y oeste, casi paralela al Orinoco, y á una distancia de 40 á 60 millas de este río, hasta Upata. De este punto, la línea debía seguir en dirección meridional por el valle del Caroni, muy inmediata á este río, y después hacia el sudeste hasta la montaña Roraima y la frontera del Brasil.

La pretensión de Inglaterra se fundaba en el hecho de que, tanto en 1781 como en 1796, cuando la Gran Bretaña tomó posesión de las colonias holandesas, las autoridades inglesas fijaron el límite occidental de sus posesiones por medio de una línea que comenzaba en un punto al oeste de Punta Barima, arriba del Orinoco, y seguía después la vertiente entre los valles del Orinoco y del Esequibo. En 1814 la Gran Bretaña obtuvo de Holanda, por medio de un tratado, derecho al territorio conquistado, cuyos límites eran, según se decía, los mencionados atrás. En 1840, Sir ROBERT SCHOMBURGK fué comisionado para establecer una línea divisoria entre Venezuela y la Guayana británica. Según dice Lord SALISBURY, Sir ROBERT recomendó que se llegara á un arreglo, mediante el cual la Gran Bretaña renunciaría á sus pretensiones á una línea fronteriza que se extendiese mucho hacia el interior, á trueque de que Venezuela la reconociera formalmente su derecho á Punta Barima.

El resultado de todo esto fué la famosa "Línea Schomburgk," que de la boca del río Barima se dirige hacia el sur hasta la montaña Roraima, sin seguir el curso de ningún río ó monte, ni otra línea natural. El Gobierno venezolano protestó contra esta línea, por cuyo motivo el de la Gran Bretaña declaró que aquello no había sido más que una tentativa, y ordenó que se removieran los jalones. Lord SALISBURY, sin embargo, declaró que "dicha concesión se había hecho en la inteligencia precisa de que la Gran Bretaña no renunciaba en manera alguna al derecho que reclamaba relativamente á la mencionada línea." Á continuación, Lord ABERDEEN propuso una línea que corriera desde la

desembocadura del río Moroco, con dirección oeste y sudoeste, hasta la confluencia de los ríos Cuyuni y Yurnari, y de ese punto, á lo largo del Cuyuni, aguas arriba, hasta la montaña Roraima. En contestación, Venezuela propuso que se tirara una línea recta desde la boca del río Moroco hasta las cabeceras del Esequibo, que coincidiera con el meridiano 59 de longitud. Entonces el Gobierno británico volvió á sus pretensiones respecto de la línea de Schomburgk.

Más tarde Lord GRANVILLE propuso una línea que partiera de la boca del Barima, continuando hasta la confluencia de los ríos Acarabisi y Cuyuni, y siguiera de allí la línea propuesta por ABERDEEN. Finalmente, la Gran Bretaña retiró las "concesiones" que antes había hecho. Los documentos relacionados con este caso lo han convertido en una de las más voluminosas controversias internacionales que jamás se han sometido á arbitramento. El alegato de Inglaterra y su réplica constan de once grandes tomos, un atlas y un número considerable de mapas sueltos, mientras que los argumentos de Venezuela se componen de seis grandes volúmenes y tres atlas. Los Gobiernos contendientes convinieron, el 2 de febrero de 1897, en someter sus diferencias á un tribunal arbitral, y el tratado correspondiente fué firmado en la ciudad de Washington, pero el tribunal no se reunió hasta el 15 de julio de 1899.

El laudo que, según se asegura, mereció unánime aprobación, fué leído por M. DE MARTENS, que era el quinto árbitro y el presidente del tribunal. El laudo indica que la línea divisoria será casi igual á la de Schomburgk. Los únicos puntos de diferencia serán que, después de apartarse del río Barima, seguirá el curso de algunos pequeños ríos y arroyos, en vez de continuar á través del país. Según se ha comunicado por telégrafo, el laudo del tribunal dice así:

"Los infrascritos, por las presentes damos y publicamos la decisión que determina y sentencia las cuestiones que nos fueron sometidas por el Tribunal y de conformidad con el arbitraje, decidimos, declaramos y sentenciamos definitivamente, que la línea fronteriza de la colonia de la Guayana Británica y de los Estados Unidos de Venezuela, es como sigue:

"Partiendo de la costa en Punta Playa, la frontera seguirá en línea recta hasta la confluencia del Barima y el Kaituma; de aquí seguirá el cauce (thalweg) de este último, hasta las cabeceras del río Corentino (llamado también Cutari); de allí partirá hasta la confluencia del Haiowa y el Amacuro, siguiendo el cauce (thalweg) de éste hasta sus cabeceras en los llanos de Imataca; de aquí seguirá en dirección sudoeste á lo largo de la sierra más alta de las montañas de Imataca hasta el punto más alto de la cadena de Imataca, frente á las cabeceras del Barima y la cadena principal de las montañas de Imataca; de aquí, en dirección al sudeste hasta las cabeceras del Acarabisi, siguiendo el cauce de este río, hasta el Cuyuni, cuya ribera setentrional ha de seguir en dirección al occidente, hasta llegar á la confluencia del Cuyuni y el Wenamu; de aquí seguirá el cauce del Wenamu hasta el extremo

occidental de sus cabeceras, y de allí en línea recta hasta la cumbre del Monte Roraima, y de allí hasta las cabeceras del Cotinga.

“De este punto la frontera seguirá el cauce del Cotinga hasta su confluencia con el Takutu y de allí seguirá el cauce de este río hasta su cabecera; de aquí seguirá en línea recta hasta el extremo occidental de los montes Acarai, cuya cumbre más elevada seguirá hasta llegar á las cabeceras del Corentino, de donde partirá siguiendo el curso del río.

“Queda estipulado que la frontera demarcada aquí deja á salvo y no perjudica en manera alguna las cuestiones que hoy existan ó que puedan suscitarse en lo adelante entre la Gran Bretaña y la República del Brasil ó entre la República del Brasil y Venezuela. Al establecer los antedichos límites los árbitros juzgan y deciden que, en tiempo de paz, los ríos Amauro y Barima estarán abiertos para la navegación de la marina mercante de todas las naciones, con la debida reserva, por lo que respecta á disposiciones equitativas, y al pago de derechos de fardo y otros impuestos análogos, á condición de que los derechos que impongan Venezuela y la Guayana Británica á los buques que navegan en las aguas de las porciones de los ríos que ambas posean respectivamente, serán de acuerdo con la tarifa que rija á los buques venezolanos é ingleses. Estas tarifas no excederán á las que imponga cualquier otro país.”

El laudo se pronuncia también á condición de que ni Venezuela ni la Guayana británica graven con derechos de aduana las mercancías que lleven los navíos, buques ó botes que naveguen por estos ríos; derechos que sólo se habrán de imponer á las mercancías que se desembarquen en territorio venezolano ó territorio de la Guayana británica, respectivamente.

EL CULTIVO DEL HENEQUÉN.

Junto con una comunicación dirigida al Departamento de Estado en Washington, con fecha 5 de agosto de 1899, Mr. EUGENE H. PLUMACHER, Cónsul de los Estados Unidos en Maracaibo, envió una copia de un contrato para el cultivo del henequén en la República, el cual no solamente es de importancia para Venezuela, sino también para México y los Estados Unidos. Dicho documento dice en sustancia lo que sigue:

“H. PINANGO LARA se compromete á establecer en Venezuela el cultivo del henequén y á explotarlo con la maquinaria más perfecta. El Gobierno nacional se compromete, por su parte, á poner á su disposición los terrenos necesarios en los estados de Zulia, Falcón y Lara, mediante el pago anual de 10 bolívares (\$1.93) por hectárea. También se otorga el derecho de cultivar otras plantas textiles en dichos terrenos. El contratista se compromete á traer al país los operarios extranjeros que sean necesarios, los cuales gozarán de todos los beneficios que les concede la ley sobre inmigración. Se permite al contratista la introducción, libre de derechos, de toda la maquinaria, herramientas, instrumentos y semillas que necesite. El 10 por ciento de todas las semillas que se importen será entregado al Departamento de

Agricultura del Estado para su distribución. La empresa estará exenta de todo impuesto, pero el Gobierno recibirá cada año el 5 por ciento de las ganancias, á cuyo fin se nombrarán agentes fiscales, cuando se crea necesario.

“Este contrato puede ser traspasado á cualquier persona ó compañía, con la aprobación del Gobierno nacional, pero no á un gobierno extranjero. El contratista se compromete á introducir la maquinaria y demás cosas necesarias dentro de un año á contar del día en que dicho contrato haya sido legalmente aprobado, pudiendo prorrogarse este plazo por un año más. Á fin de garantizar el cumplimiento de lo que este contrato dispone, se depositarán 4,000 bolívares (\$772) en cualquier institución bancaria de Venezuela, dentro de seis meses después de la aprobación definitiva de dicho contrato, y la cantidad podrá ser retirada tan luego se haya instalado la maquinaria. Se dará orden á las aduanas de que faciliten el transporte de todas las plantas textiles.

“Este contrato no afectará á otros de la misma naturaleza que antes se hubiesen celebrado, ni será incompatible con los derechos de aquellas personas que se ocupen en el cultivo de plantas textiles. Antes bien, dichas personas tendrán derecho, mediante el pago de una pequeña remuneración, al uso de la maquinaria que el contratista introduzca. Al expirar este contrato, se podrá obtener, bajo las mismas condiciones, una nueva concesión, con tal de que la empresa esté en vía de desarrollo y tenga todavía necesidad de ayuda.”

RIQUEZA MINERAL.

En un informe enviado recientemente á la Oficina de Relaciones Extranjeras de la Gran Bretaña, Mr. W. H. D. HAGGARD, Ministro británico en Caracas, llama la atención sobre la gran riqueza mineral de Venezuela. Dice que apenas hay productos minerales conocidos que no se puedan encontrar en alguna parte del país; no que todos se hallen en cantidades suficientes para que su explotación sea lucrativa, pero se pueden explotar con provecho para el país y para los interesados las minas de oro, plata, cobre, plomo, hierro, azufre y carbón. El explotación de estas minas debería, en otras condiciones de tráfico y medios de transporte, aumentar mucho la riqueza, no sólo de Venezuela sino del mundo. La naturaleza ha sido generosa con Venezuela, dándole un sistema fluvial magnífico, y el día que estas grandes artérias del comercio sean accesibles por medio de caminos, el Ministro cree que comenzará para el país una nueva era de progreso. Ann cuando se créa que en el territorio venezolano hay muchas fuentes de petróleo, uno de los ramos de riqueza mineral más notables que hoy no se explota es el asfalto, de cual hay lagos que aparentemente forman parte del mismo sistema á que pertenece el famoso lago de asfalto situado en la vecina isla de Trinidad.

MUERTE DEL GENERAL RENGIFO.

Hace pocos días se recibió en Washington la triste noticia de haber perecido ahogado en el río Magdalena el General Don JULIO RENGIFO M., que hasta hace pocos meses fué Encargado de Negocios de Colombia en los Estados Unidos. Honda impresión ha producido en los círculos oficiales y sociales tan lamentable acontecimiento: Fué el General RENGIFO uno de los más distinguidos hombres públicos de la América española, y desempeñó en su patria cargos importantes á satisfacción general. Su carrera como abogado, militar y diplomático fué muy notable. Nació en Cali, Departamento del Cauca, en 1858. Hizo sus estudios de abogado en la capital de la República y fué Juez y Magistrado del Tribunal Departamental. En 1888 fué electo Representante al Congreso Nacional. Tomó parte en las campañas de 1876, 1879 y 1895, llegando á obtener el grado de General en Jefe del Ejército. Fué Jefe Militar del Departamento de Panamá durante los trabajos del canal. Entró en la carrera diplomática en 1889 como Secretario de la Legación de Colombia en Washington, en la cual rindió importantes servicios á su país. Activo, estudioso é ilustrado, el Señor RENGIFO cumplió debidamente y con brillo los diferentes cargos que se Gobierno le encomendó.

Hace pocos meses el General RENGIFO regresó á Colombia, y su Gobierno le honró con el elevado cargo de Ministro del Tesoro, y poco después le confió su representación diplomática en el Ecuador. Iba en camino para aquel país cuando ocurrió el desgraciado acontecimiento que le causó la muerte. El General RENGIFO fué uno de los mejores amigos y sostenedores de la Oficina de las Repúblicas Americanas, y á sus valiosos esfuerzos se debe en gran parte que Colombia haya entrado otra vez en la Unión Internacional de Repúblicas Americanas. Con su muerte pierde su patria uno de sus hijos más ilustres.

EL CONGRESO COMERCIAL INTERNACIONAL.

El Congreso Comercial Internacional, compuesto de delegados de casi todos los países civilizados del mundo, así como de representantes de las más importantes cámaras de comercio de todos los centros mercantiles, se reunió en el auditorio de la Asociación Nacional de Exportación en la ciudad de Filadelfia, el 12 de octubre de 1899.

Mr. DAVID J. HILL, Subsecretario de Estado de los Estados Unidos, presidió en las ceremonias de inauguración, y pronunció un discurso de bienvenida dirigido á los delegados.

Á continuación, el Corregidor de la ciudad, Mr. ASHBRIDGE, pronunció también otro discurso presentando á los delegados las felicita-

ciones de la municipalidad. Mr. CHARLES H. CRAMP, Presidente de los Museos Comerciales de Filadelfia, tomó la palabra y explicó los fines y alcances del Congreso. Luego habló Mr. W. P. WILSON, Director de dichos Museos, quien, en sentido general, se refirió á las futuras reuniones internacionales.

Debido á compromisos en el oeste, el Presidente MCKINLEY no pudo estar presente en las ceremonias de inauguración del Congreso, pero envió un despacho telegráfico muy cordial.

Á fin de formarse una idea de los propósitos de este Congreso, conviene observar el alcance de los asuntos que en él se discutirán, el cual es como sigue:

Comercio extranjero en general, incluyendo la cuestión del establecimiento de un sistema de arbitraje internacional, desde el punto de vista comercial; la conveniencia de unificar el sistema de entradas de aduanas en todos los países; las ventajas que resultarían de extender las facilidades de comunicaciones postales internacionales; la cuestión del canal interoceánico y los beneficios que de la construcción del mismo reportarían todas las naciones; el asunto de bancos y monedas, incluyendo bancos internacionales, en sus relaciones con el tráfico; la necesidad de leyes internacionales sobre quiebras, patentes y marcas de fábrica; las ventajas para el comercio de una moneda internacional; el efecto que un buen servicio diplomático tendría sobre el tráfico extranjero; la necesidad de un servicio consular bien organizado; la adopción universal del sistema métrico; los almacenes de muestras y su efecto sobre el tráfico; los ferrocarriles y su influencia en el desarrollo del comercio extranjero, etc.

La sección latino-americana discutirá la aplicación de la Doctrina de Monroe á las repúblicas americanas; los intereses de Inglaterra y de los Estados Unidos en conservar la autonomía de las repúblicas americanas; el desarrollo industrial del América del Sur; la producción de ganado y granos en los países del Río de la Plata; las oportunidades para invertir capitales en los países tropicales; la riqueza mineral en las regiones andinas; los efectos de la fluctuación de la moneda sobre el progreso latino-americano; la necesidad de mayor diversidad de productos y de demanda por parte de los Estados Unidos, y, finalmente, mayor incremento á la construcción de ferrocarriles en la América del Sur.

Las discusiones del Congreso serán en inglés, pero ningún idioma moderno se verá excluido. El Congreso será neutral en todas estas discusiones, á las que no se fijará limitación alguna.

BIBLIOGRAFÍA.

La revista "The Cosmopolitan," en su número de octubre, contiene un artículo titulado "Great Industries of the United States" (Grandes Industrias de los Estados Unidos). Es un trabajo interesante con ilustraciones, que trata de la explotación de minas de zinc, y fué escrito por FRANK EBERLE. Dice el escritor que la explotación de minas de zinc se está convirtiendo rápidamente en una de las más grandes industrias americanas. Hace pocos meses los Estados Unidos producían apenas una octava parte del zinc que se consume en el mundo, pero la producción está aumentando tanto, que antes de mucho tiempo este país proveerá al mundo como de la cuarta parte del mineral de zinc que necesita. Prácticamente todo el mineral de zinc de los Estados Unidos viene del sudeste de Missonri, de un condado en la parte sudeste de Kansas, y de dos condados al norte de Arkansas. Esta sección produjo más de \$6,000,000 en mineral de zinc el año pasado, y como \$1,000,000 en mineral de plomo.

La producción del primero de éstos durante este año será más del doble de lo que fué en el año anterior. Dicha sección produce como las siete octavas partes del mineral de zinc de los Estados Unidos. Casi todo el zinc y todo el plomo se consumen en las fábricas de este país, pero la demanda por mineral de zinc y peltre de los Estados Unidos aumenta constantemente en Europa, y ya se han hecho exportaciones en grandes cantidades. El mineral es enviado á las fundiciones de Bélgica y de Gales. Algunas fundiciones extranjeras tienen agentes en la región atrás mencionada para la compra del mineral. Durante los últimos veinticinco años, las minas de zinc de aquella sección han producido por valor de más de \$60,000,000 de dicho mineral, y, sin embargo, la localidad no había sido considerada de importancia sino hasta en los últimos cinco años. Las ventas totales de mineral de zinc y plomo durante los últimos doce años han sido como sigue:

1888.....	\$2,321,597	1894.....	\$3,535,736
1889.....	2,722,500	1895.....	3,771,979
1890.....	3,367,687	1896.....	3,667,495
1891.....	3,840,480	1897.....	4,813,667
1892.....	4,580,787	1898.....	7,171,814
1893.....	3,317,632	1899 (calculadas en).....	15,000,000

El mineral de zinc representa como las nueve decimas partes de las cantidades anteriores. "Joplin, el centro comercial de la región minera, es una ciudad floreciente de 25,000 habitantes, y su población aumenta en la proporción de 1,000 personas por mes."

Bajo el título de "Three Years of American Expansion" (Tres Años de Expansión Americana), Mr. W. R. LAWSON publica en el periódico titulado "Bankers' Magazine," de Londres, correspondiente á setiembre, un análisis interesante de lo que él denomina "el último bombo americano." Dice el autor que los negocios en los Estados Unidos durante

los tres años de 1897, 1898 y 1899, período durante el cual se ha desarrollado este bombo, "han llegado á un grado tal, que cualquier país del Viejo Mundo desearía conseguir igual desarrollo en tantas décadas como años han pasado. Desnudo de todas sus bravatas y rimbombancias quedan, sin embargo, hechos tan indisputables como sólidamente basados para considerar esta época como una en que han tenido lugar los episodios económicos más notables de nuestros tiempos." Señala el inmenso poder de producción de los Estados Unidos, y augura su poder futuro para abastecer al mundo, al mismo tiempo que hace deducciones poco favorables á la Gran Bretaña referentes al progreso industrial y á la rivalidad de los Estados Unidos en materia de fábricas.

En la revista titulada "Implement Age," de Filadelfia, correspondiente al 15 de setiembre de 1899, hay un artículo de Mr. GEORGE D. COLEMAN, con este título: "Securing Foreign Trade." Dice que tres son las naciones que ocupan el lugar más prominente en cuanto al tráfico exterior, y son Inglaterra, Alemania y los Estados Unidos. Inglaterra trata de conservar la posición que hasta hoy ha tenido. Alemania aspira á extender su comercio exterior. Los Estados Unidos desean llevar sus productos á nuevos mercados y dar mayor ensanche al tráfico que ya tienen con otras naciones. Opina Mr. COLEMAN que ha habido mucho de sentimental y poco de práctico en los métodos comerciales de los Estados Unidos para traficar con mercados extranjeros.

El periódico "Fielden's Magazine," de Londres, correspondiente al mes de setiembre, contiene un artículo editorial sobre los Informes Consulares, en el cual se ponen en parangón las observaciones hechas por los empleados consulares de la Gran Bretaña y los métodos empleados por el Ministerio de Relaciones Exteriores británico en presentar al público dichas observaciones, con lo que á ese mismo respecto se practica en los Estados Unidos y en Alemania. El escritor no aprueba ni el tono general de los informes británicos, ni los métodos seguidos por el Gobierno para su publicación, y elogia el sistema americano de dar inmediata publicación á los informes enviados por sus representantes en países extranjeros.

La Sección de Lechería de la Oficina de Industria Animal del Departamento de Agricultura de los Estados Unidos ha publicado últimamente un folleto preparado por Mr. HENRY E. ALVORD, I. C., con este título: "Experimental Exports of Butter in 1897" (Exportación de Mantequilla como Experimento en 1897). Es ésta una reimpresión del décimo quinto informe anual de la Oficina de Industria Animal, y tiene por objeto fomentar la exportación de mantequilla de primera clase, porque la demanda de este artículo en la Gran Bretaña va en aumento y ofrece vasto mercado para grandes cantidades de productos de lechería de los Estados Unidos.

El Departamento de Geología del Estado de Georgia acaba de publicar una interesante monografía. El trabajo lleva este título: "Boletín No. 6, Informe Preliminar sobre Algunas Clases de Arcillas Existentes en el Estado de Georgia." El volumen consta de más de 200 páginas, con ilustraciones y un mapa grande de la parte central del Estado, en el cual se marca la línea de la vertiente. Esta línea, que se extiende en dirección noroeste á través del Estado, desde Columbus hasta Augusta, es la línea divisoria entre la Planicie de la Costa y la Meseta de Piedmont.

En la tipografía de Albert Rathke, de Madeburgo, se ha publicado una obra con este título: "Kultur und Reiseskizzen aus Nord- und Mittel-Amerika." Su autor, el Dr. H. PASSCHE, miembro del Parlamento alemán, da cuenta, en estilo sencillo, de su viaje á través de México, la América Central, Cuba y Venezuela. El objeto principal de este viaje fué estudiar la industria azucarera. Son de particular interés las observaciones del autor sobre la fabricación de azúcar de remolacha en los estados de Nebraska y California, de los Estados Unidos.

El "Geographical Journal" correspondiente á setiembre de 1899 contiene la primera parte de un artículo del Dr. FRANCISCO P. MORENO, titulado "Exploraciones en la Patagonia." El periódico mencionado se publica bajo los auspicios de la Real Sociedad de Geografía de Londres, ante la cual el Dr. MORENO leyó el 29 de mayo de 1899 el referido estudio, que ha visto la luz profusamente ilustrado, haciendo del artículo una de las colaboraciones más interesantes para la geografía de la América del Sur.

El Departamento de Agricultura de los Estados Unidos ha publicado su "Report No. 62," en forma de folleto, con este título: "Cultivo de Tabaco para Cigarros en Florida." Este trabajo fué preparado por Mr. MARCUS L. FLOYD, empleado de dicho Departamento, y cuya experiencia sobre el asunto de que trata se extiende por un período de cerea de doce años. El informe describe los métodos usados en Florida en el cultivo, preparación y embalaje de tabaco de Cuba y Sumatra producido en Florida.

La Sociedad Geológica de Francia ha publicado últimamente un trabajo científico con este título: "Sur l'Age des Couches Traversées par la Canal de Panama" (Edad de las Capas de Tierra Atravesadas por el Canal de Panamá). Su autor, Mr. H. DOUVILLE, habla de las ricas colecciones de fósiles de la época terciaria en la línea del proyectado canal. Dice que el sedimento de que se compone el Istmo de Panamá pertenece á dos sistemas diferentes.

El artículo más interesante que apareció en el "Wide World Magazine", correspondiente al mes de setiembre, para aquellas personas que

gustan de leer acerca de la geografía y costumbres de la América del Sur, es uno escrito por Mrs. PENNIMAN, en el cual describe el viaje de 100 millas que hizo por tierra desde el Lago Titicaca hasta Buenos Aires.

La revista americana "Review of Reviews," correspondiente á octubre de 1899, contiene un artículo con este nombre: "A Study of Our (United States) Diplomatic Relations with Nicaragua" (Estudio sobre las Relaciones Diplomáticas de los Estados Unidos con Nicaragua), por Mr. CORRY M. STADDEN, joven periodista de Ohio, residente en Washington.

Mr. JEAN HABEL, en su libro titulado "Ansichten aus Süd-Amerika" y publicado por Dietrich Reimer, Berlín, 1897, hace algunas observaciones valiosas acerca del Río de la Plata y de la costa occidental de la América del Sur. La obra contiene 70 hermosas vistas fotográficas y un mapa del valle del Aconcagua, de la República de Chile.

En la ciudad de México acaba de aparecer un nuevo periódico ilustrado bajo el título de "El Alacrán." Su redactor es el Señor ALBERTO ARONS, periodista de grande experiencia. Las ilustraciones son obra del Señor ANGEL PONS, el brillante artista y redactor en jefe de "El Correo Español."

Un periódico mereantil, titulado "La Gaceta Mercantil," se está publicando ahora diariamente, excepto los domingos, en la ciudad de México. Su editor es el Señor ANTONIO P. GONZALES, y le ayuda en sus trabajos el Señor Don ANSELMO ALFARO. Se dedicará exclusivamente á asuntos comerciales.

Con el título de "Korff's Welt-Reise" (un viaje á Nueva Zelandia y la América del Sur, pasando por Australia), la Deutsches Druck- und Verlags-Haus, de Berlín, Alemania, ha publicado una colección de pequeños bosquejos muy interesantes sobre los mencionados países.

Sir MARTIN CONWAY ha agregado al primer informe de su expedición en los Andes bolivianos ("Geographical Journal," julio, 1899) un mapa de la Cordillera Real, que está al este de La Paz. El trabajo contiene, además, un número considerable de ilustraciones fotográficas.

BOLETIM MENSAL

DA

SECRETARIA DAS REPUBLICAS AMERICANAS,

União Internacional das Republicas Americanas.

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No. 4.

REPUBLICA ARGENTINA.

COMMERCIO ESTRANGEIRO NO PRIMEIRO SEMESTRE DE 1899.

O BOLETIM MENSAL correspondente ao mez de Setembro publicou um artigo sobre as exportações da Republica Argentina durante o primeiro semestre de 1899, o qual foi tomado do periodico "The Review of the River Plate." Comparando os dados estatísticos do commercio estrangeiro durante o primeiro semestre de 1899 com os do periodo correspondente de 1898, se vê que o augmento havido no volume do commercio foi de \$15,317,504, ouro. Em 1898, as importações montaram a \$49,553,375 e as exportações a \$81,632,825 ou um total de \$131,186,200. Em 1899, as importações foram no valor de \$57,452,942, as exportações no de \$89,050,762, e o commercio total foi de \$146,503,704. O augmento no valor das importações foi de \$7,899,567, e no valor das exportações, \$7,417,937. O commercio total do primeiro semestre de 1898, comparado com o do periodo correspondente de 1898, mostra um augmento de \$17,443,886.

As exportações classificam-se do modo seguinte:

	1899.	1898.	Augmento.
Productos pastoris	\$52,590,876	\$48,842,449	\$3,648,427
Productos agricolas	34,029,363	31,043,806	3,585,567
Productos de floresta	1,145,974	1,019,359	126,615
Productos mineraes	115,312	103,893	11,419
Caça	165,619	108,715	56,904
Productos diversos	403,718	414,513	10,795
Total	89,050,762	81,632,825	7,417,937

¹ Diminuição.

O augmento havido nas importações foi limitado principalmente aos tecidos, mineraes, madeiras de construção, carvão de pedra e productos diversos. A classificação dos artigos importados foi como se segue:

	1899.	1898.	Augmento.
Tecidos	\$20,175,949	\$14,681,764	\$5,494,185
Ferro e manufacturas de ferro	8,286,425	8,239,055	47,370
Materias vegetaes	6,309,113	6,370,263	161,150
Carvão de pedra, vidro, pedra e louça	5,061,682	4,296,529	1,395,153
Madeira de construção de todas as classes	3,522,960	3,066,241	456,719
Bebidas	3,410,022	4,129,104	1,719,082
Productos chimicos e tintas	1,986,084	2,007,215	121,131
Óleos mineraes e outros	1,812,173	1,332,838	479,336
Metaes exceptuando-se o ferro	1,644,798	1,662,137	17,339
Papel e manufacturas de papel	1,472,016	1,426,158	45,858
Productos animaes	1,001,309	1,062,133	160,824
Couro e manufacturas de couro	580,744	439,550	141,194
Productos diversos	1,589,667	870,388	719,279
Total	57,452,942	49,553,375	7,899,567

¹ Diferença para menos.

Quanto ao commercio com os paizes estrangeiros, os seguintes quadros mostram os totaes da exportação e importação:

EXPORTAÇÃO.

Destino.	1899.	1898.	Augmento.
Estados Unidos	\$3,201,170	\$2,818,987	\$382,183
Grã Bretanha	10,923,002	11,284,252	361,250
Allemanha	14,658,348	13,158,974	1,499,374
França	18,281,346	15,859,150	2,322,196
Italia	2,094,857	2,884,947	1,790,090
Belgica	11,783,129	9,719,564	2,063,565
Brazil	3,261,816	3,057,577	204,239
Uruguay	2,225,366	2,241,374	19,008
Hollanda	853,301	296,934	556,367
Espanha	766,014	142,684	623,330
Bolivia	279,706	351,195	171,487
Chile	205,754	1,065,498	859,744
Paraguay	104,196	80,279	23,917
As Antilhas	80,202	95,159	14,957
Portugal	72,184	11,887	60,297
Os demais paizes	4,096,081	3,969,098	127,073
Para os portos de escala	16,164,290	14,561,666	1,602,624
Total	89,050,762	81,632,825	7,317,937

IMPORTAÇÃO.

Estados Unidos	\$6,582,249	\$4,431,968	\$2,150,281
Grã Bretanha	21,294,496	17,800,137	3,494,359
Allemanha	7,008,125	5,704,359	1,303,766
França	5,425,416	4,949,982	475,434
Italia	7,265,492	6,424,922	840,570
Belgica	1,909,365	4,700,491	206,874
Brazil	2,221,300	2,493,410	1,272,110
Uruguay	256,745	257,561	1,216
Hollanda	64,565	50,454	14,111
Espanha	1,459,073	1,719,396	1,260,323
Bolivia	29,033	26,325	2,708
Chile	65,150	33,873	31,277
Paraguay	702,810	875,247	172,437
As Antilhas	17,282	15,515	1,767
Portugal	59,355	29,305	30,050
Outros paizes	92,486	41,000	51,486
Total	57,452,942	49,553,375	7,899,567

¹ Diminuição.

COLONIAS NA PROVINCIA DE CORDOBA.

A Repartição de Estatística de Cordoba publicou ultimamente alguns dados estatísticos de interesse sobre as colonias naquella Provincia. Segundo a dita publicação, o Departamento de San Justo é de conformação plana, com muito pequenas ondulações, tem um pequeno rio chamado Carabota e alguns lagos pequenos. A Estrada de Ferro Central de Cordoba atravessa pelo centro do Departamento e a região ao norte do lugar é considerada como a melhor para os colonos. O solo tem uma profundidade de 5 a 18 pollegadas e se encontra agua a uma profundidade de 5 a 75 pés da superficie, esta ultima profundidade sendo encontrada nas regiões mais altas da parte norte. Na região do sul, a colonização tem sido retardada por causa da falta de facilidades de transporte.

O mesmo pode-se dizer da rica região que se estende ao noroeste das colonias de San José, Santa Bárbara e Nueva Undine. Os principaes productos cultivados na região de San Justo são o trigo e a linhaça, a qual só se cultiva pela semente. O milho dá-se em abundancia, mas o custo necessario para levar o producto ao mercado é tal que impede que se cultive em maior escala e sua colheita basta para o consumo local. Produz-se tambem a cevada máis em pequena quantidade. Ha grande numero de pequenas plantações de fruetas e arvores de sombra.

Neste Departamento ha quatro colonias que são Santa Maria, Eugenia, Galeno e General Deheza. Todas estão situadas em bons terrenos e devido ao emprego de poços semi-artesianos tem-se podido adiantar muito a criação de gado e fomentar a agricultura em geral. O preço do terreno varia muito, desde \$15 por hecetar, com tres ou quatro annos de credito e juro a 12 por cento, até \$50 por hecetar nas mesmas condições. O arrendamento varia tambem, mas pelo geral o arrendatario está obrigado a entregar 12 por cento da colheita ao dono todos os annos. Em algumas das colonias do sul o trigo é talvez o unico cultivo, havendo-se abandonado o da linhaça, e o milho só se cultiva em quantidade sufficiente para o consumo. Nas outras colonias se cultiva mais alfalfa do que trigo, de sorte que se convertirão em colonias de criação, não porque se podem conseguir boas colheitas, mas porque seu cultivo não é lucrativo. Nesta secção o preço das terras varia de \$20 a \$23 por hecetar, com tres ou quatro annos de credito, sem juro.

• BRAZIL.

QUESTÃO DE LIMITES COM A GUYANA FRANCEZA.

No "Comptes Rendus" da Sociedade de Geographia da França, publicado em Março de 1899, ha um curto estudo de Mr. M. S. BROUSSEAU sobre o territorio em disputa entre a França e o Brazil. Depois de referir-se ao descobrimento de ouro em 1894, por CLEMENT TAMBRA, um

negro ignorante, e PIERRE VILLIERS de Cayenna, no territorio contestado, o autor faz um ligeiro resumo da conformação physica, a geologia e a população indigena do paiz. Mr. BROUSSEAU adquiriu os conhecimentos que possui do paiz nas viagens que fez em 1894 durante os quaes conseguiu determinar a posição das cabeceiras dos rios que fream entre o Oyapok, que forma o limite do Brazil e a Guyana franceza e o Amazonas.

A formação geologica do territorio em disputa é semelhante á da Guyana franceza, mas o seu clima é muito mais saudavel. Os francezes não reclamaram o territorio em disputa até que se descobriu o ouro; e ainda que não podem pretender a occupação effectiva, fundam os direitos que reclamaram sobre o interior em certas clausulas ambíguas do tratado de Utrecht. Hoje a França reclama todo o territorio que está ao sul das Guyanas até o Rio Branco. A Grã Bretanha e a Hollanda estão interessadas tambem no arranjo da questão.

EQUADOR.

O ARCO MERIDIANO EM QUITO.

Nas sessões da Conferencia Internacional Geodesica, celebradas na cidade de Stuttgart, Allemanha, em 1898, se approvou a proposição feita por um dos delegados americanos de que, na opinião da Conferencia a medida do arco meridiano equatorial que passa perto de Quito, devia ser revista com o maior cuidado possível, empregando os methodos modernos. Até agora se usam as medidas que em fins do seculo passado tomaram os sabios francezes, BOUGUER, LA CONDAMINE, e GODIN. A Sociedade de Geographia da França adoptou a idea e nomeou uma comissão para o estudo da materia.

Em Janeiro de 1899, a dita Comissão resolveu recommendar o projecto á consideração do Governo francez indicando como o mais conveniente um arco de 5 a 6 graos, para que os resultados possam ser comparados com o das operações analogas que se estão executando no Velho Mundo. O Governo deu seu consentimento e annuecion no mez de Maio, que o trabalho tinha sido encommendado aos Capitães MAURAIN e LA COMBE, officiaes de experiencia da Secção Geodesica do Serviço Geographico, os quaes estão já tomando as necessarias observações.

EXPORTAÇÃO DA BORRACHA.

Em um relatório recente, o Consul da Inglaterra em Guayaquil diz que o augmento no consumo da borracha tem atrahido nova attenção para o producto do Equador. Está-se colhendo a borracha agora no interior, em pontos remotos da costa, onde sua extração não era considerada remuneradora por causa do custo de transporte, mas, como o

preço da borracha tem quasi dobrado nos ultimos annos, sua colheita e transporte tem-se tornado lucrativos.

O Consul diz que uma grande parte da borracha que antes foi enviada para os Estados Unidos, agora vai para Londres e outros portos da Europa. O preço recebido pela borracha eria nos portos de embarque do Equador varia de \$43.80 a \$48.66 por 100 libras. Em 1897 as exportações de borracha de Gnayaquil foram de 590,400 libras, no valor de \$229,831 na moeda americana. A quantidade exportada em 1898 foi de 932,400 libras no valor de \$454,192, ou um augmento de cerca de 100 por cento no valor total do producto.

GUATEMALA.

CONVENÇÃO COM A GRÃ BREITANHA PARA A PROTECÇÃO DE MARCAS DE FABRICA.

A Secretaria de Relações Exteriores tem publicado como um documento separado (Serie de Tratados, No. 16) a convenção celebrada entre os Estados Unidos e Guatamala relativa a marcas de fabrica, e firmada em Guatemala, 20 de Julho de 1898. A troca das ratificações effectou-se em 28 de Julho de 1899.

Eis o documento:

Sua Magestade a Rainha do Reino Unido da Grã Bretanha e Irlanda, Imperatriz da India, etc., etc., e sua Excellencia o Presidente da Republica de Guatemala, no desejo de celebrar uma Convenção para a protecção reciproca de marcas de fabrica e de commercio, tem nomeado ao effeito seus Plenipotenciarios, a saber:

Sua Magestade a Rainha do Reino Unido da Grã Bretanha e Irlanda, Imperatriz da India, etc., o Senhor GEORGE BIRT JENNER, seu Ministro residente na America Central; e sua Excellencia o Presidente da Republica de Guatemala, Doutor FRANCISCO ANGUIANO, Secretario de Estado e do Departamento de Relações Interiores e Justiça e encarregado do de Relações Exteriores; os quaes, depois de haver-se communicado seus plenos poderes, achados em boa e devida forma, tem concordado nos artigos seguintes:

ARTIGO I. Os cidadãos ou subditos de qualquer das partes contractantes gozarão, nos dominios e possessões da outra, dos mesmos direitos que nelles se concedem na actualidade, ou que mais tarde sejam concedidos, a seus nacionaes em tudo que se refera a marcas de fabrica e commercio, etiquetas industriaes e modelos.

Para obter o gozo destes direitos deve cumprir-se reciprocamente com as formalidades que estabeleçam as leis dos respectivos paizes.

ART. 2. As estipulações da presente Convenção serão extensivas a todas as Colonias e possessões exteriores de sua Magestade Britannica,

com excepção de Índia, Canadá, Terranova, o Cabo de Boa Esperança, Natal, Nova Galles do Sul, Victoria, Queensland, Tasmania, Australia do Sul, Australia Occidental e Nova Zelandia.

Fica entendido que as estipulações da presente Convenção se farão extensivas a qualquer das Colonias ou possessões acima mencionadas, em favor das quaes o Representante de Sua Magestade Britannica tenha feito uma notificação com o objecto mencionado ao Sr. Ministro de Relações Exteriores da Republica de Guatemala, dentro de um anno a contar da data da troca das ratificações da presente Convenção.

ART. 3. A presente Convenção será ratificada quanto antes seja possível, e estará em vigor durante cinco annos que começarão a correr um mez depois da troca das ratificações, que se effectuará na cidade de Guatemala. Sem embargo, si um anno antes de expirar este prazo nenhuma das duas partes contratantes annuncia á outra mediante declaração official, sua intenção de fazer cessar seus effeitos, a dita Convenção continuará sendo obrigatoria durante um anno depois de feita a declaração antes mencionada.

MÉXICO.

IMPORTAÇÃO DE CARVÃO DE PEDRA E COKE.

Segundo o "Coal Trade Journal" de Setembro 20, tem-se havido um augmento constante nas importações no Mexico de carvão de pedra e coke. A quantidade importada em 1898 attingiu a cerca de 598,000 toneladas, o que indica um augmento de 30 por cento sobre as importações de 1897. Isto se deve, sem duvida, ao numero de empresas industriaes novas que ha na Republica e que, por causa de escassez de lenha, veem-se obrigadas a empregar carvão de pedra e coke em suas fabricas. Nas estradas de ferro se usa quasi exclusivamente carvão comprimido em vez de lenha.

O Mexico importa carvão dos seguintes paizes: Estados Unidos, que enviam mais de 50 por cento do total; a Grã Bretanha, que envia 33 por cento e o resto é enviado pela Australia, Belgica e Allemanha. As importações de carvão desta ultima vão em augmento e fazem seria concorrência aos productos da Australia e Belgica. O carvão da Australia chega quasi todo aos portos da costa do Pacifico, de onde se envia em pequenas quantidades ás fabricas que se encontram á curta distancia da dita costa. A maior parte deste carvão se emprega para o abasto dos navios que fazem escala nos portos do Pacifico.

PERU.

A PRODUÇÃO DE COBRE.

A suspensão na cunhagem livre da prata, ha dons annos, deu em resultado uma depressão na exploração das minas de prata e em muitas dellas tem cessado os trabalhos. Em 1898, se extrahiram pela primeira vez na historia da mina de Cerro de Pasco, que tem sido essencialmente productora de prata, mineraes de cobre, que foram enviados para a Inglaterra como uma experiencia, quando o preço do cobre puro era de £52 a tonelada. As vendas foram tão satisfactorias que antes de que terminára o anno, havia de 50 a 60 mineiros occupados na exportação de mineraes de cobre. Na actualidade a produção é cerca de 3,000 toneladas por mez, das quaes duas terceiras partes ficam em Cerro de Pasco, por falta de meios de transporte, pois que apenas 1,000 toneladas podem ser levadas mensalmente para a Estrada de ferro de Oroya e pelo transporte destas se paga em média £8 por tonelada.

De Oroya estes minerios são transportados por estrada de ferro para a costa, pagando-se £1 por tonelada, e por ultimo são embarcados com destino a Liverpool ou Swansea a um custo de £3 por tonelada, approximadamente. Todos os mineraes que agora se beneficiam são da qualidade mais rica, e produzem de 35 a mais de 40 por cento de metal puro. O preço médio que obteem em Liverpool é de £25 por tonelada. A construção da estrada de ferro de Oroya a Cerro de Pasco dará grande desenvolvimento á industria de cobre, reduzindo os gastos sobre cada tonelada que se envia a Liverpool, que agora são de £14 a £7 ou talvez menos.

Calcula-se que a quantidade de mineral que se pode considerar prompta para a exploração é de 5,000,000 a 6,000,000 toneladas. Tem a corroborar esta affirmação o facto de que a extração do dito mineral custa muito pouco, porque apesar dos methodos primitivos que se empregam, não excede de 6 a 8 xelins por tonelada.

ESTADOS UNIDOS.

RELATORIO OFFICIAL SOBRE AS COLHEITAS.

O relatório da Repartição de Estatística da Secretaria da Agricultura, correspondente ao mez de Outubro, mostra que a condição média do milho, no dia 1º do dito mez, era de 82.7 contra 85.2 no dia 1º de Setembro de 1899, 82 no dia 1º de Outubro de 1898, e 81.9 que foi a condição média em Outubro durante os ultimos dez annos. Não occorreu nenhuma mudança notavel no mez de Setembro nos principaes Estados productores de milho.

Emquanto não se tenham recebido dos agricultores os relatórios usuaes, nem se tenha feito uma investigação cuidadosa sobre as condições existentes nos principaes Estados productores de trigo, tanto de primavera como de inverno, não se fará nenhum calculo sobre a produção deste grão por geira de terreno.

O calculo preliminar da produção de aveia por geira é de 30.7 alqueires, contra 27.8 alqueires em 1898, e 25.8 alqueires, a média durante os ultimos dez annos. Quanto á qualidade, a média é de 89.5 contra 84.5 o anno passado, e 87.6 em 1897.

O calculo preliminar da produção de cevada por geira é de 27 alqueires, contra 21.6 alqueires em 1898, e 23 alqueires a média durante os ultimos dez annos. Pelo que se refere á qualidade a média é de 88.4, contra 90.6 o anno passado, e 87.6 em 1897.

O calculo preliminar da produção de centeio por geira é de 14.4 alqueires, contra 15.6 alqueires em 1898 e 13.7 que têm sido a média durante os ultimos dez annos. Quanto á qualidade a média é de 90, contra 90.2 o anno passado e 92.7 em 1897.

A condição média do trigo mourisco é de 70.2, contra 75.2 o 1º de Setembro de 1899, 76.2 o 1º de Outubro de 1898, e 84.2 a média em Outubro durante os ultimos dez annos.

A condição média das batatas o 1º de Outubro era de 81.7, contra 86.3 o 1º de Setembro de 1899, 72.5 o 1º de Outubro de 1898, e 73.7 a média durante Outubro nos ultimos dez annos.

Os relatórios relativos á canna de assneer eram menos favoraveis que os correspondentes ao 1º de Setembro de 1899. Nota-se uma pequena melhora na condição do arroz e do tabaco.

O relatório mostra que a condição média do algodão era de 62.4, contra 68.5 o 1º de Setembro de 1899, 75.4 o 1º de Outubro 1898, e 73.5 a média em Outubro durante os ultimos dez annos.

ARADOS DE VAPOR EM HAWAII.

Em uma communicação dirigida á Secretaria de Estado em data de 17 de Agosto de 1899, o Sr. WILLIAM HAYWOOD, Consul Geral dos Estados Unidos, diz que alguns dias antes se desembarcou em Honolulu um jogo de arados de vapor, fabricados pela casa de O. S. KELLEY, de Springfield, Ohio, e destinados á "American Sugar Co." Estes arados são os primeiros de sua classe fabricados nos Estados Unidos, pois os que até agora se tinham feito alli não são de systema de cabo, mas cada um funcionava por meio da machina que arrastava o arado.

Até agora todos os arados de vapor importavam-se da Escocia por serem mais baratos e porque nos Estados Unidos não havia quem fabricara esta classe de instrumentos. O jogo de arados custa \$20,000 e foi entregue 40 dias antes do que houvesse sido possível si se tivesse comprado na Escocia. Mr. HAYWOOD diz que se calcula durante os tres proximos annos se necessitarão uas plantações novas de 20 a 30 jogos de arados, e si os que se acabam de receber são satisfactorios, os outros se comprarão tambem nos Estados Unidos.

VENEZUELA.

LAUDO DO TRIBUNAL DE ARBITRAMENTO.

O laudo do Tribunal de Arbitramento na questão de limites entre a Guyana Britânica e a República de Venezuela, foi publicado em Paris, onde se verificaram as sessões do dito Tribunal, o dia 3 de Outubro do anno corrente. Isto porá fim, provavelmente, a uma controversia que tem durado mais de meio seculo e que tem estado a ponto de produzir um conflicto.

O territorio contestado estendia-se desde o rio Essequibo, a léste, até as immedições dos rios Caroni e Orinoco ao oeste, e do Atlantico até a fronteira do Brazil ao sul. Venezuela reclamava a linha do Essequibo, que se diz era o limite primitivo entre as colonias da Hespanha e da Hollanda. Por outra parte, o Governo britannico sustinha que a linha devia começar em Punta Barima, á fóz do Orinoco e correr d'alli até o sudoeste e oeste, quasi parallelamente ao Orinoco, e a uma distancia de 40 a 60 milhas deste rio, até Upata. Deste ponto a linha devia seguir em direcção meridional pelo valle do Caroni, muito immediata a este rio, e depois para o sudeste até a montanha Roraima e a fronteira do Brazil.

A pretensão da Inglaterra fundava-se no facto de que tanto em 1781 como em 1796, quando a Grã Bretanha tomou posse das colónias holandesas, as autoridades inglezas fixaram o limite occidental de suas possessões por meio de uma linha que começava em um ponto ao oeste de Punta Barima, acima do Orinoco, e seguia depois a vertente entre os valles do Orinoco e do Essequibo. Em 1814, a Grã Bretanha obteve da Hollanda, por meio de um tratado, direito ao territorio conquistado, cujos limites eram, segundo se dizia, os mencionados atraz. Em 1840, Sir ROBERT SCHOMBURGK foi commissionado para estabelecer uma linha divisoria entre Venezuela e a Guyana Britannica. Segundo, diz Lord SALISBURY, Sir ROBERT recommendou que se chegasse a um arranjo, pelo qual a Grã Bretanha renunciasse a suas pretensões a uma linha fronteira que se estendesse muito até o interior, e em troca Venezuela reconhecesse formalmente o direito da Grã Bretanha a Punta Barima.

O resultado de todo isto foi a famosa "Linha Schomburgk" que estende-se para o sul desde a boeca do rio Barima até a montanha Roraima, sem seguir o curso de nenhum rio ou montanha, nem outra linha natural. O Governo venezuelano protestou contra esta linha, por cujo motivo o da Grã Bretanha declarou que aquella linha não tinha sido mais que uma tentativa e ordenou que se removesses os postes. Lord SALISBURY, sem embargo, declarou que "a dita concessão tinha sido feita na intelligencia precisa de que a Grã Bretanha não renunciava em maneira alguma ao direito que reclamava relativamente á mencionada linha."

Depois Lord ABERDEEN propoz uma linha que estendesse desde a fôz do rio Moroco, com direcção oeste e sudoeste, até a confluencia dos rios Cuyuni e Yuruari, e deste ponto o rio Cuyuni acima até a montanha Roraima. Em resposta, Venezuela propoz que se tirasse uma linha recta desde a bocca do rio Moroco até as cabeceiras do Essequibo, que coincidissem com o meridiano 59 de longitude. Então o Governo britannico volveu a suas pretensões a respeito da linha de Schomburgk. Mais tarde, Lord GRANVILLE propoz uma linha que partisse da bocca do Barima, continuando até a confluencia dos rios Acarabisi e Cuyuni, e seguisse d'ali a linha proposta por ABERDEEN. Finalmente a Grã Bretanha retirou as concessões que antes tinha feito.

Os documentos relacionados com este caso o tem convertido em uma das mais voluminosas controversias internacionaes que jamais se tem submettido a arbitramento. O allegado da Inglaterra e sua resposta consta de onze grandes tomos, um atlas, e um numero consideravel de mappas soltos, enquanto que os argumentos de Venezuela se compõem de seis grandes volumes e tres atlas. Os Governos contententes convieram, no dia 2 de Fevereiro de 1897, em submeter as suas differenças a um Tribunal arbitral, e o tratado correspondente foi firmado na cidade de Washington, mas o Tribunal não se reuniu até o dia 15 de Julho de 1899.

O laudo que, segundo se diz, foi unanimemente approved, foi lido por M. DE MARTENS, que era o quinto arbitro e o presidente do Tribunal. O laudo indica que a linha divisoria será quasi igual á de Schomburgk. Os unicos pontos de differença parecem ser que, depois de partir-se do rio Barima, seguirá o curso de alguns pequenos rios e arroyos, em vez de continuar atravez do paiz. Segundo se tem communicado por telegrapho, o laudo do Tribunal é como segue:

“Os abaixoassignados pelas presentes dão e publicam a decisão que determina as questões que lhes foram submettidas pelo Tribunal e de conformidade com o arbitramento, decidimos, declaramos e sentenciamos definitivamente que a linha fronteira da Colonia da Guyana Britannica e dos Estados Unidos de Venezuela, é como segue:

“Partindo da costa em Punta Playa, a fronteira seguirá em linha directa até a confluencia do Barima e o Kaituma; d'aqui seguirá o *thalweg* deste ultimo, até as cabeceiras do rio Corentino (chamado tambem Cutari); d'ali partirá até a confluencia do Haiowa e o Amacuro, seguindo o *thalweg* deste até suas cabeceiras nos lhanos de Imataca; d'aqui seguirá em direcção sudoeste ao longo da serra mais alta das montanhas de Imataca até o ponto mais alto da cadeia de Imataca, em frente ás cabeceiras do Barima e a cadeia principal das montanhas de Imataca; d'aqui, em direcção ao sudeste até as cabeceiras do Acarabisi, seguindo o cauce deste rio até o Cuyuni, cuja ribeira septentrional ha de seguir em direcção de oeste até chegar á confluencia do Cuyuni e o Vanamu; d'aqui seguirá o cauce do Vanamu até o extremo occidental de suas cabeceiras e d'ali em linha recta até o cume do Monte Roraima

e d'ali até as cabeceiras do Cotinga. Deste ponto a fronteira seguirá o cauce do Cotinga até sua confluencia com o Takutu e d'ali seguindo o cauce deste rio até sua cabeceira; d'aqui seguirá em linha reeta até o extremo occidental dos montes Acarai, cujo cumme mais elevado seguirá até chegar ás cabeceiras do Corentino, de onde partirá seguindo o curso do rio.

“Fica estipulado que a fronteira demarcada aqui deixa a salvo e não prejudica em maneira alguma as questões que hoje existem ou que possam suscitar-se no futuro entre a Grã Bretanha e a Republica do Brazil, ou entre a Republica do Brazil e Venezuela. Ao estabelecer os anteditos limites os arbitros julgam e decidem que, em tempo de paz, os rios Amauro e Barima estarão abertos para a navegação da marinha mercante de todas as nações, com a devida reserva, pelo que respeita á disposições equitativas, e ao pagamento de direitos de pharol e outros impostos analogos, com a condição de que os direitos que imponham Venezuela e a Guyana Britannica ás embarcações que navegam nas agnas das porções dos rios que ambas possuem respectivamente, serão de accordo com a tarifa que reja ás embarcações Venezuelanas e inglezas. Estas tarifas não excederão ás que imponha qualquer outro paiz.” O lando se pronuncia tambem á condição de que nem Venezuela, nem a Guyana Britannica gravem com direitos aduaneiros as mercadorias que levarem os navios, vapores ou barcos que naveguem por estes rios; taes direitos só terão de ser impostos sobre as mercadorias que se desembarcarem em territorio Venezuelano ou territorio da Guyana Britanica, respectivamente.

FALLECIMENTO DO GENERAL RENGIFO.

Reeeben-se em Washington, ha poucos dias, a triste noticia de ter fallecido afogado no rio Magdalena o General Don JULIO RENGIFO, que até ha poucos mezes foi Encarregado de Negocios da Colombia nos Estados Unidos. Profunda impressão tem produzido nos circulos officiaes e sociaes tão lamentavel acontecimento. O General RENGIFO foi um dos mais distinctos homens publicos da America hespanhola, e desempenhou em sua patria cargos importantes á satisfação geral. Sua carreira como advogado, militar, e diplomata, foi muito notavel. Nascu em Cali, Departamento do Cauca, em 1858. Fez seus estudos de advogado na capital da Republica e foi juiz e magistrado do Tribunal Departmental.

Em 1888 foi eleito Representante ao Congresso Nacional. Tomou parte nas campanhas de 1876, 1879, 1885 e 1895, chegando a obter o grão de General em Chefe do Exercito. Foi Chefe Militar do Departamento de Panama duraute os trabalhos do Canal. Entrou na carreira

diplomatica em 1889 como Secretario da Legação da Colombia em Washington, na qual prestou relevantes serviços a seu paiz. Activo, estudioso e illustrado, o Senhor RENGIFO cumpriu devidamente e com brilho os differentes cargos que o seu Governo lhe encomendou.

Ha poucos mezes o General RENGIFO regressou á Colombia e seu Governo o honrou com o elevado cargo de Ministro da Fazenda, e pouco depois lhe confiou sua representação diplomatica no Equador. Já em caminho para aquelle paiz quando occorreu o desgraçado acontecimento que lhe causou a morte. O General RENGIFO foi um dos melhores amigos e sustentadores da Secretaria das Republicas Americanas, e a seus valiosos esforços se deve em grande parte que a Colombia já tem entrado outra vez na União Internacional das Republicas Americanas. Com sua morte a sua patria perde um dos seus filhos mais illustres, e o corpo diplomatico acreditado em Washington um dos seus membros mais honrados.

BULLETIN MENSUEL

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RÉPUBLIQUE ARGENTINE.

PERSPECTIVES COMMERCIALES.

L'Honorable WILLIAM I. BUCHANAN, Envoyé Extraordinaire et Ministre Plénipotentiaire des Etats-Unis d'Amérique auprès du Gouvernement de la République Argentine, est arrivé à New-York le 3 septembre 1899, venant de Buenos-Ayres, après un voyage plein de péripéties. Questionné sur les perspectives commerciales de cette République, ce haut fonctionnaire répondit selon le journal "Export Implement Age:"

"Je pense que la perspective des affaires est assez encourageante. L'année passée a été exceptionnellement bonne pour les importateurs de machines agricoles, étant donné le fait qu'il y a eu, pendant quelques années, un ralentissement général dans toutes les affaires commerciales produit par les grandes pertes qu'ont subies les fermiers par suite des ravages causés par les sauterelles aussi bien que par la sécheresse dans quelques parties du pays. Pendant cette période, les importateurs ont réussi à réduire considérablement leurs comptes-courants, de sorte que, quand la bonne récolte du blé et du maïs de la dernière année fut faite, leurs pratiques purent acheter les machines dont elles avaient besoin.

"Le pays, d'ailleurs, a exporté environ 1,200,000 tonnes de blé provenant de la récolte en train d'être expédiée et à peu près 400,000 tonnes de maïs. En outre, la tondaison de la laine s'est faite sur une large échelle et l'exportation des animaux appartenant à l'espèce bovine et ceux de la race ovine subit une remarquable augmentation d'année en année et la qualité s'est sensiblement améliorée. Cette amélioration

est due en grande partie à l'immense développement donné à la culture de la luzerne (alfalfa) qui pousse remarquablement bien dans de grandes prairies et donne, à bon marché, d'excellents bœufs et de bons moutons. La culture du blé augmente peu à peu vers la région méridionale de la contrée qui est plus à l'abri des sauterelles que la région nord."

APPROFONDISSEMENT DU CANAL D'ACCÈS DU PORT DE SANTA-FÉ.

Il est question d'approfondir le canal d'accès du port de Santa-Fé et d'y exécuter de sérieux travaux d'aménagement.

Le ministre des travaux publics de la République ayant formellement promis de faire procéder aux études nécessaires avant la fin de l'année, afin d'être en mesure de mettre l'année prochaine l'entreprise de ces travaux en adjudication, ces renseignements peuvent, dès lors, intéresser les maisons des États-Unis qui voudraient y prendre part.

BOLIVIE.

DROITS D'ENTRÉE.

Aux termes d'un décret du Gouvernement de la Bolivie, rendu en date du 2 juin 1899, le droit additionnel de 20 pour 100 à percevoir sur les sommes payées à la douane bolivienne pour acquittement des droits d'entrée est porté à 40 pour cent à partir de cette date.

Les droits à percevoir à la sortie de la Bolivie sont relevés à 1 bolivien pour le minerai d'étain, à 1 bolivien 60 pour l'étain en barres et à 3 boliviens pour le bismuth, par unité de 64 kilogrammes.

BRÉSIL.

DÉVELOPPEMENT INDUSTRIEL.

Le 3 juin dernier, le "Capitão de mare e guerra," Mr. JOSÉ CARLOS DE CARVALHO, a publié dans le "Jornal do Commercio" une très intéressante étude concernant les récentes diminutions sensibles qui se sont produites dans l'importation étrangère de divers articles de première nécessité et d'alimentation courante. Dans ce rapport, Mr. DE CARVALHO s'applique à démontrer que ce ralentissement d'importation est dû au développement appréciable de la production nationale de ces mêmes articles. En effet, pendant les dernières années la production de diverses denrées, telles que le riz, le saindoux, la viande sèche, le maïs, le lard et les bougies, et qui autrefois étaient achetées à l'étranger, a pris une grande extension.

Mr. DE CARVALHO donne aussi un tableau comparatif embrassant les importations à Rio Janeiro des articles précités de 1894 à 1898.

D'après ce tableau, les importations du lard, qui en 1894 se montaient à 11,150,820 kilogrammes, sont tombées en 1896 à 6,302,040 kilogrammes et en 1898 à 3,456,016 kilogrammes, soit, en cinq années, une perte pour les provenances étrangères de près de 500 pour cent. Le saindoux est tombé de 4,928,868 kilogrammes en 1894 à 2,906,190 kilogrammes en 1898. Le son, venant presque exclusivement de Buenos-Ayres, se produit actuellement sur place, et les arrivages de la Plata sont tombés de 158,669 saes en 1894 à 62,374 saes en 1896 et à 8,335 saes en 1898. Les importations de farine ont aussi diminué de 100 pour cent, passant de 603,320 barriques en 1894 à 375,935 en 1896 et 273,137 en 1898. Les importations de l'alfalfa en 1894 se montaient à 20,257,564 kilogrammes, tandis qu'en 1898 elles ne s'élevaient qu'à 13,939,303 kilogrammes, cette diminution étant due à l'extension de la culture de l'alfalfa dans les Etats de Minas et du sud du Brésil. Le maïs a passé de 859,833 saes en 1894 et 1,496,556 saes en 1896 à 422,286 saes en 1898; cette perte de plus de 200 pour cent sur les arrivages est due à la production de cette denrée dans les Etats de Minas, de Sao Paulo et de Rio Grande. Il en est de même pour le riz importé des Indes Britanniques, qui de 1,914,015 saes en 1894 est successivement tombé à 1,240,833 saes en 1896 et 1,130,324 saes en 1898.

Quant à la viande sèche, les importations n'ont pas subi une diminution aussi forte; la quantité importée en 1898 était de 42,666,780 kilogrammes au lieu de 55,762,710 kilogrammes en 1896 et 47,165,434 kilogrammes en 1894. Les importations du beurre ont aussi diminué de plus de 50 pour cent à cause de l'importance prise par l'industrie beurrière dans les Etats de Minas, de Santa Catharina, de Rio Grande et de Rio-Janeiro; la quantité de beurre importée en 1894, 1895, 1896, 1897, et 1898 était respectivement 69,551 kilogrammes, 63,182 kilogrammes, 57,738 kilogrammes, 51,243 kilogrammes, et 44,478 kilogrammes.

Parmi les articles énumérés par Mr. le Capitaine JOSÉ DE CARVALHO, et dont les importations ont diminué, sont les bongies dont les provenances françaises constituent 50 pour cent de l'importation générale étrangère. En 1894 les importations de cet article sur la place de Rio Janeiro se montaient à 14,551 caisses; en 1896 elles se chiffraient à 10,176 caisses, et en 1898 elles tombaient à 5,898 caisses. Cette diminution est un effet de la concurrence de l'industrie locale. Les pâtes alimentaires ont vu aussi leurs arrivages passer de 33,972 kilogrammes en 1894, au chiffre presque insignifiant de 1,101 kilogrammes en 1898. Cette grande diminution est due à l'établissement de nombreuses fabriques de pâtes alimentaires dans le pays et qui sont dirigées par des Italiens. Quant aux allumettes, elles sont toutes fabriquées dans le pays et proviennent généralement des nombreuses et importantes fabriques de Rio, São Paulo et Curityba. L'importation du gin a subi également une diminution assez sensible, les envois de l'étranger étant tombés de 26,191 caisses en 1894 à 11,286 caisses en 1898. Le pétrole venant des Etats-Unis présente un léger ralentissement dans ses

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arrivages, dû à l'augmentation de la production locale, les importations ayant été en 1894 de 485,933 caisses et en 1898 de 430,286 caisses.

SERVICE POSTAL MENSUEL AVEC LA FRANCE.

D'après le "Nouveau Monde" du 9 septembre 1899 le Conseil Supérieur de la marine marchande française a adopté, dans sa dernière séance, une motion exprimant ses vœux en faveur :

1°. De l'établissement d'un service postal mensuel et commercial entre la France, le Para et Manaos.

2°. De l'établissement de relations maritimes régulières entre la France et la côte sud-américaine du Pacifique, en appliquant la surprime à tous les navires destinés à desservir ces pays, avec lesquels les communications sérieuses manquent depuis la liquidation de la Compagnie maritime du Pacifique.

Le Ministre de la Marine a été prié de transmettre ces résolutions au Ministre du Commerce et de l'Industrie avec un avis favorable.

RENOUVELLEMENT DU CONTRAT DE LA COMPAGNIE "PROGRESSO COLONIAL."

Mr. SIGISMUNDO ANTONIO GONÇALVES, Vice-président du Sénat et actuellement à la tête du gouvernement de Pernambuco en l'absence de Mr. CERREA DE ARAUJO, gouverneur, a décidé de renouveler le contrat de la Compagnie "Progresso Colonial" concessionnaire d'une usine à sucre du même nom.

En revanche, jusqu'en 1907, et à des échéances fixes, la Compagnie sera tenue d'effectuer le paiement des 100 contos 819,000 reis qu'elle doit au Gouvernement et à payer par échéances mensuelles de 45 contos la somme de 500 contos qui sera employée au paiement de l'intérêt et à l'amortissement de l'emprunt fait par la Compagnie en 1895.

L'EXPORTATION DU CAOUTCHOUC PAR BELEM.

Pendant le mois de juin 1899 il a été exporté de Bélem: 1,332,245 kilog. de caoutchouc, dont 791,289 kilog. pour l'Europe et 540,956 kilog. pour les Etats-Unis. Le total général des exportations comprenait: 533,931 kilog. de caoutchouc fin; 78,035 kilog. de caoutchouc demi-fin; 284,496 kilog. de sernamby, et 436,483 kilog. de caucho. Du total de l'exportation, 458,540 kilogrammes provenaient de Mauaos.

La quantité de caoutchouc exporté pendant le premier semestre de l'année en cours a été de 9,441,988 kilog., dont 3,103,452 kilog. pour l'Europe et 6,338,536 kilog. pour les Etats-Unis. Suivant la qualité, on a enregistré: caoutchouc fin, 5,271,167 kilog.; caoutchouc demi-fin, 773,288 kilog.; sernamby, 2,559,759 kilog., et caucho, 897,774 kilog.

HONDURAS BRITANNIQUE (BÉLIZE).

PROJET DE CHEMIN DE FER.

Actuellement, les seuls moyens pour pénétrer dans l'intérieur de l'Honduras Britannique sont de traverser en canot les nombreuses rivières et de parcourir à cheval les chemins réservés aux cavaliers. Le 22 juillet 1899 le Secrétaire d'Etat Anglais pour les Colonies a adressé au Gouverneur de Bêlize un rapport au sujet d'une proposition faite par Mr. R. W. PERKS, membre du Parlement, pour la construction et l'exploitation d'un chemin de fer dans la colonie. Ce projet comprend une jetée à Bêlize et aussi l'extension de la voie ferrée qui se terminera à une place nommée "La Libertad" ou "Flores" dans la province de Peten de Guatemala ou dans les environs.

Mr. PERKS demande une concession de 75,000 livres sterling (\$364,899), payable en cinq termes de 15,000 livres sterling chacun, quand un certain nombre donné de milles aura été achevé dans chaque section de la voie ferrée et livrés au trafic; il désire aussi obtenir une concession de terrain de 200,000 acres qui seront divisés en cinq parties de 40,000 acres, délivrés au fur et à mesure que les sections de la ligne seront terminées et ouvertes au trafic.

Le 15 août, l'assemblée législative a accepté la proposition de Mr. PERKS en recommandant toutefois que, si elle était approuvée par Mr. CHAMBERLAIN, Ministre des Colonies de sa Majesté Britannique, les travaux ne devraient pas commencer plus tard que le mois de février 1900.

Mr. WILLIAM L. AVERY, Consul des Etats-Unis à Belize, dans un rapport qu'il a adressé le 22 août à ce sujet, au Ministère des Affaires Etrangères à Washington dit, que si la République de Guatemala permettait que cette voie ferrée fût construite à Peten, il y aurait dans le district un grand commerce d'acajou et de bois de campêche et que la culture des fruits et l'agriculture se développeraient dans l'intérieur de Bêlize, ces industries étant maintenant sur les confins de la côte. Ce fonctionnaire ajoute que quoiqu'il soit vrai que cette proposition ait été faite par des capitalistes Anglais, il est hors de doute que tout le matériel sera acheté aux Etats-Unis parce que tous les chemins de fer qui sont actuellement en exploitation dans le Honduras, le Guatemala et Costa-Rica sont équipés avec du matériel roulant et des machines provenant de ce pays et cela se fit à Costa Rica au détriment du matériel étranger qui était déjà en usage dans cette République.

Mr. AVERY est d'avis qu'un projet de chemin de fer quelqu'il soit augmentera le commerce de Bêlize avec les Etats-Unis et vice versa.

CHILI.

INSTRUCTIONS IMPORTANTES AUX EXPÉDITEURS DE MARCHANDISES.

Le 8 Août 1899, Mr. JOHN C. COVERT, Consul des Etats-Unis à Lyon (France), a adressé au Ministère des Affaires Etrangères à Washington la traduction d'une communication transmise récemment à plusieurs Chambres de Commerce de France par la Chambre de Commerce Française de Santiago de Chili, dans l'espoir que ces renseignements importants pourront être utiles aux citoyens des Etats-Unis qui entretiennent des relations commerciales avec le Chili. En voici la teneur :

Actuellement, la majorité des maisons françaises qui font des affaires avec le Chili écrivent les noms de l'acquéreur réel ou consignataire sur les connaissements. Cependant, aussi naturel que cela puisse paraître, ce n'en est pas moins dangereux. Il peut arriver que, entre le départ de la commande et l'arrivée des marchandises au Chili, la situation de l'acheteur ait matériellement changé. Alors, la Banque ou l'agent chargés de remettre les documents, et qui peuvent désirer empêcher la livraison des marchandises, se trouvent dans une situation embarrassante, parceque les connaissements étant au nom de l'acheteur ou de consignataire, lui ou son agent, s'il a fait faillite, ont le droit de saisir les marchandises à la Douane. Si le banquier ou son représentant ne réclament pas les marchandises, les employés de l'octroi les garderont en Douane et le vendeur, pour rentrer en possession de son bien, sera obligé d'intenter un procès afin d'obtenir l'annulation du contrat, ce qui est loin d'être facile et peut devenir aisément très onéreux.

Pour remédier à ces inconvénients, il est seulement nécessaire pour l'expéditeur de se conformer aux règles suivantes :

1° Si les connaissements sont remis à l'acheteur ou au consignataire en échange d'une lettre de change, le meilleur moyen à employer est de faire les connaissements au nom d'une banque qui les endossera et les échangera pour la lettre de change acceptée.

2° Si l'acceptation immédiate d'une lettre de change n'est pas exigée, on peut s'entendre avec une banque, lui adresser le connaissement et l'employer comme intermédiaire. Ce moyen coûtera probablement une légère commission, mais il sera meilleur marché que de perdre les marchandises.

Si les connaissements doivent être remis par un agent à l'acheteur ou au consignataire, il est plus sage de les envoyer directement à l'agent.

En employant ces moyens, les expéditeurs éviteront des surprises désagréables et bien des difficultés, car rien ne les empêchera, en cas d'une faillite, de réclamer de droit les marchandises embarquées.

COLOMBIE.

VENTE EXTRAORDINAIRE D'ÉMERAUDES.

À la date du 21 juillet 1899, l'Honorable CHARLES BURDETT HART, Ministre Plénipotentiaire des Etats-Unis à Bogotá, a fait parvenir au Ministère des Affaires Etrangères à Washington un rapport dans lequel il décrit les scènes extraordinaires qui se sont produites par suite des demandes considérables d'émeraudes dans cette ville pendant le mois précité. Il n'y a pas bien longtemps, dit ce haut fonctionnaire, que les émeraudes étaient une drogue sur le marché de Bogotá. Les personnes qui désiraient alors en acheter n'avaient qu'à attendre qu'on vint les leur apporter. La fameuse mine Muzo qui a produit une quantité considérable d'émeraudes d'une très grande valeur est située dans les environs de Bogotá et les habitants de cette ville connaissent depuis longtemps cette pierre précieuse. Cette mine est exploitée par une compagnie française qui prétend, pendant les dix années qui viennent de s'écouler, n'avoir trouvé qu'une très faible quantité d'émeraudes. Cependant, qu'elles proviennent de ces mines ou d'autres, les émeraudes brutes ont continué à se trouver à Bogotá, et quant à celles taillées, montées, ou non montées, elles ont abondé sur le marché. La pénurie d'argent a contraint beaucoup de personnes de vendre leurs héritages auxquels elles tenaient énormément et ces biens de famille ont été généralement achetés à des prix dérisoires.

Vers le 10 juillet, la ville de Bogotá s'éveilla en constatant qu'elle venait d'être saisie de la passion violente des émeraudes. Les magasins des bijoutiers, et les autres établissements de ce genre, furent assiégés par une multitude de personnes désireuses d'acheter ces pierres, d'autres de les vendre; en conséquence, une foule immense encombrait les rues et les trottoirs, quelques personnes étalant leurs marchandises, d'autres leur argent. Un bijoutier, dont le magasin est situé dans un des quartiers principaux de Bogotá, fut obligé d'avoir recours à la police pour repousser la foule qui envahissait son établissement. Bientôt la nouvelle se répandit au dehors de la ville et les acheteurs d'émeraudes commencèrent à affluer, grossissant ainsi la foule et augmentant encore davantage cette fièvre populaire.

On vendait partout et à des prix inconnus jusqu'ici sur le marché. Les personnes qui n'avaient aucune idée de vendre, voyant que tout le monde achetait, apportèrent leurs émeraudes et les trafiquèrent. Personne ne pouvait s'expliquer alors la cause de cette excitation et beaucoup commencèrent maintenant à comprendre qu'il n'en existait aucune. Au bout de cinq jours la fièvre atteignit son maximum et commença dès lors à diminuer. Pendant toute sa durée, les émeraudes se vendirent, au prix de l'or, trois fois environ la valeur qu'elles avaient avant

cette crise et on estime que jusqu'au 21 juillet, quatre millions de pesos environ ont circulé par suite de cette fureur.

Quand les esprits furent calmés et que la foule fut dispersée, un grand nombre d'acheteurs se trouvèrent possesseurs d'émeraudes qui ne valaient pas le prix qu'ils avaient, dans leur emportement, payé pour elles; tandis que d'autres, aussi sans aucune expérience, s'étaient rendus acquéreurs de pierres plus ou moins bonnes. Il ne semble pas que beaucoup de marchands experts aient fait des achats aussi extravagants que le reste du public, mais on eroit néanmoins que quelques-uns se sont laissés entraîner au delà de leurs intérêts. La seule raison plausible qui puisse expliquer ces événements extraordinaires est qu'un marchand de Bogotá, revenu récemment de Paris, où il était allé faire un voyage, commença à acheter, à son retour, des émeraudes à des prix plus élevés que ceux qu'on avait l'habitude de payer ordinairement sur le marché; ce fut le signal de cette agitation extraordinaire. Quelques experts prétendent que le dit négociant, voyant que les émeraudes se vendaient à Bogotá plus chères qu'en Europe, se retira avant que les prix aient atteint leur maximum.

ÉQUATEUR.

EXPORTATIONS DE CAOUTCHOUC.

Dans un récent rapport, le Consul Anglais à Guayaquil écrit que les demandes croissantes de caoutchouc ont attiré de nouveau l'attention sur ce produit de l'Equateur que l'on recueille maintenant d'arbres qui poussent dans les forêts de l'intérieur, éloignées des côtes de la mer, où son extraction était précédemment considérée peu lucrative à cause des frais de transport. Comme, cependant, depuis plusieurs années, la valeur du caoutchouc brut a presque doublé, il y a donc bénéfice à le récolter et à le transporter.

Le Consul rapporte qu'une grande quantité de caoutchouc qui était jadis exporté aux États-Unis va maintenant à Londres et dans les autres ports Européens.

Dans l'Equateur, les prix reçus pour le caoutchouc brut, aux ports d'embarquement, varient de 9 livres sterling (\$43.80) à 10 livres sterling (48.66) par 100 livres. En 1897 les exportations de caoutchouc provenant de Guayaquil, se sont montées à 590,400 livres, évaluées à \$299,831, en valeur courante des États-Unis. En 1898, la quantité exportée était 932,400 livres, valant \$454,192, soit une augmentation de près de 100 pour cent dans la valeur totale de ce produit.

GUATÉMALA.

CONVENTION ENTRE LE ROYAUME-UNI ET LA RÉPUBLIQUE DE GUATEMALA.

Le Ministère des Affaires Etrangères de la Grande-Bretagne (Foreign Office) a fait publier (Treaty Séries No. 16) la convention qui a été conclue entre le Royaume-Uni de la Grande-Bretagne et d'Irlande et la République de Guatémala, relative aux marques de fabrique. Ce traité a été signé le 20 juillet 1898 à Guatémala, et les ratifications ont été échangées dans la même ville le 28 juillet 1898. Voici la teneur de ce document :

Sa Majesté la Reine du Royaume-Uni de la Grande-Bretagne et d'Irlande, Impératrice des Indes, etc., et Son Excellence le Président de la République de Guatémala, désireux de conclure une convention pour la protection mutuelle des marques de fabrique et dessins, ont à cet effet nommé leurs Plénipotentiaires, à savoir :

Sa Majesté la Reine du Royaume-Uni de la Grande-Bretagne et d'Irlande, Impératrice des Indes, etc., GEORGE BIRT JENNER, Esquire, Son Ministre Résident dans l'Amérique Centrale;

Et Son Excellence le Président de Guatémala, le Docteur FRANCISCO ANGUIANO, Secrétaire d'Etat du Ministère de l'Intérieur et de la Justice, Chargé des affaires étrangères;

Lesquels, après avoir échangé leurs pleins pouvoirs, qui ont été trouvés en bonne et due forme, ont arrêté les dispositions suivantes :

ARTICLE I. Les sujets ou les citoyens de chacune des parties contractantes jouiront dans les domaines et les possessions de l'autre partie des mêmes droits qui sont accordés maintenant ou qui peuvent être accordés ultérieurement aux sujets ou aux citoyens dans tout ce qui a rapport aux marques de fabrique, dessins industriels et modèles. Afin de pouvoir obtenir la jouissance de ces droits, il sera nécessaire de se conformer aux formalités requises par les lois des pays respectifs.

ART. II. Les stipulations contenues dans la présente convention seront applicables à toutes les Colonies et possessions à l'étranger de sa Majesté Britannique, à l'exception de celles ci-après mentionnées, c'est à dire, l'Inde Anglaise, le Dominion du Canada, Terre-Neuve, le Cap de Bonne-Espérance, Natal, la Nouvelle-Galles, Victoria, Queensland, Tasmania, l'Australie Méridionale, l'Australie Occidentale, et la Nouvelle Zélande. Il est bien entendu que les clauses contenues dans la présente convention seront applicables à n'importe quelles colonies ou possessions étrangères ci-dessus mentionnées pourvu que le Ministre des Affaires Etrangères de la République de Guatémala ait été informé à cet effet par le Représentant de Sa Majesté Britannique, avant l'expiration de l'année qui commencera le jour de l'échange des ratifications de la présente convention.

ART. III. La présente convention sera ratifiée le plus tôt possible et sera en vigueur pendant cinq années lesquelles commenceront à courir un mois après l'échange des ratifications qui aura lieu dans la ville de Guatémala. Cependant, si un an avant l'expiration de ce terme, aucune des deux parties contractantes n'a manifesté à l'autre, au moyen d'une déclaration officielle, son intention d'annuler cette convention, elle continuera à avoir son effet pendant une année après la dite déclaration.

En foi de quoi les dits Plénipotentiaires ont signé la présente convention et y ont apposé leurs sceaux.

RELATIONS COMMERCIALES AVEC LA FRANCE.

D'après une communication récente de Mr. GOUBAUD, Conseiller du Commerce Extérieur de la France à Guatémala, les rapports commerciaux qui existaient, il y a quelques années, entre la France et le Guatémala, étaient assez importants, alors que les navires français, principalement du port de Bordeaux, visitaient les ports de Guatémala, avec leur plein chargement, prenant comme fret de retour des cafés, caoutchouc, bois jaune, etc. Actuellement, les compagnies de navigation anglaises et allemandes transportent directement, via Magellan, les marchandises venant de l'Europe; et celles par Colon et Panama arrivent à destination par vapeurs américains, tandis que les pavillons français ont cessé de paraître dans ces mers.

Pendant l'année 1898, 410,543 colis de diverses marchandises, ayant une valeur déclarée de 3,880,668 pesos, soit 19,403,340 francs environ, sont entrés par les ports du Guatémala. Dans ce nombre, la France figure seulement pour 9,666 colis, ayant une valeur de 217,337 pesos, soit 1 million 86,688 francs, environ. Les Etats-Unis, par leur commerce d'exportation exceptionnellement développé avec le Guatémala, forment la moitié environ de la totalité ci-dessus, la France occupant seulement le quatrième rang dans l'échelle commerciale de ce pays et y exportant les vins et liqueurs, les eaux de vie, la droguerie et les médicaments, la parfumerie fine et les articles de fantaisie. L'Allemagne occupe le deuxième rang et exporte des machines et beaucoup d'articles manufacturés. L'Angleterre tient le troisième rang et 50 pour cent de ses exportations se composent de cotonnades et de toile.

Antérieurement, la France exportait à Guatémala une grande quantité de produits naturels et manufacturés, tels que: tous les articles de fantaisie en bronze, cuivre, les livres imprimés, la droguerie, etc. . . mais adjourd'hui ce pays est obligé de lutter péniblement avec les Etats-Unis dont les exportations, pour ces mêmes marchandises, égalent celles de la France.

Les villes de Guatémala, Quezaltenango et Retalhulen sont les principaux centres commerciaux où les négociants des localités environnantes vont s'approvisionner.

MEXIQUE.

RECETTES DOUANIÈRES.

Pendant le mois d'août 1899, les recettes douanières ont continué d'être des plus satisfaisantes et ont atteint \$2,363,000, soit une augmentation de \$260,000 sur celles du mois de juillet 1899, et de \$376,000 sur celles du mois d'août 1898. Pour les deux premiers mois du nouvel exercice fiscal, elles se sont élevées à \$4,466,000 contre \$3,659,000 pendant la période correspondante de l'exercice antérieur.

Voici le tableau comparatif des recettes mensuelles durant les cinq derniers exercices :

Mois.	1899-1900.	1898-99.	1897-98.	1896-97.	1895-96.
Juillet	\$2,103,000	\$1,672,000	\$1,645,000	\$1,703,000	\$1,599,000
Août	2,363,000	1,987,000	1,919,000	1,945,000	1,754,000
Septembre .....	.....	2,085,000	1,675,000	1,943,000	1,758,000
Octobre .....	.....	2,149,000	1,858,000	2,035,000	2,031,000
Novembre .....	.....	2,433,000	1,980,000	2,030,000	2,237,000
Décembre .....	.....	2,424,000	2,210,000	2,292,000	1,890,000
Janvier .....	.....	2,349,000	1,881,000	2,036,000	2,153,000
Février .....	.....	2,182,000	1,775,000	1,902,000	2,023,000
Mars .....	.....	2,293,000	2,080,000	2,074,000	2,071,000
Avril .....	.....	2,568,000	1,915,000	1,684,000	1,952,000
Mai .....	.....	2,474,000	1,889,000	1,782,000	1,855,000
Juin .....	.....	2,932,000	1,985,000	1,863,000	1,753,000
Total	4,466,000	27,548,000	22,712,000	23,289,000	23,076,000

Les recettes du timbre ont produit en juillet 1899 \$2,258,568, contre \$2,014,483 en juillet 1898.

EMPRUNT DE L'ETAT DE DURANGO.

Le Gouvernement de l'Etat de Durango négocie actuellement un emprunt d'un million de dollars, or, avec une Banque de Chicago. Cet emprunt est destiné aux travaux des eaux et des égouts de la ville et à la construction d'une prison et d'un hôpital.

PÉROU.

INDUSTRIES MANUFACTURIÈRES.

Les industries manufacturières du Pérou pourraient occuper dans la vie économique du pays, une place beaucoup plus considérable que celle que la statistique leur assigne en ce moment. De nombreuses fabriques ont réussi à se développer et constituent aujourd'hui un élément vital important. Il existe au Pérou des cordonneries dont la plus importante est la maison GAGLIARDO, qui emploie un certain nombre de machines et une centaine d'ouvriers; des fabriques de cravates; des fonderies, qui constituent une branche industrielle de la plus haute

importance et dont les principales sont celles de "Piedra Liza" (70 ouvriers), de SCHOFIELD et d'ASHFORD. Presque toutes ces fonderies sont dirigées par des Anglais. On trouve aussi au Pérou des fabriques de biscuits; celle de FIELD ET CIE. est une des plus anciennes. Quelques mégisseries existent aussi dans ce pays mais un seul de ces établissements a une certaine importance, c'est celui dirigé sous la raison sociale de A. LABROUSSE ET CIE.; il fabrique des veaux cirés d'une très bonne qualité.

Des fabriques de meubles existant à Lima, les deux principales sont celles de MALHERBE ET CIE. et de HÖCHKOPPLER, qui emploient en moyenne cinquante ouvriers chacune. Les bois employés par ces fabriques sont, pour la plus grande partie, le cèdre de l'Amérique et une certaine quantité de noyer d'Europe ou des Etats-Unis; les placages viennent aussi en grande partie d'Europe.

On compte à Lima plusieurs minoteries, dont quelques unes appartiennent à des Italiens ou à des Espagnols. Le blé employé provient en grande partie du Chili et la farine de ces moulins est destinée à la consommation intérieure; une faible partie s'exporte vers Guayaquil.

L'industrie des pâtes alimentaires a pris une certaine extension due à la colonie italienne qui en fait une grande consommation. Il n'existe aucune fabrique de produits pharmaceutiques au Pérou, mais quelques pharmaciens établis à Lima en élaborent quelques spécialités.

Quelques savonneries existent à Lima, on y trouve aussi un certain nombre de marchands de bois et plusieurs scieries. Quelques bois proviennent de la Norvège et des Etats-Unis (pin, cèdre, etc.).

L'industrie des tabacs est une des principales de Lima. Plus de trois mille ouvriers sont employés à la fabrication des cigares, et plus encore des cigarettes, dans les diverses fabriques de la capitale.

Les tanneries de Lima sont au nombre de neuf, dont deux sont dirigées par des Français. Il y a aussi des fabriques de tissus de coton et de laine. La fabrique la plus importante de tissus de laine à Lima est celle de Santa Catalina, fondée avec des capitaux péruviens et dirigée par des Italiens.

On peut citer encore quelques fabriques de peu d'importance pour la confection des articles suivants: balais, chocolats, billiards, huiles, pianos, selles, allumettes, etc.

LA PRODUCTION DU CUIVRE.

Il y a deux ans, la cessation de la frappe libre de l'argent a occasionné une dépression dans l'industrie des mines d'argent, et de nombreuses mines sont restées inexploitées. En 1898, pour la première fois dans les annales de la mine de Cerro de Pasco, qui a été seulement exploitée comme expérience pour l'argent qu'elle contenait, quelques minerais de cuivre furent envoyés en Angleterre à l'époque où le prix du cuivre se côtoyait 52 livres sterling la tonne. Ces minerais se vendirent si bien, qu'un nombre d'ouvriers furent embauchés et, avant l'expiration de l'année, 50 ou 60 mineurs furent employés dans l'exportation des min-

erais de cuivre. Actuellement, le rendement est d'environ 3,000 tonnes par mois, deux tiers desquelles sont entassées à Cerro de Pasco, faute de moyens de transport, 1,000 tonnes seulement par mois pouvant être envoyées à Oroya, tête de ligne du chemin de fer, et pour lesquelles les frais de transport coûtent une moyenne de 8 livres sterling environ la tonne.

D'Oroya, ces minerais sont expédiés à Callao par chemin de fer et pour le prix de 1 livre sterling, 10 shillings la tonne et finalement embarqués pour Liverpool ou Swansea, le fret et toutes les dépenses se montant environ à 3 livres sterling la tonne. Tous les minerais actuellement en exploitation sont de la plus grande richesse, produisent une moyenne de 35 à 40 pour cent, et se vendent à Liverpool au prix moyen de 25 livres sterling la tonne. La construction d'une voie ferrée d'Oroya à Cerro de Pasco développera énormément l'industrie du cuivre et réduira les dépenses actuelles de chaque tonne de minerai expédié à Liverpool de 14 livres sterling à 7 livres sterling ou peut-être moins.

On a calculé que la quantité de minerai que l'on dit avoir en vue, se monte à cinq ou six millions de tonnes, ce qui semble être confirmé par les dépenses de la production qui, malgré les moyens primitifs employés pour l'exploitation, ne dépassent pas le prix minime de 6 à 8 shillings la tonne.

ETATS - UNIS.

CHARBON POUR LES VAISSEAUX DE GUERRE.

Jadis, les gouvernements étrangers considéraient que le charbon de Cardiff, Wales, était le type par excellence et qu'on ne pouvait pas en trouver de meilleur. Récemment, cependant, dit la "Nautical Gazette" du mois de septembre 1899, l'Amirauté Française a fait faire des recherches et il résulte des investigations de Mr. le Lieutenant FARAMOND, l'Attaché Naval de l'Ambassade Française à Washington, que le charbon qui provient de certaines mines des Etats-Unis est d'un emploi supérieur dans les vaisseaux de guerre à celui de n'importe quel pays. Quoique Mr. FARAMOND soit convaincu que le charbon des Etats-Unis dégage une plus grande quantité de fumée que le charbon galois, il brûle cependant beaucoup mieux, produit plus vite de la vapeur, ce qui est très important, ne contient aucune scorie et la quantité de cendre qui reste après sa combustion est moins grande que celle des autres charbons. Le charbon employé par les vaisseaux de guerre des Etats-Unis, pendant la guerre qui a eu lieu récemment avec l'Espagne, a donné toute satisfaction. La rapidité avec laquelle se produit la vapeur, la lenteur avec laquelle il brûle, le feu ardent que produit sa combustion, le rendent supérieur à toutes les autres qualités. La Gazette croit que son emploi dans les marines étrangères n'est qu'une affaire de temps.

CHARRUES À VAPEUR DANS LES ISLES SANDWICH.

Le 17 août 1899, Mr. WM. HAYWOOD, Consul Général, a informé le Ministère des Affaires Etrangères à Washington que des charrues à vapeur fabriquées par la maison O. S. KELLEY, de Springfield, Ohio, ont été débarquées, il y a quelques jours, à Honolulu et livrées à l'American Sugar Company. Ces charrues sont les premières de ce genre construites aux Etats-Unis, celles provenant jadis de ce pays n'avaient pas de cable mais fonctionnaient au moyen d'une locomobile tirant la charrue. Autrefois, toutes les charrues à vapeur étaient importées d'Ecosse, parce qu'elles étaient bon marché et qu'aucune maison des Etats-Unis n'avait jusque là construit ce genre de machines agricoles. Les charrues coûtent \$20,000, tout le système complet, et ont été livrées en quarante jours de moins qu'on aurait pu se les procurer d'Ecosse.

Mr. HAYWOOD écrit que l'on a estimé que pendant les trois années prochaines on aura besoin d'environ 20 ou 30 charrues pour les nouvelles plantations. Elles seront toutes achetées aux Etats-Unis si celles qui viennent d'être reçues donnent des résultats satisfaisants.

CONDITIONS DES PRINCIPALES RÉCOLTES AU 1^{er} OCTOBRE 1899.

Le rapport du Statisticien du Ministère de l'Agriculture des Etats-Unis estime que la condition moyenne du maïs au 1^{er} octobre 1899 était 82.7 au lieu de 85.2 le 1^{er} septembre 1899, 82 le 1^{er} octobre 1898, et 81.9 la moyenne des récoltes du mois d'octobre pendant les dix dernières années. Aucun changement important ne s'est fait remarquer pendant le mois de septembre dans les Etats où le maïs est la récolte principale.

Les rapports individuels que les fermiers ont l'habitude d'envoyer, et le résultat des investigations faites avec soin par un agent spécial, sur les conditions des principaux Etats qui produisent du blé du printemps et d'hiver, n'étant pas encore parvenus au Ministère, il est impossible, pour le moment, d'estimer par aere le rendement de la récolte.

Les rapports préliminaires du rendement, par aere, de l'avoine accusent 30.7 boisseaux au lieu de 27.8 boisseaux en 1898 et 25.8 boisseaux, la moyenne des dix années précédentes. La condition moyenne est de 89.5 au lieu de 84.5 en 1898 et 87.6 en 1897.

L'estimation préliminaire de la récolte de l'orge, par aere, était 27 boisseaux au lieu de 21.6 boisseaux en 1898 et 23 boisseaux, la moyenne des récoltes pendant les dix dernières années. La moyenne de la condition accuse 88.4 contre 90.6 en 1898 et 87.6 en 1897.

La récolte par aere du seigle est évaluée à 14.4 boisseaux contre 15.6 boisseaux en 1898 et 13.7 boisseaux, la moyenne des 10 années précédentes. La moyenne de la condition accuse 90 au lieu de 90.2 en 1898 et 92.7 en 1897.

Quant au blé sarrasin, la condition moyenne était 70.2 contre 75.2 le 1^{er} septembre 1899; 76.2 le 1^{er} octobre 1898, et 84.2 la moyenne du mois d'octobre pendant dix années.

La condition moyenne de la pomme de terre au 1^{er} octobre 1899 était 81.1 au lieu de 86.3 le 1^{er} septembre 1899; 72.5 le 1^{er} octobre 1898, et 73.1 la moyenne du mois d'octobre pendant 10 années.

Les rapports concernant la canne à sucre ont été un tant soit peu moins favorables que ceux du 1^{er} septembre 1899. Une légère amélioration s'est cependant produite dans la condition du riz et du tabac.

La condition moyenne du coton était 62.4, tandis qu'elle était estimée à 68.5 le 1^{er} septembre 1899; 75.4 le 1^{er} octobre 1898, et 73.5 la moyenne du mois d'octobre pendant les dix dernières années.

CONGRÈS PROPOSÉ PAR LES PRODUCTEURS DE CAOUTCHOUC.

Le "India Rubber World" du 1^{er} septembre 1899 rapporte qu'un congrès composé des savants les plus notables et des principaux manufacturiers intéressés dans la culture du caoutchouc se réunira en 1900 pendant le progrès de l'Exposition de Paris. Cette assemblée discutera et étudiera, dans la capitale de la France, les différentes méthodes pour la production du caoutchouc et les moyens à employer pour la conservation des arbres qui le produisent, pour les empêcher de dépérir et pour les protéger contre les spoliateurs et les voleurs. Ce congrès intéressera extrêmement les producteurs de caoutchouc du Mexique et en général ceux des Républiques de l'Amérique du Sud et de l'Amérique Centrale, qui ne manqueront certainement pas d'assister en foule aux séances; ce congrès étant d'une extrême importance pour tous les pays.

VENEZUELA.

DÉCISION DU TRIBUNAL D'ARBITRATION.

Le 3 octobre 1899, le Tribunal d'Arbitration siégeant à Paris, France, a tranché le différend qui existait entre la République de Vénézuéla et la Guyane Anglaise, au sujet de la délimitation des frontières entre ces deux pays.

Cet arrêt terminera, en toute probabilité, la controverse qui a existé pendant plus de cinquante ans et qui, occasionnellement, a donné lieu à des bruits de guerre.

Le territoire contesté s'étend depuis le fleuve Essequibo, à l'est, jusqu'aux environs des rivières Caroni et Orinoco à l'ouest, et depuis l'Océan Atlantique en se dirigeant vers le sud jusqu'à la frontière du Brésil. Le Vénézuéla réclamait l'extrême frontière formée par le fleuve Essequibo qui a été, dit-on, la frontière primitive entre les colonies espagnole et hollandaise. D'autre part, le Gouvernement Britannique prétendait que la ligne de démarcation commençait au "Point Barima" (Punta Barima) à l'embouchure de l'Orinoco, coulant vers le sud-ouest et l'est presque parallèlement à l'Orinoco et à une distance de 40 à 60 milles de cette rivière jusqu'à Upata; de ce dernier point, se dirigeant vers le sud, elle traversait la vallée du Caroni, suivant de près cette rivière et tournant ensuite vers le sud-ouest et l'est en se dirigeant vers la montagne Roraima et la frontière brésilienne.

La prétention de l'Angleterre était fondée sur le fait que, en 1781 et 1796, quand la Grande-Bretagne s'empara des Colonies hollandaises,

les autorités anglaises fixèrent la limite occidentale de leurs possessions au moyen d'une ligne partant d'un point à l'ouest de Point Barima, en montant le cours de l'Orinoco et suivant le partage des eaux entre les vallées de l'Orinoco et Essequibo. En 1814, la Grande-Bretagne obtint de la Hollande, par un traité, le droit formel sur les territoires conquis et dont les limites étaient, à ce qu'on prétendait, celles mentionnées plus haut. En 1840, Sir ROBERT SCHOMBURGK fut chargé d'aller établir une ligne de démarcation entre le Vénézuéla et la Guyane anglaise.

D'après Lord SALISBURY, Sir ROBERT recommanda de faire un compromis au moyen duquel la Grande-Bretagne renoncerait à ses prétentions à une frontière s'étendant vers l'intérieur à condition que le Vénézuéla reconnût formellement les droits de la Grande-Bretagne au Point Barima. Le résultat de cette proposition fut la fameuse "ligne Schomburgk" qui partait de l'embouchure de la rivière Barima et se dirigeait vers le sud jusqu'à la montagne Roraima, sans suivre le courant d'une rivière, ni d'une chaîne de montagnes ou aucune autre ligne naturelle. Le Gouvernement de Vénézuéla protesta contre cette ligne et, en conséquence, la Grande-Bretagne déclara que ce n'était "simplement qu'une tentative" et ordonna que les jalons fussent retirés. Lord SALISBURY, cependant, déclara que "quoique cette concession ait été faite, il fallait bien comprendre que la Grande-Bretagne ne renouait nullement pour cela, aux droits qu'elle réclamait au sujet de la dite ligne."

Quelques temps après, Lord ABERDEEN proposa une ligne partant de l'embouchure de la rivière Moroco, parcourant la direction est et sud-ouest jusqu'à la jonction des rivières Cuyuni et Yurnari et de ce point remontant le Cuyuni jusqu'à la montagne Roraima. En réponse à cette proposition, Vénézuéla suggéra une ligne droite qui partait de l'embouchure de la rivière Moroco jusqu'à la source de l'Essequibo, coïncidant avec le 59^{ème} méridien de longitude. Le Gouvernement britannique, à la suite de ceci, retourna alors à ses anciennes prétentions, c'est-à-dire, à la ligne Schomburgk. Plus tard, Lord GRANVILLE proposa une ligne commençant à l'embouchure du Barima jusqu'à la jonction des rivières Acarabisi et Cuyuni et de là coïncidant avec la ligne proposée par Lord ABERDEEN. Finalement, la Grande Bretagne retira les "concessions" qu'elle avait jadis faites.

Les dossiers renfermant toutes les pièces justificatives relatives à cette affaire et qui ont été produites pendant le cours de ce procès par la Grande-Bretagne, comprennent onze grands volumes, un atlas, un nombre considérable de cartes détachées, pendant que celles fournies par le Vénézuéla forment six grands volumes et trois atlas. Le 2 février 1897, les deux gouvernements convinrent de soumettre leur différend à un tribunal d'arbitration et un traité fut signé à Washington; le tribunal, cependant, ne s'assembla que le 15 juillet 1899. La décision, d'après les rapports, fut rendue à l'unanimité et fut lue par Mr. de MARTENS, l'arbitre et président du tribunal. La sentence

arbitrale finale indique que la ligne de démarcation sera à peu près la même que celle de Schomburgk. Les seuls points de différence semblent être que, après son départ de la rivière Barima, la ligne suivra le cours de quelques petites rivières et autres criques, au lieu de continuer à travers le pays.

La décision du tribunal, d'après le télégraphe, est comme suit :

Nous soussignés, par ces présentes, donnons et publions notre décision qui détermine et juge les questions qui nous ont été soumises par le dit tribunal d'arbitration et en conformité avec la dite arbitration décidons, déclarons et prononçons définitivement que la ligne frontière entre la Colonie de la Guyane anglaise et les Etats-Unis de Vénézuéla est comme suit :

“ Partant de la côte à Point Playa, la frontière suivra une ligne droite jusqu'au confluent du Barima et du Katuina; de là elle suivra le bassin (thalweg) de cete dernière rivière jusqu'à la source de la rivière Corentin (autrement appelée le Cutari); la ligne continuera ensuite jusqu'au confluent du Haiowa et de l'Anakura; puis longera le bassin de l'Amakura jusqu'à sa source, dans la plaine d'Imataea; de ce point elle se dirigera vers le sud-ouest, longeant le plus haut sommet des montagnes d'Imataea jusqu'au point le plus élevé de la chaîne d'Imataea qui se trouve en face de la source du fleuve Barima et de la chaîne principale des montagnes d'Imataea; delà vers le sud-ouest jusqu'à la source de l'Acarabisi en suivant le bassin de l'Acarabisi jusqu'au Cuyuni dont elle devra suivre la rive septentrionale, se dirigeant vers l'ouest jusqu'au confluent du Cuyuni et du Vanamu; de là elle côtoiera le bassin du Vanamu jusqu'à l'extrémité occidentale de sa source et ira en ligne droite jusqu'au sommet de la montagne Roraima; de là jusqu'à la source du Cotinga; de ce point, la frontière suivra le bassin du Cotinga jusqu'à son confluent avec le Takutu, puis longera le bassin de cette rivière jusqu'à sa source, et ira en ligne droite jusqu'à l'extrémité occidentale des montagnes Akari dont elle suivra le plus haut sommet jusqu'à la source du Corentin en côtoyant le cours de la rivière.”

Il est stipulé que la frontière ainsi délimitée réserve et ne porte en aucune manière préjudice aux questions qui existent actuellement ou à celles qui pourront être soulevées dans l'avenir entre la Grande-Bretagne et la République du Brésil ou entre la République du Brésil et le Venezuela. En délimitant les susdites frontières, les arbitres considèrent et décident que, en temps de paix, les rivières Anakura et Barima, seront ouvertes à la navigation de la marine marchande de toutes les nations, une juste réserve étant faite, conformément aux règles de l'équité et au paiement de droits de phare et d'autres impôts analogues, à condition que les impôts levés par le Vénézuéla et la Guyane Anglaise sur les vaisseaux qui naviguent sur les eaux des rivières leur appartiennent respectivement, soient d'accord avec le même tarif imposé sur les vaisseaux vénézuéliens et anglais. Ces tarifs ne devront pas excéder ceux des autres nations.

L'arrêt renferme la condition que ni le Vénézuéla ni la Guyane Anglaise ne pourront lever aucun droit de Douane sur la cargaison des vaisseaux, bateaux ou navires, traversant ces rivières, ces dits impôts étant levés seulement dans le cas où les marchandises seraient débarquées sur le territoire Vénézuélien ou celui de la Grande-Bretagne.

LA CULTURE DU CHANVRE (HENNEQUEN).

Le 5 août 1899, Mr. EUGÈNE H. PLUMACHER, Consul des Etats-Unis à Maracaïbo, a adressé au Ministère des Affaires Etrangères à Washington, la copie d'un contrat relatif à la culture du chanvre (hennequin) qui peut être d'une très grande importance non seulement au Vénézuéla mais encore au Mexique aussi bien qu'aux Etats-Unis. Un extrait de ce contrat est donné ci-après :

Mr. H. PIÑANGO LABA s'engage à cultiver du chanvre (hennequin) dans la République de Vénézuéla et à exploiter cette plante textile au moyen de machines les plus perfectionnées. Le Gouvernement National a consenti à lui louer le terrain nécessaire dans chacun des Etats de Zulia, Falcon et Lara, moyennant le paiement d'une rente annuelle de 10 bolivares (\$1.93) par hectare (2.741 acres). Il aura aussi le droit de cultiver toutes les autres plantes textiles poussant dans les susdits terrains. Le concessionnaire s'engage à faire venir des laboureurs étrangers qui auront droit à tous les privilèges accordés par la loi sur l'immigration. Il pourra aussi introduire en franchise toutes les machines, outils, instruments d'agriculture ou autres et les semences; mais 10 pour cent de toutes les semences importées devront être données au Conseil d'Agriculture de l'Etat, pour être distribuées. L'entreprise sera exempte de toutes taxes, mais le Gouvernement recevra 5 pour cent des bénéfices, lesquels seront payés annuellement aux employés du fisc qui seront désignés à cet effet. Ce contrat peut être transféré à qui que ce soit ou à une compagnie quelconque, avec l'approbation du Gouvernement National, mais non à un Gouvernement étranger.

Le concessionnaire s'engage à introduire les machines nécessaires, etc., avant l'expiration de l'année commençant le jour où le contrat sera légalement approuvé, avec le privilège d'une prolongation d'une deuxième année, si cela est nécessaire. En conformité des clauses du contrat, une somme de 4,000 bolivares (\$772) devra être déposée, comme garantie, dans une banque quelconque de Vénézuéla, avant l'expiration des six mois qui suivront l'approbation finale du contrat, la dite somme devant être retirée aussitôt que les machines seront installées. Afin de faciliter le transport de toutes les plantes textiles, des ordres seront données aux différentes Douanes. Ce contrat est complètement indépendant de ceux qui ont été passés précédemment, ou des personnes qui ont actuellement des terres et qui s'occupent de la culture des plantes textiles. Au contraire, ces personnes, moyennant une petite rémunération, auront le droit de se servir des machines installées par le concessionnaire. Une nouvelle concession peut être accordée, dans les mêmes conditions, à l'expiration de ce contrat dans le cas où l'entreprise tendrait à se développer et aurait encore besoin d'aide.

LE CONGRÈS COMMERCIAL INTERNATIONAL.

Le Congrès Commercial International, composé de délégués de presque tous les gouvernements civilisés et des représentants des chambres de commerce les plus importantes de tous les centres commerciaux, s'est assemblé à Philadelphie, le 12 octobre 1899, dans la salle de l'Association Nationale des Exportations.

L'Honorable DAVID J. HILL, Sous-Secrétaire d'Etat du Ministère des Affaires Etrangères des Etats-Unis, a présidé à la première séance de cette assemblée et a prononcé le discours d'ouverture et souhaité la bienvenue aux délégués.

Le discours du Sous-Secrétaire d'Etat fut suivi de celui de Mr. le Maire ASHBRIDGE qui présenta courtoisement aux délégués les hommages de la municipalité. Mr. CHARLES H. CRAMP, Président du Musée Commercial de Philadelphie, expliqua alors le but de cette réunion. Mr. W. P. WILSON, Directeur, prit ensuite la parole et donna une idée générale des nombreuses questions importantes que cette assemblée internationale traitera dans ses futures réunions.

Son Excellence le PRÉSIDENT MCKINLEY se trouvant dans l'impossibilité d'être présent et de participer personnellement à la cérémonie d'ouverture du Congrès, a exprimé par télégramme ses regrets et l'intérêt qu'il prenait à cette grande œuvre internationale.

On peut se faire une idée générale du but de ce Congrès d'après l'importance des questions suivantes qui seront traitées :

Le commerce extérieur en général embrassant les questions de l'établissement de l'arbitration internationale au point de vue commercial; l'uniformité désirable des droits de Douane dans tous les pays; les avantages de l'extension de facilités postales internationales; l'examen de projet d'un canal maritime et les avantages que toutes les nations tireraient d'un canal à travers l'isthme; des lois internationales sur les banques et la monnaie, comprenant un système de banque internationale et ses relations avec le commerce, le besoin de lois internationales concernant les faillites, les patentes et le commerce; les avantages commerciaux d'une monnaie internationale; résultats qui pourront s'obtenir au moyen d'un service diplomatique initié aux affaires commerciales étrangères; la nécessité d'un service consulaire régulièrement établi; l'adoption universelle du système métrique; des magasins d'échantillons et leur résultat dans le commerce; des chemins de fer et leur influence dans le développement du commerce extérieur, etc.

La délégation de l'Amérique Latine étudiera l'application de la Doctrine Monroe aux Républiques Américaines; l'intérêt qu'ont l'Angleterre et les Etats-Unis à conserver l'autonomie des Républiques Américaines; le développement industriel dans l'Amérique du Sud; l'élevage du bétail et la production des graines dans les pays de la rivière de la Plata; les occasions de placer des capitaux dans les régions tropicales; la richesse des mines dans les régions Indiennes;

les effets de la fluctuation de la monnaie sur le progrès des Pays Latins de l'Amérique; le besoin d'une plus grande variété dans la production; des demandes plus variées de la part des États-Unis et la construction de chemins de fer dans l'Amérique du Sud.

Le langage du Congrès sera l'anglais, sans toutefois exclure aucune langue moderne. Les questions seront discutées avec une entière liberté, le Congrès étant essentiellement impartial.

BIBLIOGRAPHIE.

Le Ministère de l'Agriculture des États-Unis vient de faire publier, sous la forme d'un rapport No. 62, une brochure intitulée "Cultivation of Cigar-Leaf Tobacco in Florida" (Culture du tabac à cigares dans la Floride). Cet article a été rédigé avec soin par Mr. MARCUS L. FLOYD, fonctionnaire de ce Ministère qui, pendant près de douze années, s'est occupé du développement de cette industrie et est par conséquent très versé dans la matière. Dans ce rapport, Mr. MARCUS L. FLOYD décrit les méthodes employées dans la Floride pour cultiver, sécher, fermenter, classer, séparer, emballer les tabacs de Cuba et de Sumatra qui poussent dans cette presqu'île.

Le "Geographical Journal" du mois de septembre 1899 contient la première partie d'une étude très intéressante de Mr. le Dr. FRANCISCO P. MORENO ayant pour titre "Explorations in Patagonia" (Explorations en Patagonie). Cette revue périodique est publiée sous les auspices de la Société Royale de Géographie de Londres et l'article en question a été lu dans une réunion de l'assemblée, le 20 mai 1899. L'article du Dr. MORENO renferme une grande quantité d'illustrations et est d'un haut intérêt pour la géographie de l'Amérique du Sud.

Un article plein d'intérêt pour les personnes qui font des études sur la Géographie et les mœurs des peuples qui habitent l'Amérique du Sud, est celui que Mme. PENNIMAN a fait insérer dans le "Wide World Magazine" du mois de septembre et dans lequel elle décrit le voyage qu'elle a entrepris dernièrement. Mme. PENNIMAN a parcouru une distance de 100 milles, depuis le lac Titicaca jusqu'à Buenos Ayres.

Un journal commercial intitulé "La Gaceta Mercantil" (La Gazette Commerciale) paraîtra dorénavant tous les jours, excepté le dimanche, dans la ville du Mexique. Cette feuille quotidienne est publiée sous la direction de Mr. ANTONIO P. GONZALES avec la collaboration de Mr. ANSELMO ALFARO. Les questions commerciales seront seules traitées dans cette publication.

Le premier numéro d'un journal illustré vient de paraître dans la ville du Mexique. Le titre de cette feuille est "El Alacran" et elle est publiée sous la direction de Señor ALBERTO ARONS, un écrivain Espagnol d'un grand mérite. Les illustrations sont de Señor ANGEL PONS, l'intelligent artiste et éditeur en chef du "El Correo Español."

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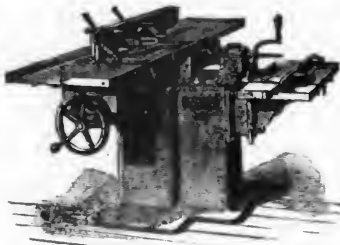
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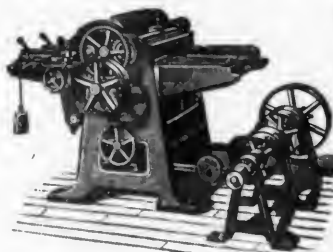
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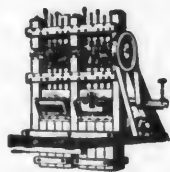
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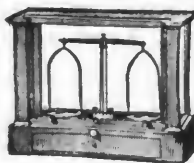
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Iquique.
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Barranquilla.
Bogotá.
Cartagena.
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Medellin.
Panama.

COSTA RICA—

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METRIC WEIGHTS AND MEASURES.

METRIC WEIGHTS.

Milligram ($1/1000$ gram) equals 0.0154 grain.
 Centigram ($1/100$ gram) equals 0.1543 grain.
 Decigram ($1/10$ gram) equals 1.5432 grains.
 Gram equals 15.432 grains.
 Decagram (10 grams) equals 0.3527 ounce.
 Hectogram (100 grams) equals 3.5274 ounces.
 Kilogram (1,000 grams) equals 2.2046 pounds.
 Myriagram (10,000 grams) equals 22.046 pounds.
 Quintal (100,000 grams) equals 220.46 pounds.
 Millier or tonneau—ton (1,000,000 grams) equals 2,204.6 pounds.

METRIC DRY MEASURE.

Milliliter ($1/1000$ liter) equals 0.061 cubic inch.
 Centiliter ($1/100$ liter) equals 0.6102 cubic inch.
 Deciliter ($1/10$ liter) equals 6.1022 cubic inches.
 Liter equals 0.908 quart.
 Decaliter (10 liters) equals 9.08 quarts.
 Hectoliter (100 liters) equals 2.838 bushels.
 Kiloliter (1,000 liters) equals 1.308 cubic yards.

METRIC LIQUID MEASURE.

Milliliter ($1/1000$ liter) equals 0.0388 fluid ounce.
 Centiliter ($1/100$ liter) equals 0.388 fluid ounce.
 Deciliter ($1/10$ liter) equals 0.845 gill.
 Liter equals 1.0567 quarts.
 Decaliter (10 liters) equals 2.6418 gallons.
 Hectoliter (100 liters) equals 26.418 gallons.
 Kiloliter (1,000 liters) equals 264.18 gallons.

METRIC MEASURES OF LENGTH.

Millimeter ($1/1000$ meter) equals 0.0394 inch.
 Centimeter ($1/100$ meter) equals 0.3937 inch.
 Decimeter ($1/10$ meter) equals 3.937 inches.
 Meter equals 39.37 inches.
 Decameter (10 meters) equals 393.7 inches.
 Hectometer (100 meters) equals 328 feet 1 inch.
 Kilometer (1,000 meters) equals 0.62137 mile (3,280 feet 10 inches).
 Myriameter (10,000 meters) equals 6.2137 miles.

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 Are (100 square meters) equals 119.6 square yards.
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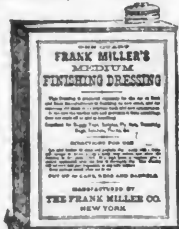
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