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OF THE
Bureau
OF
American Republics

INTERNATIONAL UNION OF AMERICAN REPUBLICS.

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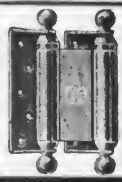


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Monthly Bulletin

OF THE

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OF THE

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AUGUST, 1898.

WASHINGTON, D. C., U. S. A.:
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1898.



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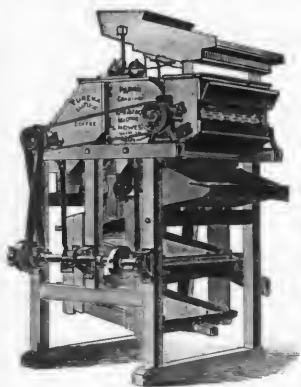
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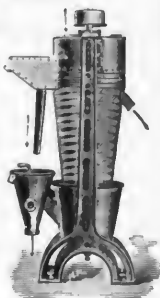
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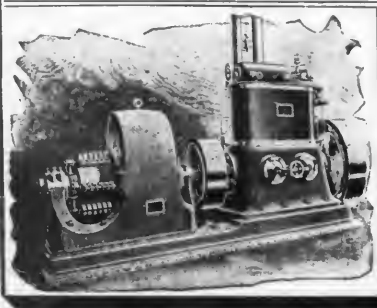
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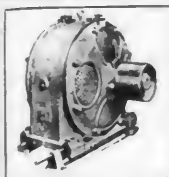
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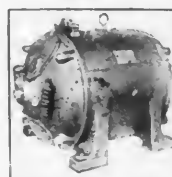
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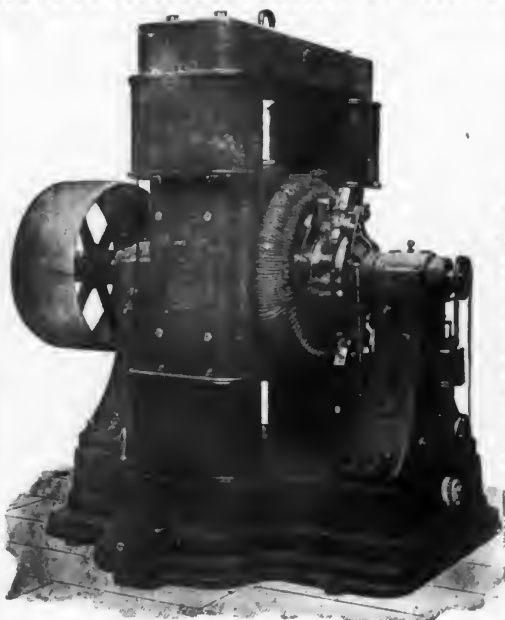
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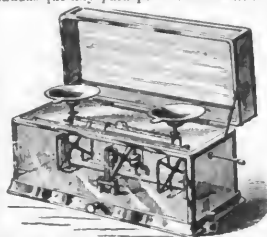
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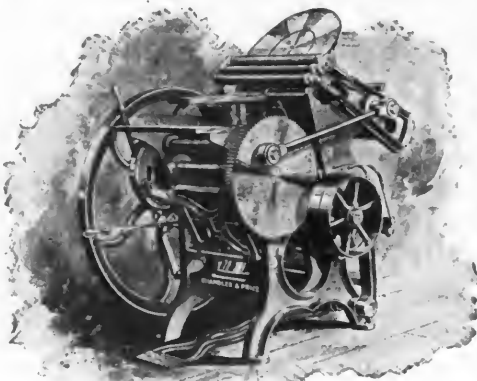
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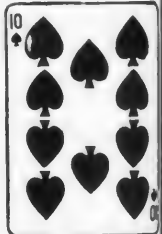
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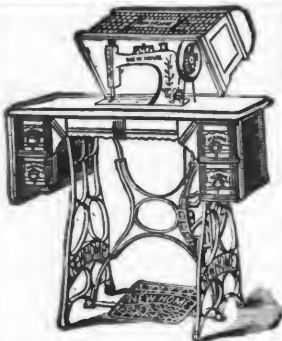
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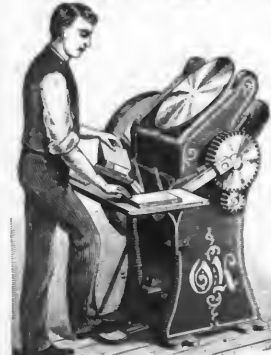
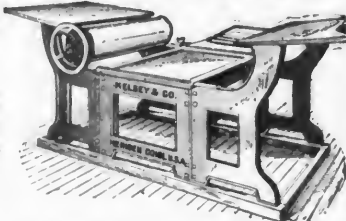
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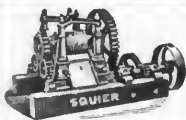
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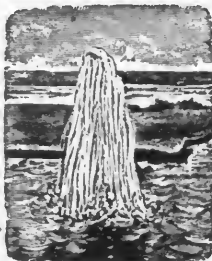
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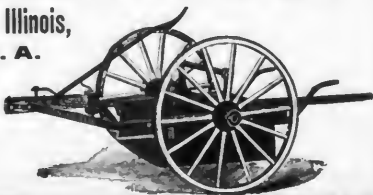
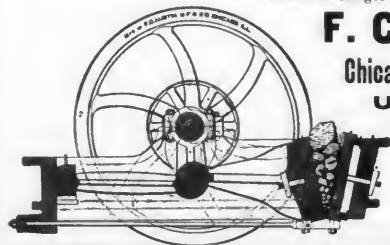
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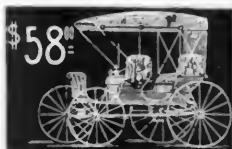
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La Oficina de las Repúblicas Americanas ha publicado el primer tomo del DIRECTORIO COMERCIAL de las Repúblicas Americanas y de las colonias europeas en la América Central y del Sur, así como en el Mar de las Antillas. La obra es la más completa y perfecta que se haya publicado jamás en país alguno de los de que trata, y se compone de dos hermosos tomos en cuarto, de 12 pulgadas de largo y 9 de ancho, que contendrán cerca de 2,500 páginas. La obra se vende á razón de cinco pesos (\$5.00) cada tomo. El segundo tomo se publicará en lo corriente del mes.

El DIRECTORIO contiene las siguientes materias:

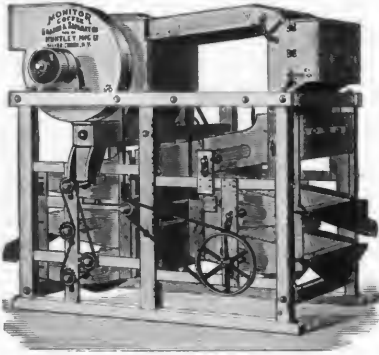
1. Datos fidedignos descriptivos, geográficos, industriales, comerciales y estadísticos sobre cada país, así como los últimos mapas.
2. Las señas de cerca de 100,000 casas comerciales de la América Latina y de las Islas de Hawaii, lo mismo que los negocios á que se dedican.
3. Los nombres de más de diez mil fabricantes, comerciantes, armadores y banqueros prominentes de los Estados Unidos que se interesan en el tráfico extranjero. Dichos nombres serán clasificados según los negocios á que los respectivos individuos se dedican.
4. Los nombres de las corporaciones y asociaciones comerciales en los países comprendidos en la Unión Internacional de Repúblicas Americanas.
5. Datos importantes acerca de las compañías de transporte y de las rutas comerciales por tierra y por agua, lo mismo que sobre ferrocarriles, medios de comunicación por telégrafo y por cable, transportes marítimos, reglamentos de puerto, aranceles y aduanas, marcas de fábrica y leyes relativas á la propiedad literaria, patentes comerciales, pasaportes y reglamentos postales.

Todos los datos á que se ha hecho referencia han sido obtenidos de las fuentes más fidedignas, con la mira de que fueran completos y exactos, y es seguro que responderán á las necesidades especiales del comercio extranjero en el Hemisferio Occidental. Se solicita la cooperación de los hombres de negocios de los Estados Unidos á una obra que no solamente es de utilidad práctica, sino de importancia internacional.

Se pueden ver ejemplares de esta obra en la Oficina de las Repúblicas Americanas, 2 Jackson Place, Washington, D. C., y para comprarla es preciso dirigirse al Director. El método que antes se usaba y que consistía en solicitar suscripciones, pagando una comisión, fué abolido el 28 de febrero de 1898. No hay anuncios insertos en el Directorio. El ofrecimiento de poner los nombres de los suscriptores en la lista de las casas de comercio ha sido retirado, porque es contrario al plan primitivo de la obra, tal como fué adoptado por el difunto Director de la Oficina, Mr. Joseph P. Smith, y de acuerdo con el cual se debían publicar gratis listas de las principales casas comerciales. Los contratos celebrados de conformidad con el ofrecimiento anterior serán cumplidos; pero la Oficina no se considera obligada á insertar ningún nombre por consideraciones pecuniarias, ni asume la responsabilidad de garantizar la posición de ninguna casa comercial.

FREDERIC EMORY,
Director.

Separadora y Clasificadora de Café "Monitor."



La "Monitor" es la clasificadora de café más perfecta que se ha construido hasta hoy.

Separa los granos con mucha limpieza, quitando todos los fragmentos y las materias extrañas, clasificándolos en cinco clases distintas, que son: grano ancho de tamaños grande, mediano y pequeño; caracolillo grande y pequeño.

Se fabrican de 5 tamaños, con capacidad para preparar de 60 á 30 sacos por hora. Precios de \$350 á \$600 libre de gastos á bordo del ferrocarril en la ciudad de Nueva York, N. Y.

Las Separadoras de Arroz "Monitor" son modelos en su clase y son las que casi exclusivamente se usan en los Estados Unidos.

Fabricamos un surtido completo de Limpiadoras de Granos y de Semillas.
Escribase en solicitud de informes detallados.

HUNTLEY MFG. CO.,
SILVER CREEK, N. Y., U. S. A.

A. G. SPALDING & BROS.,



LOS MAYORES FABRICANTES DE BICICLETAS Y SAVÍO
PARA ATLETAS EN EL MUNDO.

LA BICICLETA "NYACK."

Elegantemente esmaltada de diferentes colores, verde Brewster, negro ó castaño oscuro. La armadura es hecha de tubos sin soldar. Los soportes son de acero tan fino como el que se usa para herramientas; los cubos son cortados de una barra sólida del mismo metal; los rebordos son de madera, y las chumaceras tienen esferas metálicas. Los mangos ó hacia arriba ó hacia abajo; la corona es de una pieza, y todas las partes de que se compone la bicicleta, con excepción de la armadura, son de cobre niquelado y muy hermosas. Se entrega completa, incluyendo un saco de herramientas. Las sillas son de las denominadas "Christy."



Los Avíos para el Juego de Pelota (Base Ball) de Spalding son los que se usan como modelo donde quiera que existe dicho juego. La marca de fábrica de Spalding, en cualquier artículo que se compra, es una garantía de que dicho artículo es de la mejor calidad.

AVÍOS PARA LOS JUEGOS DE RAQUETA (TENNIS), VILORTA
(CRICKET) Y GOLF, Y PARA ATLETAS Y GIMNASIOS.

Pídanse los Precios y el Catálogo.

A. G. SPALDING & BROS.,

Chicago.
Philadelphia.

132 Nassau Street, New York, U. S. A.

O DIRECTORIO COMMERCIAL

... DAS REPUBLICAS AMERICANAS.



A Secretaria das Republicas Americanas tem publicado o primeiro volume de um comprehensivo DIRECTORIO COMMERCIAL das Republicas Americanas e das colonias europeas na America Central e do Sul e nas Antilhas. A obra é a mais completa e perfeita que se tem publicado jamais em paiz algum dos de que trata, e se compõe de dous elegantes tomos de 12 pollegadas de comprimento e 9 de largura, que contem cerca de 2,500 paginas. Vende-se a obra pela somma nominal de cinco pesos (\$5.00) cada tomo, que é apenas o valor da impressão e encadernação. O segundo volume sahirá a luz no mez corrente.

O DIRECTORIO contem as seguintes materias:

1. Dados descriptivos, geographicos, industriaes, commerciaes, e estatisticos sobre cada paiz, assim como os ultimos mapps.
2. Os endereços de cerca de 100,000 casas commerciaes da America Latina e das ilhas de Hawaii, assim como os negocios a que se dedicam.
3. Os nomes de mais de cinco mil fabricantes, commerciantes, embarcadores e banqueiros proeminentes dos Estados Unidos, que se interessam no commercio estrangeiro. Ditos nomes serão classificados segundo os negocios a que os respectivos individuos se dedicam.
4. Os nomes das corporações e associações commerciaes nos paizes comprehendidos na União Internacional das Republicas Americanas.
5. Dados importantes acerca das companhias de transportação e dos caminhos commerciaes por terra e por agua, assim como os sobre estradas de ferro, vias de communicação por telegrapho e por cabo, transportações maritimas, regulamentos de porto, direitos das alfandegas, marcas de fabrica e leis relativas a propriedade litteraria, licenças commerciaes, passaportes e regulamentos postaes.

Todos os dados acima mencionados têm sido obtidos das fontes mais fidedignas. São completos e exactos e, sem duvida, responderão as necessidades especiaes do commercio estrangeiro no Hemispherio Occidental. Solicita-se a cooperação dos homens de negocios nas Republicas Americanas, n'uma obra que não sómente é de utilidade pratica, mas de importancia internacional.

Podem-se ver exemplares do DIRECTORIO COMMERCIAL na Secretaria das Republicas Americanas, 2 Jackson Place, Washington, D. C., e para compral-os é preciso dirigir-se ao Director. O methodo que antes se usava e que consistia em solicitar assignaturas, pagando uma commissão, foi abolido a 28 de Fevereiro de 1898. Não ha annuncios inseridos no DIRECTORIO. O offerecimento de pôr os nomes dos assignantes na lista das casas de commercio tem sido retirado, porque é contrario ao plano primitivo da obra, que foi adoptado pelo finado Director da Secretaria, o Sr. Joseph P. Smith, e pelo qual se propunha publicar gratis listas das principaes casas commerciaes. Os contractos celebrados de conformidade com o offerecimento anterior, serão cumpridos; mas a Secretaria nao se considera obrigada a inserir nenhum nome por considerações pecuniarias, nem assume a responsabilidade de garantir a posição de nenhuma casa commercial.

FREDERIC EMORY,

Director.

"CONSTRUIDA COMO UN RELOJ."



**"BUILT
LIKE A WATCH"**

Precios para el '98: Modelos para paseo, de \$60 á \$75. Para carreras, \$85. Sin cadena, \$125. "Tandems," \$125. Los Catálogos se remiten gratis y franqueados.

Bicicletas de Primera Clase al alcance de todo el Mundo.

Sterling Cycle Works,

274, 276, 278 Wabash Avenue,
CHICAGO, ILL., U. S. A.

"Sterling" y "Strength"

—SON SINÓNIMOS.—

LA BELLEZA DE LA BICICLETA
"STERLING" ES EVIDENTE.



LA VELOCIDAD DE LA BICI-
CICLETA "STERLING" SE
PRUEBA FÁCILMENTE.

BICICLETAS



"STERLING"

Son de la Mejor Clase. Su Baratura es
Maravillosa, dada su Buena Calidad.

THE

BROWN HOISTING & CONVEYING MACHINE CO.,

CLEVELAND, OHIO, U. S. A.,

INGENIEROS, DIBUJANTES Y FABRICANTES DE

ESTABLECIMIENTOS COMPLETOS PARA EL ACARREO DE MATERIALES.

**MAQUINARIA PARA EL ACARREO DE CARBÓN
Y METALES.**

GRÚAS DE TODAS CLASES—ELÉCTRICAS, DE VAPOR Y DE MANO.

Maquinaria para Astilleros; para el Manejo de . .
Armaduras, Obras de Construcción, Planchas, etc.

L'ANNUAIRE DU COMMERCE

... DES RÉPUBLIQUES AMÉRICAINES

Le Bureau des Républiques Américaines a publié le premier tome de l'ANNUAIRE détaillé et authentique du commerce des Républiques Américaines et des dépendances européennes dans l'Amérique du Centre et du Sud et les Indes Occidentales. Ce travail est le plus complet et le plus exact qui ait jamais été publié par aucun des pays décrits dans cet ouvrage, consistant de deux beaux volumes in-4 de 9 par 12 pouces de grandeur, et contenant 2,500 pages environ. Il se vend à cinq dollars (\$5.00) le tome. Le second volume sera publié pendant le mois courant.

La table des matières de l'ANNUAIRE contient la liste d'informations suivantes :

1. Données authentiques relatives à la géographie, à l'industrie, au commerce et aux statistiques de chaque pays, accompagnées des dernières cartes.
2. Adresses et genre du commerce de près de cent mille maisons commerciales de l'Amérique Latine et des Iles Hawaï.
3. Noms de plus de dix mille manufacturiers, commerçants, expéditeurs et banquiers importants des Etats-Unis engagés dans le commerce extérieur, classés sous les désignations commerciales respectives.
4. Noms des organisations et associations commerciales des pays qui appartiennent à l'Union Internationale des Républiques Américaines.
5. Données utiles relatives aux compagnies de transport et aux routes commerciales par voies terrestres et maritimes; aux facilités de chemins de fer, de télégraphe et de câble; aux affaires maritimes, aux tarifs et aux affaires douanes; aux brevets d'invention, aux marques de fabrique et à la propriété littéraire; aux patentes commerciales; aux règlements de passeports et de la poste.

Les informations ci-dessus indiquées ont été obtenues des sources les plus authentiques afin d'assurer leur exactitude et de suppléer aux exigences particulières dans la conduite du commerce extérieur de l'Hémisphère Occidental.

La coopération des commerçants en général, des Etats-Unis, est sollicitée avec empressement pour ce travail, qui est reconnu être, non seulement d'une utilité pratique, mais d'une importance internationale.

Des exemplaires pourront être examinés au Bureau des Républiques Américaines, No. 2 Jackson Place, Washington D. C., où ils pourront être achetés sur demande seulement au Directeur. Le système de la sollicitation d'abonnements, moyennant commission, fut terminé le 28 février 1898. L'ANNUAIRE ne renferme aucune annonce. La proposition d'insérer les noms d'abonnés dans la liste des maisons commerciales, étant en opposition au plan original, tracé par l'ancien Directeur du Bureau, M. Joseph P. Smith, qui proposait la publication gratuite des noms de maisons commerciales importantes, a été retirée. Les contrats conclus sous cet arrangement seront observés, mais le Bureau ne se considéra pas obligé à insérer des noms sur aucune considération financière, et les noms sont donnés à titre de simple indication et sans aucune responsabilité pour le Bureau, quant à la condition des maisons de commerce.

FREDERIC EMORY,
Directeur.

THE BUCKEYE ELECTRIC COMPANY.



LÁMPARAS
ELÉCTRICAS INCANDESCENTES.



THE JANDUS ELECTRIC COMPANY.



LÁMPARAS DE . .
ARCO CERRADAS.



Arden 150 horas con un solo carbón de media pulgada. El adelanto más notable desde la introducción del alumbrado eléctrico.

CLEVELAND, OHIO, U. S. A.

ANDREW M. MOORE.

ESTABLECIDOS EN 1837.

JOSEPH F. SINNOTT.

Fábricas de Gibsonton, sobre el río Monongahela.

MOORE & SINNOTT,

Proprietarios y
Sucesores de

JOHN GIBSON'S SON & CO.

Destiladores de
Whiskies Finos.



Nuestra Destilería en Gibsonton, sobre el río Monongahela, provista de inmensos hornos y establecimientos de fermentación, nos dá facilidades sin igual para la destilación de los **WHISKIES PUROS** conocidos con el nombre de **MONONGAHELA**, y hechas del centeno, trigo y granos fermentados. Son de superior calidad y en su fabricación se usan granos sevedos al horno y cebada fermentada. Tenemos el surtido más grande y más escogido de Whiskies añejos que se encuentra en los Estados Unidos. Todos estos Whiskies han mejorado notablemente con la edad.

Tenemos capacidad para almacenar en depósitos calentados, 100,000 Barriles.

Oficina Principal, 232 and 234 South Front Street, PHILADELPHIA.

AGENCIAS: { New York, Boston, New Orleans, San Francisco, Chicago,
60 Broad St. 162 State St. 102 Poydras St. 314 Sacramento St. 290 Dearborn St.

Se pueden despachar bajo fianza cargamentos para la exportación en barriles y cajas. Todo Whiskey legitimo de Gibson lleva los nombres "Moore & Sinnott" escrito sobre el timbre del Gobierno de los Estados Unidos. Se solicita correspondencia.

ADVERTISEMENTS

* ——— IN THE MONTHLY BULLETIN.

The policy of the Bureau of the American Republics in regard to advertisements was announced in a circular letter under date of March 5, which was sent to advertisers in the MONTHLY BULLETIN, organized trade bodies, trade newspapers, and prominent business men. This letter was also published in the March issue of the BULLETIN.

The contract which had existed with an advertising agent was terminated February 28, 1898, since it had been found that the method of obtaining advertisements and subscriptions by means of agents on commission not only entailed an outlay largely in excess of the immediate returns, but brought the BULLETIN into conflict with the interests of trade newspapers and publishing houses of the United States.

Advertisements will be received as heretofore, but application for space must be made to the Director of the Bureau of the American Republics, Washington, D. C., and none will be considered which are sent through agents in the expectation of receiving a commission thereon.

The object in accepting these advertisements is:

First: To further the interests of manufacturers and others in the various American Republics, by permitting them to use the columns of the MONTHLY BULLETIN for the purpose of calling attention to their business in the manner which seems to them most practical, in an international publication of wide circulation in the Western Hemisphere.

Second: To obtain for the Bureau of the American Republics a revenue to increase its usefulness without entailing additional expense upon the Governments interested.

It is hoped the efforts of the Bureau will receive the support not only of firms seeking markets in Latin American countries, and of exporters in the latter who wish to sell their goods in the United States, but of all interests that would be benefited by an increase in the volume of Latin American trade.

FLINT EDDY & CO.,

Nos. 66 y 68 Broad Street, NEW YORK, U. S. A.

EXPORTAN

Artefactos Norte-Americanos, Maquinaria, Material para Ferrocarriles, Hierro y Acero, Provisiones, Géneros de Algodón, etc.

**PRESUPUESTOS SOBRE MAQUINARIA ESPECIAL.
PUENTES, VAPORES, INSTALACIONES DE VAPOR Y
ELÉCTRICAS
EDIFICIOS DE HIERRO Y ACERO, ETC.**

IMPORTAN

Cueros, Pieles, Lana, Café, Caucho, Caoba, Cedro, Cacao, Nitrato de Soda, etc.

ADELANTOS LIBERALES SOBRE CONSIGNACIONES.

BRASIL.

Eddy, Mascarenhas y Guerin, - - - - - Río Janeiro.

REPÚBLICA ARGENTINA.

Eddy, Hall y Ca., - - - - - Buenos Ayres.

CHILE.

Beéche y Ca., - - - - - Valparaíso y Santiago.

PERÚ.

Beéche y Ca., F. L. Crosby, Agente, - - - - - Lima.

ECUADOR.

E. Pavía, - - - - - Guayaquil.

CUBA.

Luis de Olazarra, - - - - - Habana.

MÉJICO.

Frank G. Senter, - - - - - Méjico.

SUR DE AFRICA.

AUSTRALIA.

WEST COAST LINE,

VAPORES PARA

CHILE, PERÚ Y ECUADOR.

FLINT EDDY & CO.,

Nos. 66 y 68 Broad Street, New York, U. S. A.

ANUNCIOS

*— EN EL BOLETÍN MENSUAL.

La conducta que ha de observar la Oficina de las Repúblicas Americanas en cuanto á anuncios, fué explicada en una carta circular de fecha 5 de marzo, que fué remitida á los que se anuncian en el BOLETÍN MENSUAL, así como á las asociaciones de comercio, periódicos comerciales y comerciantes prominentes. La carta se publicó además en el número del BOLETÍN correspondiente al mes de marzo.

El contrato, que se había celebrado con un agente de anuncios, fué revocado en 28 de febrero de 1898, pues se encontró que el sistema de obtener anuncios y suscripciones por medio de agentes en comisión no sólo causaba gastos mucho mayores que el importe del producido inmediato, sino que dió márgen á conflictos entre el BOLETÍN y los periódicos comerciales y casas editoriales de los Estados Unidos.

Se seguirá recibiendo anuncios como antes, pero la solicitud de espacio en el BOLETÍN deberá ser dirigida al Director de la Oficina de las Repúblicas Americanas, Washington, D. C., y no se tomará en consideración ninguna solicitud que venga por medio de agentes que pretendan cobrar comisión.

Los propósitos en la aceptación de estos anuncios són:

Primero. Extender los intereses de los fabricantes y de otras personas en las varias Repúblicas de la América, facilitándoles las columnas del BOLETÍN MENSUAL al objeto de llamar la atención hácia sus negocios, de la manera que les parezca más práctica, en una publicación internacional de grande circulación en el Hemisferio Occidental.

Segundo. Obtener para la Oficina de las Repúblicas Americanas una entrada con que aumentar su utilidad, sin causar gastos adicionales á los Gobiernos en ella representados.

Se espera que los esfuerzos de la Oficina recibirán el apoyo no sólo de las firmas interesadas en la adquisición de los mercados de los países de la América Latina y de los exportadores de aquel Continente que deseen vender sus géneros en los Estados Unidos, sino también, de todos cuantos obtendrían beneficio con el aumento del comercio en la América Latina.

WELLS FILING CABINETS.

ARMARIOS DE WELLS PARA ARCHIVAR PAPELES.

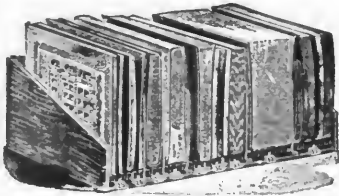
— FOR FILING —

- Letters,**
- Invoices,**
- Catalogues,**
- Price Lists,**
- Documents (flat),**
- Documents (folded),**
- Legal Blanks,**
- Any Kind of Sheet,**
- Any Size of Sheet.**



More than Fifty Different Styles and Sizes constantly on hand.

"Special Combination," for Letters, Invoices, Cards, Documents, Catalogues, Price Lists, etc.



Shelf removed from Catalogue Cabinet, showing method of indexing.

STRONG POINTS.

- Quick Reference.**
- No Waste Room.**
- Rapid Filing.**
- Labor Saving.**

Adjustability.

(Keep the adjustable feature in mind.)

Combination.

(One cabinet can be arranged to do all work mentioned above.)

Will file anything, from a newspaper clipping to a 1000-page catalogue.

NO WASTE ROOM.

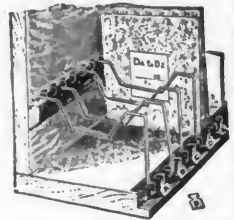
The Shelves are Adjustable.

The Partitions are Adjustable.

The Files will expand from one inch to five inches, as case may require.

Special sizes and styles made to order.

Send for Catalogue showing different styles and sizes.



Section of Shelf, showing method of Adjustment and Indexing.

Our system is a radical departure from the old drawer system, enabling one to file data of all kinds in one cabinet.

CATALOGUE FREE.

A. J. WELLS MANUFACTURING CO.,

SYRACUSE, N. Y., U. S. A.

ANNUNCIOS . . .

* ——— NO BOLETIM MENSAL.

O systema que a Secretaria das Republicas Americanas adoptou relativo aos annuncios foi explicado n'uma circular em data de 5 de Março, a qual foi remettida aos annunciantes no BOLETIM MENSAL, assim como ás juntas commerciaes, periodicos commerciaes e negociantes proeminentes. Esta circular foi publicada tambem no numero do BOLETIM correspondente ao mez de Março.

O contracto que se tinha celebrado com um agente de annuncios, foi revogado a 28 de Fevereiro de 1898, por se ter visto que o methodo de obter annuncios e assignaturas por meio de agentes em commissão, não sómente causava gastos muito em excesso das receitas, mas tambem punha em conflicto os interesses das publicações commerciaes e casas editoras dos Estados Unidos com esta Secretaria.

Se seguirá recebendo annuncios como antes, mas a solicitação de espaço no BOLETIM deverá ser dirigida ao Director da Secretaria das Republicas Americanas, Washington, D. C., e não se tomará em consideração nenhuma solicitação que venha por meio de agentes que pretendam cobrar commissão.

O objecto de aceitar estes annuncios é:

Primeiro. Promover os interesses dos fabricantes e outras pessoas nas varias Republicas Americanas, facilitando-lhes as columnas do BOLETIM MENSAL afim de chamar a attenção para suas industrias do modo que lhes parecer mais pratico n'uma publicação internacional de grande circulação no hemispherio occidental.

Segundo. Obter para a Secretaria das Republicas Americanas uma renda com que augmentar sua utilidade sem causar gastos addicionaes aos governos interessados.

Espera-se que os esforços da Secretaria receberão o apoio não só das casas commerciaes que procuram mercados nos paizes latino-americanos e dos exportadores daquelle continente que desejem vender suás mercadorias nos Estados Unidos, mas de todos quantos obteriam beneficio com o desenvolvimento do commercio na America Latina.



* 50.



* 51.



* 52.



* 2.

Thom & Bayley,

NEW YORK CITY, U. S. A.,

Fabricantes y Exportadores.

**SOMBREROS DE PIELES,
SOMBREROS DE LANA,
SOMBREROS DE PAJA,**

para Hombres y Muchachos.

PRODUCCIÓN DE LAS FÁBRICAS, 2,500 DOCENAS POR DÍA.

Se venden solamente en su empaque original.

Sombreros de Piel, 3 docenas en cada caja.

Sombreros de Lana, 6 docenas en cada caja.

Sombreros de Paja, de 3 á 30 docenas en cada caja.

Sombreros Suaves de Piel de Todos Colores, de \$9 á \$30 la docena.

Sombreros Duros de Piel de Todos Colores, de \$9 á \$30 la docena.

Sombreros Suaves de Lana de Todos Colores, de \$3.50 á \$9 la docena.

Sombreros de Paja, de 75c. á \$48 la docena.

Miembros de la Asociación Nacional de Fabricantes.

* Estos estilos son muy populares en los Estados Unidos.



* 3.



* 1.



* 4.



* 53.



* 54.



* 55.

ANNONCES

* ——— DANS LE BULLETIN MENSUEL.

Le système du Bureau des Républiques Américaines relativement aux annonces a été publié dans une lettre circulaire, datée du 5 mars, et envoyée à ceux qui annoncent dans le BULLETIN MENSUEL, aux organisations commerciales, aux journaux commerciaux et aux commerçants importants. Cette lettre a été publiée aussi dans l'édition du BULLETIN pour le mois de mars.

Le contrat conclu avec un agent d'annonces a pris fin le 28 février 1898, parce qu'on a trouvé que le système de la sollicitation d'annonces et d'abonnements par le moyen d'agents commissionnaires entraînait, non seulement à une dépense bien au-dessus des revenus, mais aussi parce qu'il mettait le Bureau en conflit avec les intérêts des journaux de commerce et des maisons de publication des Etats-Unis.

Les annonces seront reçues comme autrefois, mais les demandes de place devront être adressées au Directeur du Bureau des Républiques Américaines, Washington, D. C., et celles envoyées par l'intermédiaire d'agents d'annonces dans l'espoir de recevoir une commission, seront considérées comme nulles.

Les raisons pour l'insertion d'annonces dans le BULLETIN sont les suivantes :

1°. Servir les intérêts des manufacturiers et autres dans les différentes Républiques Américaines, en leur permettant de se servir des colonnes du BULLETIN MENSUEL pour attirer l'attention sur leur commerce, selon la manière qui leur semble la meilleure, dans une publication internationale ayant une grande circulation dans l'Hémisphère Occidental.

2°. Augmenter les revenus du Bureau des Républiques Américaines, afin d'accroître son utilité sans entraîner à des dépenses additionnelles, les gouvernements intéressés.

Il est à espérer que les efforts du Bureau recevront le soutien, non seulement des maisons cherchant des débouchés dans les contrées de l'Amérique Latine, et de tous les exportateurs dans ses dernières qui désirent vendre leurs marchandises aux Etats-Unis, mais de tous les intérêts qui doivent profiter d'une augmentation dans le volume du commerce latin américain.

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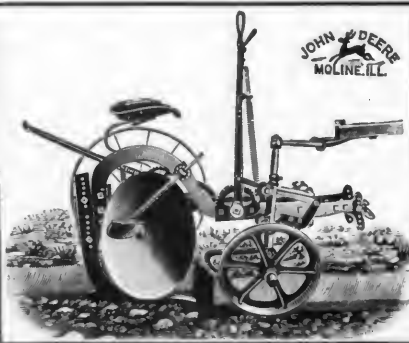


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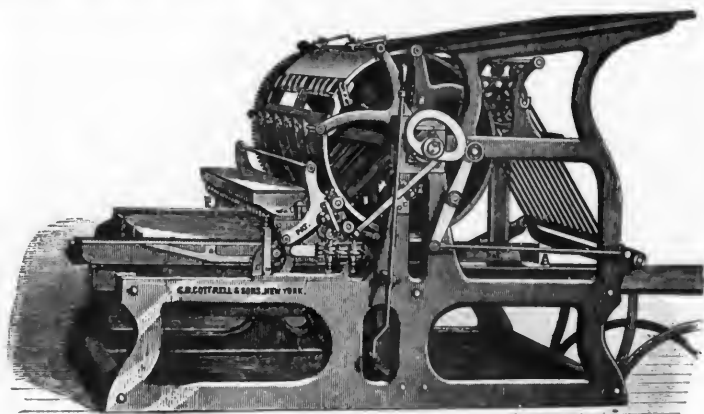
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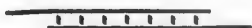
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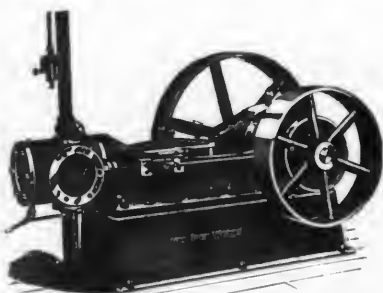
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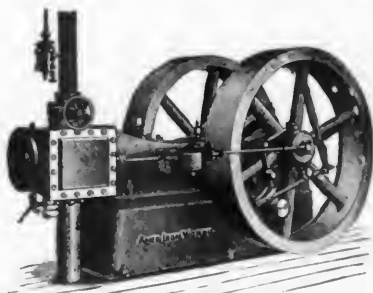
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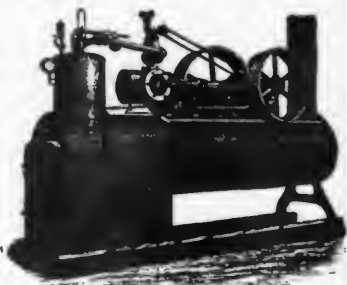


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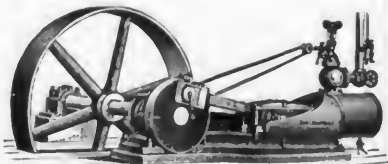
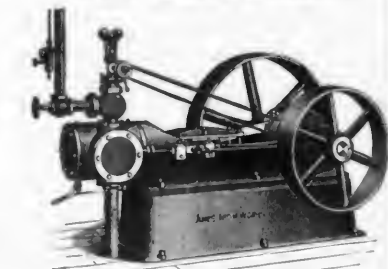
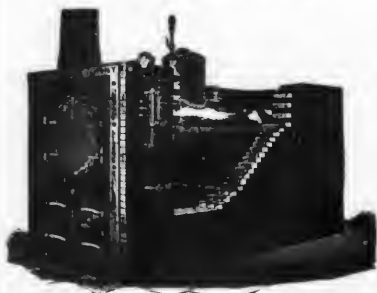
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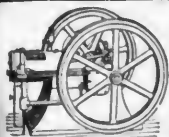
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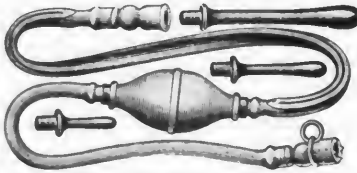
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Podem lavar-se e conservam sempre sua forma estriada. Não contém enxofre e são suaves e flexiveis. Se garante cada par.

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MONTHLY BULLETIN
OF THE
BUREAU OF THE AMERICAN REPUBLICS,
INTERNATIONAL UNION OF AMERICAN REPUBLICS.

Vol. VI.

AUGUST, 1898.

No. 2.

RELATIONS OF THE UNITED STATES WITH
SPAIN.

SUSPENSION OF HOSTILITIES AND THE RESULTS AS AFFECTING AMERICAN TRADE.—BROADENING OF THE CHANNELS OF COMMERCIAL INTERCOURSE BETWEEN THE AMERICAN REPUBLICS.—CUBA AND PORTO RICO THE GATEWAYS FOR CAPITAL AND INDUSTRY FLOWING SOUTH AND WEST.—HAWAII AND THE PHILIPPINES IN THEIR RELATION TO THE PACIFIC COAST OF THE AMERICAS.—STATISTICS OF COMMERCE AND INDUSTRIES, CUSTOMS AND SHIPPING REGULATIONS FOR CUBA, THE PHILIPPINES, AND PORTO RICO.

The war between the United States and Spain, growing out of the revolution against the Spanish government in Cuba, began April 21, 1898. Hostilities were suspended August 12, 1898, as appears from the following proclamation by the President of the United States:

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas by a protocol concluded and signed August 12, 1898, by WILLIAM R. DAY, Secretary of State of the United States, and His Excellency JULES CAMBON, Ambassador Extraordinary and Plenipotentiary of the Republic of France at Washington, respectively representing for this purpose the Government of the United States and the Government of Spain, the Governments of the United States and Spain have formally agreed upon the terms on which

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negotiations for the establishment of peace between the two countries shall be undertaken; and

Whereas it is in said protocol agreed that upon its conclusion and signature hostilities between the two countries shall be suspended, and that notice to that effect shall be given as soon as possible by each Government to the commanders of its military and naval forces:

Now, therefore, I, WILLIAM MCKINLEY, President of the United States, do, in accordance with the stipulations of the protocol, declare and proclaim on the part of the United States a suspension of hostilities, and do hereby command that orders be immediately given through the proper channels to the commanders of the military and naval forces of the United States to abstain from all acts inconsistent with this proclamation.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington, this 12th day of August, in the year of our Lord one thousand eight hundred and ninety-eight, and of the Independence of the United States, the one hundred and twenty-third.

WILLIAM MCKINLEY.

By the President:

WILLIAM R. DAY, *Secretary of State.*

The official statement of the provisions for the conclusion of peace, as announced by the Department of State of the United States, are the following:

1. That Spain will relinquish all claim of sovereignty over and title to Cuba.
2. That Porto Rico and other Spanish islands in the West Indies, and an island in the Ladrones, to be selected by the United States, shall be ceded to the latter.
3. That the United States will occupy and hold the city, bay, and harbor of Manila, pending the conclusion of a treaty of peace which shall determine the control, disposition, and government of the Philippines.
4. That Cuba, Porto Rico, and other Spanish islands in the West Indies shall be immediately evacuated, and that commissioners, to be appointed within ten days, shall, within thirty days from the signing of the protocol, meet at Havana and San Juan, respectively, to arrange and execute the details of the evacuation.
5. That the United States and Spain will each appoint not more than five commissioners to negotiate and conclude a treaty of peace. The commissioners are to meet at Paris not later than the 1st of October.
6. On the signing of the protocol, hostilities will be suspended, and notice to that effect will be given as soon as possible by each Government to the commanders of its military and naval forces.

In accordance with the President's proclamation, telegraphic orders were sent to the military and naval commanders of the United States forces in the Philippines and in the West Indian

Islands, directing them to suspend all military operations and to raise the blockade of ports and harbors.

The causes leading up to the war with Spain are stated in a message from the President of the United States to Congress, dated April 25, 1898, in which he refers to the passage of a joint resolution by Congress, approved April 20, 1898, demanding that the Government of Spain relinquish its authority and government in the Island of Cuba and withdraw its land and naval forces from Cuba and Cuban waters. The President adds:

Upon communicating to the Spanish minister in Washington the demand which it became the duty of the Executive to address to the Government of Spain, in obedience to said resolution, the minister asked for his passports and withdrew. The United States minister at Madrid was in turn notified by the Spanish minister for foreign affairs that the withdrawal of the Spanish representative from the United States had terminated diplomatic relations between the two countries and that all official communications between their respective representatives ceased therewith.

The severance of diplomatic relations by the Government of Spain was followed by the active prosecution of military operations on the part of the United States. These resulted in the destruction of the Spanish fleet at Manila, May 1, the destruction of the Spanish fleet off Santiago de Cuba, July 3, the surrender of the province of Santiago de Cuba, July 14, and the invasion of the island of Puerto Rico, July 21.

Following the occupation of the province of Santiago de Cuba, military government was established, and the incumbents of municipal offices under the former Spanish sovereignty were continued. Customs and other regulations were promulgated by the War Department of the United States, and are given herewith.

Incidentally to the military conduct of the war, the Hawaiian Islands were annexed to the United States by joint resolution of Congress, approved July 7, 1898, the government of the islands being confided to the discretion of the President of the United States until Congress shall make further provision.

The results of the conflict with Spain have such an important relation to the commercial development of the countries of the Western Hemisphere that they naturally suggest consideration in the MONTHLY BULLETIN. The rapid changes necessarily occurring in the administration of territory acquired by war render it difficult

to group together immediately all the facts and figures which are required for an intelligent study of commercial and industrial conditions. These changes are distributed among various departments of the Government, and time will be required to perfect the details for the different branches of administration. The following compilation has been prepared from the sources of information now available, in response to the general demand for particulars as to trade opportunities and conditions.

The countries composing the International Union of American Republics are naturally most interested in the possible effect of the new conditions upon their own commercial and industrial development. The Latin-American republics will doubtless perceive in the deliverance of the Cuban people, through the good offices of the United States, from the defects of administration from which Mexico, the Central American States, and the countries of South America, with the sympathetic interest of the United States, emancipated themselves by their own efforts, the promise of that free development in Cuba of trade and industries which has been one of the most important consequences of their separation from the mother country.

From their geographical position, Cuba and Porto Rico may be called the great natural gateways of trade of the Caribbean Sea and important stepping-stones to the commerce of the whole of South America. With the completion of an interoceanic canal, they must be immensely benefited by the development, which may be expected to follow, of the trade of the Pacific coast of the three Americas. In a similar way, the acquisitions of the United States in the Pacific open up vast possibilities for the development of Asiatic trade, not only with the United States, but with the Latin-American republics. A great number of inquiries already received by the Bureau of the American Republics from commercial houses in the United States and from individuals seeking opportunities of investment or employment clearly indicates that, with a return of settled conditions in the former colonial possessions of Spain, there will be a great influx of industry and capital: and it is to be expected that this movement will extend, under favoring conditions, to the great benefit of the relations between the United States and its sister republics of Latin-America.

The subjects treated in the following compilation are: 1. Cuba. 2. Porto Rico. 3. Hawaiian Islands. 4. The Philippines and Ladrones.

I. CUBA. *

LOCATION, AREA, AND TOPOGRAPHY.

The Island of Cuba, the largest of the Antilles, is situated at the entrance of the Gulf of Mexico, between 20 and 23 north latitude and 74 and 85 west longitude from Greenwich. It is distant from Yucatan, Mexico, 114 miles, and from Florida 130 miles, and its location gave rise to its being called "The Key to the Gulf of Mexico." On the coat of arms of Havana, there appears a key as one of the most conspicuous objects, as if the intention were to express the idea that possession of the island, and especially of its capital city, implied the ability to open or close at any moment the Gulf of Mexico to the commerce of the world. The coast line of Cuba is extensive, and it possesses a number of large and safe harbors. The northern coast, the greater part of which is free from shoals, keys, and other obstacles, has a length of about 918 miles, with 32 harbors, of which 10 are of the first class. First in importance is the harbor of Havana, followed by those of Mariel, Cabanas, Bahia Honda, Matanzas, Cardenas, Sagua, Caibarien, Nuevitas, Jibara, etc. The southern coast has a length of 972 miles, with 12 important harbors. Of these, Guantanamo, which has figured recently in the military and naval operations, is spacious and of easy access, affording shelter to vessels drawing 26 feet. The harbors of Santiago de Cuba and Cienfuegos are also of considerable importance.

The area of the island of Cuba has not been exactly determined. The estimates vary from about 35,000 to 72,000 square miles. Taking the lowest estimate (35,000 square miles), the island would be nearly equal in size to the State of Indiana (36,350) and nearly three times the size of the State of Maryland (12,210). It is slightly larger than the State of Maine (33,040). The island

*Compiled from Volume II, Commercial Directory of the American Republics; Review of the World's Commerce, 1896-1897; Advance Sheets of Consular Reports, No. 117; publications of the Bureau of Statistics of the United States Treasury; orders of the War and Treasury Departments, etc.

is traversed by a chain of mountains extending from east-south-east to north-northwest. The highest mountains are found in the southeastern part of the island. The greatest elevation is about 8,000 feet. The soil of Cuba is watered by more than 200 rivers, among which figure the Cauto, in the province of Santiago de Cuba, 150 miles long, about 50 of which are navigable for small craft, and the Sagua, in the province of Santa Clara, of the length of 111 miles, 21 of which are navigable.

CLIMATE AND POPULATION.

With the exception of localities where malarial fevers prevail, the climate of Cuba is healthful, especially in the rural districts in the east and center of the island. There are only two marked seasons in Cuba, the dry and the rainy. The first lasts from November to May and the second from May to October, but during the dry season, sufficient rain falls to give the soil the necessary humidity. The mean temperature in Havana is about 78 $\frac{1}{4}$ ° F. In the interior, the average temperature does not exceed 73 $\frac{1}{4}$ ° F. In ordinary years, the temperature never rises above 86° F. in August, and in exceptional years, the maximum temperature in the hottest months is 88° F. In winter, the temperature rarely goes below 54° F. Snow is unknown even on the mountains, and frost has formed only on some of the highest summits. The great drawback for unacclimated persons in Cuba is the prevalence of yellow fever, but this is confined mainly to towns where the sanitary conditions have been bad.

According to an official census of 1890, the population of Cuba was then 1,631,687. For three years, Cuba has been the theater of war, and great mortality and devastation have occurred. It may be assumed that the present population is not in excess of the figures of 1890, and it may be considerably lower. It has been estimated that, taking as a basis the proportion of population to area in the Kingdom of Belgium (482 inhabitants to the square mile) Cuba could support 24,000,000 people. Of the population in 1890, the percentages according to race were: White, 65; colored and Chinese, 35. The actual number of white Cubans was given as 950,000; colored Cubans, 500,000, and Spaniards, 160,000.

POLITICAL DIVISIONS.

Under the Spanish administration, Cuba was divided into three regions—the western, central, and eastern. Each region comprises two provinces, divided into several judicial districts, and these again subdivided into municipal sections. The western region embraces the provinces of Pinar del Rio and Havana; the central comprises the provinces of Matanzas and Santa Clara, and the eastern provinces are made up of Puerto Principe and Santiago de Cuba. The capital of the island is the city of Havana.

Prior to 1898, the island was governed by a governor and captain-general, appointed by the Spanish Crown, who is the superior political, military, and economic chief. Each of the six provinces was administered by a governor. On the 1st of January, 1898, the Spanish Government adopted a system of autonomous government for the island, providing for popular representation in the administration of affairs, but it was not accepted by the insurgents and has had no practical effect. Under the terms of the suspension of hostilities between the United States and Spain, the affairs of the island are likely to be administered for the present by the military commanders of the United States forces.

CITIES AND TOWNS.

1. Havana, capital of the province of the same name and of the island, is situated on the northern coast, and has a harbor which has long been famous for its commerce. The city has about 200,000 inhabitants. It is the residence of the Captain-General and other authorities of the island. It is defended by 8 forts, has a fine navy-yard, arsenal, gun manufacturing and repair shops, barracks and hospitals, 3 large markets, 24 churches, 6 theaters, a university, a school of fine arts, several public libraries, and many educational institutions. There are several manufacturing, and the city is traversed by tramways and omnibus lines. It has communication with the rest of the island by means of railroad lines. It is lighted by gas and electricity. About 80 newspapers and other periodicals are published in Havana.

2. Pinar del Rio, capital of the province of Pinar del Rio; population about 30,000. It is situated about 135 miles from

Havana, and is noted for the fine quality of the tobacco grown in its neighborhood.

3. Matanzas, capital of the province of Matanzas, 66 miles from Havana; population, 56,000. In its vicinity are the fine Bellamar Caves and the noted valley of the Yumuri.

4. Cardenas, a commercial port of the northern coast, about 90 miles from Havana; population, 23,000.

5. Santa Clara, 216 miles from Havana; population, 32,000.

6. Sagua la Grande, province of Santa Clara, situated on the river Sagua la Grande, 7 miles from its mouth; population, 18,000.

7. Cienfuegos, province of Santa Clara; population, 40,000. It is situated on the fine port of Jagua and is a thriving center of trade. Besides the foregoing towns in the province of Santa Clara, there are Trinidad, 29,000 inhabitants; Santi Espiritus, 29,000 inhabitants; and San Juan de los Remedios, 15,000 inhabitants.

8. Puerto Principe, capital of the province of Puerto Principe; population, 49,000.

9. Santiago de Cuba, capital of the province of Santiago de Cuba; population, 50,000. Santiago has a fine harbor and a number of important public buildings, including a famous cathedral.

Among the other towns of importance in the province of Santiago de Cuba are Manzanillo, Bayamo, Jiguani, Holguin, Jibara, Guantanamo, and Baracoa.

COMMERCIAL HOUSES IN CUBA.

Many inquiries are being made for names of merchants engaged in business in the different cities and towns of Cuba. Lists of such names were obtained from consular officers of the United States and from other sources, and will be found in volume 2 of the Commercial Directory of the Bureau of the American Republics, which is about to be published. This Directory contains detailed information as to the resources and business conditions of Cuba, besides similar information for other islands of the West Indies and the various Latin American countries. It is published in two volumes, and is sold upon application to the Director of the Bureau of the American Republics at \$5 per volume.

MINERAL RESOURCES AND MINING LAWS.

Early in its history, Cuba was famous for the quantity and quality of its gold. There are several gold mines still in operation in the central and eastern parts of the island, but they have not recently been worked to the extent that their importance would seem to warrant. Silver mines are also found in several localities. The greatest mineral wealth of the island lies in its abundant mines of fine copper. Deposits of this metal, believed to be almost inexhaustible, are located chiefly in the eastern portion of the island, in the mountains, which, by reason of this circumstance, are known as Sierra del Cobre (Copper Mountains). In 1891, in the district of Santiago de Cuba alone, 296 mining grants were issued, including iron and manganese mines. The iron ore of Cuba is of superior quality, and with improved facilities for communication and development, it is believed there will be an immense output of this metal. The iron mines of Juragua, in the province of Santiago de Cuba, have been worked by United States capital. The ore was exported to Philadelphia, where it was utilized to the extent of 15,000 tons per month. Asphalt and mineral oil deposits are found in several parts of the island. There are several asphalt deposits in the provinces of Havana, Pinar del Rio, and Santa Clara. The Cuban asphalt is said to rival that of Trinidad as regards its adaptability for street paving, gas making, and other industrial uses.

The mining laws in force in the island afford facilities for exploration in search of minerals, and by applying to the civil government of the province where the mine is located claims or "pertenencias" may be obtained, complying previously with the usual proceedings through which it is ascertained whether there is any opposition, or a claim of a better right, of a third party. After edicts are published announcing the petition, and no opposition being made, the "pertenencia" is granted. Proceedings are provided too for the settlement of difficulties in case opposition is made.

AGRICULTURAL RESOURCES.

The great wealth of Cuba lies in the wonderful fertility of its soil. It is estimated that the island has 35,000,000 acres of land,

but in 1868, according to official statistics, only 2,689,400 were under cultivation: 9,974,134 acres were utilized in cattle raising, and nearly 16,000,000 were still virgin forest. Ten years later, after the end of the long insurrection, considerable land was cleared, and the production of sugar assumed large proportions. On the other hand, old lands were abandoned, and the acreage was not greatly increased. It may be assumed, therefore, that only a small fraction of the agricultural wealth of Cuba has been developed, and that at least 20,000,000 acres of land await the application of industry and capital.

The principal industry of Cuba has been for many years the cultivation of sugar cane and the making of sugar, but this industry has suffered in recent years by the competition of European beet sugar and the internal disorders of the island. With the occupation of the island by the United States, it is more than probable that the sugar industry will again revive and become remunerative. The great advantage of sugar growing in Cuba is found in the fact that the cane reproduces itself without the necessity of resowing for ten, fifteen, or twenty years, according to the nature of the soil. The sugar is of superior quality, and the proximity of the island to the United States of America is a favoring condition. The production of sugar from 1894 to 1895 aggregated over 1,000,000 tons. From 1895 to 1896, it was only 225,000 tons.

Cuba has long been famous for the superiority of its tobacco. Efforts have been made to rival the Cuban tobacco in different parts of the world, but it seems to hold its own as excelling all others. The plant is grown in greatest abundance in the western part of the island, Vuelta Abajo, and in some localities in the provinces of Santa Clara and Santiago de Cuba. Next in rank in quality and quantity is the product of the district of Manicaragua, in the province of Santa Clara. The Vuelta Abajo region, where the best tobacco on the island is raised, has suffered considerably from the insurrection, and it is believed that the crop for 1897 will not exceed 30,000 bales of 110 pounds—a tenth part, approximately, of the ordinary yield. Nearly all the leaf tobacco and about half the twist of Cuba is exported to the United States.

Coffee for a long time constituted one of the principal products of Cuba, but since 1845, the development of the coffee product of Brazil and other countries, together with economic conditions in Cuba, caused the cultivation to decline, and coffee is now raised almost exclusively for local consumption.

Besides sugar, tobacco, and coffee, Cuba produces all the different classes of fruits known to the Tropics, and many of those belonging to the temperate zone. Among them are the pineapple, the banana, the orange, the mango, and the guava. The coconut is also an important product. The forest wealth of Cuba is very great and but slightly developed. The island is rich in cabinet wood, among which the most important are mahogany and cedar. Among the trees, the one most characteristic of a Cuban landscape is the palm, of which there are 32 species. Its wood and leaves are employed in the manufacture of several articles of trade, including hats and baskets. The soil of the island is well adapted to the production of all kinds of vegetables. The Cuban potato is said to be as good as that of Bermuda or Peru, and the sweet potatoes are of superior quality.

IMMIGRATION AND LAND LAWS—PRICES OF LANDS.

Many efforts have been made in recent times in the Island of Cuba to attract to its shores the beneficial currents of foreign immigration. They have succeeded fully in so far as securing the settlement in the country of a large number of citizens of the United States and of German subjects, who, by engaging in agriculture and commercial business, have contributed largely to the development of the wealth of the island. As there are no public lands in Cuba to any considerable extent, no measure of colonization, properly so called, has been accompanied with success. Colonization must be undertaken by private enterprise, unless private property is taken by the Government for that purpose, which would hardly be possible under the laws of Spain in force in Cuba, or under contracts which, so far, have proven to be little short of slavery.

The royal ordinance of October 21, 1817 (whose provisions, with but little difference, were already in force in Porto Rico), relates to foreign colonization, and provides for the rights of

foreigners as to person and property, after settlement is made: but no grant of public land or concession of the kind is offered therein to the immigrant. (See Bulletin No. 53, Bureau of the American Republics, p. 177.)

The ordinance of colonization above referred to was supplemented on the 4th of July, 1870, by the "ley de extranjeria" (statute on aliens), which establishes the political and civil condition of aliens. (See the bulletin above mentioned.)

By Article I of the royal decree dated September 23, 1889, an appropriation of \$40,000 was made for the transportation and sustenance of 250 Spanish families from the Peninsula, its adjacent islands, and Porto Rico, for their establishment as agricultural colonists.

By decree of the Governor-General, dated October 23, 1889, the benefit of the project of colonization was extended to all soldiers having honorably discharged the mission of having served in Cuba as the bulwark of the nation's defense.

According to condition No. 3, the privileges granted to said soldiers are: 1 "caballeria" of land ($33\frac{1}{3}$ acres), a hut upon the ground, implements of cultivation, free passage for those of their families residing in the Peninsula and the Balearic and Canary islands, and rations for six months' maintenance. (See Consular Reports, Vol. XXXI, p. 344.)

The uncleared forests of the island of Cuba cover an area of 15,544,367 acres, according to official statistics taken before the outbreak of the war in 1868. There were 2,689,400 acres under cultivation in the shape of sugar estates, coffee plantations, tobacco farms, and minor agricultural establishments of all kinds; 9,974,134 acres were entirely set apart for the cattle-raising industry.

From 1511 to 1719, grants of public land were made by the municipalities of the island. The grants consisted of tracts of land set apart in a circular form. There were two classes: one called "hato," which was a circular piece of land having a radius of two leagues and intended for the raising of black cattle, and the "corral," having a radius of one league and supposed to be devoted to minor cattle and industries. The granting of this public land was discontinued in 1719.

Persons or companies wanting land for enterprises of a recognized public utility might obtain concession thereof by applying to

the colonial government. In case of land being held by private individuals, but needed by a third party for any enterprise considered of public benefit, possession of said land could be obtained by application to the government through forcible expropriation, paying previously a just indemnity. The price of Cuban land varies to a considerable extent. In the wealthy sugar districts, 1,000, 1,200, and sometimes 3,000 pesos (\$926, \$1,111, and \$2,778)* were paid per "caballeria" (about 32.1 acres), but in other sections of the island, and especially where there are no railway facilities, land could be obtained at a nominal price.

There can be pointed out three different sections in the island, each distinctly characterized by its adaptability to a certain kind of industry. Pinar del Rio, the westernmost province of the island, is distinguished for its excellent and unsurpassed tobacco. Havana, Matanzas, and Santa Clara provinces are devoted almost entirely to the cultivation of sugar cane and to the sugar industry. Puerto Principe (which occupies the center of the island) is the cattle-raising province, and Santiago de Cuba the mining, fruit, and coffee section of Cuba.

COMMERCE OF CUBA.

The industries and commerce of Cuba have been greatly diminished by the state of insurrection and war which has existed in the island for more than three years. From a summary of Cuban trade printed in the "Review of the World's Commerce," recently published by the Department of State, it appears that the imports of the island during the fiscal year ended April, 1896, amounted to \$66,166,754, and the exports to \$94,395,536. In 1893, the trade of Cuba with the United States alone showed the following figures: Imports, \$78,706,506; exports, \$24,157,698. The trade had fallen off during the fiscal year ended June 30, 1897, to imports, \$18,406,815; exports, \$8,259,776. During the years 1891-1896, inclusive, the commerce of Cuba with Spain amounted to about \$30,000,000 per annum, but in 1892, it rose to as much as \$37,600,000, and in 1895, to about \$33,500,000. The imports of Cuba from Spain were usually about three times the exports of Cuba to Spain, the latter being about \$4,250,000 in 1896 and

* Taking the valuation of the Cuban peso made by the U. S. Director of the mint, \$0.926.

\$9,570,000 in 1892. The imports from Spain ranged during the six years between \$22,000,000 in 1891 and \$28,000,000 in 1892. The principal articles of import and export between Cuba and the United States are shown in the following tables for the year 1893, when the trade reached its maximum of value since 1874, and the year 1897:

Principal imports from Cuba into the United States.

Articles.	1893.	1897.
Free of duty:		
Fruits, including nuts.....	\$2, 347, 800	\$154, 422
Molasses.....	1, 081, 034	5, 445
Sugar.....	60, 637, 631	.....
Wood, unmanufactured.....	1, 071, 123	63, 670
Dutiable:		
Tobacco—		
Unmanufactured.....	8, 940, 055	2, 306, 067
Manufactured.....	2, 727, 030	1, 071, 214
Iron ore.....	641, 043	.....
Sugar.....	.....	11, 982, 473

Principal exports from the United States to Cuba.

Articles.	1893.	1897.
Wheat flour.....	\$2, 821, 557	\$564, 033
Corn.....	582, 050	247, 995
Carriages and street cars, and parts of.....	316, 045	3, 755
Cars, passenger and freight, for steam railroads.....	271, 571	3, 202
Coal.....	931, 371	638, 912
Locks, hinges, and other builders' hardware.....	395, 964	49, 386
Railroad bars or rails, of steel.....	326, 654	14, 050
Saws and tools.....	243, 544	34, 686
Locomotives.....	418, 776	20, 638
Stationary engines.....	139, 652	1, 189
Boilers and parts of engines.....	322, 284	35, 573
Wire.....	321, 120	35, 995
Manufactures of leather.....	191, 394	39, 753
Mineral oil.....	514, 808	309, 916
Hog products.....	5, 401, 022	2, 224, 485
Beans and pease.....	392, 962	276, 635
Potatoes.....	554, 153	331, 553
Boards, deals, planks, joists, etc.....	1, 095, 928	286, 387
Household furniture.....	217, 126	34, 288

In normal years, Cuba exports the greater part of its products to the United States, the principal articles being sugar, molasses, and tobacco, but by reason of the operation of the former Spanish tariff, discriminating in favor of Spanish products, the island imported from the United States a relatively small proportion of what it consumed. Spain and Great Britain furnished the greater

part of the imports of Cuba. It may be assumed that, with the relinquishment of Spanish sovereignty, there will no longer be discrimination against United States products. The tariff regulations applied to ports of Cuba in possession of the United States, as the result of the recent military operations, impose the minimum Spanish duty, and United States products will immediately reap the benefit of a change which places the United States on the same footing with other countries.

AMERICAN INTERESTS IN CUBA.

A pamphlet, "Cuba and its Resources," by Mr. JOHN T. HYATT, formerly United States vice-consul at Santiago de Cuba, just issued by the Cuban Investment Company of New York, gives an interesting sketch of the iron, manganese, and copper mines in Cuba, and states that two American companies, the Juragua and Daiquiri iron companies, had extensive plants in southeastern Cuba, representing an expenditure of \$6,000,000, and employing from 800 to 2,500 men. They shipped from 20,000 to 75,000 tons of ore per month to the United States and Europe. The ore sent to the United States was largely consumed at Bethlehem, Steelton (Sparrows Point, near Baltimore), and Pittsburg. American capitalists, he states, recently bought the Sabanilla and Marote Railroad, the only public general traffic line in Santiago Province, and constructed a branch road of 16 miles in order to operate a group of manganese mines known as Ponupo. There are nine other groups of these mines in eastern Cuba. United States capital invested largely in sugar estates in Cuba prior to the late insurrection, and the rehabilitation of the sugar industry under more favorable conditions will doubtless attract a large influx of money and enterprise to the island.

A correspondent of the Associated Press, writing from Santiago July 31, 1898, says:

Next in importance to its agricultural products, Santiago's iron and manganese mines demand universal attention. The great iron mountains and mines of Santiago are owned and operated by three companies—the Juragua Iron Company, the Spanish-American Company, and the Sigua Iron Company. The Juragua is the oldest and largest company operating here. This company, of which Major BENT, of the Pennsylvania Steel Company, is president, was formed and the property acquired in 1881. Its shipments of Bessemer ore, so far,

exceed 3,000,000 tons. The total output of the Juragua mines is controlled by the Bethlehem Iron Works, the Pennsylvania Steel Company, and the Maryland Steel Company. Its maximum monthly output is 40,000 tons. Siboney is the shipping port of the Juragua Iron Company's mines.

The Spanish-American Iron Company, of which CHARLES F. RAND, of New York, is president, acquired its property in 1889. Its shipments so far have been 400,000 tons, which have been shipped to Philadelphia, Baltimore, England, Scotland, Wales, Belgium, and Germany, where it has been sold in the open market. Its maximum monthly output is 29,000 tons. Daiquiri is the shipping port of the Spanish-American Iron Company. Both these mining companies shut down, owing to the war, on April 21, 1898. They will resume work at once.

The Spanish-American Company gives work to 532 men, and the Juragua Company to over 800.

The Sigua Iron Company, which started with a big boom in 1890, built a broad-gauge railroad 9 miles long and extensive buildings and sheds, shipped four cargoes in 1894, aggregating 12,000 tons, and has not been heard from since, abandoning its property and closing down its mines. Sigua, about 7 miles east of Daiquiri, was the port of shipment. All the buildings, sheds, and wharves, valued at \$2,000,000, were burned down by the insurgents, and the railroad beds and trestles, evidently very badly built, have all been washed away in the last three years by the heavy rains. The machine shops have all been destroyed, and were at one time used as salt works by the Cubans. They brought the salt water along the railroad tracks for a distance of a mile, boiled it in the company's vats and boilers, and thus obtained the salt.

The price of ore to-day is about \$3 a ton, but when the Juragua Iron Company began to operate, it was worth in the neighborhood of \$7 a ton.

One thing must be said in favor of the Spanish Government in this respect. Their mining laws have been exceedingly liberal, encouraging and offering every facility to the opening up of this new field. All the machinery received by the mining companies was exempted from duty, and all the coal imported and used by them was entered free.

As is well known, the Santiago ore, with its low percentage of phosphorus, ranks, together with the Swedish and the Spanish Demerara mineral, as the "crack ore" of the world.

The Ponupo Mining Company (of manganese ore) is a relatively new concern, and shipped before the war only about 400 tons of ore. It has, however, excellent prospects, as it can easily compete in price and quality with the Japanese or any other manganese ore in the world.

The price of hauling the different ores from the mines to their shipping points is relatively insignificant. For the greater part of the way the road is down grade, on the slope of a hill, or mountain. The motive power employed is simply gravity.

An endless rope or cable, to which is attached one full and one empty "hopper," or ore car, keeps in constant motion, the loaded down-grade car pulling the empty one up the hill, and so on ad infinitum. At the foot of the grade,

the bottom of the car is made to slide out, the ore falls through a pocket into the car beneath and continues its unballasted upward course, drawn by the descending heavily laden car which follows it.

This economizes motive power and renders mining in Cuba comparatively cheap and easy. The miners live in villages built and set aside for their use, in the immediate vicinity of the mines. Barracks are provided for the bachelors, huts or little houses for those who have families, in which they are provided by the company with considerable comfort.

A "tienda," or store, is opened in the village, where meals, provisions, and clothing can be had for a nominal sum.

The wages of the miners is \$1 per day—the greater number of those employed are "Gallegos" (North Spaniards from Galicia), who are, as a rule, honest, hard-working servants.

The mining village of the Juragua Iron Company is called Firmoja, and that of the Spanish-American Company is known as Vinent.

The entire iron district is parceled off clear up to the "Gran Piedra," the highest peak of the Sierra Maestra, and owned by private individuals. Most of the titles are held by Spaniards, some small parcels by Frenchmen.

THE MINING RIGHTS.

A curious feature is that the land fee is separate from the mining rights, both titles rarely being held by the same individual. If you find ore on anybody's lands you can denounce the mineral property, and he can not work it without buying the mining rights from you. No legal process can force the holder to sell his lands without a struggle; he can be forced to do so under condemnation proceedings, his lands passed on by a board of review and sold or leased to the holder of the mining rights at the appraised value.

As its name indicates, "El Cobre," about 15 miles from Santiago, is the heart of the copper fields of Cuba. These copper mines are extremely valuable, and have been worked since early in the century.

They were owned by two companies, one English, the other American, but have been abandoned now for almost thirty years. They were forced to shut down by the Cobre Railroad Company, that held the charter rights, and with which they got into a litigation. The mines are exceedingly deep and very damp. One of the features of these mines is a gigantic Cornish pump, put up at a tremendous expense, but which never quite succeeded in pumping the mines dry or in fulfilling expectations. The mines are in no wise exhausted, and still possess a rich treasure of buried wealth.

RAILROADS AND TELEGRAPH LINES.

This rich and fertile soil with its wealth of agricultural and mineral resources, where droughts, floods, and frosts are unknown, is practically undeveloped, owing to the total absence of transportation facilities either by rail or by roads.

In the whole province of Santiago de Cuba there are 80 miles of railroad, and not a mile of road deserving the name between any two towns or villages,

excepting narrow paths scarce allowing a horse or a mule to pass, through the woods, across streams, and over the mountains.

The railroads are: The Sabanilla and Moroto Road, which starts at Santiago, thence to a place called Cristo, 10 miles distant, where it branches off in a V, one branch running to the Poinpo mines, the other to San Luis, where it ends, total distance covered, 20 miles. This road is owned by American capitalists.

The Guantanamo Railroad starts from Caímanera and runs to the Soledad sugar estate, which is its terminus, passing through the town of Guantanamo, and with a branch to Jamaica. Total mileage of this road is 30 miles, which is owned by Cuban capital and managed by English officials.

The Gibara and Holguin Railroad, running between those two points, covers 30 miles. It is owned by Cuban capital. These three roads are the only railroad lines in the whole province.

Telegraphic communication exists between the different interior towns and principal villages, over Spanish Government lines put up in the rudest fashion, many wires resting on trees without the vestige of an insulator. The dependence that can be placed on such lines is obvious. It would be natural to expect Santiago de Cuba and Havana to be communicated by land wires; but as a fact, the only telegraphic communication between the eastern and western capitals is over an English cable between Santiago and Cienfuegos, where the message is transmitted to or from Havana by land.

TRANSPORTATION FACILITIES.

According to a report published in Special Consular Reports, "Highways of Commerce," there are 10 railway companies in Cuba, the most important being the Ferrocarriles Unidos; upward of 1,000 miles of main line belong to these companies, and there are, besides, private branch lines to all the important sugar estates. The Ferrocarriles Unidos has four lines, connecting Havana with Matanzas, Batabano, Union, and Guanajay. The roads pass through the most populous part of the country and connect Havana with other lines.

The Western Railway was begun some forty years ago, and in 1891, when it was acquired by an English company, had reached Puerto de Golpe, 96 miles from Havana and 10 miles from Pinar del Rio, the capital of the province of that name and the center of the tobacco-growing district. The line has been completed to Pinar del Rio, and improvements have been made in the old part, many of the bridges having been replaced by new steel ones, the rails renewed, modern cars put on, etc.

The other companies are: Ferrocarriles Cardenas-Jacaro, the main line of which joins the towns of Cardenas and Santa Clara; Ferrocarril de Matanzas, having lines between Matanzas and

Murga, and also between Matanzas and Guareiras; Ferrocarril de Sagua la Grande, running between Concha and Cruces; Ferrocarril Cienfuegos-Santa Clara, connecting those towns; Ferrocarriles Unidos de Caibarien, from Caibarien to Placetas; Ferrocarril de Porto Principe-Nuevitas; Ferrocarril de Guantanamo.

The Marianao Railway also belongs to an English company, with headquarters in London. The original line, belonging to Cubans, was opened in 1863, but liquidated and was transferred to the present owners. The line, only $8\frac{1}{2}$ miles in length, runs from Havana to Marianao, with a branch line to a small village on the coast. During 1894, over 750,000 passengers were carried, this being the chief source of revenue. The carriages are of the American type and are fitted, as well as the locomotives, with the Westinghouse automatic brake; the rails are of steel, weighing 60 pounds per yard.

The national carriage is the volante, and no other is used in the country. It consists of a two-seated carriage, slung low down by leather straps from the axle of two large wheels, and has shafts 15 feet long. The horse in the shaft is led by a postilion, whose horse is also harnessed to the carriage with traces. In case of a long and rough journey, a third horse is harnessed on the other side of the shafts in the same manner. The carriage is extremely comfortable to travel in, and the height of the wheels and their distance apart prevent all danger of turning over, although the roads in the country are, for the most part, mere tracks through fields and open land.

Ox carts and pack mules are used for conveying goods in the interior of the island, outside of the railway lines.

CABLE AND DOMESTIC TELEGRAPHS, TELEPHONES, ETC.

There are four cable lines connected with Cuba: The International Ocean Telegraph Company has a cable from Havana to Florida; the Cuban Submarine Company has a cable connecting Havana with Santiago de Cuba and Cienfuegos; the West India and Panama Company has a cable connecting Havana with Santiago de Cuba, Jamaica, Porto Rico, the Lesser Antilles, and the Isthmus of Panama; the Compagnie Française de Cables Sous-Marins has a line connecting Havana with Santiago de Cuba, Haiti, Santo Domingo, Venezuela, and Brazil.

The only three towns in Cuba having cable connections are Havana, Cienfuegos, and Santiago de Cuba.

The telegraph and telephone systems in Cuba belong to the Government, but the latter is farmed out for a limited number of years to a company called the Red Telefónica de la Habana. Nearly all the public and private buildings in the city and suburbs are connected by telephone. The Statesman's Year Book, 1898, says that there are 2,300 miles of telegraph line, with 153 offices; messages in 1894, 357,914.

OCEAN LINES.

Havana is connected by regular lines of steamers with United States and Spanish ports. Lines of steamboats connect at Tampa and Pensacola, Fla., with the Florida railroads, and by means of them with the various railroad systems of the United States. The lines sailing from New York are:

New York and Cuba Mail Steamship Company, for Havana every Wednesday and Saturday; for Tampico every Wednesday. For Nassau, Santiago, and Cienfuegos, via Guantanamo, every alternate Thursday. Jas. E. Ward & Co., agents, 113 Wall street, New York.

Munson Steamship Line from New York for Matanzas, Cardenas, and Sagua. Also from Philadelphia for Havana, Tampico, and Vera Cruz. W. D. Munson, 27 William street, New York.

Compañia Transatlántica Española. The steamers of the Spanish Steamship Line, under contract with the Spanish Government, left New York for Havana direct on the 10th, 20th, and 30th of every month. J. M. Ceballos & Co., agents, pier 10, East River.

Bea Bellido & Co. line of steamers for Matanzas, Cardenas, Sagua, and Caibarien. Waydell & Co., 37 South street, New York.

Regular line for Guantanamo, Santiago, and Cienfuegos. Waydell & Co., 37 South street, New York.

Bacon Steamship Line, Cuban service. Steamship *Amrum* sailed for Santiago on Tuesday, July 2. Daniel Bacon, agent, A 14 and 15, Produce Exchange Annex, New York.

The New York "Journal of Commerce" of August 17, 1898, says:

The first clearance to a merchant vessel from this port to the north side of Cuba since the commencement of the war, was granted yesterday to the *Schleswig*, of the Munson Line, which sailed for Matanzas and Havana with a full cargo of provisions. Three other steamers are expected to sail to-day, the *Bratten*, of the Munson Line, for Cardenas, and the *Lydia* and *Matanzas*, of the Ward Line, for Havana, all carrying provisions. On Saturday the Ward Line will send out the *Macedonia* to Havana and Mexican ports, while the Munson Line will dispatch the *Ardanrose* to Matanzas, Cardenas, Nuevitas, and other north-side ports.

The *Schleswig* yesterday carried the following cargo: 100 crates fowls, 678 barrels of potatoes, 4,000 sacks flour, 290,833 pounds lard, 4,000 bushels corn, 2,450 bushels oats, 965 bags and 60 barrels beans, 400 bags coffee, 400 drums fish, 325 bags bread, 3,320 bags rice, 300 cases condensed milk, 13,054 pounds ham, 5,824 pounds bacon, 3,000 pounds bellies, 46,000 feet lumber, and 8,000 gallons petroleum.

The *Bratten* to-day will carry about 5,000 barrels of similar provisions, while the *Matanzas* and *Lydia* will each have upward of 30,000 barrels, in addition to considerable coen.

It is expected that succeeding steamers for some time will go out well loaded. There is active inquiry in provision and grocery trade circles for goods for West Indian markets, though actual purchases appear to be of less magnitude than those of last week.

In addition to these services the "Journal of Commerce," of August 16, said:

It is probable that the Spanish Line will soon renew operations. J. M. CEBALLOS, of J. M. CEBALLOS & Co., agents for the line, said yesterday that cable advices had been received from the home office stating that the company contemplates a resumption of its former service, but no date has yet been set. The Southern Pacific Company will also, it is understood, soon resume its service from New Orleans to Havana.

CUSTOMS TARIFF AND PORT REGULATIONS.

The customs tariff of the United States continues to be applied to imports from Cuba.

The new tariff for customs duties upon imports at the ports in Cuba in possession of the United States, which has just been published by the War Department, corresponds generally to the minimum rates of the tariff formerly in force in the island. By reference to Consular Reports No. 207 (December, 1897), the Cuban tariff which was promulgated last September will be found

in full, and the rates known as "revenue duties" have been practically adopted as a basis for the new tariff, the chief difference being that a duty has been imposed on leaf tobacco, cigars, and cigarettes. The export duties on wood and tobacco remain the same.

This tariff was prepared for application to the province of Santiago de Cuba, but according to the Executive order, which appears on the introductory page, it will be enforced in any port or place in Cuba upon the occupation or possession of the same by United States forces. The order reads:

WAR DEPARTMENT, *Washington, August 8, 1898.*

The following order of the President is published for the information and guidance of all concerned:

EXECUTIVE MANSION, *August 8, 1898.*

By virtue of the authority vested in me as commander in chief of the Army and Navy of the United States of America, I do hereby order and direct that, upon the occupation and possession of any ports and places in the Island of Cuba by the forces of the United States, the following tariff of duties and taxes, to be levied and collected as a military contribution, and regulations for the administration thereof, shall take effect and be in force in the ports and places so occupied.

Questions arising under said tariff and regulations shall be decided by the general in command of the United States forces in that island.

Necessary and authorized expenses for the administration of said tariff and regulations shall be paid from the collections thereunder.

Accurate accounts of collections and expenditures shall be kept and rendered to the Secretary of War.

WILLIAM MCKINLEY.

Upon the occupation of any ports or places in the Island of Cuba by the forces of the United States the foregoing order will be proclaimed.

R. A. ALGER, *Secretary of War.*

Importations from the United States under the tariff just published are dutiable like other commodities.

The monetary unit of Cuba is the peso, which is divided into 100 centavos. The statement is made in the tariff that the current value of the peso is about 3s. 10d., or 93.2 cents. The Treasury Department values the peso at 92.6 cents, and this estimate has been followed in making the reductions in the table which follows. The equivalent of the kilogram is 2.2046 pounds.

The duties on the most important articles exported from the United States to Cuba are:

	Pesos.	U. S. equivalent.
Coal.....per 1,000 kilos (2,204.6 pounds).....	0.40	80.37
Oleonaiphtha, crude petroleum, and crude oils derived from schists, per 100 kilos (220.46 pounds).....	*3.08	2.75
Petroleum and other mineral oils, rectified or refined, destined for illumination; benzine, gasoline, and mineral oils, not specially mentioned.....per 100 kilos..	5.20	4.81
Glass:		
Common hollow glassware; electric insulators.....do....	.30	.27
(Common bottles for rum, beer, and sparkling wines made with native fruit, enjoy a rebate of 60 per cent of the duties stipulated when imported and declared in the custom-house by the manufacturers of said beverages.)		
Crystal and glass imitating crystal—		
Articles cut, engraved, or gilt.....per 100 kilos..	10.00	9.26
Articles, other.....do.....	5.40	5.03
Plate glass and crystal—		
Slabs, paving or roofing.....do....	1.65	1.52
For windows or in other articles (when neither polished, beveled, engraved, or annealed).....per 100 kilos..	3.40	3.14
Window glass set in lead and polished, or beveled plate glass.....per 100 kilos..	4.00	3.70
Glass and crystal, tinned, silvered, or coated with other metals—		
Common mirrors not exceeding 2 millimeters in thickness, coated with red or dark mercurial varnish, per 100 kilos..	8.00	7.40
Mirrors, other, not beveled.....do.....	12.50	11.57
Mirrors, beveled.....do.....	15.00	13.89
Wrought iron and steel:		
Rolled—		
Rails.....per 100 kilos..	.85	.75
Bars, rods, tires, hoops, and beams.....do....	.90	.83
Bars of all kinds of fine crucible steel.....do....	1.50	1.35
Sheets, rolled—		
Neither polished nor tinned, of 3 millimeters and more in thickness.....per 100 kilos..	1.10	1.01
Neither polished nor tinned, less than 3 millimeters in thickness, and hoop iron.....per 100 kilos..	1.20	1.11
Tinned and tin plate.....do....	1.50	1.35
Polished, corrugated, perforated, cold-rolled, galvanized or not, and bands of polished hoop iron.....per 100 kilos..	1.30	1.20
Cast in pieces, in the rough, neither polished, turned, nor adjusted, weighing, each—		
25 kilograms or more.....per 100 kilos..	1.00	.92
Less than 25 kilograms.....do.....	1.35	1.25
Cast in pieces, finished—		
Wheels weighing more than 100 kilograms, fish plates, chairs, sleepers, and straight axles, springs for railways and tramways, lubricating boxes.....per 100 kilos..	1.20	1.11
Wheels weighing 100 kilograms or less, springs other than for railways and tramways, bent axles, and cranks, per 100 kilograms.....do....	1.40	1.29
Pipes—		
Covered with sheet brass.....per 100 kilos..	1.40	1.29
Other, galvanized or not.....do....	1.40	1.29
Wire, galvanized or not—		
2 mm. or more in diameter.....do....	1.00	.92
More than one-half and up to 2 mm. in diameter.....do....	1.30	1.20
½ mm. or less in diameter, and wire covered with any kind of tissue.....per 100 kilos..	1.60	1.45

* This is given in the tariff as 8.03 pesos, but as in the original tariff it was 3.08, it is thought to have been a mistake in printing.

	Pesos.	U. S. equiva- lent.
Wrought iron and steel—Continued.		
In large pieces, composed of bars or of bars and sheets fastened by means of rivets or screws; the same, unriveted, perforated, or cut to measure for bridges, frames, and other buildings.....per 100 kilos..	1. 80	\$1. 60
Anchors, chains for vessels or machines, moorings, switches, and signal disks.....per 100 kilos..	1. 05	1. 52
Wire gauze—		
Up to 20 threads per inch.....do.....	2. 00	1. 85
Of 20 threads or more per inch.....per kilo..	. 06	. 05
(Wire gauze affixed to frames or otherwise wrought shall be liable to a surtax of 40 per cent.)		
Cables, fencing (barbed wire), and netting; furniture springs, per 100 kilos.....	1. 00	. 92
Tools and implements—		
Hammers and anvils.....per 100 kilos..	. 80	. 74
Fine, for arts, trades, and professions, of crucible steel, per 100 kilos.....	5. 00	7. 40
Other.....per 100 kilos.....	2. 50	2. 31
Screws, nuts, bolts, washers, and rivets; Parisian and similar tacks.....per 100 kilos..	1. 00	. 92
Nails, clasp nails, and brads.....do.....	1. 00	. 92
Machinery and apparatus employed in industry or locomotion—		
Weighing machines.....per 100 kilos..	1. 60	1. 48
Machinery and apparatus for making sugar and brandy, per 100 kilos.....	. 50	. 46
Agricultural machinery and tools.....per 100 kilos..	. 80	. 74
Steam motors, stationary.....do.....	3. 75	3. 47
Boilers—		
Of sheet iron.....per 100 kilos..	3. 00	2. 77
Tubular.....do.....	3. 75	3. 47
Locomotives and traction engines.....per 100 kilos..	4. 50	4. 16
Turntables, trucks, and carts for transshipment, hydraulic cranes and columns.....per 100 kilos..	1. 50	1. 38
Sewing machines and detached parts.....do.....	4. 00	3. 70
Velocipedes.....do.....	4. 00	3. 70
Railway carriages of all kinds for passengers, and finished wooden parts for same.....per 100 kilos..	4. 80	4. 44
Vans, trucks, and cars of all kinds; miners' trolleys, and finished wooden parts for same.....per 100 kilos..	2. 10	1. 94
Tramway carriages of all kinds, and finished wooden parts for same.....per 100 kilos..	7. 60	7. 03
Carts and handcarts.....do.....	3. 80	3. 51
Meat products:		
Meat in brine.....per 100 kilos..	3. 00	2. 77
Pork and lard, including bacon.....do.....	6. 30	5. 83
Jerked beef (tasajo).....do.....	3. 96	3. 66
Meat of all other kinds.....do.....	3. 60	3. 33
Butter.....do.....	4. 40	4. 07
Cereals:		
Wheat.....do.....	1. 20	1. 11
Other.....do.....	1. 20	1. 11
(Germinated or sterilized barley employed in the manufacture of beer shall be exempt from the provisional fiscal duty.)		
Flour of wheat.....per 100 kilos..	1. 50	1. 38
Garden produce, fruits, etc.:		
Pulse, dried.....do.....	1. 30	1. 20
Garden produce and pulse, fresh.....do.....	. 75	. 69
Fruits:		
Fresh.....do.....	1. 00	. 92
Dried.....do.....	1. 75	1. 62
Carob beans; seeds not specially mentioned.....do.....	. 20	. 18
Fodder and bran.....do.....	. 25	. 23

	Pesos.	U. S. equivalent.
Wood:		
Staves, per thousand	2.00	\$1.35
Ordinary, in boards, deals, rafters, beams, round, and timber for shipbuilding per cubic meter	1.00	.92
Ordinary, planed or dovetailed, for boxes and flooring, broomsticks and cases, in which imported goods were packed per 100 kilos. . . . .	.40	.37
Fine, for cabinetmakers—		
In boards, deals, trunks, or logs do	3.00	2.77
Sawed in veneers do	4.35	4.02
Coopers' wares, in shooks, also hoops and headings do . . . . .	.90	.83
Cut, for making casks for sugar or molasses do . . . . .	.15	.13
Latticework and fencing do	1.50	1.38
Common furniture and manufactures of wood do	2.00	1.85
Fine furniture and manufactures do	12.00	11.11

Arms of war of all kinds, projectiles and ammunition, firearms and explosives (unless specially authorized), butter and animal greases, destined to alimentary purposes, manufactured with margarine or oleomargarine, objects offensive to morality, and artificial and adulterated wine are prohibited.

The free list comprises natural manures; trees, plants, and moss in a natural state; national products returned from foreign exhibitions; carriages, trained animals, portable theaters, panoramas, wax figures, and other similar objects for public entertainment imported temporarily; receptacles exported from Cuba with fruit, sugar, honey, and brandy and reimported empty; furniture (used) of persons coming to settle in the island; samples of felt, wall paper, and tissues (under certain conditions); samples of trimmings of no commercial value; specimens and collections of mineralogy, botany, zoology, small models for public museums, etc.; archaeological and numismatical objects and works of fine art for museums, etc.; gold in bars, powder, or coined; also national silver or bronze coins, and travelers' effects.

ENTRANCE AND CLEARANCE OF VESSELS.

Every vessel shall, on arrival, be placed under military guard until discharged. Passengers without dutiable property can land at once.

Goods not declared on the manifest are subject to 25 per cent additional duty when discovered. If any articles named on the manifest are missing, the vessel shall pay \$1 per ton measurement unless the deficiency is explained.

Within twenty-four hours after arrival of vessel the master must, under penalty for failure of \$1 per ton, registry measurement, produce the proper manifest, with the proper marks, descriptions, etc., certified by the collector of the port of sailing, if the vessel is from the United States; if from a foreign port, certified by the United States consul or commercial agent; or if there be no such officer at the port, by the consul of any nation at peace with the United States. And the register of the vessel shall, upon arrival in Cuba, be deposited with the consul of the nation to which she belongs, if any there be, or with the commandant at the port, until the master shall have paid tonnage taxes and port charges.

No vessel can clear for another port until her cargo is landed or accounted for. All goods not duly entered for payment of duty within ten days after their arrival in port shall be landed and stored, the expense thereof to be charged to the goods. Before leaving a port the master shall deposit with the proper officer a manifest of the cargo. No clearance shall be granted to any port in Cuba not in possession or under control of the United States.

TONNAGE DUES.

On each entry of a vessel, except from a port in Cuba in possession of the United States, per net ton.....	\$0. 20
On each entry from another port in Cuba in possession of the United States.....	.02

Vessels in ballast pay half the above-named duties.

Vessels belonging to the United States Government, vessels of neutral foreign governments not engaged in trade, vessels in distress, yachts belonging to an organized yacht club of the United States or neutral foreign nations are exempt from tonnage dues.

The tonnage of a vessel shall be the net or register tonnage expressed in her national certificate of register.

LANDING CHARGES.

The tax of \$1 on each ton of merchandise imported or exported, hitherto imposed as a substitute for tonnage taxes, is abolished.

The present exemption of coal from this tax is continued.

The present export tax of 5 cents per gross ton on ore is abolished.

SPECIAL CHARGES AT SANTIAGO.

The harbor-improvement taxes at Santiago will continue to be levied as at present, as follows:

Each steamer entering	\$8. 50
Each sailing vessel entering	4. 25
Each ton of cargo landed from a steamer . . . . .	. 25
Each ton of cargo landed from a sailing vessel . . . . .	. 125
Each ton of coal landed from a steamer . . . . .	. 125
Each ton of coal landed from a sailing vessel . . . . .	. 10

SHIPPING REGULATIONS.

The Bureau of Navigation of the United States Treasury, on the 15th of August, issued a circular stating that vessels may clear to ports in Cuba and Porto Rico, subject to the laws and regulations in force relating to clearances, except that vessels of the United States only will be cleared for the transportation of merchandise in the trade between the United States and Porto Rico. Trade with Cuba and Porto Rico has therefore been reopened, so far as the United States is concerned, by the order to grant clearances. The order leaves traffic between the United States and Cuba in foreign vessels undisturbed, but limits the export trade of the United States to Porto Rico to United States vessels; but foreign goods may be carried in foreign vessels, even though they touch at a United States port before going to Porto Rico.

POSTAL REGULATIONS.

The Postmaster-General of the United States issued an order July 21, 1898, modifying an order of the 26th of April, prohibiting the dispatching of any mail matter to Spain or her dependencies, so far as to permit postal communication between the United States and Santiago, Cuba. It is to be presumed that this order will be extended throughout the Island of Cuba, now that hostilities have been suspended. The mail sent to Santiago may contain mail matter of all classes allowable in the domestic mails of the United States, addressed for delivery at any place within the territory occupied by the United States forces in the vicinity of Santiago, and the mails sent from Santiago may contain the same classes of mail matter addressed for delivery in the

United States, all articles included in said mails being subject to inspection by the proper military or naval authorities.

The postage rates applicable to articles originating in or destined for the United States, in the mails in question, are fixed as follows:

- First-class matter, 5 cents per half ounce.
- Postal cards, single, 2 cents; double, 4 cents.
- Second and third class matter, 1 cent for each 2 ounces.
- Fourth-class matter, 1 cent for each ounce.
- Registration fee, 8 cents.

Only United States postage stamps will be valid for the prepayment of postage. Prepayment shall not be required, but if postage is not prepaid in full, double the amount of the deficient postage at the above rates shall be collected on delivery to addressees in the United States or Cuba.

To articles originating in or destined for countries beyond the United States, the Postal Union rates and conditions shall apply.

The mails for Santiago must be addressed to the United States postal agent at Santiago, and the delivery of any article may be withheld if deemed necessary by the proper military or naval authorities.

ELECTRIC LIGHTING.

The electric light has been generally introduced throughout the island. The principal cities and towns and the greater part of the sugar estates are lighted by electricity.

WEIGHTS AND MEASURES.

The metric system of weights and measures is in use in Cuba. The ones most commonly employed are: Kilogram (2.2046 pounds); hectoliter (26.418 gallons); meter (39.37 inches); kilometer (0.62137 mile); hectare (2.471 acres). Other weights and measures in occasional use are the arroba (dry), which is equal to 25.3664 pounds; arroba (liquid), 4.263 gallons; fanega, 1.599 bushels; libra, 1.0161 pounds; and vara, 33.384 inches.

II. PORTO RICO.*

LOCATION, AREA, AND POPULATION.

The island of Porto Rico is situated at the entrance to the Gulf of Mexico, east of Haiti, from which it is separated by the Mona passage. Haiti lies between it and Cuba. Porto Rico is 95 miles long and 35 broad, with an area of about 3,600 square miles, or nearly three-fourths the size of the State of Connecticut (4,990 square miles), and considerably larger than that of the States of Delaware and Rhode Island, which aggregate 3,300 square miles. The island has always been noted for its mineral and agricultural wealth; hence the Spanish name, which, in English, means "rich harbor."

The population is about 814,000, of which over 300,000 are negroes, 150,000 natives of Spain, and about 15,000 French, German, English, etc.

The island of Vieque, situated 13 miles east of Porto Rico, is 21 miles long and 6 miles wide. Its land is very fertile and adapted to the cultivation of almost all the fruits and vegetables that grow in the West Indies. Cattle are raised and sugar cultivated. It has a population of some 6,000. The town, Isabel Segunda, is on the north, and the port is unsafe in times of northerly wind, like all the anchorages on that side; the few ports on the south are better, the best being Punta Arenas. Not long ago there were two importing and exporting houses on the island of Vieque, but on account of the long period of drought and the high duties on foreign-imported goods, trade has decreased to local consumption only. All supplies are brought from San Juan, the majority being of American origin.

TOPOGRAPHY AND CLIMATE.

Physically, Porto Rico is a continuation of the emerged lands of Haiti. It is very mountainous, the altitudes ranging from 1,500 to 3,600 feet, and among the rocks coralligenous limestones

* Compiled from Volume II, Commercial Directory of the American Republics; Review of the World's Commerce, 1896-97; Advance Sheets of Consular Reports, No. 117; publications of the Bureau of Statistics, Treasury Department; information obtained from the War and Treasury Departments of the United States, and other sources.

predominate. All lands exposed to the northeast trade winds have abundant rains. The mean temperature at the city of San Juan is 80.7° F. In January and February it is 76.5°, and in July and August, 83.2°. The island is known as the most healthful of the Antilles. There are no reptiles and no wild animals, except rats, which are numerous. The hills are covered with tropical forests and the lands are very productive. The streams are numerous and some of them are navigable to the foothills.

AGRICULTURAL AND MINERAL RESOURCES.

The most flourishing plantations of Porto Rico are situated on the littoral plains and in the valleys of rivers which, says Longman's Gazetteer, are "intensely cultivated." The principal products are sugar, molasses, coffee, tobacco; then maize, rice, cotton, tobacco, hides, dyewoods, timber, and rice. Coffee is produced to the extent of over 16,000 tons per annum, and the annual sugar production averages 67,000 tons.

The forests abound in mahogany, cedar, ebony, dyewoods, and a great variety of medicinal and industrial plants. All kinds of tropical fruits are found. An average of 190,000,000 bananas, 6,500,000 oranges, 2,500,000 cocoanuts, and 7,000,000 pounds of tobacco is produced annually.

Sugar cane is cultivated on 61,000 acres, the districts in which it is produced on the largest scale being Ponce, 6,500 acres; Juan Diaz, 4,000 acres; Vieques, 3,000; Arecibo, 3,000; San German, 2,500. Coffee is cultivated on about 122,000 acres, two-thirds of the whole being in the following districts: Utuado, Las Marias, Adjuntas, Maricao, Ponce, Lares, Mayaguez, Yauco, San Sebastian, Ciales, Barros, and Juan Diaz. Ponce, Mayaguez, and Arecibo are the provinces which produce more largely than any others in the island. It is estimated that every acre of coffee plantations averages in production 330 pounds. Tobacco is cultivated on over 2,000 acres, and over 1,100,000 acres are devoted to pastures. As these figures change from year to year, they can be given only approximately. The total quantity of "declared lands" in 1894 amounted to 3,171 square miles, and as the total extent of the Island of Porto Rico is some 3,668 square miles, the difference between the rural property and the total area is 497

square miles, which are taken up by the towns, roads, rivers, bays, etc.

The sugar industry, until within the past few years, has been the most important, but, owing to the excessive land tax assessed by the Spanish officials and the growing use of beet sugar, it has in later years suffered a marked decline. Then, too, the mills used are equipped with machinery of an obsolete character. All the natural conditions—soil, climate, and labor—are favorable to the culture of this product, and it will no doubt now revive and flourish to an extent hitherto unknown.

Coffee is also a staple product. The greater part of it was formerly shipped to New York, where it commanded a good price. Much of the coffee now produced is grown by planters of small capital, who make use of the wild and waste lands of the hillsides to grow the berry. They prefer to cultivate coffee on account of the ease with which it can be produced, requiring but little expenditure as compared with the manufacture of sugar and molasses.

Tobacco, which ranks second in quality to that of Cuba, can be produced in great quantities, but the natives are generally careless in guarding against destructive insects and in drying and sorting the leaves. A considerable quantity, both in the form of leaf and manufactured cigars, is exported each year to the United States, England, France, Cuba, and Spain. Three qualities are produced: "Copa," which is the leaf of first quality, used for wrappers; "tripa," also a wrapper of medium grade; and "beliche," or ordinary leaf. Tobacco culture is capable of enormous development here under favorable circumstances.

A small quantity of cocoa is produced each year. Maize is grown on considerable areas only at times when high prices promise to prevail. Some cotton is also produced. Grass grows luxuriantly and affords pasturage for numerous herds of cattle, nearly all of which are exported. The hides of those consumed on the island are sent to other countries.

The mineral resources are not very extensive. Gold is found in limited quantities. Some copper, lead, iron, and coal are obtained. Lignite and yellow amber are found at Utuado and Moca. There are undeveloped resources of marble, limestone, and other building stone. The salt works at Guanica, Salinas, and Cape Rojo

are under governmental control. Hot springs and mineral waters are found at Coame, Juan Diaz, San Sebastian, San Lorenzo, and Ponce. The former is the most noted.

LAND AND MINING LAWS.

There is no public land in the island of Porto Rico; therefore colonization must be undertaken there, as in Cuba, by private enterprise. The population of Porto Rico is very dense, and all the land has been taken. The royal ordinance of colonization and the "Ley de Extranjeria" (statute on aliens) do not grant concessions of land or offer any material inducement to immigration. Cuba and Porto Rico have not, therefore, any law tending to encourage foreign immigration, as is the case in most of the American countries; and, although foreigners are welcomed and their rights protected by law, no especial privileges are granted for settlement in those islands. The mining law in force in Porto Rico is the same as that of Cuba. After the mineral is found, titles may be obtained by applying to the civil government where the mine is located. In case the mine is situated on private land, forcible expropriation may be obtained, the corresponding indemnity having been paid.

MANUFACTURES.

But little manufacturing is carried on. The Standard Oil Company has a small refinery across the bay from San Juan, at which crude petroleum brought from the United States is rectified. Sugar making is the chief industry. At San Juan, matches, ice, soap, and a cheap variety of traveling cases are manufactured; there are also tanneries and foundries in the island.

POLITICAL DIVISIONS AND GOVERNMENT.

The island is divided into seven districts, and under Spanish sovereignty, its affairs were administered by a Captain-General, who was the civil as well as the military executive, appointed by the Crown, with representation in the Spanish Cortes or Parliament. In 1897, through a royal decree, the island was granted autonomous government, with a colonial parliament, the executive power being vested in a Governor-General, with department secretaries. Under the agreement with Spain for the conclusion of

peace. Porto Rico is ceded to the United States, and, for the present, is governed by the military commanders under the instructions of the United States War Department.

CITIES, TOWNS, AND HARBORS.

Harbors are numerous along the coast of Porto Rico, but they are mostly unprotected from the trade winds on the northern side or filled with sand on the western side. Nearly the whole of the north coast is lined with navigable lagoons, some of which are nearly 10 miles in length. Of the 21 rivers, some are quite small, but there are several each of which is navigable for 5 or 6 miles from its mouth. A number of the bays and creeks are deep enough for vessels of considerable burden, but the north coast is subject to tremendous ground seas, which beat against the cliffs with great violence. The exporting ports are Mayaguez (San German) and Aguadilla on the west, and Guanica, Guayanilla, and Puerto Ponce on the south. The eastern part of the island is, commercially, less important. The chief cities and towns are:

1. San Juan, the capital of the island, is situated on a long and narrow island, separated from the main island at one end by a shallow arm of the sea, over which is a bridge connecting it with the mainland, which runs out at this point in a long sand spit, some 9 miles in length, apparently to meet the smaller island: at the other end, the island ends in a rugged bluff or promontory, some hundred feet high and three-fourths of a mile distant from the main island. This promontory is crowned by Morro Castle, the principal fortification of the town. After rounding the bluff, one finds a broad and beautiful bay, landlocked and with a good depth of water, which is being increased by dredging. It is by far the best harbor in Porto Rico, and probably as good a one as can be found in the West Indies.

San Juan is a perfect specimen of a walled town, with portcullis, moat, gates, and battlements. Built over two hundred and fifty years ago, it is still in good condition and repair. The walls are picturesque and represent a stupendous work and cost in themselves. Inside the walls, the city is laid off in regular squares, six parallel streets running in the direction of the length of the island and seven at right angles. There is no running water in the town.

The entire population depends upon rain water, caught upon the flat roofs of the buildings and conducted to the cistern, which occupies the greater part of the inner courtyard that is an essential part of Spanish houses the world over, but that here, on account of the crowded conditions, is very small. There is no sewerage, except for surface water and sinks, while vaults are in every house and occupy whatever remaining space there may be in the patios not taken up by the cisterns. The risk of contaminating the water is very great, and in dry seasons the supply is entirely exhausted. Epidemics are frequent, and the town is alive with vermin, fleas, cockroaches, mosquitoes, and dogs. The streets are wider than in the older part of Havana, and will admit two carriages abreast. The sidewalks are narrow, and in places will accommodate but one person. The pavements are of a composition manufactured in England from slag, pleasant and even, and durable when no heavy strain is brought to bear upon them, but easily broken and unfit for heavy traffic. The streets are swept once a day by hand and are kept very clean. With proper sanitary conditions, the town would doubtless be healthful. Population within the walls, about 20,000.

Besides the town within the walls, there are small portions just outside, called the Marina and Porta de Tierra, containing 2,000 or 3,000 inhabitants each. There are also two suburbs—one, San Turce, approached by the only road leading out of the city, and the other, Cataño, across the bay, reached by ferry. The Marina and the two suburbs are situated on sandy points or spits, and the latter are surrounded by mangrove swamps. The entire population of the city and suburbs, according to the census of 1887, was 27,000. It is now estimated at 30,000. One-half of the population consists of negroes and mixed races. There is but little manufacturing, and that is of small importance.

2. The city of Ponce is situated on the south coast of the island, on a plain, about 2 miles from the seaboard and 70 miles from San Juan. It is regularly built—the central part almost exclusively of brick houses and the suburbs of wood. It is the residence of the military commander and the seat of an official chamber of commerce. There is an appellate criminal court, besides other courts; two churches—one Protestant, said to be the only one in the Spanish West Indies—two hospitals

besides the military hospitals, a home of refuge for the old and poor, a perfectly equipped fire department, a bank, a theater, three first-class hotels, and gas works. The city has an ice machine, and there are 115 vehicles for public conveyance. The inhabitants, who number about 15,000, are principally occupied in mercantile pursuits; but carpenters, bricklayers, joiners, tailors, shoemakers, and barbers find good employment. The department of Ponce counts about 40,000 inhabitants. The chief occupations of the people are the cultivation of sugar, cocoa, tobacco, and oranges, and the breeding of cattle. Commercially, Ponce is the second city of importance on the island. A fine road leads to the port (Playa), where all the import and export trade is transacted. Playa has about 5,000 inhabitants, and here are situated the custom-house, the office of the captain of the port, and all the consular offices. The port is spacious and will hold vessels of 25 feet draft. The climate, on account of the sea breezes during the day and land breezes at night, is not oppressive, though warm; and as water for all purposes, including the fire department, is amply supplied by an aqueduct, it may be said that the city of Ponce is perhaps the healthiest place in the whole island.

3. Mayaguez, the third city in importance of the island, is situated in the west part, 102 miles from San Juan, facing what is generally known as the "Mona Channel." Of industries, there is little to be said, except that there are three manufactories of chocolate, which is for local consumption. Sugar, coffee, oranges, pineapples, and cocoanuts are exported largely, all except coffee principally to the United States. Of sugar, the muscovado goes to the United States and the centrifugal to Spain. Mayaguez is the second port for coffee, the average annual export being 170,000 hundredweight. The quality is of the best, ranging in price with Java and other first-rate brands. The lower grades are sent to Cuba. About 50,000 bags of flour are imported into this port every year from the United States, out of the 180,000 bags that are consumed in the whole island. The population is nearly 20,000, the majority white. The climate is excellent, the temperature never exceeding 90° F. The city is connected by tram with the neighboring town of Aguadilla, and a railroad is being constructed to Lares, one of the large interior towns.

4. The city of Aguadilla, which is the principal town and the port of Aguadilla district, in the northwest portion of the island, has 5,000 inhabitants. It is 81 miles distant from San Juan. Industries in the vicinity consist of the cultivation of sugar cane, coffee, tobacco, and cocoanuts and the distillation of rum from molasses. In the town are three establishments for preparing coffee for exportation. The climate is hot, but healthy. There is hardly ever yellow fever.

5. The town of Arecibo, of from 6,000 to 7,000 inhabitants, is situated on the north coast of Porto Rico, facing the Atlantic Ocean, and some 50 miles distant by rail from San Juan. It is similar to all Spanish towns, with a plaza, surrounded by the church and other public buildings, in the center, and streets running from it in right angles, forming regular squares. The buildings are constructed of wood and brick. The harbor is poor, being nothing more than an open roadstead exposed to the full force of the ocean, in which vessels during northerly winds can hardly lie in safety. Close in shore, on one side, dangerous reefs stretch, a constant menace to vessels if the anchor does not hold. Into this harbor empties a narrow and shallow stream called the Rio Grande de Arecibo. Goods are conveyed on this river to and from the town in flat-bottomed boats, with the aid of long poles and by dint of much pushing and patience. At the bar of the river everything is again transferred into lighters, and thence to vessels. It is a tedious and expensive process. However, Arecibo is quite an important port, and has tributary to it a large district of some 30,000 inhabitants. The want of good roads in the island makes such a place as Arecibo far more important than it would naturally be.

6. The town of Fajardo, on the east coast of the island, 36 miles from San Juan, has a population of 8,779, according to the latest official statistics (December, 1887). The port is handsome, with a third-class light-house at the entrance at the point called Cabezas de San Juan, and a custom-house open to universal commerce. The town is about $1\frac{1}{4}$ miles from the bay. The only important industry of the district is the manufacture of muscovado sugar, to which most of the planters devote themselves. Shooks, hickory hoops, pine boards, and provisions come from the United States in considerable quantities. Sugar and molasses are

exported, and occasionally tortoise shell. The climate is temperate and healthy.

7. Naguabo (on the east side) is a small town of only about 2,000 inhabitants, and in the harbor there is another smaller place called Playa de Naguabo, or Ucares, with about 1,500. The capital of the department, Humacao, is 9 miles from Naguabo and has 4,000 inhabitants, the district comprising more than 15,000.

8. Arroyo, in the district of Guayama (southeast portion), is a small seaport of about 1,200 inhabitants. The annual exports to the United States average 7,000 to 10,000 heads of sugar, 2,000 to 5,000 casks of molasses, and 50 to 150 casks and barrels of bay rum.

COMMERCE OF PORTO RICO.

The *Estadística General del Comercio Exterior*, Porto Rico, 1897, gives the following figures (the latest published) in regard to the trade of the island in 1895:

Imports of principal articles.

Articles.	Value.*	Articles.	Value.*
Coal	\$119, 493	Flour	\$982, 222
Iron	224, 206	Vegetables	192, 918
Soap	238, 525	Olive oil	327, 801
Meat and lard	1, 223, 104	Wine	305, 656
Jerked beef	133, 616	Cheese	324, 137
Fish	1, 591, 418	Other provisions	171, 322
Rice	2, 180, 004	Tobacco (manufactured)	663, 464

* United States currency.

Exports of principal articles.

Articles.	Value.*	Articles.	Value.*
Coffee	\$8, 789, 788	Sugar	\$3, 747, 891
Tobacco	646, 556	Honey	517, 746

* United States currency.

The value of the total imports was \$16,155,056, against \$18,316,971 for the preceding year. The exports were valued at \$14,629,494, against \$16,015,665 in 1894. The principal increases in imports, as compared with the preceding year, were

in meats, fish, olive oil, and tobacco. Decreases were noted in flour, vegetables, and wine. The exportation of coffee diminished, and that of sugar and honey increased.

The trade of the United States with Porto Rico during the last seven years, as given by United States Treasury figures, was:

Description.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
Imports:							
Free.....	\$1,866,955	\$3,236,337	\$3,994,673	\$3,126,895	\$375,864	\$48,608	\$101,711
Dutiable.....	1,307,155	11,670	13,950	8,739	1,131,148	2,248,045	2,079,313
Total.....	3,164,110	3,248,007	4,008,623	3,135,634	1,506,512	2,296,653	2,181,024
Exports:							
Domestic.....	2,112,334	2,808,631	2,502,788	2,705,646	1,820,203	2,080,400	1,964,860
Foreign.....	42,990	47,372	7,819	14,862	13,341	21,694	24,038
Total.....	2,155,234	2,856,003	2,510,607	2,720,508	1,833,544	2,102,094	1,988,898

The commerce of Spain with Porto Rico from 1891 to 1896 was:

Description.	1891.	1892.	1893.	1894.	1895.	1896.
Imports from Porto Rico....	\$3,260,650	\$4,428,891	\$4,108,654	\$4,164,954	\$5,824,694	\$5,423,760
Exports to Porto Rico.....	3,395,243	3,929,186	4,653,023	5,535,027	8,572,549	7,328,880

The figures from 1891 to 1895 are taken from Spain's Foreign Trade, FRANK H. HITCHCOCK, Department of Agriculture, 1898. The figures for 1896 are from a British Foreign Office report (Annual Series, No. 2065, 1898).

The trade of Porto Rico with other countries of importance in 1895 (according to the Estadística General del Comercio Exterior) was:

Country.	Imports.	Exports.
Cuba.....	\$808,283	\$3,610,936
England.....	1,765,574	1,144,555
France.....	251,984	1,376,087
Germany.....	1,368,595	1,181,396
Italy.....	19,619	589,045
Holland.....	325,301	3,246
Denmark.....	26,565	236,418
British West Indies.....	1,709,117	521,649
Danish West Indies.....	600	40,434
French West Indies.....	55	62,927

The British consul says that the principal exports in 1896 were:

Articles.	Quantity.	Articles.	Quantity.
Sugar	54, 205	Timber	30
Coffee	26, 655	Molasses.....	14, 740
Hides.....	169	Tobacco	1, 039
Cattle.....	3, 178		

Owing to the troubled state of affairs in Cuba, continues the report, prices for tobacco have increased enormously in Porto Rico. A large amount has been planted, and the crop promises well.

TRANSPORTATION FACILITIES, TELEGRAPHS, AND TELEPHONES.

One of the greatest drawbacks to this really wonderful island has been the lack of adequate transportation facilities. All the roads, except the main government road, are of the most primitive sort and are quite impassable during the rainy seasons. The "consumption tax" on liquors and petroleum has been ceded to the municipalities, the last few years, to be used in repairing the highways. According to the latest available reports, the total length of finished railroads is about 136 miles, with 170 miles under construction. Lines connect San Juan and Camuy, Aguadilla and Mayaguez, Yauco and Ponce, Carolina and San Juan, San Juan and Rio Pedras, and San Juan and Catana. "The New York Commercial Advertiser," August 13, 1898, gives a full account of the railroads, written by a resident, as follows:

Mail, telegraph, and railroad communications are of such a kind that should they disappear entirely the people could do just as well without them. It is only since the year 1878 that railroads have been known in Porto Rico, and since then the country has advanced very little. There are only three railroad lines in the whole island, covering in all 136 miles. The first one was opened in 1878, the East Railroad Line, from San Juan to Rio Piedras, a distance of 6¼ miles, covered in fifty-five minutes, making several stops of one or two minutes. The fare is 30 cents from San Juan to Rio Piedras, or 5 cents per mile, and between San Juan or Rio Piedras and the intermediate stations the rate is about the same. This is the best managed line in the island, and runs 12 trains daily, with comfortable and quite elegant cars, although it may be noticed that the speed is limited.

The West Railroad Line, opened in 1881, from San Juan to Catano, crosses the harbor by ferryboat, and thence to Bayamon by a so-called train. This line is the worst thing imaginable, and would furnish plenty of material for a book on railroad mismanagement. Trains are run every two and three hours, and the

trip from San Juan to Bayamon, or vice versa, a distance of 6 miles, is supposed to be made in an hour, but this has never been done. It always takes an hour and a quarter, at least, even barring accidents, which are quite numerous, owing to the fact that there are only two engines and two boats, all in a very poor condition.

This line issues tickets from San Juan to Bayamon, connecting at that point with the Arecibo train; very often the West Railroad train is late, the passenger misses the Arecibo one, and as there is only a daily train has to wait till next day at his own expense. Civil or criminal suits are never brought against any railroad, as the plaintiff is quite sure to have judgment rendered against him.

Both these lines are owned by private individuals, so the Government is not to blame for their poor management, except for allowing them to violate all rules.

The largest railroad in the island is the one called "Circumvallation Railroad," and here the way things are done by the Spanish Government can be better judged. In almost every country railroad companies pay taxes, but in Porto Rico things are quite different. This railroad is owned by a French company, to which the Government guarantees an 8 per cent profit on the capital invested. Under this contract, it is easy to imagine that the management is very poor; the company never makes the 8 per cent stipulated, and the country has to pay for something that does not benefit the people, as few can use the railroad, owing to its high rates.

This contract was made in Madrid, the interests of the Porto Rico people not being considered at all. Although the construction of this railroad was begun in 1887, and the company agreed to complete it in ten years, up to the present time only one-third of it is in operation, and nobody can tell when the balance will be finished.

The lines in operation are as follows: From San Juan to Camuy, along the north coast, a distance of 62 miles, with eleven intermediate stations; on the west coast, from Aguadilla to Mayaguez, 28 miles, with four stations; from Yauco to Ponce, on the south coast, with two intermediate stations, 22 miles, and on the east from Carolina to San Juan, with two stations and $1\frac{3}{4}$ miles, making in all $125\frac{1}{2}$ miles. The distance from San Juan to Camuy, 62 miles, is covered in four hours, as per time-table. Express and through trains are never run, and there is only a single track. The average speed of trains is a little over 18 miles per hour.

The particular feature of this railroad is that fares must be paid not in Porto Rico provincial coin, but in Spanish currency, with a premium that has been increasing for the last three years, reaching 30 and 35 per cent. On this account the passenger never knows how much the ticket will be till he reaches the station and reads on the slate the rate of exchange. That, as a rule, is as high as possible, for there is very little Spanish coin in the island, and the public has to pay what the company asks.

About 470 miles of telegraph lines are in service, while submarine cables connect San Juan with St. Thomas and Jamaica. According to a report by United States Consul STEWART, of San

Juan (printed in Special Consular Reports, Highways of Commerce), there are about 150 miles of good road on the island. Elsewhere transportation is effected on horseback. A British consular report (No. 1917, 1897) says that the telephone systems of San Juan, Ponce, and Mayaguez have recently been contracted for by local syndicates. In Ponce, a United States company obtained the contract for the material. There are 100 stations already connected, and it is expected that 200 more will be in operation shortly. There have been recent harbor improvements in San Juan.

STEAMSHIP SERVICE TO PORTO RICO.

The New York "Journal of Commerce," of August 17, 1898, speaking of clearances for Cuba, says:

There is less activity among shippers to Porto Rican markets, though it is expected that a good business will soon be apparent. The action of the Government in placing commerce with the island on virtually a coastwise basis, especially in so far as navigation laws are concerned, appears to meet with very general favor. The New York and Porto Rico Steamship Company, which is the only one operating a steamer service for freight to the island, has three steamers under the American flag, and consequently will be able to operate under the new arrangement as heretofore.

The same newspaper said in its issue of August 15:

Plans are also being made for resuming regular trade with the island of Porto Rico. MILLER, BULL & KNOWLTON, it will be recalled, have already sent out the steamer *Silva* to Ponce, and it was stated at the office on Saturday that a steamer would be dispatched this week to call at all ports. The company now has a steel steamer building at Bath, Me., which will be ready in a few weeks, and will, it is understood, be placed on the Porto Rico service. This is the first steel tramp steamer ever built in this country. In addition, it is announced that the company has accepted plans for two new steel passenger and freight steamships which are to ply between this city and Porto Rico. The contracts for the construction of the ships are to be awarded this week. These vessels are to be considerably larger than any of the company's old ships. They will also develop greater speed, and will be fitted with first-class passenger accommodations.

The Red D Line has announced that until further notice its steamers will call at Ponce or San Juan on their way to Venezuela. This stop will be to land and receive passengers only, the line not wishing to delay its steamers for freight.

The advertisement of the Red D Line says its steamships sailing for Venezuela on the following dates will call at Porto Rico to land mails and passengers: Steamship *Abydos*, Wednesday,

August 24: steamship *Philadelphia*, Thursday, September 8. BOULTON, BLISS & DALLETT, 135 Front street, are general managers.

The New York and Porto Rico Steamship Company announces sailings for principal ports in Porto Rico as follows: American steamer *Arkadia*, Saturday, August 27: American steamer *Wimfred*, Thursday, September 8. For passenger accommodations and freight apply to MILLER, BULL & KNOWLTON, agents, 130-132 Pearl street.

CUSTOMS TARIFF AND SHIPPING REGULATIONS.

The customs tariff for Porto Rico was promulgated by the War Department of the United States on the 19th of August. The rates applied are those of the minimum tariff formerly imposed by Spain. Under Spanish sovereignty, United States products entering Porto Rico paid the maximum rates. They are now on an equal footing with those of other nations.

The tonnage and landing charges are practically the same as provided in the Cuban regulations, but speaking generally the customs duties are lower. The Spanish tax of 50 cents on each ton of merchandise landed at San Juan and Mayaguez for harbor improvements is continued. The following articles are admitted free:

Trees, plants, and moss in a natural or fresh state.

Gold and silver ores.

Samples of felt, painted paper, and tissues, when they comply with specified conditions.

Samples of trimmings in small pieces of no commercial value or possible application.

Gold, silver, and platinum, in broken-up jewelry or table services, bars, sheets, coins, pieces, dust, and scrap.

Also the following under conditions:

Natural manures and guano.

National products returning from foreign exhibits, on presentation of the bill of lading or certificate proving their exportation from the island and of satisfactory evidence attesting that such products have been presented and have been shipped to their point of departure.

Wearing apparel, toilet objects, and articles for personal use, bed and table linen, books, portable tools and instruments, theatrical costumes, jewels, and table services bearing evident signs of having been used, imported by travelers in their luggage in quantities proportioned to their class, profession, and position.

When travelers do not bring their baggage with them, the clearing of the same may be made by the conductor or persons authorized for the purpose, provided that they prove to the satisfaction of the customs officers that the effects are destined for private use.

Works of fine art acquired by the Government, academies, or other official corporations, and destined for museums, galleries, or art schools, when due proof is given as to their destination.

Archæological and numismatical objects for public museums, academies, and scientific and artistic corporations on proof of their destination.

Specimens and collections of mineralogy and botany, and small models for public museums, schools, academies, and scientific and artistic corporations, on proof of their destination.

Receptacles which have been shipped from the island with fruit, sugar, molasses, and spirits, and which are reimported empty, including receptacles known as "pipotes," of galvanized iron, intended for the exportation of alcohol.

Carriages, trained animals, portable theaters, panoramas, wax figures, and other similar objects for public entertainment, imported temporarily, provided bond be given.

Used furniture of persons coming to settle in the island.

Foreign articles coming to exhibitions held in the island.

Submarine telegraph cables.

Pumps intended exclusively for the salvage of vessels.

Parts of machinery, pieces of metal, and wood imported for the repair of foreign and national vessels which have entered ports in the island through stress of weather.

DUTIES ON FOOD ARTICLES.

On alimentary substances, the customs tariffs are as follows, taking the peso at the same valuation as that of Cuba—92.6 cents:

	Pesos.	U. S. cur- rency.
Live and dead poultry and small game...per kilo (2.2046 lbs.), net..	0.05	\$0.04
Meat in brine.....per 100 kilos, net..	2.55	2.36
Pork and lard.....do....	4.50	4.16
Other kinds of meat.....do....	3.50	3.25
Jerked beef.....do....	2.35	2.17
Butter.....do....	6.75	6.25
Salt cod and stockfish, also fish fresh, salted, smoked, or marinated, including the weight of the salt or brine...per 100 kilos, gross..	.90	.83
Oysters of all kinds, and shellfish, fresh or dried.....do....	1.00	.92
Fish and shellfish in oil or preserved in any way in tins, including the weight of the immediate receptacles....per 100 kilos, gross..	11.50	10.64
Rice in the husk.....do....	1.95	1.80
Rice without the husk.....do....	2.70	2.50
Wheat.....do....	3.15	2.91
Wheat flour.....do....	4.00	3.70
Other cereals (with the exception of millet).....do....	3.15	2.92
Flour of same.....do....	4.00	3.70
Millet.....do....	3.15	2.91
Flour of millet.....do....	4.00	3.70
Pulse, dried.....do....	3.00	2.91

	Pesos.	U. S. cur- rency.
Pulse and garden produce, pickled or preserved in vacuo, mush-rooms, etc., including the weight of immediate receptacles, per 100 kilos	13. 00	\$12. 03
Olive oil in either earthen jars or tins.....per 100 kilos, gross..	3. 45	3. 09
Olive oil in bottles, including the weight of the bottles, per 100 kilos..	5. 25	4. 86
Alcohol and brandy.....hectol (26.418 galls.)..	25. 00	23. 15
Liquors, cognac, and other compound spirits:		
In casks or demijohns	9. 00	8. 33
In bottles or flasks.....	14. 00	12. 96
Beer and natural or artificial cider in casks.....do....	5. 50	5. 09
Beer and natural or artificial cider in bottles or flasks.....do....	7. 75	7. 17
Sparkling wines.....liter (1.0567 qts.)..	. 80	. 74
Wine from the grape, red or white, dessert or liqueur wines, in casks or similar receptacles.....per liter..	. 15	. 13
Wine from the grape, red or white, dessert or liqueur wines, in bottles, per liter.....	. 40	. 37
Other wines in bottles.....per liter..	10. 00	9. 26

In addition to the customs duties on beverages, the following Spanish consumption tax is retained:

	Pesos.	U. S. cur- rency.
Alcohol and commercial spirits, of potato, grain, etc. .per hectoliter..	0. 20	\$0. 13
Cognac, brandy, rum, etc.....do....	. 20	. 13
Beer and porter.....do....	. 07	. 06
Common wines, red or white.....do....	. 015	. 013
Wines, fine, from foreign countries.....do....	. 10	. 09

Wines imported in bottles or flasks pay a surtax of 50 per cent.

In consideration of the nature of the goods and the danger, through fire, which might result from their being deposited on the wharfs to the prejudice of private persons and of the State, a wharf and unloading due of 25 centavos per kilogram has been imposed on matches.

Duties on other articles of importance imported from the United States are—

	Pesos.	U. S. cur- rency.
Coal and coke.....per 1,000 kilos (2,204.6 lbs.)..	0. 33	\$0. 30
Benzine, gasoline, petroleum, and other refined mineral oils, per 100 kilos.....	3. 10	2. 87
Staves.....per 1,000..	2. 30	2. 12
Ordinary wood in boards, deals, rafters, beams, and rounded poles; timber for shipbuilding.....per cubic meter..	1. 00	. 92
Weighing machines.....per 100 kilos..	2. 50	2. 31
Weighing machines for sugar cane (platforms).....do....	. 65	. 60
Machinery and apparatus for making sugar or rum.....do....	. 65	. 60
Motors of all kinds, with or without boilers, and boilers imported separately.....per 100 kilos..	2. 50	2. 31
Locomotives, traction and marine engines, with boilers, or such boilers imported separately.....per 100 kilos..	3. 00	2. 77

EXPORT DUTIES AND PROHIBITED ARTICLES.

The following are the export tariffs for the island of Porto Rico:

	Pesos.	U. S. currency.
Coffee..... per 100 kilograms.	1. 00	\$0. 92
Wood.....do.....	. 15	. 13
Tobacco.....do.....	. 22	. 20

The following articles are prohibited importation: Arms, projectiles, ammunition, and dynamite, except by special authorization of the proper military authorities of the island; fecules for industrial use; molasses; butter and animal greases intended for alimentary purposes, composed or adulterated with margarine or oleomargarine; paintings, figures, and all other objects offensive to morality; artificial wines, not medicinal, and adulterated wines.

SHIPPING REGULATIONS.

The navigation rules applying to Porto Rico are stated in the following order of the United States Commissioner of Navigation:

CLEARANCE OF VESSELS TO CUBA AND PORTO RICO,

TREASURY DEPARTMENT, BUREAU OF NAVIGATION.

Washington, D. C., August 15, 1898.

To collectors of customs and others:

Vessels may clear to ports in Cuba and Porto Rico, subject to the laws and regulations in force relating to clearances, except that vessels of the United States only will be cleared for the transportation of merchandise in the trade between the United States and Porto Rico.

Approved:

L. J. GAGE, *Secretary.*

T. B. SANDERS,

Acting Commissioner.

While only United States vessels may be cleared for Porto Rico, it is understood that foreign vessels touching at United States ports will be permitted to proceed to Porto Rico.

POSTAL RATES.

The following order of the Postmaster-General of the United States establishes regulations which will doubtless apply to the whole of the island of Porto Rico:

CIVILIANS' MAIL FOR AND FROM PONCE, PORTO RICO.

POST-OFFICE DEPARTMENT,
Washington, D. C., August 2, 1898.

ORDER No. 319.

In conformity with the order of the President of the 21st ultimo, my order (No. 161) of the 26th of April last, prohibiting the dispatch of any mail matter to Spain or her dependencies, is modified so far as to permit postal communication between the United States and Ponce, Porto Rico.

The mails sent to Ponce may contain mail matter of all classes allowable in the domestic mails of the United States, addressed for delivery at any place within the territory occupied by the United States forces in the vicinity of Ponce; and the mails sent from Ponce may contain the same classes of mail matter addressed for delivery in the United States; all articles included in said mails being subject to inspection by the proper military or naval authorities.

The postage rates applicable to articles originating in or destined for the United States in the mails in question are fixed as follows, viz:

First-class matter, 5 cents per half ounce.

Postal cards, single, 2 cents; double, 4 cents.

Second and third class matter, 1 cent for each two ounces.

Fourth-class matter, 1 cent for each ounce.

Registration fee, 8 cents.

Only United States postage stamps will be valid for the prepayment of postage. Prepayment shall not be required, but if postage is not prepaid in full, double the amount of the deficient postage at the above rates shall be collected on delivery to addresses in the United States or Porto Rico.

To articles originating in or destined for countries beyond the United States, the Postal-Union rates and conditions shall apply.

The mails for Ponce must be addressed to the United States postal agent at Ponce, and the delivery of any article may be withheld if deemed necessary by the proper military or naval authorities.

Compensation to merchant vessels for the sea conveyance of mails from Ponce shall be made at the rates heretofore paid to merchant vessels for conveying mails from the United States to Ponce.

CHARLES EMORY SMITH,
Postmaster-General.

BANKING AND CURRENCY, WEIGHTS AND MEASURES.

There is a bank at San Juan, the capital, with branches at the principal points in the islands. Mexican money was current until the end of 1895, when a 5-peseta piece was coined and put in circulation.

The metric system of weights and measures is in use in Porto Rico. (See Weights and Measures, under Cuba.)

III. HAWAIIAN ISLANDS.

The resolution annexing the Hawaiian Islands to the United States is as follows:

[PUBLIC RESOLUTION—No. 51.]

JOINT RESOLUTION To provide for annexing the Hawaiian Islands to the United States.

Whereas the Government of the Republic of Hawaii having, in due form, signified its consent, in the manner provided by its constitution, to cede absolutely and without reserve to the United States of America all rights of sovereignty of whatsoever kind in and over the Hawaiian Islands and their dependencies, and also to cede and transfer to the United States the absolute fee and ownership of all public, Government, or Crown lands, public buildings or edifices, ports, harbors, military equipment, and all other public property of every kind and description belonging to the Government of the Hawaiian Islands, together with every right and appurtenance thereto appertaining: Therefore,

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That said cession is accepted, ratified, and confirmed, and that the said Hawaiian Islands and their dependencies be, and they are hereby, annexed as a part of the territory of the United States and are subject to the sovereign dominion thereof, and that all and singular the property and rights hereinbefore mentioned are vested in the United States of America.

The existing laws of the United States relative to public lands shall not apply to such lands in the Hawaiian Islands; but the Congress of the United States shall enact special laws for their management and disposition: *Provided,* That all revenue from or proceeds of the same, except as regards such part thereof as may be used or occupied for the civil, military, or naval purposes of the United States, or may be assigned for the use of the local government, shall be used solely for the benefit of the inhabitants of the Hawaiian Islands for educational and other public purposes.

Until Congress shall provide for the government of such islands all the civil, judicial, and military powers exercised by the officers of the existing government in said islands shall be vested in such person or persons and shall be exercised in such manner as the President of the United States shall direct; and the President shall have power to remove said officers and fill the vacancies so occasioned.

The existing treaties of the Hawaiian Islands with foreign nations shall forthwith cease and determine, being replaced by such treaties as may exist, or as may be hereafter concluded, between the United States and such foreign nations. The municipal legislation of the Hawaiian Islands, not enacted for the fulfillment of the treaties so extinguished, and not inconsistent with this joint resolution nor contrary to the Constitution of the United States nor to any existing treaty of the United States, shall remain in force until the Congress of the United States shall otherwise determine.

Until legislation shall be enacted extending the United States customs laws and regulations to the Hawaiian Islands the existing customs relations of the Hawaiian Islands with the United States and other countries shall remain unchanged.

The public debt of the Republic of Hawaii, lawfully existing at the date of the passage of this joint resolution, including the amounts due to depositors in the Hawaiian Postal Savings Bank, is hereby assumed by the Government of the United States; but the liability of the United States in this regard shall in no case exceed four million dollars. So long, however, as the existing Government and the present commercial relations of the Hawaiian Islands are continued as hereinbefore provided said Government shall continue to pay the interest on said debt.

There shall be no further immigration of Chinese into the Hawaiian Islands, except upon such conditions as are now or may hereafter be allowed by the laws of the United States; and no Chinese, by reason of anything herein contained, shall be allowed to enter the United States from the Hawaiian Islands.

The President shall appoint five commissioners, at least two of whom shall be residents of the Hawaiian Islands, who shall, as soon as reasonably practicable, recommend to Congress such legislation concerning the Hawaiian Islands as they shall deem necessary or proper.

SEC. 2. That the commissioners hereinbefore provided for shall be appointed by the President, by and with the advice and consent of the Senate.

SEC. 3. That the sum of one hundred thousand dollars, or so much thereof as may be necessary, is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, and to be immediately available, to be expended at the discretion of the President of the United States of America, for the purpose of carrying this joint resolution into effect.

Approved, July 7, 1898.

Under section 2, the President appointed as commissioners HON. SHELBURY M. CULLOM, HON. JOHN T. MORGAN, and HON. ROBERT R. HITT, representing the United States; President SANFORD B. DOLE and HON. WALTER F. FREAR, representing Hawaii. DANIEL A. RAY is the executive and disbursing officer. The commission is now in the Hawaiian Islands, investigating conditions there preparatory to making a report.

The Bureau of the American Republics in August, 1897, published a handbook of Hawaii, containing full information about the islands, their government, resources, commerce, etc., up to that date, together with a reliable map, and also included them in Volume I of the "Commercial Directory of the American Republics," issued in November, 1897. The Directory gives full lists of the business houses in the islands.

LOCATION: COMMERCIAL AND NAVAL IMPORTANCE.

The Hawaiian Islands, formerly known as the Sandwich Islands, are situated in the North Pacific Ocean, and lie between longitude $154^{\circ} 40'$ and $160^{\circ} 30'$ west from Greenwich, and latitude $22^{\circ} 16'$ and $18^{\circ} 55'$ north. They are thus on the very edge of the Tropics, but their position in mid ocean and the prevalence of the northeast trade winds give them a climate of perpetual summer without enervating heat. The group occupies a central position in the North Pacific, 2,089 nautical miles southwest of San Francisco; 4,640 from Panama; 3,800 from Auckland, New Zealand; 4,950 from Hongkong, and 3,440 from Yokohama. Its location gives it great importance from a military as well as from a commercial point of view.

Broadly speaking, Hawaii may be said to lie about one-third of the distance on the accustomed routes from San Francisco to Japanese and Chinese ports; from San Francisco to Australia; from ports of British Columbia to Australia and British India, and about halfway from the Isthmus of Panama to Yokohama and Hongkong. The construction of a ship canal across the isthmus would extend this geographical relation to the ports of the Gulf of Mexico and of the Atlantic Seaboard of North and South America. A glance at the map will at once make clear the fact that no other point in the North Pacific has such a dominating relation to the trade between America and Asia, as a place of call and depot of supplies for vessels.

From a naval standpoint, Hawaii is the great strategic base of the Pacific. Under the present conditions of naval warfare, created by the use of steam as a motive power, Hawaii would secure to the maritime nation possessing it an immense advantage as a depot for the supply of coal. Modern battle ships, depending absolutely upon coal, would be enabled to avail themselves of their full capacity of speed and energy only by having some halfway station in the Pacific where they could replenish their stores of fuel and refit. A battle ship or cruiser starting from an Asiatic or Australian port, with the view of operating along the coast of either North America or South America, would be unable to act effectively for any length of time at the end of so long a voyage unless

she were able to refill her bunkers at some point on the way. On the other hand, the United States, possessing Hawaii, will be able to advance its line of defense 2,000 miles from the Pacific coast, and, with a fortified harbor and a strong fleet at Honolulu, will be in a position to conduct either defensive or offensive operations in the North Pacific to greater advantage than any other power.

AREA AND POPULATION.

For practical purposes, there are eight islands in the Hawaiian group. The others are mere rocks, of no value at present. These eight islands, beginning from the northwest, are named Niihau, Kauai, Oahu, Molokai, Lanai, Kahoolawe, Maui, and Hawaii. The areas of the islands are:

	Square Miles.
Niihau.....	97
Kauai.....	590
Oahu.....	600
Molokai.....	270
Maui.....	760
Lanai.....	150
Kahoolawe.....	63
Hawaii.....	4,210
Total.....	6,740

As compared with States of the Union, the total area of the group approximates most nearly to that of the State of New Jersey—7,185 square miles. It is more than three times that of Delaware—2,050 square miles.

The islands that interest an intending immigrant are Hawaii, Maui, Oahu, and Kauai. It is on these islands that coffee, fruits, potatoes, corn, and vegetables can be raised by the small investor, and land can be obtained on reasonable terms.

The island of Hawaii is the largest in the group, and presents great varieties of soil and climate. The windward side, which includes the districts of North Kohala, Hamakua, Hilo, and Puna, is copiously watered by rains, and in the Hilo district the streams rush impetuously down every gulch or ravine. The leeward side of the island, including South Kohala, North and South Kona, and Kau, is not exposed to such strong rains, but an ample supply of water falls in the rain belt. The Kona district has given the coffee product a name in the markets of the world. On this island are now situated numerous sugar plantations. Coffee

employs the industry of several hundred owners, ranging from the man with 200,000 trees to one who has only an acre or so. There are thousands of acres at present uncultivated and only awaiting the enterprise of the temperate zone to develop them.

Maui is also a very fine island. Besides its sugar plantations it has numerous coffee lands, especially in the eastern part, which are just now being opened up. The western slopes of Haleakala, the main mountain of Maui, are covered with small farms, where are raised potatoes, corn, beans, and pigs. Again, here, thousands of acres are lying fallow.

The island of Oahu presents excellent opportunities for the investor. Many acres of land remain undeveloped among its fertile valleys, the energies of the population having been devoted to the development of the sugar lands on the larger islands. A line of railroad has been constructed which at present runs along the coast to a distance of 30 miles from the city. It is proposed to continue this line completely around the island. This railroad opens up rich coffee and farming lands and affords ready means of transport for the produce and an expeditious method for obtaining the necessary supplies, etc., from the capital.

Kauai is called the "Garden Island," it is so well watered and so luxuriant in vegetation. The Island is at present largely devoted to the cultivation of sugar. Rice also cuts a considerable figure in the agricultural production of Kauai. That it can produce coffee is undoubted, but there is a timidity about embarking in the industry, because, some forty years ago, the experiment of a coffee plantation was tried, and, owing to misjudgment of location and soil, failed. Since then, the cultivation of coffee has come to be more thoroughly understood, and there is no doubt that quantities of land suitable for such cultivation may be profitably utilized.

THE CITY OF HONOLULU.

On Oahu is the capital, Honolulu. It is a city numbering 30,000 inhabitants, and is pleasantly situated on the south side of the Island. The city extends a considerable distance up Nuuanu Valley, and has wings extending northwest and southeast. Except in the business blocks, every house stands in its own garden, and some of the houses are very handsome.

The city is lighted with electric light, there is a complete telephone system, and trams run at short intervals along the principal streets and continue out to a sea-bathing resort and public park, $\frac{1}{4}$ miles from the city. There are numerous stores where all kinds of goods can be obtained. The public buildings are attractive and commodious. There are numerous churches, schools, a public library of over 10,000 volumes, Y. M. C. A. Hall, Masonic Temple, Odd Fellows' Hall and Theater. There is frequent steam communication with San Francisco, once a month with Victoria (British Columbia), and twice a month with New Zealand and the Australian Colonies. Steamers also connect Honolulu with China and Japan. There are three evening daily papers published in English, one daily morning paper, and two weeklies. Besides these, there are papers published in the Hawaiian, Portuguese, Japanese, and Chinese languages, and also monthly magazines in various tongues.

CENSUS OF 1897.

United States Consul-General Mills, of Honolulu, under date of February 8, 1897, transmitted to the Department of State the official figures showing the result of the census of the Hawaiian Islands, which had just been completed. The Hawaiians head the list with a total of 31,019. The Japanese colonization comes next, with the Chinese a close third. The official table, as prepared at the census office, is:

Nationality.	Males.	Females.	Total.
Hawaiian.....	16,399	14,620	31,019
Part Hawaiian.....	4,249	4,236	8,485
American.....	1,975	1,111	3,086
British.....	1,406	844	2,250
German.....	866	566	1,432
French.....	56	45	101
Norwegian.....	216	162	378
Portuguese.....	8,202	6,989	15,191
Japanese.....	19,212	5,195	24,407
Chinese.....	19,167	2,449	21,616
South Sea Islanders.....	321	134	455
Other nationalities.....	448	152	600
Total.....	72,517	36,503	109,020

TOPOGRAPHY AND CLIMATE.

The Hawaiian Islands are of volcanic formation, and there are two active volcanoes on Hawaii—Kilauea and Mauna Loa. The

altitude of Manna Kea, the highest point on Hawaii, is 13,805 feet. The mountains on other islands range from 4,000 to 5,000 feet. The topography is broken and diversified, with many valleys and streams. The mountain sides abound in forests, containing an abundance of ship timber and many ornamental woods. Among the minerals that have been noticed are sulphur, pyrites, common salt, sal ammoniac, limonite, quartz, augite, chrysolite, garnet, labradorite, felspar, gypsum, soda alum, copperas, glauber salts, niter, and calcite.

"In the Hawaiian Islands," says a pamphlet of the Hawaiian Government, "Americans and Europeans can and do work in the open air at all seasons of the year, as they can not in countries lying in the same latitudes elsewhere. To note an instance, Calcutta lies a little to the north of the latitude of Kauai, our most northerly island, and in Calcutta the American and European can only work with his brain: hard physical labor he can not do and live. On the Hawaiian Islands, he can work and thrive."

The rainfall varies, being greater on the windward side of the islands, and increasing up to a certain elevation. Thus, at Olaa, on the Island of Hawaii, windward side and elevation of about 2,000 feet, the rainfall from July 1, 1894, to June 30, 1895, was 176.82 inches, while at Kailua, on the leeward side, at a low level, it was only 51.21 inches during the same period.

The temperature also varies according to elevation and position. On the Island of Hawaii, one can get any climate from the heat of summer to actual winter at the summits of the two great mountains. A meteorological record, kept carefully for a period of twelve years, gives 89° as the highest and 54° as the lowest temperature recorded, or a mean temperature of 71.5° for the year. A case of sunstroke has never been known. People take no special precautions against the sun, wearing straw and soft felt hats similar to those worn in the United States during the summer months.

The prevailing winds are the northeast trades. These blow for about nine months of the year. The remainder of the period the winds are variable and chiefly from the south. The islands are outside the cyclone belt, and severe storms accompanied by thunder and lightning are of rare occurrence.

The islands possess a healthful climate. There are no virulent

fevers such as are encountered on the coast of Africa or in the West India Islands. Epidemics seldom visit the islands, and when they do they are generally light. A careful system of quarantine guards the islands now from epidemics from abroad.

AGRICULTURAL RESOURCES.

The pamphlet entitled "The Republic of Hawaii," issued by the Department of Foreign Affairs of the islands in 1896, gives a full account of the agricultural resources of the country, with interesting details as to the coffee industry, from which the following matter is extracted: The mainstay of the islands, it says, has for the last thirty-five years been the sugar industry. From this source a large amount of wealth has been accumulated. But the sugar industry requires large capital for expensive machinery, and has never proved remunerative to small investors. An attempt has been made at profit-sharing, and has met with some success, the small farmer cultivating and the capitalist grinding at a central mill. Of late years, moreover, the small farmer has been steadily developing in the Hawaiian Islands, and attention has been given to other products than sugar.

Rice, neither the European nor the American can cultivate as laborers. It requires working in marshy land, and though on the islands it yields two crops a year, none but the Chinaman can raise it successfully. A dry-land or mountain rice has been introduced.

The main staple, after sugar and rice, is coffee. Of this, hundreds of thousands of trees have been planted out within the last five years. This is essentially the crop of the future, and bids fair to become as important a staple as sugar. Coffee does not require the amount of capital that sugar does, and it can be worked remuneratively upon a small area. It is estimated that at the end of the fourth year the return from a 75-acre coffee plantation will much more than pay the running expenses, while from that time on a return of from \$8,000 to \$10,000 per annum may be realized.

Fruits can also be cultivated to advantage. At present, the banana trade of the islands amounts to over 100,000 bunches per annum, valued at over \$100,000, and the quantity might be very easily quadrupled. The banana industry may be regarded as in its infancy. The export of the fruit is only from the Island of Oahu, but there are thousands of acres on the other islands of the

group which could be profitably used for this cultivation and for nothing else. The whole question of the banana industry hinges on the market. At present, the market is limited.

Limes and oranges can be cultivated and the fruit can be easily packed for export; at present, the production does not meet the local market. The fruits can be raised to perfection. The Hawaiian orange has a fine flavor, and the Hawaiian lime is of superior quality. In the uplands of Hawaii and Maui potatoes are raised. Their quality is good. Corn is also raised. In these industries many Portuguese, Norwegians, and others have embarked. Both these products find an ample local market. The corn is used largely for feed on the plantations. The corn is ground with the cob, and makes an excellent feed for working cattle, horses, and mules.

In the uplands where the climate is temperate, as at Waimea, Hawaii, vegetables of all kinds can be raised; excellent cauliflowers, cabbages, and every product of the temperate zone can be grown to perfection.

Cattle raising in so small a place as the Hawaiian Islands does not present great opportunities except for local consumption. Pigs are profitable to the small farmer. In the Kula district of Maui, pigs are fattened upon the corn and potatoes raised in the district. The price of pork, dressed, is 25 cents per pound in Honolulu and about 15 cents per pound in the outside districts. The Chinese, of whom there are some 20,000 resident on the various islands, are extremely fond of pork, so that there is a large local market, which has to be supplemented by importations from California.

Attention has lately been given to fiber plants, for which there are many suitable locations. Ramie grows luxuriantly, but the lack of proper decorticating and cleaning machinery has prevented any advance in this cultivation.

Sisal hemp and sanseveira have been experimented with, but without any distinct influence upon the trade output.

The cultivation of pineapples is a growing industry. In 1895, "pines" were exported from the islands to San Francisco to the value of nearly \$9,000. This has grown up in the last half dozen years. There is every reason to think that canning pineapples for the coast and other markets can be made profitable.

The guava, which grows wild, can also be put to profit for the manufacture of guava jelly. It has never been entered upon on a large scale, but to the thrifty farmer it would add a convenient addition to his income, just as the juice of the maple adds an increase to the farmer of the Eastern States. Well-made guava jelly will find a market anywhere. In England it is regarded as a great delicacy, being imported from the West India Islands. Besides the guava there are other fruits which can be put up to commercial profit, notably the poha or Cape gooseberry (*Physalis edulis*). This has been successfully made into jams and jelly, which command an extensive local sale and should find their way into larger markets.

In fact, outside the great industries of sugar, coffee, and rice, there is a good field for many minor industries which can be carried on with profit.

In the Hawaiian Islands a simple life can be lived, and entering gradually upon the coffee industry, a good competence can be obtained long before such could be realized by the agriculturist in less favored countries. However, it is useless to come to the islands without the necessary capital to develop the land that can be obtained. Between arriving and the time that the crops begin to give returns, there is a period where the living must be close, and cash must be paid out for the necessary improvements.

*The coffee industry.**—A separate chapter of the pamphlet "The Hawaiian Islands" is devoted to the coffee industry. There is no finer coffee in the world, it is asserted, than that of the Hawaiian Islands. The trees require care and do not produce a crop until the third year; but they remain till the fifth year to make a proper realization upon the investment. In the Hawaiian Islands, coffee grows best between 500 and 2,600 feet above the sea level, though there are cases in which it has done well close to the sea. It requires a loose, porous soil, and does not thrive well in heavy clayey ground which holds much water. Of such heavy land, there is very little in the Hawaiian Islands. The soil is generally very porous.

It is very evident that coffee will thrive and give good results in varying conditions of soil and degrees of heat. In these islands, it grows and produces from very nearly at the sea level to the

* For full description of coffee industry of Hawaii, see advance sheets U. S. Consular Reports No. 13.

elevation of 2,600 feet. The highest elevation of bearing coffee known in the islands is 25 miles from the town of Hilo and in the celebrated Olan district.

With such a range, it is evident that in a tropical climate the cultivation of coffee presents greater opportunities for an investor than other tropical products. For years, it was thought that coffee would grow to advantage only in the Kona district of Hawaii. Practical experiment has shown that it can be grown with success in almost any part of the islands.

For land laws of Hawaii, see Handbook of Hawaii, Bureau of the American Republics, 1897.

FOREIGN COMMERCE.

The United States practically monopolizes the trade of Hawaii. According to reports of United States Consul-General MILLS, dated Honolulu, August 31, 1896, and March 10, 1897, printed in Volume I, Commercial Relations of the United States, 1895-96, pages 999-1017, inclusive, of the total exports from these islands, the United States received, in 1894, 98.42 per cent, and in 1895, 99.04 per cent. Of the imports, in 1894, 76.23 per cent, and in 1895, 79.04 per cent, were from the United States.

The total exports from the Hawaiian Islands, according to the books of the collector of customs, adds Consul-General MILLS, were \$9,140,794.56 and \$8,474,138.15 for the years 1894 and 1895, respectively, a decrease of \$666,656.41. The imports for 1894 were \$5,713,181.43, and for 1895, \$5,714,017.54, an increase of \$836.11.

The following tables show the exports and imports for 1894 and 1895, together with the increase and decrease in values, by countries:

EXPORTS.

Whither exported.	1894.	1895.	Increase.	Decrease.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
United States.....	8,997,069.27	8,392,189.54	.....	604,879.73
Australia and New Zealand...	5,201.52	6,124.75	923.23	.....
Islands of the Pacific.....	17,018.87	10,332.29	.....	6,686.58
Japan and China.....	10,729.51	42,221.50	31,491.99	.....
Canada.....	109,298.61	23,270.07	.....	86,028.54
All others.....	1,476.78	.....	.....	1,476.78
Total.....	9,140,794.56	8,474,138.15	32,415.22	699,071.63

Total decrease in 1895, \$666,656.41.

IMPORTS.

Whence imported.	1894.	1895.	Increase.	Decrease
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
United States	4,354,290.42	4,516,319.38	162,028.96	.....
Great Britain.....	465,479.72	471,122.08	5,643.26	.....
Germany.....	140,233.07	110,751.61	.....	29,481.46
China.....	230,270.41	223,701.56	.....	6,568.85
Japan.....	183,867.52	207,125.59	23,258.07	.....
Australia and New Zealand.....	186,518.75	122,804.60	.....	63,714.15
Canada.....	118,198.57	30,731.21	.....	87,467.36
Islands of the Pacific.....	21,570.24	1,192.51	.....	20,377.73
France.....	8,786.31	7,840.00	.....	936.41
Other countries.....	3,466.42	21,793.20	18,326.78	.....
Whale ships.....	500.00	625.00	125.00	.....
Total	5,713,181.43	5,714,017.51	209,382.07	208,545.96

Total increase in 1895, \$836.11.

During the six months ended June 30, 1897, says Consul-General HAYWOOD, there was a considerable decrease in the exports as compared with the same period of 1896, while the imports increased over \$750,000. The total exports for the six months were \$11,282,571, against \$12,258,574 in 1896; the imports were \$3,908,489, against \$3,115,826 in the first six months of 1896. The increase in imports came almost entirely from the United States.

To consider imports and exports for fractions of a year, continues the consul-general, is not satisfactory, for the reason that a country may have one great product, which is all exported in a few months, while her imports cover the whole year. This is the case with Hawaii. From the above figures it would appear that she exported three times as much as she imported. A reference to last year's figures will show that the exports are about double the imports.

The trade for the last two years, according to Commercial Relations, 1895-96, was:

	1895.	1896.
Imports.....	\$5,714,017	\$7,164,561
Exports.....	8,474,138	15,515,230

The exports for the first six months of 1897, says Mr. HAYWOOD, were divided as follows: United States, \$11,260,705, a

decrease of \$972,585 as compared with the first six months of 1896: Australia and New Zealand, \$8,070, an increase of \$685 over the same period of last year: Canada, \$12,922, a decrease of \$3,015; China, none, a decrease of \$1,959; Pacific Isles, \$872, an increase of \$872.

The imports for the same period were:

Whence imported.	First six months, 1897.	Per cent.	Increase.	Decrease.
United States.....	\$3,958,380	78.25	\$755,204	.....
Great Britain.....	351,381	8.99	.....	840,687
Germany.....	52,878	1.35	21,755	.....
China.....	102,273	2.02	.....	42,173
Japan.....	159,555	4.08	31,343	.....
Australia and New Zealand.....	75,975	1.94	13,952	.....
Canada.....	16,179	.42	.....	3,886
Pacific Isles.....	3,003	.08	.....	1,388
France.....	18,385	.47	12,456	.....
Other countries.....	70,474	1.80	46,085	.....
Total.....	3,998,489	.....	.....	.....
Net increase, \$792,662.				

The chief exports from the Hawaiian Islands for the six months were: Sugar, \$11,021,352; rice, \$87,378; bananas, \$44,062; coffee, \$36,121; wool, \$40,119; hides, \$8,970. Of these exports, the Pacific ports of the United States received 61.50 per cent; the Atlantic ports 38.32 per cent; Australia and New Zealand 0.07 per cent, and Canada 0.11 per cent.

At present, says the consul-general, Hawaii has to import almost everything she uses, having been heretofore entirely taken up with the raising of sugar, the entire crop of which goes to the United States. The latter country in 1896 took 99.64 per cent of her exports and sold her 76.27 per cent of all imports. (The proportion is even larger in the first six months of 1897.) "The desire is," continues Mr. Haywood, "that everything should come from the United States, and it is believed by a great number that with annexation, over 95 per cent of all the imports would be the growth, product, or manufacture of the United States. The reason more goods are not bought from us is because the tariff averages only 10 per cent, which is not discrimination enough on some articles. If the American tariff were in force here, about \$500,000 worth of imports which are now by law free, and which are bought in countries other than the United States, would be bought from

us. Fertilizers and coal alone, which are free, amounted to \$466,319 in 1896."

CUSTOMS TARIFF AND SHIPPING REGULATIONS.

As heretofore stated, the resolution annexing Hawaii to the United States continues the existing customs duties until further legislation is enacted by Congress. The tariff in full, with shipping regulations, port charges, etc., will be found in the Handbook of Hawaii, published by the Bureau of the American Republics in August, 1897.

TRANSPORTATION FACILITIES, POSTAL SYSTEM, ETC.

OCEAN LINES.

The steamship lines plying between Honolulu and the United States are the Oceanic Steamship Company (4 ships), the Oriental and Occidental Steamship Company (4 ships), the Pacific Mail (4 ships), the Nippon Yusen Kaisha (2 ships), the Oregon Railway and Navigation Company (4 ships), and the Canadian and Australian (2 ships), the latter plying between Sydney, New South Wales, and Vancouver, British Columbia, and touching at this port on each trip each way. The time consumed by the steamers between Honolulu and San Francisco is from six to seven days, but the communication is somewhat irregular. Sometimes, two or three steamers touch there within a week, and then an interval of ten or twelve days may occur between steamers. One vessel of the Oceanic Line, the *Australia*, runs only between San Francisco and Honolulu, and makes about fifteen round trips during the year, while the other three of the same line steam from San Francisco to Sydney, touching here on both outward and homeward voyages. One of these steamers arrives at Honolulu from San Francisco, and one departs from that place within each month. The Oriental and Occidental and the Pacific Mail ply regularly between San Francisco and Hongkong, and the majority of the steamers touch at Honolulu both ways. The Japanese Line—Nippon Yusen Kaisha—does service between Yokohama and Seattle, Wash., and with its two steamers makes this an intermediate port on every trip. The Oregon Railway and Navigation Company's ships ply between Hongkong and Portland, touching only occasionally at Honolulu.

There are a large number of sailing vessels plying regularly between Honolulu and San Francisco, and also others coal laden from British Columbia and Australia which proceed to the United States either in ballast or with cargoes of sugar. Vessels arrive at Honolulu from European ports at comparatively rare intervals.

The rates of freight from Honolulu to San Francisco are: For steamers, \$5 per ton and 5 per cent primage; sailing vessels, \$3 per ton and 5 per cent primage. The rates to Atlantic ports range from \$5 to \$7 per ton, with 5 per cent added.

The Oceanic Steamship Company does the bulk of the passenger traffic between Honolulu and San Francisco, as the rate for cabin passage is \$75 and steerage \$25, while the Occidental and Oriental and the Pacific Mail charge \$100 and \$30, respectively. The first-named line also controls the steamer freighting trade between San Francisco and this port.

INTER-ISLAND TRANSPORTATION.

The rate of transportation between the islands is \$2.50 to \$3 per ton. The two steamship companies doing the entire inter-island business are the Inter-Island Steamship Company and the Wilder Steamship Company. About 15 steamers are engaged in this trade.

RAILWAYS.

There are three railroads on the islands. The Oahu Railroad and Land Company, on Oahu, is about 30 miles in length; the Kahului Railroad, on the island of Maui, has 13 miles of road; and the Hawaiian Railroad, on the island of Hawaii, is about 20 miles in length. These railroads are used principally to carry the product of the plantations to the various points of shipment.

POSTAL AND TELEPHONE SYSTEMS.

There is a regular postal system in the Hawaiian Islands, and on the arrival of a steamer at any main point mail carriers at once start out to distribute the mail through the district. The Hawaiian Islands belong to the Postal Union, and money orders can be obtained to the United States, Canada, Great Britain, Germany, Norway, Sweden, Denmark, the Netherlands, Portugal, Hongkong, and Colony of Victoria, as well as local orders between the islands.

The islands of Oahu, Kauai, and Hawaii have telephones to every accessible point. The rent of the instrument is moderate, and a small charge is made for those who do not care or can not afford to possess an instrument of their own. On Maui, the telephone is at present established only in part.

PATENTS, CURRENCY, COMMERCIAL LICENSES, PASSPORTS, ETC.

PATENTS.

A report from United States Consul General Mills, dated Honolulu, August 20, 1894, states that foreign inventors may obtain patent protection for any new and useful invention or improvement not known or used in Hawaii. Patents may be obtained for inventions previously patented abroad, if the article on which patent is desired has not been in use in the Hawaiian Islands for more than a year prior to the application. The duration of a patent is ten years. If previously patented abroad, it expires simultaneously with the term of the foreign patent. The fees are as follows: On filing application, \$25; on filing caveat, \$5; on issue of patent, \$5; for copies of record, every 100 words or less, 50 cents; for translation of every 100 words or less, \$1; for revenue stamp on each patent, \$10; for recording assignments, per 100 words, 50 cents. The petition for patent, accompanied by oath, specification, and drawings (and model or specimen when required), and \$25, is presented to the minister of the interior. The petition, specification, and oath must be written in English or Hawaiian.

The oath may be made before any person within Hawaii authorized by law to administer oaths: when the applicant resides in another country, it may be made before any Minister, Chargé d'Affaires, Consul, or Commercial Agent, or Notary Public; it must be accompanied by seal. The specification must describe the invention, the manner of making, compounding, and using the same, in such a way as to enable anyone skilled in the art to understand it. It must conclude with a specific claim of the part the applicant regards as his invention. The drawings must be on white paper and made with India ink. The copies must be tracings on muslin. The sheet on which the drawing is made must be 10 by 15 inches, with a margin of an inch. A space of $1\frac{1}{4}$ inches must be given

to the title and number. The description must refer to the drawings by letters. A model will not be required unless it shall be found, on examination, to be necessary. All papers must be written legibly on one side of the paper. Interlineations and erasures must be noted in the margin or at the foot. Legal cap paper, with numbered lines, is preferable, and a wide margin must be reserved on the left of each page. The specification must be signed by the inventor or his attorney, and the signature attested by two witnesses. Any person of intelligence and good character may act as the attorney or agent of the applicant, upon filing power of attorney.

CURRENCY, EXCHANGE, WAGES, ETC.*

The Hawaiian money is paper and silver. The gold, of which a large amount is in circulation, is American. United States silver and paper money is also in circulation. The Hawaiian paper money is secured by silver held in reserve. Including both Hawaiian and United States money, there is in circulation about \$3,000,000 in the islands.

The rate of exchange is $1\frac{1}{4}$ per cent on Eastern cities of the United States, and 1 per cent on the Pacific coast. Gold is at a premium of 1 per cent over silver.

The rates of wages are the following:

Occupation.	Wages.
Contract laborers on sugar plantations.....per month..	\$12. 50
Laborers not under contract on sugar plantations .....do....	\$15. 00 to 20. 00
Ordinary day laborers.....per day..	1. 00
Domestic servants.....per month..	10. 00 to 25. 00
Mechanics.....per day..	2. 50 to 4. 00
Clerks in stores.....per month..	75. 00 to 125. 00
Bookkeepers.....do....	125. 00 to 150. 00
Railway employees:	
Engineers.....do....	100. 00
Conductors.....do....	65. 00 to 90. 00
Freight hands.....do....	35. 00 to 40. 00
Section hands.....do....	30. 00 to 35. 00
Section foremen.....do....	75. 00

These figures allude to the Oahu Railroad and Land Company. There are very few employees of this character in Hawaii. Plantation managers get from \$3,000 per year up; overseers, from \$40 to \$75 per month.

* From report of United States Consul-General Mills, August 31, 1896.

The pamphlet of the Hawaiian Department of Foreign Affairs, 1896, says the market for labor is overstocked, and it would be unwise for persons to emigrate to Hawaii with no capital, on the mere chance of obtaining employment.

COMMERCIAL LICENSES AND CREDITS.*

A commercial traveler has to pay on the Island of Oahu a tax of \$570, and on each of the other islands, \$255. A passport tax of \$1 is charged on each person leaving the islands—foreigners and citizens alike. This tax, however, is not charged against persons who have resided in Hawaii for a period of less than thirty days. The leading mercantile houses of Honolulu do their foreign purchasing business on a cash basis, taking advantage, of course, of the credits offered by discounts.

PASSPORTS.

United States Consul-General MILLS, in a report to the Department of State, October 3, 1896, says foreigners are not required to have passports before they are admitted to the country, nor are there any laws or regulations affecting foreign sojourners. As mentioned above, however, all persons leaving the country, except travelers who have been there less than thirty days, are required to obtain a passport, the fee for which is \$1.

IV. THE PHILIPPINE ISLANDS.†

LOCATION, AREA, AND TOPOGRAPHY.

The Philippine Islands are situated between 4°–20° N. lat. and 161°–127° E. long., in front of China and Cochin China. The capital, Manila, is 628 miles from Hongkong. The archipelago is composed of some 2,000 islands, and the aggregate area is estimated at over 100,000 square miles. The principal islands are Luzon (Batanes, Babuyan, Polillo, Catanduanes, Mindoro,

* From report of United States Consul General Mills, August 31, 1896.

† In the compilation of the following descriptive matter reference has been had to reports by Consul WILLIAMS, of Manila, and Consul-General PRATT, of Singapore; "A New Center of Gold Production," by FRANK KARUTH, F. R. G. S.; the Hongkong Chronicle and Directory, 1898; official statistical publications of European countries; Special Consular Reports, Highways of Commerce; the Bulletin de la Société de Géographie Commerciale, Paris, Vol. XIX, etc.

Marinduque, Burias, Masbate, etc., lying adjacent) on the north; the Visayas (Tablas, Panay, Negros, Cebu, Bohol, Leyte, Samar, etc.), prolonged southwest by the Calamaines, Palawan, and Balabac: Mindanao and the adjacent islands Dinagat, Surigao, Basilan, etc., and on the extreme south, the Sulu archipelago. The island of Luzon, on which the capital is situated, is larger than New York and Massachusetts, and Mindanao is nearly as large. An idea of the extent of the Philippines may be formed when it is stated that the six New England States and New York, New Jersey, Maryland, and Delaware have 10 per cent less area.

The principal international ports are Manila, Albay, and Sual (on Luzon); Cebu, Leyte, and Iliolo (on the Visayas): and Zamboanga (on Mindanao). The coasts are high, and coral reefs are numerous. There are reasons for the hypothesis that the Philippines are peaks, mountain ridges, and table lands of a submerged continent, which in a very early geological period extended to Australia. Lines of volcanoes, extinct and active (the number of the latter being small) run approximately east and west. The general direction of the chain of mountains is north and south, the highest, Apo, in Mindanao, reaching 10,000 feet. The rivers and streams are countless, and traverse the islands in all directions. There are many hot springs of iron and sulphur waters, with excellent medicinal properties.

CLIMATE AND POPULATION.

The climate varies little from that of other places in the same latitude. The archipelago is under the isotherm of 79°, and the thermometer ranges during the year from 60° to 90°. The seasons vary according to the aspect of the country, the months from March to May being the hottest, and November to February the coldest. During the rainy season, which lasts from June until November, inundations of rivers are frequent. There are occasional monsoons, but the climate as a whole is considered healthful, for the tropics. The endemic complaints of the country are swamp fever, diarrhœa, beri-beri, and a few others. Yellow fever is practically unknown, and the rate of mortality is very low.

The population has been estimated at from 8,000,000 to 10,000,000, of which number about 25,000 are Europeans—the

troops of occupation, of course, not being included in the above figures. The bulk of the natives is of a race akin to the Malays. There is a considerable number of mestizos, or half-castes. About half of the European population resides at Manila.

POLITICAL DIVISIONS.

The Philippines, under the Spanish administration, were divided into three governments—Luzon, Visayas, and Mindanao. The Governor-General resided at Manila, to which belonged, for administrative purposes, the Caroline, Ladron, and Pelew islands. In many of the Philippine Islands, especially in the interior of Mindanao, the natives were independent. The provinces were subdivided into districts, and these again into communes or parishes.

CITIES AND TOWNS.

Manila, the capital of the entire archipelago, is situated in the Island of Luzon, at the mouth of the River Pasig, which empties into the Bay of Manila. The city has 300,000 inhabitants, of whom 15,000 are Europeans and 100,000 Chinese, who are largely engaged in industry. It is the seat of a yearly increasing commerce. The houses are built with reference to earthquakes, and although large, possess few pretensions to architectural beauty. The city proper within the walls is small, little more than 2 miles in circumference. Here are grouped the Government buildings and religious institutions. The suburbs, of which Binondo ranks first in order of importance, are the centers of trade. The police of the city is under military discipline and is composed of natives. A force of watchmen, paid by the tradesmen, patrol the more populous part of the city from 10 o'clock at night until 5 in the morning. A very low average of crime is said to exist, though the native classes are much addicted to gambling, cock fighting, etc. There are six daily papers: "El Diario de Manila," "La Oceania Española," published in the morning, and "El Comercio," "La Voz Española," "El Español," and "El Noticero," which appear in the evening.

Manila has a cathedral of the seventeenth century, an archbishop's palace, a university school of art, an observatory, a large Government cigar factory, and many educational and charitable institutions. Harbor improvements are in progress. The port

has a patent slip way 820 feet long, with 2,000 tons lifting power. A new fort has just been constructed in Malate.

Tranways run in the principal streets, and the city is lighted by electricity and has a telephone system. Drinking water is brought in pipes from Santalan, on the river Pasig. The mean temperature is 80.2 F.

There are some 4,000 horses in the city, used for carriages and street cars. Buffaloes are employed for dray and other heavy work.

On February 6, 1898, Manila suffered from a severe fire, and it is interesting to note that the city would have been lost had it not been for the excellent service of a fire engine which had been imported from the United States.

Iliolo, the chief town of the populous province of the same name, in the island of Panay, is situated in latitude 10° 48' W., near the southeastern extremity of the island, and 250 miles from Manila. The harbor is well protected and the anchorage good. At spring tides, the whole town is covered with water, but notwithstanding this it is a very healthy place, there being always a breeze. It is much cooler in Iliolo than in Manila. The means of communication with the interior are very inadequate, and retard the development of the port. The principal manufacture is pineapple cloth. The country around Iliolo is very fertile and is extensively cultivated, sugar, tobacco, and rice being grown, and there are many towns in the vicinity that are larger than the port.

Cebu, the capital of the island of this name, was at one time the seat of the administration of revenue for the whole of the Visayas. It is a well-built town and possesses fine roads. The trade is principally in hemp and sugar.

Other towns are Laog, with a population (1887) of 30,642; Banang, 35,598; Batangas, 35,587, and Lipa, 43,408.

COMMERCIAL HOUSES.

The following is a list of commercial establishments in the three principal cities of the Philippines:

MANILA.

Abello, Manuel, naval supplies, Muella de la Reyna 15.

Abotiz, P., commission agent, Muella de la Reyna 15.

Abraham, Juan, commission agent, Plaza de Goiti 12, Sta. Cruz.

- Aenlle & Co., merchants and bankers, Calle Nueva 39 (Binondo).
 Aldecoa & Co., merchants and shipowners, Plaza de S. Gabriel 1.
 "Alhambra" cigar and cigarette factory, Calle Echaguë 29.
 Warehouses for storage, Murallon, 24, Binondo.
 Almigos del Pais, bookseller and stationer, Real 34.
 Ampuero y Ojola, druggists, corner Real and Cabildo.
 André, E., & Co., produce merchants and proprietors "Excelsior" Cigar and Cigarette Factory.
 Andrews, H. J., & Co., merchants and proprietors cigar factories, Anloague 13.
 Armstrong, Sloan & Co., ship, bill, and produce brokers.
 Aurteneche, L., naval supplies and hardware, Anloague 2.
 Ayala & Co., merchants.
 Balut Rope Factory, Inchausti & Co.
 Baer, Senior, & Co., merchants, Escolta 20.
 Balbas & Co., merchants.
 Spanish Bank of the Philippines, V. Balbas, director.
 Barretto, A. V., merchant, Sampaloc 35.
 Barretto & Co., merchants, Barroca 2.
 Barretto Bros., merchants and commission agents, Asuncion 14, Binondo.
 Battle Bros. & Co., merchants and bankers, Calle Real 4 (within the walls).
 "Bazar," Warlomont Bros., Escolta 33, San Jacinto 2 and 4.
 Benítez & Co., merchants, musical instruments, Escolta 12.
 Boie & Stradenberg, druggists.
 Bren, J. M., publisher, librarian, and stationer, 10 Magallanes.
 Boyle & Earnshaw, engineers, 5 Calle Barcelona.
 Brown & Co., Martin, merchants, Anloague 17.
 Calumpit Steam Rice Mill, Warner, Barnes & Co., proprietors.
 Cardoba, Luciano, hatter, Escolta 6.
 Carmelo & Bauermann, lithography, Calle de Carriedo 10.
 Carreon, Juan, hatter, Real 16.
 La Casellana, liquor establishment, Escolta 37.
 Commercial house and general warehouse, Luis Rafael Yango, Muelle de la Reyna 24.
 Chartered Bank of India, Australia, and China, Plaza de Cervantes, R. W. Brown, agent.
 Chofré & Co., printers, lithographers, etc., works, Sampaloc 68; offices, Escolta 33.
 Chuidian & Co., Telesforo, merchants and commission agents, Anloague 17.
 "The City of Manila," provisions, Crespo 34.
 "The City of Vigo," shoes and hosiery, San Jacinto 13, Alex. Martinez.
 "Colon," hemp-rope and oil factory, Paseo Ascarraga (Tondo).
 "Colon," general cigar factory, Paseo Ascarraga, near Calle Lemery (Tondo).
 "La Commercial," cigar factory, Haya 29, Roman & Co.
 Philippines General Tobacco Co., central offices Isla del Romero.
 Maritime Co., Nouvelle del Rey 10, J. T. Macleod.
 Spanish-Philippine Mercantile and Industrial Co.
 Compostela Coal Mine Co., R. Reyes, director.
 Transatlantic Spanish Co., tobacco, Isla del Romero 1.
 La Constancia, manufactory of tobacco, Calzada de San Marcelino.
 Donaldson-Sim & Co., produce merchants, Plaza de Padre Moraga 4.
 Cundall, Charles H., merchant, Plaza del Padre Moraga.
 Earnshaw, Daniel, consulting engineer and ship and engineer surveyor, Callejon de San Gabriel 4.
 Echeita y Portuondo, merchants.
 La Estrella del Norte, Levy Bros., Escolta 10.
 Findlay & Co., merchants, Calle Carenero 3.

- Filton, W. A., general broker.
 Forbes, Munn & Co., merchants, Calle David 6.
 Fressel, C., & Co., merchants, Calle Nueva 36.
 Fröchlich & Kuttner, merchants, Anloague 8.
 Fuset, Antonio, merchant, cigar manufacturer and shipowner.
 Galan y Fuster, commission merchant, mail contractor.
 Garchitorena, José de, carriage manufacturer.
 García, Antonio, engraver, Cabildo 59.
 Genato, M., liquor establishment, Escolta 30.
 Germann & Co., insurance agency, Calle San Jacinto 35.
 Gutiérrez Brothers, merchants, exporters and importers, Beaterio 7.
 Gsell, Carlos, merchant, Calle San Pedro 12 and 14.
 Heinszen, C., & Co., merchants, Rosario 26
 "Helios," manufactory of tobacco, Isla del Romero 5 and 7.
 La Hensana Cigar Manufacturing Co., limited, Muelle de la Reina 1.
 Hermann, Raf., consulting mining engineer and agent, Calleron de San Gabriel 4.
 Holliday, Wise & Co., merchants, Anloague 10.
 Hollmann & Co., merchants, Plaza de San Gabriel 2.
 Hongkong and Shanghai Banking Corporation, Plaza de San Gabriel 7.
 Printing Office of Sta. Cruz, J. Marty, Carredo 6.
 La Insular cigar factory.
 Johnston, Gore Booth & Co., merchants.
 Kellar, Ed. A., & Co., merchants, Calle Martinez 2.
 Ker & Co., merchants, Callejon de San Gabriel 7.
 Kuenzle & Streiff, merchants, Calle David 5 and 7.
 Lerma, J. M. J., agent of agricultural tools, Balanga.
 "Libreria Taglia," A. Fernandez, Rosario 17, Binondo.
 Luzon Sugar Refining company, Ltd., Smith, Bell & Co., agents.
 Macleod & Co., merchants, Muelle del Rey.
 Manila Slip Co., limited, R. Reyes, general agent.
 Manufactory of bricks, San Miguel 6.
 Manufactory of Manila ice, José G. Rocha, president.
 Marcaida & Co., merchants and commission agents, Jabonero, 36, Binondo.
 March, B. Ijelmo de, undertaker, Plaza de Goiti, 3.
 María Cristina, cigar manufactory, 9 Plaza de Goiti.
 Matti, J. M., watchmaker, Escolta, 12.
 Meerkamp & Co., merchants and commission agents, 1 Muelle de la Reina.
 Mein, P. W., exchange broker, Muelle de Rey, 4.
 Meyer, E., tailor, Escolta, 21.
 Meyer & Co., druggists, Plaza de Goiti.
 Milan, Milecio, silversmith, Calle de Magallanes, 28.
 La Minerva cigar factory, Simpson & Co., Paseo de Azcarraga, 99.
 The Orient Manufacture of Tobacco, Calle San Pedro, 64.
 Oriol, A., dealer in marble, Carredo, 6.
 Palazuelos Bros., novelties, modes.
 Pardo, Manuel, steam rice mill proprietor and hemp planter, Nueva Carceres, Province of Camainus.
 Paterno de Mora, embroidery, San Sebastian, 8.
 Perez, Rafael, merchant, Anloague, 6.
 Philippine Tramways, limited, Rotonda de Sampaloe.
 National Perfumery, Plaza de Santa Cruz, 10.
 Pegpoch, Manuel, commission merchant, Callejon S. Gabriel, 4.
 Railway Company, limited (Manila), H. L. Higgins, C. E.
 Restaurant and cake shop, Escolta, 26 C. Capagorry.

- Richter & Co., hatters, Escolta, 24.
 Reyes, Leon, surgeon dentist, Plaza de Sta. Cruz, 3.
 Rodoreda, F. de P., dealer in marble, Escolta, 24.
 Roensch & Co., hats and military effects and musical instruments, Escolta, 21.
 Roxas, P. P., merchant, San Miguel, 6.
 Rueda y Ramos, commission merchants, Plaza del Padre Moraga, 2 and 3.
 José Ma. Saiz, merchant, importer, Plaza de Calderon de la Barcas.
 San Miguel Brewery, Malacanang, 6, P. P. Roxas, proprietor.
 Santa Mesa steam rope factory, J. M. Tuason & Co.
 Scheerer, Otto, coffee planter, Benguet; plantation of Andeboe.
 Schweuger, A., merchant and distiller of ilang ilang.
 "La Levillana," liquor establishment, Puente de Binondo.
 Sibrand Siegert, A. G., merchant, aerated water manufacturer, Echague, 13 (Quiapo).
 Sequera, M., shirt maker, Carriedo.
 Simpson & Co., tobacco factory.
 Singer Manufacturing Co., Escolta, 9.
 Spitz, Enrique, merchant, Escolta, 8.
 Sprüngli & Co., merchants, Escolta, 14.
 Stevenson & Co., W. F., merchants, 4 Muelle del Rey.
 Strickman & Co., merchants, Calle Anloague 3.
 Telephone Co., E. Bate y Hernandez.
 Tillson, Hermann & Co., merchants, Anloague 15.
 Tornel, M. G., oculist, Iris 7.
 Torrecilla & Co., novelties and shirt makers, Escolta 17.
 Tuason J. M., & Co., merchants and bankers, Plaza del Padre Moraga.
 Ullmann, Felix, importer of jewelry, Escolta 31.
 Warner, Barnes & Co., merchants, Muelle del Rey 7.
 Watson A. S., & Co., limited, chemists and druggists, Escolta 14.
 Wright & Turner, ship and general brokers.
 Wusinowski & Co., merchants, Calle Soledad 6 Anloague.
 Zaragoza, Miguel, painter.
 Zobel, chemist and druggist, Calle Real 28.

ILOILO.

- Aznar, M., chemist and druggist, Capiz.
 Spanish Bank of the Philippines, M. Labora, director.
 Bazar de Iloilo, Calle Real, 16.
 Bischoff, S., merchant.
 Gutierrez pharmacy, Juan Grimm.
 "Caballo Blanco," manufactory of trimmings, Calle San Jacinto.
 Castillo, E., chemist and druggist.
 La Casletena, manufactory of bricks and pottery.
 Chiene, C. M., commission agent, Apartado, 44.
 Erenita, J. & F., sugar dealers, Talisay, Isla de Negros.
 Levy Brothers, Calle Real.
 Forbes, Munn & Co., merchants.
 Gonzalez, L., photographer, Jaro.
 Gonzalez, A., shipowner, Jaro.
 Gonzalez, T., physician, Jaro.
 Grace, J. W., stevedore and contractor.
 Grindrod, J. H., merchant.
 Hernaes, Rosendo, merchant and money lender, Talisay, Isla de Negros.
 Holliday, Wise & Co., merchants.
 Hollmann & Co., merchants, Plaza Alfonso XII.

Hong Kong and Shanghai Banking Corporation, C. H. Balfour, agent.
 Hoskyn & Co., merchants.
 Inchausti & Co., merchants and commission agents.
 Javellana, P., sugar dealer.
 Kerr & Co., merchants.
 Koppel & Co., importers and exporters.
 Kuenzle & Streiff, merchants.
 Laeson, D., chemist and druggist, Molo.
 Ledesma, J., dealer in hemp, etc.
 Lizarraga Bros., exporters' commission agents, Calle Real 11.
 Loosing, Leandro, apothecary.
 Luchsinger & Co., merchants.
 Macleod & Co., merchants.
 Mapa, F., medical practitioner.
 Mapa, V., solicitor.
 Marin, P., sugar manufacturer, Jauinay.
 Martinez, D., teacher.
 Maye, John, F. R. C. S., medical practitioner.
 Melliza, Cornelio, trader, Molo.
 Montelibano, E., tramway owner, Silay.
 Montelivano, C., carriage builder.
 Montinola, P., carriage builder, Jaro.
 Ordaz, Sabino, medical practitioner.
 Ortiz, Francisco, teacher of music.
 Prentevella, R., sugar dealer and planter.
 Rafael, Cayetano, hat maker.
 Rama, Lope de la, medical practitioner.
 Rama, I. de la, & Sons, merchants, steamer owners, Calle Real.
 Robles, Zacarias, veterinary surgeon.
 Roensch & Co., Adolfo, hat makers.
 Salas Brothers, storekeepers.
 San Augustine, J., carriage builder.
 Santiago, R., sugar dealer.
 Singer Manufacturing Co., Calle Real.
 Smith, Bell & Co., merchants.
 Soriano, Juan, tailor.
 Stevenson & Co., W. F., merchants.
 Streiff & Co., E., merchants.
 Warner, Barnes & Co., merchants.
 Wasinowski & Co., merchants, Calle Real.
 Zeller, E., sugar dealer.

CEBU.

Boada, Pedro, provisions.
 P. Antonio, merchant.
 Cimaico, Valeriano, merchant.
 Cui, P., merchant.
 Gorordo, J., merchant.
 Herrera, Lucio, merchant.
 Lasala, M., merchant.
 Singson, S., merchant.
 Veloso, Buenaventura, merchant.
 Veloso, Nicasio, merchant.
 Borromeo, J., carriage builder.

Iriarte, C., carriage builder.
 Roque del Mar, carriage builder.
 Grein, F., importer.
 Toledo Sugar Cane Estate, R. D. Wilson.
 Koch, Otto, merchant, commission agent, ship chandler.
 Krapfenbauer, A., druggist.
 Macleod & Co., merchants.
 Mellado, R. S., medical practitioner.
 Reyes, Bernable, merchant.
 Richter & Co., Nineteenth Century Bazar.
 Smith, Bell & Co., merchants.
 Sommer, David, Cebuian Bazar.
 Velasco, A., printer.
 Veloso, B., merchant.

There is not one United States firm in the Philippines.

MINERAL RESOURCES.

The principal mineral productions are gold, galena, copper, iron, mercury, and coal. Extensive auriferous ore deposits have been opened up, and they are known to exist in many of the islands, chiefly in Luzon, Benguet, Vicols, and Mindanao. Very little exploration or systematic mining has been attempted, but it is said that there is no brook that empties into the Pacific Ocean, whose sand and gravel does not at least pan the color of gold. Heavy nuggets are sometimes brought down from the sierras.

Galena (50 per cent of pure metal) is found in veins in Luzon and Cebu. Copper has been discovered in many parts of the Philippines. Iron (75 to 80 per cent of pure metal) is known to exist in Luzon. The coal found up to the present time is not true coal, but lignite. It is probable, however, that true coal will be found, for it is worked in Japan, whose geological formation has much in common with that of the Philippines. No systematic search has been made in the islands for coal. A local steamship owner draws his supplies from a bed in the island of Masbate, and the carboniferous formation extends over the greater part of the island of Cebu. On the small island of Batan, southeast of Luzon, are extensive deposits, said to be of good quality. Rubies were accidentally found in a sample of alluvial gold brought down from one of the upper valleys of the sierras.

AGRICULTURAL RESOURCES.

The land of the Philippines is wonderfully productive—hemp, cotton, rice, maize, tobacco, sugar, coffee, and cacao growing in

abundance. Only one-fifth of the area is under cultivation. So wasteful have been the native agricultural methods, that the harvests have in some places diminished. This is especially true of maize in Cebu and sugar in the province of Pangasinan, where new plantations must be made every year: while at Negros, the land yields many years in succession. The rice production, formerly very large, has now so fallen off that importations have been found necessary. For the same reasons, the production of cotton is also diminishing. The quality of the cotton is fine and silky, and this would easily become a valuable product if attention were given to its cultivation. The provinces of Ilocos (North and South) are especially adapted to the growth of this plant, the rainy season being here well defined.

Hemp (abaca), the most important product of the archipelago, is the fiber of a species of banana. It is produced by scraping the leaves with a peculiar knife, which requires expert handling. Many contrivances to supersede this process have been tried, but without success. Thread is spun from the fiber and cloth woven that exceeds the best Tussock silk.

The production of sugar is gradually developing, the principal centers of production being the provinces of Batangas, Pampanga, Ilocos, Pangasinan, and Bulacan. It also grows in Iliolo and the islands of Cebu and Negros. The plantations so far have been small and the machinery antiquated.

Tobacco would be an important source of wealth to the Philippines, with proper management. Of late, the quality has been allowed to deteriorate. A large number of companies is engaged in this industry. The two most important are the *Compagnie Générale des Tabacs des Philippines* (the capital of which, \$14,500,000 gold, is principally in the hands of French bondholders) and the *Insular*. Each of these establishments employs from 5,000 to 6,000 workmen.

Coffee, though not equal to Mocha or Bourbon, has a fine aroma. It grows in the provinces of Batangas, Cavite, and Zamboanga, and is exported chiefly to Spain. The cocoanut tree is found everywhere, and cocoanut oil is used for lighting the houses and streets of certain provinces where electricity or petroleum is as yet unknown. The native iadigo is famous for its excellent quality. Several years ago, the provinces of Ilocos, Pangasinan,

Pampanga, and Camarines produced enormously. Unfortunately, the faulty preparation, and the adulteration to which the powder was subjected by Chinese traders, have greatly reduced its market value. It is now exported chiefly to Japan.

The wealth of timber in the Philippines is incalculable, yielding resins, gums, dye products, fine-grained ornamental wood, and also heavy timber suitable for building purposes. Teak, ebony, and sandalwood are found; also ilang-ilang, camphor, pepper, cinnamon, tea, and all tropical fruits. Sweet potatoes grow readily.

COMMERCE AND INDUSTRY.

The commerce of the Philippine Islands has been calculated at \$10,000,000 imports, and \$20,000,000 exports for 1896 and 1897, although the average value of the trade is probably greater, having suffered in the past few years on account of political conditions. Nearly one-third of the exports go to Great Britain, and over one-fourth of the imports come from that country. The trade of Spain with the Philippines has been about the same for imports and exports, each class amounting to nearly \$5,000,000 in value. The United States, France, and Germany follow in the order of importance of trade. The principal articles of import are flour, wines, clothing, petroleum, coal, rice, arms, machinery, and iron. The exports consist chiefly of sugar, hemp, tobacco, and copra. Details of trade with the United States during the last two years are given by the United States Treasury as follows:

IMPORTS INTO UNITED STATES.

Articles.	1896.		1897.	
	Quantities.	Values.	Quantities.	Values.
Hemp, manila	35,854	\$2,493,494	38,533	\$2,701,651
Cane sugar (not above No 16).....	142,078,344	2,270,992	72,403,577	1,169,202
Fiber, vegetable, not hemp.....	572	68,838	5,456	384,155
Fiber, vegetable, manufactures of.....		26,428		22,170
Straw, manufactures of.....		81,352		72,137
Tobacco.....	1,280	808	2,745	2,338
Miscellaneous.....		35,935		1,097
Total.....		4,982,857		4,383,740

EXPORTS FROM UNITED STATES.

Cotton, manufactures of.....		\$9,714		\$2,164
Oils, mineral, refined.....	1,130,769	89,958	600,837	45,908
Varnish.....	1,138	1,300	2,485	2,210
All other.....		61,274		44,286
Total.....		162,446		94,597

It should be noted that our trade is really much larger (especially in the item of exports to the islands) than is indicated by the above figures. Large quantities of provisions (flour, canned goods, etc.) are sent to Hongkong or other ports for transshipment, and are credited to those ports instead of to Manila.

Besides the numerous tobacco establishments to which reference has already been made, there are rice factories, sugar mills, distilleries, factories of rope, soap, aerated waters, brickyards, saw mills, etc. The purely native industries consist of work in bamboo and cotton, engraving, making straw hats, etc. Very exquisite embroidery is done on silk and pineapple cloth, and there is also wood carving and work in gold and silver. The manufacture of cotton goods often forms the occupation of an entire village, and this industry is far from being of insignificant proportions.

RAILROADS, TELEGRAPHS, ETC.

There is but one railway in the islands—from Manila to Dagupin—a distance of 123 miles. It is single track and well built, with steel rails its entire length; the bridges are of stone or iron, and the station buildings substantial. English engines are used, which make 45 miles per hour. The government assisted in the construction of the road by making valuable concessions of land with right of way its entire length, and by guaranteeing 8 per cent per year upon the stock of the road for a period of ninety-nine years, when it is to become State property. Up to the date of the report (1895) the road paid more than 10 per cent per annum to shareholders. According to a report presented at a meeting of the company in London (published in the "London and China Telegraph," London, June 20, 1898) the greatest number of passengers (800,000) was carried in 1894. The number subsequently decreased, on account of a tax of 10 per cent placed by the Spanish Government on the passenger traffic. Merchandise amounting to 214,000 tons was carried during the past year. Dagupin is about a mile from the gulf of Lugayan, on a branch of the River Agno.

A railway is being constructed near Cebu for the transportation of coal.

There are about 720 miles of telegraph in the islands. A cable connects Manila with Hongkong, and there is one from Manila to the Visayas Islands, and a new one is being laid to Cape Bolinao.

STEAMSHIP LINES.

There is one line from Manila to Liverpool, known as the *Compañía Transatlántica*, composed of three steamers, averaging 4,500 tons and about 4,000 horse power each. The line maintains a monthly service to Europe, calling at Singapore, Colombo, Aden, Suez, Port Said, and Barcelona en route. The Spanish Royal Mail Line from Barcelona to Manila leaves every twenty-eight days. Four lines of steamers are in the service to Hongkong. The local mail steamers from Manila to the provinces leave the capital every alternate Saturday.

The North Luzon line is from Manila to Subig, Olangapo, Bolinao, San Fernando, Croyan, Currinas (all these on the west coast of Luzon and Appari, entrance to Rio Grande, in the extreme north of Luzon). The South Luzon line runs from Manila to Batangas, Calapan, Laguimanos, Passacao, Donsol, Sorsogon, Legaspi, and Tabaco.

The Southeast line runs from Manila to Romolon, Cebu, Cabilian, Surigao, Camiguin, Cagayan de Misamis, Iligan, Hariholoe, Dais, Iloilo. The Southwest line runs from Manila to Iloilo, Zamboanga, Isabela de Basilan, Iolo (Sula) Siassi, Tataan, Bongao, Parang Parang, Cottabato, Glan, Sarangani, Dayas, Matti Lebak, St. Maria.

These steamers return to Manila from eight to ten days after leaving; local steamers for the neighboring islands leave nearly every day.

CUSTOMS TARIFF AND REGULATIONS FOR THE PHILIPPINES.

The tariff for the Philippine Islands, which has just been published by the War Department, has on the introductory page the following order by the President:

EXECUTIVE MANSION, *July 12, 1898.*

By virtue of the authority vested in me as Commander-in-Chief of the Army and Navy of the United States of America, I do hereby order and direct that upon the occupation and possession of any ports and places in the Philippine Islands by the forces of the United States the following tariff of duties and taxes, to be levied and collected as a military contribution, and regulations for the administration thereof, shall take effect and be in force in the ports and places so occupied.

Questions arising under said tariff and regulations shall be decided by the general in command of the United States forces in those islands.

Necessary and authorized expenses for the administration of said tariff and regulations shall be paid from the collections thereunder.

Accurate accounts of collections and expenditures shall be kept and rendered to the Secretary of War.

WILLIAM MCKINLEY.

The rates of the tariff practically conform to those formerly in force in the Philippine Islands, with the exception of the abolition of the general surtaxes. The metrical system is in vogue, and the monetary unit adopted in the tariff is the gold peso of the mint, the value of which is estimated at \$1.034. Mexican currency is generally used. The following are the rates on the principal articles of import. Those from the United States consist chiefly of cotton goods, refined petroleum, and varnish:

	Pesos.	U. S. cur- rency.
Coal and coke.....per 1,000 kilos (2,204.6 pounds).....	0.50	80.51
Benzine, gasoline, petroleum, and other mineral oils, refined, per 100 kilos (220.46 pounds).....	4.50	4.65
Common hollow glassware.....per 100 kilos.....	1.60	1.05
Crystal, and glass imitating it (also gilt or silvered in the interior), per 100 kilos.....	6.00	6.20
Gold and silver in jewelry or plate, also set with stones, per hecto- gram (3.52 ounces).....	5.00	5.17
Gold, silver, or platinum worked into other objects, per hectogram, (3.52 ounces).....	.50	.51
Cast iron:		
In common manufactures.....per 100 kilos.....	1.50	1.55
Polished, enameled with porcelain, or ornamented.....do.....	3.50	3.61
Wrought-iron and steel rails.....do.....	1.60	1.65
Wrought iron or steel, in sheets 0.23 inch thick, or more, and bolts, per 100 kilos.....	1.80	1.87
Wrought iron or steel in bars, sheets up to 0.23 inch thick, axles, tires, springs for carriages, and hoop iron.....per 100 kilos.....	2.60	2.68
Wrought iron and steel for buildings, bridges, etc.....do.....	3.20	3.30
Iron wire.....do.....	1.60	1.65
Nails and screws.....do.....	4.00	4.13
Wrought-iron pipes.....do.....	2.60	2.68
Wares of wrought iron.....do.....	8.00	8.27
Tin plate, per 100 kilos, 5 pesos; manufactures of.....do.....	8.00	8.27
Zinc in sheets, nails and wire.....do.....	5.00	5.17
Zinc in manufactured articles.....per kilo (2.2046 lbs).....	.25	.25
Varnishes.....per 100 kilos.....	4.80	4.96
Cotton textiles, close woven, plain, unbleached, or dyed, in the piece or handkerchiefs:		
Having up to 25 threads, inclusive.....per kilo.....	.20	.20
Having up to 35 threads, inclusive.....do.....	.32	.33
Thirty-six threads and above.....do.....	.44	.45
(These items are subject to a surtax of 20 per cent.)		
Cotton textiles, printed, twilled and figured, having—		
Up to 55 threads, inclusive.....do.....	.25	.25
Up to 35 threads, inclusive.....do.....	.40	.41
Thirty-six threads and above (plus 20 per cent surtax).....do.....	.55	.56

	Pesos.	U. S. cur- rency.
Silk textiles, plain or twilled (plus 20 per cent surtax) . . . per kilo. . .	4.00	\$4.13
Engravings, maps, and drawings. do. . . . .	.25	.25
Staves per 1,000. . . . .	.40	.41
Boots of all kinds, of leather or cloth per pair. . . . .	.40	.41
Shoes of all kinds. do. . . . .	.26	.26
(Surtax of 20 per cent for above items; children's foot wear pays one-half above duties.)		
Saddlers and harness makers' wares (plus 20 per cent) . . . per kilo. . .	.75	.77
Watches:		
Gold each.	4.00	4.13
Of silver or other metals do.	2.00	2.06
Weighing machines. per 100 kilos.	5.50	5.68
Agricultural machines. do. . . . .	.20	.20
Motors do. . . . .	.50	.51
Machines of copper and its alloys, for industrial purposes, and detached parts of the same metals per 100 kilos.	5.40	5.58
Machines and detached parts of other materials, for industrial purposes. per 100 kilos.	1.80	1.85
Passenger carriages for railways and tramways and parts (wood), per 100 kilos.	7.50	7.75
Other railway carriages and finished parts (of wood), per 100 kilos.	2.17	2.24
Carts. do.	2.00	2.06
Meat, salted, and jerked beef per kilo. . . . .	.08	.08
Pork and lard, including bacon do. . . . .	.15	.15
Wheat per 100 kilos. . . . .	.60	.62
flour do.	2.10	2.17
Other cereals do. . . . .	.50	.51
Flour of same. do.	1.00	1.03

The export tariff is as follows:

	Pesos.	U. S. cur- rency.
Abaca, raw or wrought hemp. per 100 kilos.	0.75	\$0.77
Indigo do. . . . .	.50	.51
employed for dyeing (tintarron). do. . . . .	.05	.05
Rice do.	3.00	3.10
Sugar do. . . . .	.10	.10
Cocoanuts, fresh and dried (copra) do. . . . .	.10	.10
Tobacco, manufactured, of all kinds and whatever origin . . . do.	3.00	3.10
raw, grown in the provinces of Cagayan, Isabella, and New Biscay (Luzon Islands). per 100 kilos.	3.00	3.10
raw, grown in the Visayas and Mindanao Islands. do.	2.00	2.06
raw, grown in other provinces of the archipelago do	1.50	1.55

The free list comprises mineral waters; trees, shoots, plants, and moss in a natural state; lime; copper, gold, and silver ores; samples of felt, painted paper, and textiles, under certain conditions; samples of trimmings of no commercial value; gold, silver, and platinum in broken up jewelry or table services, bars, sheets, pieces, etc.; also in articles manufactured in the Philippines; gypsum; travelers' effects; works of fine art acquired by the Government, archaeological and numismatical objects, collections of

mineralogy, botany, and zoology, and models for museums, etc.; casks and recipients of metal, imported with goods dutiable separately; carriages; panoramas, etc., for public entertainment, imported temporarily; furniture of persons coming to settle; foreign articles destined for exhibition; submarine telegraph cables; pumps destined for salvage; parts of machinery, etc., for repair of foreign vessels that have entered ports under stress of weather; national products reimported; articles purchased with the funds of the United States Government, and material of all kinds for works executed by the provisional administrations, and not by contract.

The following articles are prohibited: Arms of war, projectiles and their ammunition (unless by special consent); objects offensive to morality.

For the improvement of the harbors, a surtax of 2 per cent ad valorem shall be levied on all imports and exports, except goods for the use of the United States Government and coal.

WHARF CHARGES AND LIGHT DUES.

Exports are taxed 1 peso per 1,000 kilograms (2,204.6 pounds) as wharf charges; imports destined to transshipment to other ports of the Philippines are taxed one-half peso per 1,000 kilograms at the port of transshipment as a due for wharftage.

At all ports or places in the Philippines under control of the United States forces the following port charges are due:

On each entry of a vessel from a port or place, except from another port or place in the Philippines in possession of the United States.....	80.
On each departure of a vessel for a port or place, except for a port or place in the Philippines in possession of the United States.....	10
On each entry of a vessel from another port or place in the Philippines in possession of the United States.....	.02
On each departure of a vessel for another port or place in the Philippines in possession of the United States.....	.02

Vessels belonging to or employed by the United States Government, vessels of neutral foreign governments engaged in trade, vessels in distress, yachts belonging to organized clubs, shall be exempt from light dues.

Coastwise cargoes are subject to duties as if coming from foreign ports, except as to the trade between ports in possession of the United States.

ENTRANCE AND CLEARANCE OF VESSELS.

Every vessel shall, on arrival, be placed under military guard until discharged. Passengers with no dutiable property may land without detention. Goods not declared on the manifest are subject to 25 per cent extra duty when found. Missing articles shall be paid for by the vessel at the rate of \$1 per ton measurement, unless the deficiency be explained. The master of the vessel must, within twenty-four hours after arrival, under penalty for failure of \$1 per ton, produce the proper manifest, certified by the collector of the port if the vessel be from the United States, or by a consul or commercial agent of the United States if it be from a foreign country; or in the absence of such representative, by the consul of any nation at peace with the United States. No clearance will be granted to any vessel for a port in the Philippines not in possession of the United States.

THE LADRONE ISLANDS.

The archipelago of the Mariannes or Ladrone is composed of a chain of volcanic islands in the Pacific Ocean east of the Philippines, extending north and south for a space of 140 leagues, between 13° and 21° north latitude, and 144° and 146° east longitude. The largest island, Guam, is some 1,700 miles from Manila, about the same distance from Yokohama, and a little less than 4,000 miles from Honolulu. The advantages afforded by the fact that the islands were on the grand track from Acapulco to Manila, and the facility of procuring fresh provisions and water, induced the Spaniards to take possession of them in 1565.

The islands are fifteen in number, although only four are inhabited, and comprise an area of 417 square miles. The name of "Islas de los Ladrones," or "Thieves' Islands," was given to them on account of the propensity to theft evinced by the natives, although Father Gobien, who wrote a history of the archipelago, states that they hold this vice in detestation. The islands when originally discovered had a population of nearly 40,000 inhabitants, who received the settlers well, and made great progress until the Spaniards began to attack their independence. The resulting wars

*Much of the above information has been compiled from the North Pacific Directory, Alexander George Findlay, F. R. G. S.

almost destroyed the natives, hardly 10,000 remaining. The majority of the population is located on Guam: there, also, is the principal town—San Ignacio de Agaña.

The indigenous race, called Chamarras, very much resembles the Tagals and Visayas of the Philippines, but are perhaps more indolent—a fault compensated for by sobriety and unselfishness. The black residents of Saypan are derived from the Carolines, and are active and industrious. It rains heavily and almost constantly on the Ladrones. The temperature is mild and much cooler than at the Philippines, except in August and September, when the trade winds are interrupted, resulting in intense heat and frequent hurricanes.

Guam, the southernmost island and the seat of government, is 27 miles long and varies in width from 3 to 10 miles. It is almost surrounded by reefs, and there is no anchorage on the east side. The west side is low and full of sandy bays. The island is flat, and the soil is dry and indifferently fruitful. Rice, pineapples, watermelons, muskmelons, oranges, limes, cocoanuts, and breadfruit constitute the principal products. San Ignacio de Agaña had, in 1870, 3,500 inhabitants. There is a governor's house, an artillery magazine, a church, and a college, the last founded in 1673. The town is on the seashore, but there is no anchorage. Ships call at San Luis de Apra, which is over 2 miles away, but is connected with Agaña by a good road.

Rota Island, about 30 miles north of Guam, is 12 miles in length and about $5\frac{1}{2}$ in breadth, rising in the center to 800 feet. The town, which bears the same name, has between 300 and 400 inhabitants.

Other islands of any size are Tinian, 42 miles northeast of Rota, 9 miles long and $4\frac{1}{2}$ broad; Saypan, close by Tinian, $13\frac{1}{2}$ miles in length, with a population of a few hundred; Agrigan, one of the northernmost islands, containing a peak over 2,000 feet in height; and Pagan, 8 miles long and $2\frac{1}{2}$ broad, with volcanoes said to be active. Tinian is fertile and has a large number of cattle. A lepers' hospital is located here. There was at one time an American colony on Saypan and Agrigan, but it was forcibly removed by the Spanish governor.

ARGENTINE REPUBLIC.

INCREASED TRADE—OFFICIAL FIGURES.

The Dirección General de Estadística (General Statistical Office) of the Argentine Republic furnishes the following as the official valuation of the imports into and exports from Argentina, exclusive of bullion and specie, for the first quarter of 1898 as compared with the same quarter in 1897:

	1898.	1897.
Imports	\$26,080,196	\$29,045,105
Exports	43,970,805	40,706,982
Total.....	70,051,001	69,752,087
Total increase.....		\$298,914

BRAZIL.

THE MAGNESIA MINERAL DEPOSITS.

During the past four years the magnesia mineral deposits of Brazil have formed one of the leading articles of exportation of that country. The mineral is brought from the District of Miguel Burnier in the State of Minas Geraes. The distance from Rio de Janeiro is about 310 miles, and eight or ten days are necessary for its transportation.

The mines are situated at an altitude of 4,000 feet in a pleasant and healthy climate. They give rise to the industry of mining and employ the laboring classes of Italians, Indians, and a number of Spaniards and Portuguese.

In 1897, 8,800 tons were sent to Philadelphia as the total production for that year, but in previous years the product had been exported to England. An analysis of this mineral proves it to contain 54.7 per cent of metallic magnesia, 0.027 per cent of sulphuric acid, and 0.077 per cent of phosphoric acid.

RUBBER DISTRICT OF PARA.

The British consul at Para writes:

"Some people suppose that the supply of Amazonian rubber may become exhausted in the near future. The most competent authorities are not at all of this opinion, but maintain that the supply is inexhaustible, because the 'hevea' is continually being reproduced by nature. Certainly some areas become exhausted when overworked, but when left alone for some time they recover. The district of Cametá, on the river Tocantins, produced an excellent quality of rubber, for which there was a special quotation. This district is now exhausted, because, for about forty years, thousands of men have tapped its trees. All newcomers flocked to Cametá to make their fortunes. There are many districts that have not been tapped. The area that is known to produce Para rubber amounts to at least 1,000,000 square miles. Further exploration will, no doubt, show that this area is underestimated."

COSTA RICA.

NEW REPRESENTATIVE—GREAT IMPROVEMENTS.

Dr. ULLOA, first vice-president of Costa Rica, has taken up his residence in New York for the purpose of acting as consul-general of the Republic in that city. To an Associated Press correspondent he is quoted as saying that his first official duty will be to open a bureau of information, so that the manufacturers, shippers, and importers of the United States can secure all necessary information with reference to his country and its business methods and the manner of packing goods for shipment, etc. He also expressed a hope that he could induce immigration to Costa Rica through spreading a knowledge of the country.

With regard to recent public undertakings in Costa Rica, the consul-general said that great improvements are in progress. New land laws are to be enacted for the encouragement of immigration, and a railroad is being built to connect Limón, the Atlantic port, with the new Pacific port of Tivives, giving a railroad from ocean to ocean.

NEW MINISTRY.

Through an oversight, the July BULLETIN credited the new ministry, as constituted under the second term of President IGLESIAS'S

administration, to Nicaragua, instead of to Costa Rica. The error was not discovered until too late for correction. The personnel of the present ministry of Costa Rica is as follows:

Foreign Relations, Public Instruction, etc.	Señor PEDRO PÉREZ ZELEDÓN.
Interior and Public Works.	Señor DON JOSÉ ASTÚA AGUILAR.
Finance and Commerce.	Señor DON JUAN B. QUIRÓS.
War and Navy	Señor DON DEMETRIO TINOCO.

GUATEMALA.

NECESSARY IMPLEMENTS AND MACHINERY.—MANUFACTURED PAPER.

The British consul at Guatemala, in reporting to his Government, says that axes are supplied largely by the United States, because they more nearly meet the requirements of the natives. Table cutlery is not in great demand; metal-handled knives, with scimitar blades, made in Germany, are generally used. There is a good demand for what are called "cuchillos de monte," a kind of hunting knife in a sheath. The blade is common, but the handle and sheath are finished in gaudy colors, as the implement is carried as much for show as for its utility.

Many hoes are required to supply the market, as they are necessary adjuncts of every coffee and sugar plantation. They are used not only in the ordinary manner, but also take the place of spades or shovels. The principal requirements for the hoe for Guatemalan use are length and height and a round eye. They must be made of steel which will "strike fire," this being the test of the native cultivator.

Galvanized 4-point barbed wire and 4-ply barbless galvanized wire are largely used for fencing throughout the country, the latter to a much less degree than the former. The United States and Germany supply this wire, having displaced the English wire, which formerly had a monopoly.

There is a demand for mills for cattle power on small plantations. Those in use are of light construction and are for crushing sugar cane, grinding corn, and making tortillas. The style of mill most used is one made in Buffalo, N. Y.

Regarding the paper trade of Guatemala, the French Chargé

d'Affaires makes a report to his Government from which the following information is derived:

Germany stands first in the paper trade in Guatemala, but France ranks a good second. The chief demand is for wood papers of a strength of 3, 4, and 5 kilos, the latter weight being in great demand. The usual size is that known as "Sittris" one-fourth and one-eighth foolscap.

Unruled paper is not in much demand owing to the dearness of hand labor and the scarcity of ruling machines; it constitutes 25 per cent of the total trade. Ruled paper comprises "office," 50 per cent of the total trade; "margin," 15 per cent; and "invoice" 10 per cent. Plain unruled paper is used largely in 3 kilos weight, and laid paper is used by cigarette factors.

Drawing paper comes from France and packing paper (straw) from Germany. Tissue paper comes from Austria and cigarette paper from Spain. Printing paper comes from Germany, Austria, Belgium, and the United States (especially).

The prevailing Italian, French, and German sizes of envelopes are used, but those coming from the United States are much preferred. The wall papers, in demand, come almost exclusively from France.

The customs duties per kilo upon paper, as reported by the French official, are as follows, in piastres (a piastre representing about 75 cents, United States currency): Cotton paper, colored and of all classes, not ruled, gross weight, 0.15; without borders, unglazed, gross weight, 0.15; papers of all kinds, ruled in any way, gross weight, 0.30; wall papers of all kinds, but without gilding or silvering (nor velveted), weight, with cover, 0.20; papers of all kinds, without borders, for cigarettes, gross weight, 0.30; tracing paper, weight, with envelope, 0.20; tissue paper, weight, with packing, 0.2; colored papers for flowers, weight, with packing, 0.20.

HAITI.

PROJECTED RAILWAY FROM CAPE HAITIEN.

LEMUEL W. LIVINGSTON, United States consul at Cape Haitien, reports to the Department of State that plans are being perfected for beginning the construction of a line of narrow-gauge railway

from Cape Haitien to La Grande Riviere du Nord, a point distant about 18 miles to the northeast. The capital stock of the company is \$450,000, and the estimated cost \$250,000. Those projecting the enterprise have already subscribed \$25,000, while 675 shares, at \$500 a share, are open to general subscription, with a guaranteed interest by the Government of 8 per cent. The material, the contract for which has not been awarded, is to be purchased in the United States. Mr. Henri Thomasset, the engineer who is to direct the work, and who constructed the tramway at Port au Prince, testifies to the superior workmanship and incomparable durability of material obtained from the United States.

The list of names of the persons interested in the enterprise includes those of some of the Ministers and ex-Ministers of the Government, and other business men of prominence and standing.

In the articles of incorporation the Government grants to MESSRS. CINCINNATUS LÉCONTE and BLANC EUSÈBE, the former at present Minister of the Interior and Public Works, the exclusive privilege of constructing the road in question, the concession to last for a period of sixty years. All articles and material necessary for the work are to be admitted free of duty. The Government grants to the concessionaries, for a period of thirty years, the tolls of an iron bridge, which is to be the terminus of the road at Cape Haitien, and also the public lands in the districts of Cape Haitien and Grande-Rivière along the route.

The country through which the road is to pass is a beautiful and fertile plain, adapted to the cultivation of all the peculiar products of the island, and is said to be specially suited to the growth of the banana. The roads at present traversing the region are in very poor condition, and in wet weather are well-nigh impassable, entailing great hardships upon the peasant producers in getting their produce to the markets. The transportation methods are very primitive. The donkey is the universal beast of burden, and, although it is in general a dwarf species, it is made to do all the work that is generally imposed upon a horse. Not only is the great bulk of vegetables, fruit, coffee, and cacao, brought to the market by donkeys, but they carry almost all the immense amount of logwood and logwood roots shipped from this country.

In such a country and under such conditions a railroad is not

only a prime necessity, but must work a sort of industrial revolution. It is expected by its projectors that it will stimulate production to an unprecedented extent by giving the industrious peasantry the benefit of rapid transit and modern market facilities, thus becoming at once a profitable investment and a substantial public improvement.

MEXICO.

THE FREE ZONE. (ZONA LIBRE.)

The Department of State has received through Consul-General BARLOW a report of the Free Zone, compiled by the Secretary of the Treasury of Mexico, giving a history of the original creation of the zone and defining its limits, and the privileges and restrictions applicable thereto.

The Free Zone is a narrow strip of territory extending along the northern border from the Gulf of Mexico to the Pacific Ocean, with a latitudinal area of about $12\frac{1}{2}$ miles to the interior, and embracing a portion of the States of Tamaulipas, Coahuila, Chihuahua, Sonora, and the territory of Lower California. It was established many years ago by the Central Government, as a compromise or concession to the States bordering the Rio Grande, as a protection against smuggling from the United States.

The principal cities of the zone are Matamoros, Camargo, Mier, Guerrero, Laredo, Porfirio Diaz (Piedras Negras), Juarez, and Nogales. The total population does not exceed 100,000 people. According to the official reports, there exist within the limits of the free zone no industries worth mentioning, which is explained by the fact that all industrial products manufactured in the zone when sent into the interior of the country are required to pay the regular duties charged on imports into the country; and, on account of the protective tariff of the United States, it is impracticable to export such products to that country. Thus the manufacturing industries would have to depend upon the home consumption, which is not sufficient to maintain them.

All merchandise imported into the zone destined for consumption therein is admitted on a basis of 10 per cent of the regular tariff duties, but such merchandise when reshipped into the interior

of Mexico is required to pay an additional duty of 90 per cent, making, in connection with the 10 per cent already paid, the regular tariff duty of Mexico.

In his report the secretary of the treasury, SENOR LIMANTOUR, makes this statement: "Many distinguished financiers and eminent statesmen are opposed to the Free Zone, but all recognize the fact that, on account of existing circumstances in the northern frontier, its sparse population, without resources in agriculture, industry, or mining, the privilege could not be abolished without compensation, and the problem lies in choosing some other advantage without prejudice to the rest of the country.

"The attitude of merchants in the interior is, in general, hostile, because they consider it a privilege granted to only a certain portion of the country. Merchants very far removed from the frontier, as those of San Luis Potosi, Guadalajara, and Mexico City, do not consider it injurious. Those who are near, as Monterey, Chihuahua, etc., do not fear its competition; but they complain of it for the reason that they can not enjoy the liberty of distributing their goods without documents and without fiscal inspection, as in the rest of the country. In reality the jurisdiction of the fiscal guard extends to all the states of Tamaulipas, Nuevo Leon, Coahuila, Chihuahua, Sonora, and part of Lower California, and in this territory can be shipped no merchandise, according to law, unless the merchant gives legal proof that his goods have paid the just duties and asks permission for every shipment."

THE COTTON GROWING DISTRICTS.

A native correspondent of the "Manufacturers' Gazette" furnishes that journal a descriptive account of the cotton-growing districts of Mexico, from which the appended items are obtained:

The Mexican cotton-growing districts to-day are in belts. The Gulf zone lies along the coast from Tamaulipas to Yucatan. Tamaulipas, close to the United States, was during the civil war the center of large cotton operations. The land then fell into disuse, but in 1882, under governmental direction, a hectare of cotton was planted near Ciudad Victoria, and later planting was commenced in other portions of the State. The soil responded quickly, but the industry is, as yet, comparatively new. The strip through Vera Cruz State is the most productive, as the soil

is fertile and there is an abundance of moisture. Here the cotton plants run as high as 160 pods with the pip, and weigh sometimes 2 ounces each.

The "cuartilla," about 25,000 square yards of land, is planted with 7,000 to 10,000 plants, and the average product is 5,000 pounds to the quartilla. In May or June, when the rain begins, corn is planted, and in September cotton is planted between the rows. The seeds are dropped into holes 5 feet apart, and having been soaked in water, generally sprout in a week. At the end of the first month the planter proceeds to cut out the little groups, leaving but two or three of the best developed plants. A week or two later he lays each plant flat on the ground, with dirt to keep it down. This is on account of the "northers," and also to prevent the plants from mixing. From the prostrate plants the aftergrowth is robust. The picking is done six months after planting.

The Pacific cotton belt is only about 50 miles wide at the mean, but is more extensive than that of the Gulf, though not as accessible. This zone reaches from Sonora to Chiapas, 1,500 miles.

Sonora is a land of sharp contrasts, lofty mountains, and deep-set valleys. Cotton was first cultivated in the Hermosillo district, early in this century. About 1842 the large Angeles mills were put up. The cotton worm appeared and the industry is now confined to the Guaymas Valley. The lack of water is partly accountable for the decadence of cotton culture. A few planters persisted in the work, not deterred by droughts, cotton worms, locusts, and other incidental obstacles.

Sinaloa runs farther south. Cotton used to be cultivated from Fuerte to Mocotito, but the continuous droughts have operated to close it out, except along the river courses. From Culiacan to Tepic the outlook is better. In Sinaloa the profit is about 40 per cent.

The tiny territory of Tepic should produce well. The Santiago Valley, 8 by 28 leagues, has had a yield of 7,500 pounds to the fanega (50,000 square yards).

Jalisco is a great state in western Mexico. Some day the railroads will reach toward Zihuatlan and other excellent cotton districts in Jalisco.

At the time of the independence, Colima was the center of an important cotton belt, from Zihuatlan toward the mountainous margins of Michoacan. For a quarter of a century Colima produced about 2,200,000 pounds per annum. The cotton worm, the lack of railroad transportation, and other difficulties intervened.

There is a little cotton cultivated in Michoacan, principally in Huetamo, Ario, Apatzingan, and Coalcoman. A strip of 100 leagues in the district of Coalcoman is unusually productive. Planting begins in August.

Guerrero has been an unknown region, but the Cuernavaca railway will bring it in touch with the world. The cotton lands of Guerrero reach from Michoacan to Oaxaca, but only a small portion is cultivated.

Oaxaca is exceptionally favorable to cotton. The principal producing districts are Jamiltepec, Pochutla, Tehuantepec, Juchitan, and Juquila, also (in the north) Tuxtepec and Choapam.

Chiapas, the southernmost State of the Mexican union, also can give a good account of itself. Cotton grows in the Simooval, Chiapa, and other districts.

In the Handbook of Mexico, issued by the Bureau of American Republics, Mexican cotton is described as of longer fiber than that of the United States, but as not being so soft and lustrous. The great advantages in the cultivation of cotton in Mexico are that the plants continue to bear profitable crops without the use of fertilizers on the soil, and that the renewal of the seed each year, as in the United States, is unnecessary. The annual valuation of the cotton crop of Mexico is approximately \$11,000,000.

HEMP PRODUCTION IN YUCATAN.

The Mexican Herald is authority for the statement that Mexico, or rather the State of Yucatan, leads all the world in henequen (hemp) production, and that the war in the Philippines has raised the price of the Mexican fiber to nearly double its former value. It is interesting to note that in the eleven months of the past fiscal year Mexico exported to the United States 61,859 bales of henequen, worth, in gold, \$4,098,587, against, in the same period of the previous year, 55,785 bales, worth \$3,370,453, gold. The exportations for May, 1898, as compared with May,

1897, show a decreased number of bales, but they sold, on an average, at about three-fourths advance. In May, 1897, 5,071 bales brought \$283,637, or a few cents less than \$56 per bale; in May, 1898, 4,982 bales sold for \$454,434, or nearly \$93 per bale.

The Manila hemp, so much of which is used in the United States, and for which the Yucatan henequen is now being substituted, is the product of a species of banana, and called by the natives "abaca." The plant throws up a cluster of leafy stalks to a height of from 20 to 30 feet, and these spread out at the top into a huge crown of leaves. When the abaca plant is three years old it is cut down and the stalk torn into strips. While still fresh these strips are drawn between a knife and a wooden block and the soft cellulose matter removed. The fiber is then hung up to dry in the open air until it is fit for use. Each stalk yields about 1 pound of fiber, and two natives between them will turn out about 25 pounds a day. Manila rope is made from the outer fiber, which is hard and strong. The weaker but much softer fibers of the inside are manufactured into various articles of native dress.

IMPORTANT PETROLEUM CONCESSION.

The *Diario Oficial* of Mexico of June 15, 1898, contains the text of a concession granted by the Government to **LUIS L. DE LA BARRA**, representing the London firm of **CHEESEWRIGHT, DE LA BARRA & FURBER**. The principal articles of this agreement are the following:

ARTICLE 1. **MR. LUIS L. DE LA BARRA**, of the company represented by him, assumes the obligation of establishing in the Republic the industry of petroleum extraction, together with the warehouses and shops that may be necessary for the development of this industry, employing for the purpose the most modern methods and apparatus. The plant shall be established by the company with the approbation of the Department of Promotion, and notification shall be given to said department two months before work is undertaken on the buildings, etc., which shall be erected on the spot that the company deems most advisable, provided that the enactments as to factories contained in the sanitary code be observed.

ART. 2. The construction of the warehouses and shops necessary for this industry shall begin not later than six months, and shall be completed not later than two years, both periods dated from the promulgation of this contract, viz, June 15, 1898.

ART. 3. In the erection of the warehouses and shops, and in the general expenses of the business, the company binds itself to invest at least the sum of \$250,000 within the period of five years, counted from the date of this contract (May 28, 1898), and said investment must be proved by means of pay-rolls, receipts, invoices, and book entries, which the company must present either in the original or in duly certified copies.

ART. 4. In order to guarantee the performance of the obligations contained in this contract, the company shall, as soon as it is signed, deposit in the national bank the sum of \$10,000 in consolidated debt bonds.

ART. 7. If the Government needs the petroleum extracted by the company, the latter shall sell it to the Government at a rebate of 10 per cent on the wholesale prices to the general public.

ART. 11. The concessionaires may, on a single occasion, import duty free, the machinery, apparatus, implements, construction material, and other articles necessary for the plant, and, in each case of importation, shall give bond, which shall be cancelled as soon as the machinery is set up, or it is proved that the material or other article has been properly employed.

ART. 12. For ten years, counted from the date of the promulgation of this contract, the capital invested by the company in the establishment and development of the industry shall enjoy exemption from all direct federal taxes, but the concessionaires or the company remain subject to the payment of all taxes included in the internal-revenue stamp law.

ART. 17. The duration of this contract shall be ten years, counted from the date of its promulgation.

INDUSTRIES OF MONTEREY.

Consul-General JOHN K. POLLARD, under date of May 24, 1898, transmits to the Department of State a report on the industries of Monterey, from which the following is summarized: The city is the capital of the State of Nuevo Leon, and has a population of, approximately, 73,000, and because of its progress in recent years is called the Chicago of Mexico. It is lighted throughout by electricity, has six banks, and is well equipped with telegraph and telephone service and street-car lines. Four railways pass through the city. The soil of the State of Nuevo Leon is particularly fertile, yielding, in certain products, three crops annually. The manufacture of cotton cloths, hats, furniture, etc., is carried on extensively. There are over 3,000 primary schools in the State, as well as many others of higher grade.

NICARAGUA.

TRADE AND COMMERCE FOR THE YEAR 1897.

The Bureau has received a copy of the general report of W. J. CHAMBERS, British consul, on the trade of Nicaragua for the year 1897, published by the British Foreign Office.

It appears that owing to the fall in the price of coffee and the reduced value of silver, the commercial conditions of the country at the time of the report were by no means satisfactory.

The total imports into Nicaragua for the year under consideration, including produce introduced from neighboring Central American States was £528,384 (\$2,567,946.24). This amount compared with the preceding year, gives a decrease of about £158,000 (\$767,880). The report shows that without exception the trade of all the European countries with Nicaragua experienced a marked reduction, while that with the United States increased about 2 per cent. The United States is the sole provider of breadstuffs, provisions, petroleum, rice, and potatoes, as well as a fair proportion of leather goods, wines, machinery, agricultural implements, hardware, drugs, and coarse cotton fabrics.

The total exports from the country, in 1897 reached the sum of £611,533 (\$2,972,050.38). This amount compared with the receipts for 1895 shows a falling off of £416,146 (\$2,022,469.56). This is accounted for mainly by the lower price of coffee and consequent smaller quantity exported during the year. The exportation of sugar, indigo, cattle, cheese, and other native products to the other Central American States also records a falling off in volume. The shipment of gold, in bars and dust, also fustic and valuable timbers, increased somewhat over the previous year, as did also the extract of dyewoods, which is latterly becoming an industry of importance. The cultivation of cocoa steadily increased and shows a marked growth over that of previous years. The average price of this commodity in Nicaragua is about 1s. 7d. (38 cents) per pound.

Almost the entire business done on the Atlantic coast is with the United States. New Orleans being the nearest port of importance, and having better steam connection, receives most of the exports and furnishes the bulk of the imports to the country.

The construction of the railway from Masaya to Jinotepe has made great progress during the year and is expected to be open for traffic during the current month; this is the principal feature of public work undertaken during the year. Good telegraphic communication has been established between Greytown and the interior.

As has been referred to repeatedly in the MONTHLY BULLETIN, the Atlas Steamship Company, an English Corporation, has established itself as a monopoly of the transportation business on the San Juan River and Lake Nicaragua. This company will build a short railway between Greytown and Colorado Junction on the San Juan River to overcome the trouble incident to low water on that part of the river during the dry season.

About 700 tons of coal were brought from England to Corinto; this appears to be the total amount imported during the year. There is no consumption of coal in the interior, the forests easily furnishing wood for fuel to locomotives and steamers.

The following tables show the value of the principal articles of imports and exports into and from Nicaragua during the year 1897:

IMPORTS.

Articles.	Value.
Manufactured cotton goods of all kinds	£205,000
Woolen goods	20,500
Provisions	11,200
Wines and spirits	40,440
Flour	27,000
Barbed-wire fencing	15,600
Drugs	17,000
Cement	5,000
Matches	2,000
Hardware	18,000
Beer	7,000
Candles	3,750
Soap	4,700
Leather	2,750
Oils	1,000
Petroleum	2,500
Sewing machines and machinery	8,000
Sewing thread	10,120
China-ware and glassware	3,000
Paper, books, etc	2,755
Coffee bags	8,105
Galvanized iron roofing	3,140
Iron and steel	2,000
Boilers	2,500
Saddles, harness, etc.	2,300
Other articles	103,564
Total	528,384

EXPORTS.

Articles.	Quantity (about).	Approximate Value.
Coffee.....bags.....	154,000	£385,000
Rubber.....hundredweight.....	1,596	16,000
Slides.....do.....	3,500	10,500
Deerskins.....do.....	785	3,120
Logwood, fustic, etc.....tons.....	1,336	2,672
Extract of fustic (dyewood).....do.....	97	5,432
Mahogany.....square feet.....	20,277	127
Cedar.....do.....	492,100	3,076
Gold bars.....ounces.....	32,000	95,000
Gold dust.....do.....	4,000	15,000
Silver dollars.....coins.....	617,500	51,000
Cattle.....head.....	1,500	6,500
Soap.....hundredweight.....	107	107
Indigo.....do.....	210	2,310
Sugar.....do.....	500	500
Salt.....do.....	6,303	3,600
Leather.....do.....	1,795	4,260
Maize.....do.....	17,862	2,679
Cheese.....do.....	1,200	2,500
Beans.....o.....	466	210
Lard.....do.....	513	1,000
Boots.....do.....	46	575
Starch, hammocks, straw hats, etc.....do.....		305
Total.....		611,533

NOTE.—To reduce the above values to United States currency use \$4.865 as the equivalent of the pound sterling.

THE SIQUIA GOLD MINING DISTRICT.

Mr. J. P. MORGAN writes to the Bureau from Rama, Nicaragua, about the new mining operations in the vicinity of that town. He states that within a day's journey, by small boats, one of the most promising gold mining districts has been opened along the Rama, Siquia, and Mico rivers, extending many miles on the Gurupera Mountain, only about 4 miles of which have as yet been prospected. The water supply is abundant and the hills heavily wooded, affording plenty of fuel and timber for the mines. Wild game is easily secured, and there are many plantations of bananas, plantains, sweet potatoes, and other vegetables in the vicinity, so that the food supply is ample, while the labor is cheap, with wages running from \$10 to \$30 per month.

The gold-bearing rock is accessible, being so situated as to require very little machinery to work it, and has yielded from \$17 to \$35 per ton. It is also said that paying quantities of

gold are found in the beds of the numerous streams that flow into the Mico River. Rama is a perfectly healthy, flourishing town of about 1,000 inhabitants, possessing schools, churches, cable communication with the rest of the world, and has a triweekly mail service by means of the fruit steamers sailing to New Orleans, Mobile, and other United States ports. There are fair hotel accommodations, with charges at the rate of a dollar a day in United States gold. The laws of Nicaragua admit, free of duty, all machinery, dynamite, and other necessary articles imported for mining purposes. The inhabitants are hospitable, and welcome the coming of persons to engage in enterprises for the development of the country.

CONVENTION OF DEPUTIES OF THE GREATER REPUBLIC.

The Associated Press correspondent reports by mail from Managua, Nicaragua, that the convention of deputies from Salvador, Honduras, and Nicaragua was still holding daily sessions during the latter part of July. The committee appointed to report on the articles for a constitution for their States, submitted to it by the Diet of the Greater Republic, under whose call it met, has reported many modifications. The committee also suggests a centralization of the States named, having a federal district composed of the civil departments of Chinandega, bordering on the Pacific Ocean and the Gulf of Fonseca, in Nicaragua; of Amapala, bordering on the Gulf of Fonseca, in Honduras, and of La Union, bordering on the Pacific Ocean and Gulf of Fonseca, in Salvador; with Anapala, situated on the island of Tigre, in the Gulf of Fonseca, as the capital city. The convention, however, by a large majority, voted down the centralization idea and favored a confederation of the three States under the name of the United States of Central America.

PARAGUAY.

MANUFACTURE AND SALE OF MATCHES.

Consul RUFFIN sends the following from Ascuncion, under date of May 31, 1898: "There are two factories in Ascuncion, the matches being chiefly of wax. The factories are not large, and I

presume do not supply the demands of the country. Very liberal concessions are made by the Government to this industry.

"The wax matches retail at $1\frac{1}{2}$ cents gold per small box; the wooden ones at about five-sevenths of a cent gold.

"During the year 1897 there were imported 5,981 kilograms (13,158 pounds) of wooden matches, representing an official value of \$1,498 gold; the custom-house tax thereon being 25 per cent ad valorem. They came chiefly from Sweden. The importation of wax matches is insignificant.

"It would be a little difficult at the beginning to compete with domestic factories, but I believe the matches of the United States could win a place in this market.

"I am indebted for the information above given to the chief of the statistical bureau of Paraguay."

AGRICULTURAL DEVELOPMENT.

Consul RUFFIN writes that the "people are beginning to awake to the necessity of agricultural development. The farmers are widely scattered, and there is a growing sentiment in favor of centralization and of heavy foreign colonization.

"The Government, through the Agricultural Bank, gives to each farmer \$300 paper (amounting to \$35 or \$40 in gold) in the form of a loan on the property. It is urged in behalf of the class which does not own property that the Government purchase large tracts of arable land, let them to the farmers, and give them farming implements, seeds, etc. There is much enthusiasm on the part of the promoters of this plan."

PERU.

ADVICE TO COMMERCIAL SALESMEN.

The British Consul at Callao reports to his home Government that Lima merchants object strenuously to commercial salesmen competing with them on what they consider unequal terms. The merchants claim that they are at great expense in keeping up their offices and houses, while traveling salesmen turn their apartments at hotels and inns into show rooms at a trifling expense.

Steps are being taken to induce the Government to compel all commercial salesmen to take out licenses. The matter has been laid before the Department of Commerce at Lima, with the proposition that the cost of a commercial salesman's license be fixed at 500 soles (\$243.25) for a period of six months, renewable at the end of each period. In case of failure to take out the license, double that amount is to be exacted of the offender, one-third of which is to be paid to the informer.

According to the Foreign Office Annual Series, 2117, of Great Britain, in southern Peru every facility appears to be given to the commercial salesmen. They are allowed to enter with their samples, on presenting, through a responsible agent, to the custom-house, an official request to pass so many packages of samples. These are examined and valued and then a bond is presented by the agent, who undertakes to pay the amount of the valuation of any of the samples that may not be reshipped within the term specified, generally ninety days. This will cost the salesman from \$2.50 to \$5, according to the number of packages he brings, and he is then free to go where he likes with his samples, without being compelled to give an account of them in any other port of the interior he may visit.

Responsible local agents, before giving the bond to the custom-house, satisfy themselves as to the status of the salesman, who, in most cases, besides his business card, brings a letter of introduction to some known resident in the port. The latter requisite should not be overlooked by intending commercial visitors.

COAL DEPOSITS.

A new anthracite coal field is about to be developed near the summit of the Andes Mountains, in Peru. A concession for this mining district was granted to Mr. C. B. JONES in 1892, to run twenty years, covering a section of land 100 miles long, situated from 25 to 125 miles back from the coast.

Engineers have already been sent from the United States to Peru to make a survey for constructing a railway from Pacasmayo to the province of Hualgayoc. The Pacific Company is backed by \$20,000,000 capital and has the exclusive right to mine coal.

According to Mr. G. CLINTON GARDNER, formerly superintendent of the Pennsylvania Railroad and builder of the Mexican National Railway, the supply of coal is almost inexhaustible; 10,000,000 tons are within easy reach. Mr. GARDNER estimates that 2,000,000 tons can be mined yearly and delivered to the port at a cost of \$2, gold, per ton, in which case he is of the opinion that all other coal will be excluded from the Pacific markets, as under the circumstances it will be impossible to compete with so good and so cheap a product as Peruvian coal.

In addition to the concession to mine coal in the district named, the company has exclusive right to build railroads running to these mines, and has already leased from the Government a fine pier at Pacasmayo. Mr. GARDNER states that the cost of construction of the railway line and the purchase of the rolling stock should not exceed \$3,000,000. The line is to start from Pacasmayo, the total distance from the coast to the coal district being 121 miles. A line is already in operation from Pacasmayo to Yonan, a distance of 41 miles, which is being worked by a Peruvian operator.

The well-known United States newspaper correspondent, Mr. FRANK G. CARPENTER, says that the coal fields of the Andes include both anthracite and lignite coal, the anthracite occurring in large quantities on both the east and west slopes of the Andes. That on the east side lies about 1,500 or 2,000 feet below the summit, and its quality has been found fully equal and in some respects better than the Pennsylvania anthracite. To convey the coal from the eastern slope to the coast requires a railroad to surmount the Andes at a height of about 14,000 feet, but from that point it will be not over 75 miles in a straight line to the coast, and the road will pass through a number of good-sized towns and a rich agricultural country. These coal properties, he says, should prove more valuable even than gold mines, as, up to the present time, there has been practically no good coal mined in the western side of South America, and, of the 3,000,000 tons used there each year, the largest part comes from Australia, England, Japan, and British Columbia.

Besides the coal deposits in the province of Hualgayoc, others exist in the Huamachuco district, and lignite and peat are found in several other parts of Peru.

UNITED STATES.

TRADE WITH LATIN AMERICA.

STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest statement, from figures compiled by the Bureau of Statistics, United States Treasury Department, O. P. AUSTIN, Chief, showing the value of the trade between the United States and the Latin-American countries. The report is for the month of May, 1898, corrected to June 27, 1898, with a comparative statement for the corresponding period of the previous year; also for the eleven months ending May, 1898, compared with the corresponding period of the fiscal year 1897. 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 May, for example, are not published until some time in July.

IMPORTS OF MERCHANDISE.

Articles and countries.	May—		Eleven months ending May—	
	1897.	1898.	1897.	1898.
Chemicals:				
Logwood (<i>Palo campeche; Pau campeche; Campeche</i>)—				
Mexico.....	\$545	.....	\$11,794	\$21,700
Coal, bituminous (<i>Carbón bituminoso; Carvão betuminoso; Charbon de terre</i>):				
Mexico.....	23,576	\$19,565	198,229	180,351
Cocoa (<i>Cacao; Coco ou Cacão cru; Cacaó</i>):				
Brazil.....	8,372	8,999	326,697	170,115
Other South America.....	115,553	69,237	867,336	1,058,986
Coffee (<i>Café</i>):				
Central America.....	691,354	695,237	5,433,678	4,192,716
Mexico.....	350,353	425,786	4,222,704	3,435,647
Brazil.....	3,721,066	3,310,080	49,131,988	38,554,238
Other South America.....	807,761	965,656	10,175,846	8,553,215
Cotton, unmanufactured (<i>Algodón en rama; Algodão em rama; Coton, non manufacturé</i>):				
South America.....	7,233	8,913	97,166	121,653

IMPORTS OF MERCHANDISE—Continued.

Articles and countries.	May—		Eleven months ending May—	
	1897.	1898.	1897.	1898.
Fibers.				
Sisal grass (<i>Henequén; Henequén;</i> <i>Hounequén</i>)—				
Mexico	\$283,637	\$454,434	\$3,370,453	\$4,098,587
Fruits:				
Bananas (<i>Plátanos; Bananas; Ba-</i> <i>nanas</i>)—				
Central America.....	183,668	176,657	1,290,532	1,370,397
South America.....	137,973	72,787	570,628	518,596
Oranges (<i>Naranjas; Laranjas;</i> <i>Oranges</i>)—				
Mexico	10	56	253,512	134,654
Fur skins (<i>Pieles finas; Pelles; Four-</i> <i>rures</i>):				
South America		71	16,428	38,848
Hides and skins (<i>Cueros y pieles;</i> <i>Couros e pelles; Cuir et peaux</i>):				
Central America.....	13,613	14,600	217,773	177,959
Mexico	97,833	84,197	1,658,085	1,578,990
South America.....	1,046,835	649,384	7,994,205	8,112,386
India rubber, crude (<i>Goma elástica</i> <i>cruda; Borracha crua; Caout-</i> <i>chouc brut</i>):				
Central America.....	41,164	14,890	414,438	382,736
Mexico	2,121	3,932	27,397	33,838
Brazil	981,357	948,388	11,078,822	14,463,751
Other South America.....	35,059	43,453	432,610	573,257
Lead, in pigs, bars, etc. (<i>Plomo en</i> <i>galípagos, barras, etc.; Chumbo en</i> <i>linguados, barras, etc.; Plombs, en</i> <i>saumons, en barres, etc.):</i>				
Mexico	165,592	102,992	1,301,732	1,521,474
Sugar, not above No. 16 Dutch stand- ard (<i>Azúcar, no superior al No.</i> <i>16 de la escala holandesa; Açúcar</i> <i>não superior ao No. 16 de padrão</i> <i>holandês; Sucre, pas au-dessus du</i> <i>type hollandais No. 16):</i>				
Central America.....		76,863		156,777
Mexico	582	16,228	16,505	38,132
Brazil	21,230	291,483	2,136,989	2,125,368
Other South America.....	80,112	99,231	4,405,213	3,630,774
Tobacco, leaf (<i>Tabaco en rama; Ta-</i> <i>baco en folha; Tabac en feuilles</i>):				
Mexico	26,287	16,191	277,165	230,676
Wood, mahogany (<i>Madera, caoba;</i> <i>Mogno; Acajou</i>):				
Central America.....	220	6	102,289	139,122
Mexico	39,272	11,881	292,212	280,507
South America			31,864	41,457
Wool (<i>Lana; Lã; Laine</i>):				
South America—				
Class 1 (clothing).....	990,462	64,528	4,225,707	839,532
Class 2 (combing).....	491,317		968,215	9,598
Class 3 (carpet).....	453,780	189,990	1,210,228	668,083

EXPORTS OF DOMESTIC MERCHANDISE.

Articles and countries.	May—		Eleven months ending May—	
	1897.	1898.	1897.	1898.
Agricultural implements (<i>Instrumentos de agricultura; Instrumentos de agricultura; Machines agricoles</i>):				
Central America.....	\$3,932	\$113	\$35,414	\$14,507
Mexico.....	8,221	16,591	121,107	114,292
Santo Domingo.....	56	.....	1,383	1,056
Argentina.....	5,110	27,201	375,136	361,805
Brazil.....	1,153	195	19,433	23,666
Colombia.....	65	848	3,299	3,796
Other South America.....	4,171	17,138	137,067	175,801
Animals:				
Cattle (<i>Ganado vacuno; Gado; Be-tail</i>)—				
Central America.....	2,805	40	14,820	7,058
Mexico.....	2,970	10,020	26,776	68,700
South America.....	77	250	2,814	7,212
Hogs (<i>Cerdos; Porcos; Cochons</i>)—				
Mexico.....	635	76	262,988	44,442
Horses (<i>Caballos; Cavallos; Che-vaux</i>)—				
Central America.....	950	1,465	37,972	12,045
Mexico.....	18,275	2,965	87,858	78,065
South America.....	.....	.....	11,655	5,700
Sheep (<i>Carneros; Carneiros; Moun-tains</i>)—				
Mexico.....	.....	400	11,877	9,510
South America.....	2,000	180	10,403	10,314
Books, maps, engravings, etc. (<i>Libros, mapas, grabados, etc.; Livros, mappas, gravuras, etc.; Livres, cartes de géographie, gravures, etc.</i>):				
Central America.....	3,496	529	60,641	33,831
Mexico.....	4,743	7,681	150,375	119,148
Santo Domingo.....	5	.....	1,245	455
Argentina.....	5,561	457	24,068	25,192
Brazil.....	22,643	1,087	107,004	151,812
Colombia.....	895	304	72,244	16,925
Other South America.....	3,009	2,290	50,996	37,924
Breadstuffs:				
Corn (<i>Maíz; Milho; Maïs</i>)—				
Central America.....	7,774	11,544	41,236	66,389
Mexico.....	131,461	1,258	3,189,789	42,404
Santo Domingo.....	46	.....	375	166
South America.....	261	1,674	11,584	36,843
Wheat (<i>Trigo; Trigo; Blé</i>)—				
Central America.....	7,785	4,144	71,236	39,793
South America.....	167	95,745	153,371	1,629,128
Wheat flour (<i>Harina de trigo; Fa-rina de trigo; Farine de blé</i>)—				
Central America.....	153,310	137,723	1,086,821	1,096,301
Mexico.....	12,016	9,194	92,101	73,548

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	May—		Eleven months ending May—	
	1897.	1898.	1897.	1898.
Breadstuffs—Continued.				
Wheat flour—Continued.				
Santo Domingo.....	\$12,347	\$1,469	\$140,125	\$119,156
Brazil.....	249,992	229,792	3,354,868	3,010,661
Colombia.....	41,573	47,600	527,004	486,321
Other South America.....	91,682	113,269	1,363,320	1,582,875
Carriages, cars, etc., and parts of <i>(Carriages, carros y sus accesorios;</i> <i>Carraiges, carros, e partes de</i> <i>carros; Voitures, wagons et leurs</i> <i>parties):</i>				
Central America.....	3,896	6,680	132,961	41,923
Mexico.....	21,045	13,699	349,667	483,139
Santo Domingo.....	6,073	.....	18,997	23,374
Argentina.....	9,934	7,977	130,247	201,480
Brazil.....	15,692	26,381	118,126	533,987
Colombia.....	1,589	1,702	49,519	38,033
Other South America.....	6,577	8,369	42,615	77,483
Cycles and parts of <i>(Biciclos y sus</i> <i>accesorios; Bicyclos e accesorios;</i> <i>Bicyclettes et leurs parties):</i>				
Central America.....	2,122	381	52,894	7,333
Mexico.....	6,170	6,410	66,952	59,976
Santo Domingo.....	99	.....	4,310	1,134
Argentina.....	2,262	8,166	38,323	80,629
Brazil.....	3,873	8,612	25,377	88,849
Colombia.....	2,235	340	21,619	15,031
Other South America.....	6,096	4,129	68,647	46,374
Clocks and watches <i>(Relojes de pared</i> <i>y de bolsillo; Relojes de pared e de</i> <i>bolso; Pendules et montres):</i>				
Central America.....	790	341	12,131	6,923
Mexico.....	567	1,655	22,799	18,685
Argentina.....	1,502	570	33,337	24,915
Brazil.....	1,920	1,130	57,319	38,693
Other South America.....	4,796	4,989	93,255	80,167
Coal <i>(Carbón; Carvão; Charbon):</i>				
Central America.....	2,950	391	27,202	19,135
Mexico.....	49,517	111,236	563,416	852,399
Santo Domingo.....	966	1,445	24,367	10,729
Brazil.....	2	10,050	60,575	74,596
Colombia.....	100	.....	19,164	32,434
Other South America.....	6,467	660	30,210	18,300
Copper <i>(Cobre; Cobre; Cuivre):</i>				
Mexico.....	.....	2,765	10,471	21,470
Cotton, unmanufactured <i>(Algodón no</i> <i>manufacturado; Algodão não ma-</i> <i>nufacturado; Coton non manufac-</i> <i>ture):</i>				
Mexico.....	17,299	37,803	1,231,036	1,312,173
Cotton cloths <i>(Tejidos de algodón;</i> <i>Fazendas de algodão; Coton, ma-</i> <i>nufacturé):</i>				
Central America.....	30,088	30,974	532,422	355,927
Mexico.....	41,883	36,450	340,872	378,831

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	May—		Eleven months ending May—	
	1897.	1898.	1897.	1898.
Cotton cloths—Continued.				
Santo Domingo.....	\$3,487	\$744	\$87,147	\$91,194
Argentina.....	3,717	12,057	203,580	164,991
Brazil.....	46,717	28,586	555,797	485,447
Colombia.....	32,853	23,001	340,535	255,997
Other South America.....	80,427	127,115	1,286,277	1,002,409
Wearing apparel (cotton) (<i>Ropa de algodón; Roupa de algodão; Vêtements en coton</i>):				
Central America.....	17,234	25,977	215,536	197,699
Mexico.....	24,525	28,756	323,260	291,231
Santo Domingo.....	1,960	.....	20,964	17,895
Argentina.....	1,107	4,968	57,405	30,465
Brazil.....	4,647	1,446	64,694	46,225
Colombia.....	4,576	6,069	47,135	40,051
Other South America.....	2,647	2,557	48,098	32,791
Fruits and nuts (<i>Frutas y nueces; Frutas enozes; Fruits et noixelles</i>):				
Central America.....	4,249	1,554	53,564	33,893
Mexico.....	3,555	5,242	67,728	52,799
Santo Domingo.....	72	.....	2,365	1,347
Argentina.....	.....	1,058	4,379	5,718
Brazil.....	239	117	11,044	10,845
Colombia.....	658	753	8,953	10,060
Other South America.....	1,532	1,060	33,161	22,852
Hides and skins (<i>Cueros y pieles; Couros e peles; Cuirs et peaux</i>):				
Central America.....	.....	.....	1,411	.....
Mexico.....	3,808	312	30,909	2,306
Hops (<i>Lúpulos; Lupulos; Houblon</i>):				
Central America.....	43	252	2,547	3,113
Mexico.....	492	35	44,613	31,986
Santo Domingo.....	.....	.....	287	19
South America.....	44	58	1,212	1,206
Instruments:				
Electric and scientific apparatus (<i>Aparatos eléctricos y científicos; Aparelhos elétricos e científicos; Appareils électriques et scientifiques</i>)—				
Central America.....	6,003	4,479	92,908	55,932
Mexico.....	36,719	23,483	263,317	258,649
Argentina.....	15,426	17,449	125,283	104,548
Brazil.....	10,236	1,977	88,507	84,329
Other South America.....	9,274	10,972	195,840	117,030
Iron and steel, manufactures of:				
Builders' hardware, and saws and tools (<i>Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, scies et outils</i>)—				
Central America.....	11,335	5,033	136,941	76,288
Mexico.....	59,999	35,565	595,621	397,979

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	May—		Eleven Months ending May—	
	1897.	1898.	1897.	1898.
Iron and steel, manufactures of— Continued.				
Builders' hardware, etc.—Cont'd.				
Santo Domingo.....	\$721	\$10	\$9,670	\$11,900
Argentina.....	8,984	11,778	195,597	129,514
Brazil.....	17,074	8,975	229,553	148,456
Colombia.....	11,004	6,329	108,486	80,857
Other South America.....	13,860	17,520	235,190	191,213
Sewing machines and parts of (<i>Má- quinas de coser y accesorios; Máquinas de coser e accesorios; Machines à coudre et leurs par- ties</i>):				
Central America.....	4,924	2,650	79,771	28,606
Mexico.....	16,876	7,179	181,104	188,618
Santo Domingo.....	550	.....	1,522	1,236
Argentina.....	1,775	5,570	82,891	75,786
Brazil.....	7,401	4,646	111,251	84,102
Colombia.....	11,945	4,021	105,317	74,497
Other South America.....	10,699	6,511	113,442	92,286
Typewriting machines and parts of (<i>Máquinas de escribir y acce- sorios; Máquinas de escribir e accesorios; Machines à écrire et leurs parties</i>):				
Central America.....	366	10	10,549	2,320
Mexico.....	3,527	2,643	23,310	25,208
Santo Domingo.....	.....	.....	267	90
Argentina.....	128	1,401	11,078	14,172
Brazil.....	38	447	3,595	4,930
Colombia.....	260	217	3,348	4,083
Other South America.....	891	735	9,793	13,767
Leather, other than sole (<i>Cuero, dis- tinto del de suela; Couro não para solas; Cuirs, autres que pour se- melles</i>):				
Central America.....	.....	95	4,383	4,282
Mexico.....	588	287	14,716	8,590
Santo Domingo.....	256	.....	1,008	569
Argentina.....	.....	.....	3,905	4,360
Brazil.....	1,243	5,229	17,414	51,189
Colombia.....	92	.....	2,203	3,181
Other South America.....	329	638	13,718	12,192
Boots and shoes (<i>Calzado; Calçados; Chaussures</i>):				
Central America.....	8,562	7,366	88,077	83,056
Mexico.....	5,976	8,622	54,041	69,832
Colombia.....	5,127	4,610	38,480	37,420
Other South America.....	1,729	1,805	25,364	25,604
Naval stores; Rosin, tar, etc. (<i>Resina y alquitrán; Resina e alcatrão; Ré- sine et goudron</i>):				
Central America.....	2,081	992	21,923	14,469
Mexico.....	264	1,217	5,696	9,351
Santo Domingo.....	36	.....	2,576	5,517

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	May—		Eleven months ending May—	
	1897.	1898.	1897.	1898.
Naval stores, etc.—Continued.				
Argentina.....			\$57,932	\$72,320
Brazil.....	\$10,218	\$6,928	216,536	181,955
Colombia.....	840	869	17,467	11,042
Other South America.....	15,463	5,596	99,147	85,405
Turpentine, spirits of (<i>Aguarrás; Agua-raz; Térébenthine</i>):				
Central America.....	184	200	3,981	2,812
Mexico.....	229	299	2,432	2,953
Santo Domingo.....	24		296	447
Argentina.....	1,693	15,420	48,614	110,665
Brazil.....	1,550	3,083	40,726	61,689
Colombia.....	470	346	5,467	4,049
Other South America.....	1,321	10,091	35,322	47,446
Oils, mineral, crude (<i>Accites, minerales, crudos; Oleos, minerales, crús; Huiles minerales, brutes</i>):				
Mexico.....	36,349	34,781	320,415	317,433
Oils, mineral, refined or manufactured (<i>Accites minerales, refinados ó manufacturados; Oleos minerales, refinados ó manufacturados; Huiles minerales, raffinés ou manufacturés</i>):				
Central America.....	20,534	10,196	137,177	106,471
Mexico.....	15,051	16,733	154,309	167,831
Santo Domingo.....	15,163	20	46,233	49,784
Argentina.....	79,028	101,112	1,012,815	902,899
Brazil.....	167,569	127,661	1,459,536	1,342,233
Colombia.....	7,363	12,365	106,720	91,867
Other South America.....	58,932	101,992	926,143	786,876
Oils, vegetable (<i>Accites vegetales; Oleos vegetales; Huiles végétales</i>):				
Central America.....	316	625	4,776	2,926
Mexico.....	49,917	32,357	305,236	321,566
Santo Domingo.....	2,280	392	13,386	20,686
Argentina.....			10,971	4,188
Brazil.....	16,148	10,578	153,256	226,337
Other South America.....	3,650	11,120	67,153	91,166
Paraffin and paraffin wax (<i>Parafina y cera de parafina; Paraffina y cera de paraffina; Paraffine et cire faite de cette substance</i>):				
Central America.....	1,221	1,688	29,396	17,117
Mexico.....	9,180	8,637	140,037	147,231
Brazil.....	347	856	12,775	10,124
Other South America.....	1,057	473	4,284	5,793
Provisions, comprising meat and dairy products:				
Beef, canned (<i>Carne de vaca en lata; Carné d'vaca en lata; Bœuf conservé</i>):				
Central America.....	5,144	1,639	33,214	26,112
Mexico.....	664	1,208	13,208	13,241

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	May—		Eleven months ending May—	
	1897.	1898.	1897.	1898.
Provisions, comprising meat and dairy products—Continued.				
Beef, canned—Continued.				
Santo Domingo.....	\$21		\$72	\$33
Argentina.....	84	\$52	135	409
Brazil.....	393	601	16,962	16,548
Colombia.....	336	1,099	6,052	6,255
Other South America.....	938	996	11,698	11,556
Beef, salted or pickled (<i>Carne de vaca, salada ó en salmuera; Carne de vaca, salgada ou em salmoura; Bœuf, salé ou en saumure</i>)—				
Central America.....	2,027	3,901	26,498	37,308
Mexico.....			194	492
Santo Domingo.....	21		2,220	1,643
Brazil.....	95		3,451	1,112
Colombia.....	2,039	1,698	12,156	11,500
Other South America.....	2,884	17,856	144,132	150,727
Tallow (<i>Sebo; Sebo; Suif</i>)—				
Central America.....	7,303	8,878	108,384	87,879
Mexico.....	1,116	780	35,407	22,481
Santo Domingo.....	21	321	20,567	26,160
Brazil.....	2,020	510	6,421	25,070
Colombia.....	1,225	1,302	8,142	17,852
Other South America.....	502	1,752	12,264	11,976
Bacon (<i>Tocino; Toucinho; Lard fumé</i>)—				
Central America.....	2,182	1,214	17,031	14,976
Mexico.....	936	734	8,757	8,874
Santo Domingo.....	164		2,405	1,412
Brazil.....	46,180	19,871	917,565	496,995
Colombia.....	285	219	1,625	1,273
Other South America.....	439	829	18,382	25,966
Hams (<i>Jamones; Presunto; Jambons</i>)—				
Central America.....	3,447	2,257	30,303	26,377
Mexico.....	2,435	1,999	27,094	20,247
Santo Domingo.....	260	69	6,709	5,400
Brazil.....		274	1,008	3,196
Colombia.....	1,400	1,718	13,880	12,824
Other South America.....	6,526	4,777	87,009	78,385
Pork (<i>Carne de puerco; Carne de porco; Porc</i>)—				
Central America.....	4,992	6,036	52,368	66,078
Santo Domingo.....	267	264	3,832	3,468
Brazil.....	165	1,400	17,272	1,955
Colombia.....	1,038	1,684	6,462	7,919
Other South America.....	3,753	19,516	160,956	191,316
Lard (<i>Manteca; Banha; Saindoux</i>)—				
Central America.....	10,532	19,236	94,272	136,102
Mexico.....	39,304	16,920	308,932	170,685
Santo Domingo.....	1,326	485	20,013	19,029
Argentina.....	775		4,558	2,954

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	May—		Eleven months ending May—	
	1897.	1898.	1897.	1898.
Cotton cloths—Continued.				
Santo Domingo.....	\$3,457	\$744	\$87,147	\$91,194
Argentina.....	3,717	12,057	263,580	164,991
Brazil.....	46,717	28,586	555,797	485,447
Colombia.....	32,853	23,001	340,535	255,997
Other South America.....	80,427	127,115	1,256,277	1,002,409
Wearing apparel (cotton) (<i>Ropa de algodón; Roupa de algodão; Vêtements en coton</i>):				
Central America.....	17,234	25,977	215,536	197,699
Mexico.....	24,525	28,756	323,260	291,231
Santo Domingo.....	1,960	.....	29,964	17,895
Argentina.....	1,107	4,968	57,405	30,465
Brazil.....	4,647	1,446	64,694	46,225
Colombia.....	4,576	6,069	47,135	40,051
Other South America.....	2,647	2,557	48,098	32,791
Fruits and nuts (<i>Frutas y nueces; Frutas e nozes; Fruits et noixettes</i>):				
Central America.....	4,249	1,554	53,564	33,893
Mexico.....	3,555	5,242	67,728	52,790
Santo Domingo.....	72	.....	2,365	1,347
Argentina.....	.....	1,058	4,379	8,718
Brazil.....	239	117	11,044	10,845
Colombia.....	658	753	8,953	10,060
Other South America.....	1,532	1,060	33,161	22,852
Hides and skins (<i>Cueros y pieles; Couros e pelles; Cuirs et peaux</i>):				
Central America.....	.....	.....	1,411	.....
Mexico.....	3,808	312	30,909	2,306
Hops (<i>Lúpulos; Lupulus; Houblon</i>):				
Central America.....	43	252	2,547	3,113
Mexico.....	492	35	44,613	31,936
Santo Domingo.....	.....	.....	287	19
South America.....	44	58	1,212	1,206
Instruments:				
Electric and scientific apparatus (<i>Aparatos electricos y científicos; Aparelhos electricos e científicos; Appareils électriques et scientifiques</i>)—				
Central America.....	6,003	4,479	92,908	55,932
Mexico.....	36,719	23,483	263,317	258,649
Argentina.....	15,426	17,449	125,283	104,548
Brazil.....	10,236	1,977	88,507	84,329
Other South America.....	9,274	10,972	195,840	117,030
Iron and steel, manufactures of:				
Builders' hardware, and saws and tools (<i>Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, scies et outils</i>)—				
Central America.....	11,335	5,033	136,941	76,288
Mexico.....	59,909	35,505	595,621	397,979

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	May—		Eleven Months ending May—	
	1897.	1898.	1897.	1898.
Iron and steel, manufactures of— Continued.				
Builders' hardware, etc.—Cont'd.				
Santo Domingo.....	\$721	\$10	\$9,670	\$11,900
Argentina.....	8,984	11,778	195,597	129,514
Brazil.....	17,074	8,975	229,558	148,456
Colombia.....	11,004	6,329	108,486	80,557
Other South America.....	18,860	17,820	238,190	191,213
Sewing machines and parts of (<i>Má- quinas de coser y accesorios; Máquinas de coser e accesorios; Machines à coudre et leurs par- ties</i>):				
Central America.....	4,924	2,650	79,771	28,606
Mexico.....	16,876	7,179	181,104	188,618
Santo Domingo.....	550	.....	1,522	1,236
Argentina.....	1,775	5,570	82,891	75,786
Brazil.....	7,401	4,646	111,251	84,102
Colombia.....	11,945	4,021	108,317	74,497
Other South America.....	10,699	6,811	113,442	92,286
Typewriting machines and parts of (<i>Máquinas de escribir y acce- sorios; Máquinas de escribir e accesorios; Machines à écrire et leurs parties</i>):				
Central America.....	366	10	10,849	2,320
Mexico.....	3,527	2,643	23,310	25,208
Santo Domingo.....	.....	.....	267	90
Argentina.....	128	1,401	11,078	14,172
Brazil.....	38	447	3,595	4,930
Colombia.....	260	217	3,348	4,083
Other South America.....	891	735	9,793	13,767
Leather, other than sole (<i>Cuero, dis- tinto del de suela; Couro não para solas; Cuirs, autres que pour se- melles</i>):				
Central America.....	.....	95	4,383	4,282
Mexico.....	588	287	14,716	8,590
Santo Domingo.....	256	.....	1,008	569
Argentina.....	.....	.....	3,995	4,360
Brazil.....	1,243	5,220	17,414	51,189
Colombia.....	92	.....	2,203	3,181
Other South America.....	329	638	13,718	12,192
Boots and shoes (<i>Calzado; Calçados; Chaussures</i>):				
Central America.....	8,562	7,366	88,077	83,056
Mexico.....	5,976	8,622	54,041	69,832
Colombia.....	5,127	4,610	38,480	37,420
Other South America.....	1,729	1,805	25,364	25,604
Naval stores: Rosin, tar, etc. (<i>Resina y alquitrán; Resina e alcatrão; Ré- sine et goudron</i>):				
Central America.....	2,081	992	21,923	14,469
Mexico.....	264	1,217	5,696	9,351
Santo Domingo.....	36	.....	4,576	5,517

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	May—		Eleven months ending May—	
	1897.	1898.	1897.	1898.
Naval stores, etc.—Continued.				
Argentina.....			\$57,932	\$72,320
Brazil.....	\$10,218	\$6,928	216,536	181,955
Colombia.....	840	869	17,467	11,042
Other South America.....	15,463	5,596	99,147	85,408
Turpentine, spirits of (<i>Aguarrás; Agua-raz; Térèbenthine</i>):				
Central America.....	184	200	3,981	2,812
Mexico.....	229	299	2,432	2,958
Santo Domingo.....	24		296	447
Argentina.....	1,693	15,420	48,614	110,665
Brazil.....	1,550	3,083	49,726	61,689
Colombia.....	470	346	5,467	4,049
Other South America.....	1,321	10,091	35,322	47,446
Oils, mineral, crude (<i>Aceites, minerales, crudos; Oleos, minerales, crús; Huiles minerales, brutes</i>):				
Mexico.....	36,349	34,781	320,415	317,433
Oils, mineral, refined or manufactured (<i>Acites minerales, refinados ó manufacturados; Oleos minerales, refinados ó manufacturados; Huiles minerales, raffinés ou manufacturés</i>):				
Central America.....	20,534	10,196	137,177	106,471
Mexico.....	15,051	16,733	154,309	167,831
Santo Domingo.....	15,163	20	46,233	49,784
Argentina.....	79,028	101,112	1,012,815	902,899
Brazil.....	167,569	127,661	1,459,536	1,342,233
Colombia.....	7,363	12,365	106,720	91,867
Other South America.....	58,932	101,992	926,148	786,876
Oils, vegetable (<i>Acites vegetales; Oleos vegetales; Huiles végétales</i>):				
Central America.....	316	625	4,776	2,926
Mexico.....	49,917	32,357	305,236	321,566
Santo Domingo.....	2,280	392	13,386	20,686
Argentina.....			10,971	4,188
Brazil.....	16,148	10,578	153,256	226,337
Other South America.....	3,650	11,120	67,158	91,166
Paraffin and paraffin wax (<i>Parafina y cera de parafina; Parafina e cera de parafina; Paraffine et cire faite de cette substance</i>):				
Central America.....	1,221	1,088	29,396	17,117
Mexico.....	9,180	8,637	140,037	147,231
Brazil.....	347	886	12,775	10,124
Other South America.....	1,957	473	4,284	5,703
Provisions, comprising meat and dairy products:				
Beef, canned (<i>Carne de vaca en latas; Carne de vacca en latas; Bœuf conservé</i>)—				
Central America.....	5,144	1,639	33,214	26,112
Mexico.....	565	1,208	13,205	13,241

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	May—		Eleven months ending May—	
	1897.	1898.	1897.	1898.
Provisions, comprising meat and dairy products—Continued.				
Beef, canned—Continued.				
Santo Domingo.....	\$21		\$72	\$33
Argentina.....	84	\$52	135	409
Brazil.....	393	601	16,962	16,548
Colombia.....	336	1,099	6,052	6,255
Other South America.....	938	996	11,698	11,556
Beef, salted or pickled (<i>Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Bœuf, salé ou en saumure</i>)—				
Central America.....	2,027	3,901	26,498	37,308
Mexico.....			194	492
Santo Domingo.....	21		2,220	1,643
Brazil.....	95		3,451	1,112
Colombia.....	2,039	1,698	12,156	11,500
Other South America.....	2,884	17,856	144,132	159,727
Tallow (<i>Scho; Scho; Suif</i>)—				
Central America.....	7,303	8,878	108,384	87,879
Mexico.....	1,116	780	35,407	22,481
Santo Domingo.....	21	321	20,567	26,160
Brazil.....	2,020	510	6,421	25,070
Colombia.....	1,225	1,302	8,142	17,852
Other South America.....	502	1,752	12,264	11,976
Bacon (<i>Tocino; Toucinho; Lard fumé</i>)—				
Central America.....	2,182	1,214	17,031	14,976
Mexico.....	936	734	8,757	8,874
Santo Domingo.....	164		2,405	1,412
Brazil.....	46,180	19,871	917,565	496,995
Colombia.....	285	219	1,625	1,273
Other South America.....	439	829	18,382	25,966
Hams (<i>Jamones; Presunto; Jam-hons</i>)—				
Central America.....	3,447	2,257	30,303	26,377
Mexico.....	2,435	1,999	27,094	20,247
Santo Domingo.....	260	69	6,709	5,400
Brazil.....		274	1,008	3,196
Colombia.....	1,400	1,718	13,889	12,824
Other South America.....	6,526	4,777	87,009	78,385
Pork (<i>Carne de puerco; Carne de porco; Porc</i>)—				
Central America.....	4,992	6,036	52,368	66,078
Santo Domingo.....	267	264	3,832	3,468
Brazil.....	165	1,400	17,272	1,955
Colombia.....	1,038	1,684	6,462	7,919
Other South America.....	3,753	19,516	160,956	191,316
Lard (<i>Manteca; Banha; Saindoux</i>)—				
Central America.....	10,532	19,236	94,272	136,102
Mexico.....	30,304	16,920	308,932	170,085
Santo Domingo.....	1,326	485	20,013	19,029
Argentina.....	775		4,558	2,954

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	May—		Eleven months ending May—	
	1897.	1898.	1897.	1898.
Provisions, comprising meat and dairy products—Continued.				
Lard—Continued.				
Brazil.....	\$59,979	\$60,321	\$620,033	\$942,318
Colombia.....	12,714	16,618	137,512	110,178
Other South America.....	57,391	96,507	598,448	609,260
Oleo and oleomargarine (<i>Grasa y oleomargarina; Oleo e oleomargarina; Oléo et oléomargarine</i>)—				
Central America.....		148	76	1,006
Mexico.....		66	642	889
Colombia.....	1,052	758	6,822	7,290
Other South America.....	283	1,150	27,955	14,733
Butter (<i>Mantequilla; Manteiga; Beurre</i>)—				
Central America.....	3,167	4,115	40,727	44,814
Mexico.....	3,259	4,936	36,189	39,339
Santo Domingo.....	571		6,327	6,151
Brazil.....	3,850	9,893	34,381	86,873
Colombia.....	2,527	2,296	16,744	18,818
Other South America.....	7,295	10,493	80,625	80,029
Cheese (<i>Queso; Queijo; Fromage</i>)—				
Central America.....	1,574	1,339	17,619	16,340
Mexico.....	565	1,048	13,683	13,224
Santo Domingo.....	296		4,215	3,282
Brazil.....			80	257
Colombia.....	1,190	1,223	10,215	10,430
Other South America.....	437	788	13,754	15,868
Seeds (<i>Semillas; Sementes; Semente</i>)—				
Central America.....	354	373	9,574	5,020
Mexico.....	661	458	19,959	29,079
Santo Domingo.....	45	78	424	742
Argentina.....		20	782	368
Brazil.....	7		1,578	858
Colombia.....	258	16	2,404	1,532
Other South America.....	122	237	4,594	2,006
Sugar, refined (<i>Azúcar refinado; Assucar refinado; Sucre raffiné</i>):				
Central America.....	6,144	2,702	56,204	47,488
Mexico.....	3,206	128	22,737	13,541
Santo Domingo.....	139		2,041	1,504
Colombia.....	2,100	1,312	41,507	25,513
Other South America.....		123	1,987	5,141
Tobacco, unmanufactured (<i>Tabaco no manufacturado; Tabaco não manufacturado; Tabac non manufacturé</i>):				
Central America.....	215	1,835	14,426	29,849
Mexico.....	5,400	15,142	107,637	129,503
Argentina.....		1,200	4,055	5,104
Colombia.....		786	2,350	7,218
Other South America.....	5,450	6,613	85,750	89,912

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	May—		Eleven months ending May—	
	1897.	1898.	1897.	1898.
Tobacco, manufactures of (<i>Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué</i>):				
Central America.....	\$4,824	\$6,831	\$58,782	\$44,026
Mexico.....	416	339	12,973	17,725
Argentina.....	357	537	48,414	2,344
Brazil.....			1,355	560
Colombia.....	23	128	1,242	3,112
Other South America.....	3,041	9,102	58,874	73,178
Wood, unmanufactured (<i>Madera no manufacturada; Madeira não manufacturada; Bois brut</i>):				
Central America.....	1,954	522	133,959	48,884
Mexico.....	6,589	28,673	239,910	231,789
Argentina.....	283		33,799	7,085
Brazil.....	2,240		18,434	7,278
Colombia.....	3,864	1,344	20,273	23,737
Other South America.....	3,310	240	18,146	49,540
Lumber (<i>Maderas; Madeiras; Bois de construction</i>):				
Central America.....	14,596	2,195	131,497	35,279
Mexico.....	147,047	73,798	929,868	773,528
Santo Domingo.....	15,740	4,181	60,380	36,370
Argentina.....	50,675	74,113	950,096	829,997
Brazil.....	45,995	18,171	627,363	593,583
Colombia.....	12,159	5,927	52,019	54,277
Other South America.....	37,884	75,970	644,352	462,223
Furniture (<i>Muebles; Mobilia; Meubles</i>):				
Central America.....	7,247	1,810	135,802	71,516
Mexico.....	16,215	13,297	174,942	143,091
Santo Domingo.....	522		11,124	10,666
Argentina.....	1,772	473	79,375	59,967
Brazil.....	3,853	1,978	46,185	35,073
Colombia.....	2,792	2,183	36,044	31,383
Other South America.....	3,223	7,796	96,383	70,059
Wool, raw (<i>Lana cruda; Lã crua; Laines brutes</i>):				
Mexico.....	520		140,603	10

STATISTICS OF FOREIGN TRADE.

The report of the Bureau of Statistics of the United States for the fiscal year ending June 30, 1898, is one of great interest. The total imports for the twelve months amounted to only about one-half of the exports, and were over \$147,000,000 smaller than for the fiscal year ending June 30, 1897.

The imports from Europe decreased \$124,000,391, while the

exportations to Europe increased \$160,313,645. The imports from North American countries decreased \$14,752,130, and the exports increased \$14,676,828. The imports from South America show a decrease of \$15,295,379, while the exports increased but \$53,325. Asia and Oceania show the only increase in imports, \$5,300,440 from the former and \$2,458,781 from the latter. The exports to Asiatic countries increased \$5,549,363, and to Oceania they decreased by \$661,392.

The subjoined table records the total exports and imports by grand divisions for the fiscal year 1898 as compared with the fiscal year 1897:

	1897.	1898.
Imports from—		
Europe	\$430,192,205	\$306,091,814
North America	105,924,053	91,171,923
South America	107,389,405	92,093,526
Asia	87,204,597	92,595,037
Oceania	24,400,439	26,859,220
Africa	9,529,713	7,193,639
Total	764,730,412	616,005,159
Exports to—		
Europe	\$13,385,644	973,699,289
North America	124,958,461	139,635,289
South America	33,768,646	33,821,971
Asia	39,274,905	44,824,268
Oceania	22,652,773	21,991,381
Africa	16,953,127	17,357,752
Total	1,050,993,556	1,231,329,950

The increase in exports was in manufactured articles and food products, while the decrease in imports was naturally along the same lines, chemicals, chinaware, glassware, manufactures of cotton, iron and steel, leather, silk, wool, wood, and fibers all showing a decrease in importations compared with 1897 and 1896; breadstuffs, provisions, fish, fruits, wine, sugar, tea, and coffee showing a marked decrease in importations. Articles required by manufacturers for use in manufacturing increased in nearly every case over both 1897 and 1896, with the exception of wool, the importations of which during 1897 were unusually large.

The accompanying table shows the value of the imports of all

general classes of merchandise the articles of which exceeded in value \$5,000,000, and compares the importations of the fiscal year 1898 with those of 1897.

Imports.	1897.	1898.
<i>Manufactures.</i>		
Chemicals, drugs, etc.	\$44,948,752	\$41,470,711
Cotton, manufactures	34,429,363	27,266,932
Earthen and china ware	9,977,297	6,686,220
Fibers, manufactures of	32,546,867	21,899,714
Glassware	5,509,626	3,669,919
Iron and steel manufactures	16,094,557	12,615,913
Leather, and manufactures of	13,283,151	11,414,118
Oils (all)	5,594,111	5,197,886
Silk, manufactures of	25,199,067	23,523,110
Wood, and manufactures of	20,543,810	13,858,582
Wool, manufactures of	49,162,992	14,823,768
<i>Articles used in manufacturing.</i>		
Cotton, unmanufactured	5,884,262	5,019,503
Fibers, unmanufactured	12,336,418	13,446,186
Hides and skins	27,863,026	37,068,832
India rubber	17,558,163	25,545,391
Silk, unmanufactured	18,918,283	32,110,066
Tobacco, unmanufactured	9,584,155	7,488,605
Wool	53,243,191	16,783,692
<i>Articles for consumption.</i>		
Coffee	\$1,544,384	65,067,561
Fish (all)	6,108,714	5,984,980
Fruits and nuts	17,126,932	14,566,874
Sugar	99,066,181	60,472,703
Tea	14,835,862	10,054,005
Wines, spirits, and malt liquors	12,272,872	9,305,504

REPORT OF EXPORTS FOR JULY.

The July exports of breadstuffs, provisions, cotton, and mineral oil from the principal customs districts of the United States are reported by the Bureau of Statistics, in a statement issued on August 12, at \$37,183,721. Of this sum, breadstuffs alone amounted to \$16,737,128; provisions, \$9,973,607; cattle and hogs, \$2,922,244; cotton, \$2,828,669, and mineral oil, \$4,722,073. While these figures for July fall \$20,000,000 below those of the month of June, they equal those of July, 1897, and exceed those of July in the years 1894, 1895, and 1896, and are \$2,000,000 greater than the average July exportations of the articles named since 1890.

The value of the exportations of breadstuffs in July, 1898, is 20 per cent greater than in July, 1897; 25 per cent greater than in July, 1896; and practically double that of July, 1895. The July exportations of provisions are less in value than in the corresponding months of 1897, 1896, and 1895, as are also those of mineral oils. In the latter case, the reduction is evidently due to the lower prices, the number of gallons exported during the month being slightly in excess of the exportations for July, 1897, though the total value for the month is less in 1898 than in 1897.

CURRENCY CIRCULATION.

As compared with the corresponding date in 1897, the gold coin in circulation in the United States on August 1, 1898, showed a gain of over \$135,000,000. Standard silver dollars showed an increase of \$5,600,000; subsidiary silver one of over \$4,800,000; silver certificates one of over \$31,100,000; Treasury notes of 1890 one of nearly \$14,200,000, and United States notes one of nearly \$25,700,000. Currency certificates showed a decrease of over \$40,300,000, national-bank notes nearly \$3,100,000, and gold certificates over \$1,500,000.

The total amount of money of all kinds in circulation on August 1, 1898, was \$1,809,198,344, which represents an increase of over \$162,700,000 for the twelve months. The circulation per head of population is estimated by the Treasury officials, on the basis of a population of 74,656,000, at \$24.23, which was a decrease of 51 cents for the month, but was an increase of \$1.70 per head for the twelve months just ended. A comparison with the statistics issued by the Treasury Department on August 1 each year shows that there has been an increase of over \$300,000,000 in the amount of money in circulation since 1896.

GLUCOSE AND MAIZE OIL MANUFACTURE.

In a pamphlet recently issued by the Department of Agriculture of the United States on the composition of maize, Mr. H. W. WILEY, the official chemist, devotes some attention to the glucose manufacturing industry. He says:

The manufacture of starch sugars of various degrees of hydrolyzation is an important industry in the United States. These products of the hydrolyses of

starch are known as glucose or grape sugar. The glucose represents those in which the hydrolysis is less complete, and consists largely of dextrin, dextrose, a little maltose, and water. These are made into thick and white sirups, used largely for table sirups, for adulterating molasses and honey, and for confectioners' purposes. Grape sugar is a term applied to the solid product obtained by the hydrolysis of starch, in which the hydrolysis is carried to a greater extent, the resulting product consisting chiefly of dextrose. This product is chiefly used as a substitute for malt in the brewing of beer and ale. This industry has assumed immense proportions in the United States, the quantity of Indian corn annually consumed in the manufacture of glucose being about 40,000,000 bushels, or 14,095,922 hectoliters.

The Department describes also a new product derived from maize which has attracted considerable attention and bids fair to become an important production. This is maize oil. The chemist says that in the manufacture of starch and glucose and in some varieties of maize meal the germ of the grain, which contains the largest percentage of oil, is extracted. From this germ a valuable oil is expressed, while the residue forms a food material as valuable in every respect as that derived by the expression of the oil from ordinary oily seeds. Maize oil is easily purified and forms a light, amber-colored, perfectly transparent liquid, without rancidity and with a pleasant taste. It has been used to some extent as a salad oil, and will doubtless in the future be very greatly employed for that purpose. It can also be used for lubricating delicate machinery, has fine burning properties, and can be used as a lamp oil. The coarser and less pure oil makes a valuable soap. In general, it may be said that maize oil has a commercial value, gallon for gallon, quite equal to the oil derived from cotton seeds.

URUGUAY.

ALL COMMERCIAL INTERESTS PERFECTLY SECURE.

The Bureau of the American Republics has received from Hon. PRUDENCIO DE MURGUIONDO, Consul General of Uruguay, a note addressed to him by the Minister of Foreign Affairs of that country, relating to a disturbance in Montevideo on July 4 last, which has been reported in the press of the United States, which note is calculated to dispel any impression that commercial interests in Uruguay have been in any way jeopardized.

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The Minister states that the disturbance was caused by the revolt of two bodies of artillery stationed at the capital, which was suppressed immediately, with but little bloodshed and no further serious results. The leaders of the revolt surrendered their arms to the Government officers, and were temporarily banished in the interests of public order. All the military and other authorities responded with alacrity to the call of the Government, and peace was restored in very short order. The revolt had no political significance, and normal conditions again prevailed in all branches of trade and industry, all classes of society evincing their full confidence in the recuperative abilities of their progressive Government.

TRADE WITH THE UNITED STATES FOR FIRST SIX MONTHS
OF 1898.

Through the courtesy of Hon. PRUDENCIO DE MURGUIONDO, consul-general of Uruguay, the BULLETIN is able to furnish the following data regarding the trade movement between the United States and Uruguay for the first six months of the year 1898:

Exports to Uruguay	\$655, 419.00
Imports from Uruguay.....	1, 323, 650.80
Balance in favor of imports.....	668, 231.80
Imports, six months of 1898.....	1, 323, 650.80
Imports from July 1 to December 31, 1897.....	830, 948.45
Balance in favor of 1898.....	492, 702.32
Exports, six months of 1898.....	655, 419.00
Exports from July 1 to December 31, 1897.....	606, 665.83
Balance in favor of 1898	48, 753.17

Owing to a lack of vessels under foreign flags during the first six months of this year, there have been very few shipments of lumber from southern ports of the United States to Uruguay.

FOREIGN COMMERCE FOR FIRST QUARTER OF 1898.

The "Montevideo Times" says the first quarter of the year is generally regarded as the most important with reference to the foreign commerce of Uruguay, and is taken as an index of what the total for the year will be. If the present year proves no exception to the general rule, the figures are decidedly reassuring. The "Times" says they mark very plainly the recovery from the very serious fall in 1897, caused by the revolution, the political

troubles, the locust plague, and an inferior produce season in general. In the present year the total value of imports, "which is the chief test of the commercial situation," has returned to the full average of the three years, 1894-1896, which were regarded as fairly active years.

The tables furnished by the statistical department of the custom-house were as follows for the first quarter of the three years 1896, 1897, and 1898, the values having been reduced to United States currency:

IMPORTS.

	1896.	1897.	1898.
Eatables, cereals, and spices.....	\$1,023,194	\$915,239	\$1,144,863
Textile materials.....	1,522,951	943,068	1,562,959
Raw material and machinery.....	1,789,134	1,393,366	1,439,919
Liquors in general.....	758,611	697,624	764,888
Ready-made clothing.....	490,797	240,820	416,092
Live stock.....	218,463	239,306	393,943
Tobacco and cigars.....	73,361	44,464	55,627
All other items.....	945,077	602,021	659,884
Total.....	6,826,588	5,066,958	6,438,175

EXPORTS.

	1896.	1897.	1898.
Slaughterhouse products.....	12,474,760	7,976,199	9,114,869
Live stock.....	632,683	486,294	139,758
Rural produce.....	463,104	471,678	2,035,009
Provisions for ships.....	27,732	23,797	19,485
All other products.....	59,943	80,264	52,385
Total.....	13,658,222	9,038,232	11,361,506

The total commerce for the first quarter of 1898 approximates closely the total for the first quarter of 1894, which was regarded as an exceptionally prosperous year. The total products of agriculture for the quarter was \$2,035,009 against \$471,678 in the same period in 1897. This great increase was due entirely to the splendid wheat crop, the wheat exported being 59,453,989 kilograms, worth \$1,783,619, against only 3,214,663 kilograms, worth but \$77,151, in 1897.

In most of the other leading items there was a decrease. The maize exports amounted to 71,736 kilograms, worth \$1,865, against 1,309,947 kilograms, worth \$32,748 in 1897. The maize crop was fine, but late rains ruined the quality of the grain, so that very little was available for export. The flour exports aggregated

3,889,669 kilograms, worth \$187,184; in 1897, 5,247,092 kilograms passed through the custom-house, valued at \$262,354. The onions and garlic sent out of the country were valued at \$2,132 in 1898 and \$14,140 in 1897; fresh fruit, \$14,809, against \$40,989; vegetables, \$1,865 against \$32,748, and linseed, \$16,186 against \$20,106.

VENEZUELA.

OFFICIAL REPORT OF GOODS PURCHASED.

The Bureau has been furnished with the following statistical data of the exportations of merchandise from the United States to the several ports of Venezuela for the month of June, 1898, as compared with the same month in 1897, by Mr. ANTONIO E. DELFINO, consul-general of Venezuela:

Port.	1898.	1897.	Increase.	Decrease.
La Guira	\$96,364.55	\$86,353.50	\$10,011.05	
Puerto Cabello	27,714.39	33,533.53		\$5,819.14
Maracaibo	32,040.02	50,629.33		24,589.31
La Vela	9,792.10	3,077.65	6,714.95	
Ciudad Bolivar	13,377.00	42,866.10		29,489.10
Carupano	5,474.24	6,519.00		4,044.76
Guanta	784.23	1,452.00		667.77
Cumaná	1,402.00	1,854.00		452.00
Guiría	705.00	303.00	402.00	
Caña Colorado	699.00	0.00	699.00	
Total	188,852.53	236,088.11	17,827.00	47,238.08

The principal articles exported were wheat flour, \$99,473.65; lard, \$77,506.28; cotton goods, bleached and unbleached, \$33,506.22; tobacco, manufactured and leaf, \$25,493.52; machinery and electrical supplies, \$20,897.98; provisions, \$20,143.64; butter, \$18,902.42; kerosene, \$17,351.13; hardware and ironmongery, \$11,776.72; drugs and perfumery, \$11,425.00, and calicoes, \$7,799.38.

CONSUMPTION OF COFFEE IN 1897.

Supplementary to the article on coffee in the BULLETIN for July, an extract from an article recently published in the French "Bulletin de Statistique et de Legislation Comparée," showing the

quantities of coffee consumed in various countries, is of interest. From this it appears that the total consumption of coffee in Europe and the United States rose from 1,039,330,000 pounds in 1893 to 1,246,640,000 pounds in 1897. The increased consumption in 1897 over 1896 amounted to no less than 129,580,000 pounds. Of this increase, 100,000,000 pounds came to the United States, and the total consumption of this country has reached the enormous amount of 636,340,000 pounds, or 9.95 pounds ($4\frac{1}{2}$ kilograms) for each individual. This was 26,000,000 pounds in excess of the amount consumed in all Europe. In 1893 Europe consumed 542,996,000 pounds and the consumption in the United States was 496,234,000 pounds.

As regards the consumption per individual, the United States by no means holds the first place. This distinction belongs to Holland, where the consumption for each inhabitant, in 1897, was estimated at 23 pounds ($10\frac{1}{2}$ kilograms). In Denmark the individual average was 15 pounds (7 kilograms); in Belgium, 11 pounds (5 kilograms); in Germany, $5\frac{1}{4}$ pounds ($2\frac{1}{2}$ kilograms); in France, $3\frac{1}{4}$ pounds ($1\frac{1}{2}$ kilograms), and in the United Kingdom of Great Britain only seven-tenths of a pound (one-third kilogram).

The consumption of coffee in France is steadily increasing. In 1840 it amounted to 28,740,000 pounds, in 1860 to 68,720,000, and in 1897 to 273,800,000 pounds. Of this total, 2,214,000 pounds (1,004,000 kilograms) were imported from the French colonies, on which the duties are only half those on the coffee imported from foreign countries.

Of the coffee imported to France from foreign countries about 95,000,000 pounds (42,742,000 kilograms) were from Brazil and 51,000,000 pounds (23,176,000 kilograms) from Haiti.

NEW TARIFF RATES IN JAMAICA.

The subject-matter of a recent report to the British trade papers is of considerable interest to exporters in the United States, Mexico, the Central American Republics, Venezuela, and Colombia. The dispatch stated that as a result of the present deficit in the revenues and a further expected falling off for the fiscal year 1898-99, the Government has introduced a new tariff

measure and expects to have it adopted at the present sitting of the legislative council. Among the provisions of the proposed law is one increasing the duties on spirits from 12s. 6d., the liquid gallon, to 15s. the proof gallon, as ascertained by Sykes's hydrometer. Such imports are mainly from England. The rates on butter, cheese, and ham have been raised from 1d. to 2d. per pound. On articles of hardware, namely, cutlery, tools, utensils, stoves, etc., formerly scheduled at 12½ per cent ad valorem, the rate now fixed is 20 per cent ad valorem. The same rate applies to every description of wearing apparel, whether manufactured or as piece goods. Food stuffs, mainly from the American Republics and Canada, suffer increased rates of from 30 to 50 per cent over the old. The former free list has been greatly curtailed. The Canadian Commissioner has publicly protested against the increased duties on the products that the Dominion sends to Jamaica, especially in view of contemplated Canadian reciprocal concessions. The full text of this law can be found in the United States Consular Reports for July, 1898.

THE NIAGARA PAN-AMERICAN EXPOSITION.

In previous numbers of the BULLETIN (October, 1897, and January, 1898) reference has been made to the proposed Pan-American Exposition to be held on Cayuga Island, in the Niagara River, near the city of Buffalo, New York. Owing to a variety of causes, among which the declaration of war with Spain played no insignificant a part, it was found impracticable to assemble the articles desired before the opening of the great exposition to be held in Paris, which it was considered would interfere with the extent and completeness of the collections. It was therefore decided to postpone the opening of the exposition until 1901, after the close of the one at Paris, and to make arrangements for securing many of the exhibits there from the American Republics.

The legislature of New York having unanimously passed a memorial requesting Congress to encourage the holding of this exposition, action was taken, and on July 8, President MCKINLEY approved a joint resolution declaring that the enterprise merited the encouragement and approval of Congress and the people of the United States.

In order to facilitate the admission of articles from foreign countries, the resolution provides for the exemption from duties, customs fees, and charges on goods coming to the exposition, and the Secretary of the Treasury has been given authority to prescribe such regulations as may be necessary to carry the resolution into effect.

TRADE MISCELLANY.

ARGENTINE REPUBLIC.

Salaries and Pensions Reduced.

The "South American Journal" is authority for the statement that the Argentine Congress has resolved that from July 1 to December 31, 1898, all Government salaries, pensions, subsidies, subventions, etc., shall be reduced 20 per cent. The only exception is the pay of soldiers, and sailors in the navy. The Government expects to save about \$5,000,000 by the reduction.

Conditions of Cereal Crops.

On June 18, WILLIAM GOODWIN, inspector of the River Plate, writing from Buenos Ayres, reports as follows as to the wheat and maize crops in Argentina:

"A continuance of damp and warm weather has had a very bad effect on the shipping condition of maize, but there is no cause to fear undue growth of wheat, which has been very generally sown under most favorable circumstances.

"The movements of both wheat and maize are restricted also by depressed markets, although there is still a fair amount of wheat to go forward; and all accounts agree that the crop of maize is probably the largest ever gathered, and is expected to be of good quality for shipment later on. Every year marks a decided advance in the methods of agriculture in Argentina, and especially in the care taken with the products of the fields when harvested. But it is to be noted that the agricultural population does not increase fast, because very few immigrants have arrived during recent years."

Imports of electrical apparatus.

The publishers of "Traffic," of Philadelphia, report that, during the year 1897, the Argentine Republic imported 16,081 tons of galvanized-iron wire, valued at \$1,005,777, also, 35,216 dozen incandescent lamps, 5,123 cases of general electrical material, 52 dynamos, 529 cases of telegraph material, 318 cases of telephone material, together with other electrical appliances. In addition, recent estimates on track materials in electrical lines sent to Argentina by manufacturers of the United States represent upward of \$2,000,000.

BRAZIL.

Analysis of Beers.

The "Brewers' Journal" notes the fact that a law has been recently passed in Brazil providing for the analysis of beers, with a view to discovering the employment in them of hop substitutes of a character likely to prove deleterious to the consumer. Beers found to be

thus adulterated must be reexported without removal from bond or destroyed by the importer, and any failure to comply with the provisions of the law entails a heavy fine.

CHILE.

Concessions for new Industries.

According to a report furnished by the "South American Journal," the National Congress of Chile has recently granted concessions for the establishment of several new industries at Santiago de Chile. Among them is one for a factory for bleaching, dyeing, and printing cotton piece goods, and another for a sulphuric acid factory.

ECUADOR.

Concessions to German steamship company.

The British consul at Guayaquil informs his Government that the Kosmos and the Hamburg steamship lines, trading between Hamburg and Antwerp, and also Spanish and Italian ports, with occasional trips to London, have recently been consolidated. Just previous to that, in May, the Kosmos Company contracted with the Government of Ecuador to carry the mails free of charge between the ports of the country and all other ports touched at by its steamers. The company also agrees to transport government passengers and emigrants to Ecuador between the ports at which its ships touch at a reduction of 30 per cent from regular rates; also to carry, free of charge, the first sample shipments of the products of Ecuador to any German exhibitions. In return for these services the Government of Ecuador admits the company's ships to its seaports free of all fiscal dues, and reduces the pilotage fees one-half. The contract has been approved by the Council of State and is to remain in force for four years.

Cocoa crop of 1897.

The cocoa crop of Ecuador for 1897 amounted to 14,800 tons, or 330,293 quintals. This amount compares unfavorably with the product of recent years. In 1896 the total was 15,300 tons; in 1895, 16,000 tons; and in 1894, 17,467 tons.

GUATEMALA.

Opportunities for United States Investors.

A correspondent of "The Manufacturer" (Philadelphia), writing from Guatemala City, June 25, 1898, says: "The Government is willing, anxious, and almost compelled to sell the Northern Railroad. This, I think, would be a good chance for an American syndicate to get hold of a good business. To-day that road could be got under the most favorable condition and with the most liberal concession. The same can be said of the Verapaz road. Then, again, one or many American companies could buy such plantations as they would wish for prices which could be considered merely nominal. And again, an American company could come and establish a bank, which would be most welcome and could do a profitable business with choicest securities."

The Northern Railroad, to which the correspondent refers, is projected from Puerto Barrios to the capital of the Republic, Guatemala City, and is now

finished as far as San Agustin, a distance of 130 miles, leaving only a small part of the line to be completed. This is the most important railway enterprise ever undertaken in Central America, and was the favorite scheme of the late President BARRIOS for the development of the internal riches of Guatemala. It will open up the most productive coffee and mineral lands in the Republic.

HAWAII.

Navigation Laws in Force. Attorney-General GRIGGS has rendered a decision to the effect that the navigation laws of the United States do not apply to Hawaii or other annexed territory, without further legislation of Congress. The mere act of annexation does not, ipso facto, extend the laws of the United States to the new districts.

MEXICO.

Wheat Crop for 1898. "Modern Mexico" reports the Mexican wheat crop for 1898 as far above the average in quality and quantity. Usually Mexico does not raise enough wheat for its own use, but this year a part of the crop is available for export. Because of this, The Bulletin of the Mexican Agricultural Society reports certain speculators have been trying to prevail upon the Government to obstruct, if not to absolutely prevent, wheat exportation. But they were not successful, as the secretary of the treasury has announced that no export duty nor other restriction will be imposed upon Mexican wheat that has found purchasers in foreign markets.

Custom-House Collections. During the month of June the total collections through the custom-houses of the Republic amounted to \$2,039,886.57. According to figures obtained from "Two Republics," these were divided as follows: Import duties, \$1,879,919.44; export duties, \$103,206.74; port dues, \$55,478.60; arrears, \$1,281.79. The port of Vera Cruz collected \$956,042.20, and that of Tampico, \$352,927.73, or the two combined nearly 70 per cent of the amount of the import duties.

PARAGUAY.

Importations of Kerosene. Consul RUFFIN writes to the Department of State from Asuncion that Paraguay is lighted with kerosene or coal oil imported from the United States, and that no electricity or gas is used other than that generated by private factories. Kerosene comes in 4-gallon tin cans, which form permits convenient storage in boats plying between Asuncion and Montevideo. The consul adds:

"It seems to me it would be more profitable to send tank steamers, which would reduce the cost and thereby increase the sales. The tanks could immediately be sold, because of the great demand in this line, thus obviating the expense of returning them. Since the war with Spain the price of oil has gone up nearly 50 per cent, and there is much speculation. The United States has a monopoly of oil imports, 40,648 gallons being imported in 1897, at a declared value of \$19,511 gold. The duty is 25 per cent ad valorem."

PERU.

Smelting works at Callao. The "British Trade Journal" reports that the municipal authorities at Callao have recently granted Messrs. BACKUS & JOHNSTON permission to construct a plant for the purpose of smelting metals which may be brought from different points on the coast. This firm already owns important smelting works at Casapalea, on the Oroya line of railway. The new works will be erected on the outskirts of Callao and will give employment to a hundred persons.

VENEZUELA.

New Electric Railway. The "Venezuela Herald" reports the concession for an electric railway line 70 kilometers ($43\frac{1}{2}$ miles) in length to a French company. The road is to connect Cumana and Cumanacao, and the electrical power is to be generated by the waterfalls of mountain streams. The company has sent engineers to Cumana to begin the survey.

Reward for the Arrest of Violators of Postal Laws. The "Herald" announces that President ANDRADE has signed a decree on June 23, 1898, which provides that 30 per cent of the fine of 500 bolivars (\$96.50), which is imposed on all persons who circulate correspondence in any manner except through the regular postal channels, be awarded to the discoverer of the violator of the law. It is said that the practice of conveying correspondence into and from the Republic has become a growing evil. The "Herald" adds that this should be borne in mind by persons (foreigners) traveling through the country.

Road Improvements in Los Andes. At its last session the National Congress of Venezuela appropriated 100,000 bolivars (\$19,300) for the improvement of the roadways of the State of Los Andes. "Illustrated Venezuela" says this sum is to be equally divided between three sections of the State.

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RELACIONES DE LOS ESTADOS UNIDOS CON ESPAÑA.

SUSPENSIÓN DE HOSTILIDADES Y SUS RESULTADOS EN CUANTO AFECTAN EL COMERCIO DE AMÉRICA.—ENSANCHE DE LAS VÍAS DE COMUNICACIONES COMERCIALES ENTRE LAS REPÚBLICAS AMERICANAS.—CUBA Y PUERTO RICO SERÁN LA ENTRADA POR DONDE EL CAPITAL Y LA INDUSTRIA PASARÁN AL SUR Y AL OESTE.—HAWAII Y LAS FILIPINAS EN SUS RELACIONES CON EL LITORAL AMERICANO SOBRE EL PACÍFICO.—DATOS ESTADÍSTICOS SOBRE COMERCIO É INDUSTRIAS. REGLAMENTOS DE ADUANA Y DE LA MARINA MERCANTE PARA CUBA, LAS FILIPINAS Y PUERTO RICO.

La guerra entre los Estados Unidos y España, motivada por la revolución contra el Gobierno español en la isla de Cuba, comenzó el 21 de abril de 1898. El 12 de agosto del mismo año se suspendieron las hostilidades, como se verá por la proclama del Presidente de los Estados Unidos, que dice así:

PROCLAMA DEL PRESIDENTE DE LOS ESTADOS UNIDOS DE AMÉRICA.

Considerando: Que por medio de un protocolo concluido y firmado el 12 de agosto de 1898 por WILLIAM R. DAY, Secretario de Estado de los Estados Unidos, y Su Excelencia JULIO CAMBON, Embajador Extraordinario y Plenipotenciario de la República francesa en Wáshington, representando respectivamente para este objeto á los Gobiernos de los Estados Unidos y España, dichos Gobiernos han convenido en las bases sobre las cuales se entablarán las negociaciones para el establecimiento de la paz entre los dos países; y,

Considerando: Que en dicho protocolo se ha convenido en que al concluirlo y firmarlo, se suspendan las hostilidades entre los dos países, y que, tan pronto como sea posible, cada Gobierno informe de esto á los comandantes de sus fuerzas militares y navales:

Por tanto, Yo, WILLIAM MCKINLEY, Presidente de los Estados Unidos de América, declaro y proclamo, por parte de los Estados Unidos y de conformidad con las estipulaciones del protocolo, la suspensión de hostilidades, y mando que inmediatamente se den órdenes, por los conductos correspondientes, á los comandantes de las fuerzas militares y navales de los Estados Unidos para que se abstengan de ejecutar todo acto que sea incompatible con esta proclama.

En testimonio de lo cual, la he firmado y le he hecho poner el sello de los Estados Unidos.

Dada en la ciudad de Wáshington, el día 12 de agosto del año de Nuestro Señor mil ochocientos noventa y ocho y el ciento veintitrés de la Independencia de los Estados Unidos.

WILLIAM MCKINLEY.

Por el Presidente:

WILLIAM R. DAY, *Secretario de Estado*.

El Departamento de Estado de los Estados Unidos publicó las bases sobre las cuales se firmaría la paz, y son como sigue:

1^a. España debe renunciar á todo derecho ó título de soberanía sobre la isla de Cuba.

2^a. Puerto Rico y las otras islas españolas en el mar de las Antillas, así como una de las islas de los Ladrones, que los Estados Unidos escojan, serán cedidas á éstos.

3^a. Los Estados Unidos ocuparán la ciudad, bahía y puerto de Manila, y esta ocupación continuará mientras se concluye el tratado de paz, en el cual se estipulará lo concerniente al dominio y gobierno de las Filipinas.

4^a. Cuba, Puerto Rico y las otras islas españolas en el mar de las Antillas serán evacuadas inmediatamente, y dentro de diez días se nombrarán comisionados que se reunirán en la Habana y San Juan, respectivamente, dentro de treinta días, á contar de la fecha en que se firme el protocolo, á fin de disponer lo necesario para la evacuación y hacer que ésta se efectúe.

5^a. Los Estados Unidos y España nombrarán cada uno no más de cinco comisionados para negociar y concluir el tratado de paz. Los comisionados se reunirán en París, á más tardar, el primero de octubre.

6^a. Al firmar el protocolo, se suspenderán los hostilidades, y cada gobierno dará aviso al efecto, tan pronto como sea posible, á los comandantes de sus fuerzas militares y navales.

De conformidad con la proclama del Presidente, se enviaron por telégrafo órdenes á los comandantes militares y navales de los Estados Unidos en las Filipinas y en las Antillas, á fin de que suspendieran todas las operaciones militares y levantaran el bloqueo de los puertos y bahías.

Las causas que produjeron la guerra con España están expuestas en el Mensaje que el Presidente de los Estados Unidos dirigió al Congreso el 25 de abril de 1898, en el cual hace referencia á la resolución del Congreso, aprobada el 20 de abril de 1898, en la cual se pide que el Gobierno de España renuncie á toda autoridad y dominio en la isla de Cuba y retire sus fuerzas de mar y tierra de dicha isla y de sus aguas. A continuación, el Presidente se expresa de esta manera:

Quando se comunicó al Ministro español en Wáshington lo que el Ejecutivo estaba en el deber de exigir de España, en cumplimiento de la citada resolución, el Ministro pidió sus pasaportes y se retiró. Al mismo tiempo, el Ministro de Relaciones Exteriores de España manifestó al representante diplomático de los Estados Unidos en Madrid que el retiro del representante de España de los Estados Unidos había puesto término á las relaciones diplomáticas entre los dos países y que toda comunicación oficial entre los respectivos representantes debía cesar al punto.

Á la suspensión de las relaciones diplomáticas por parte del Gobierno de España, siguieron activas operaciones militares por parte de los Estados Unidos. Éstas dieron por resultado la destrucción de la escuadra española en Manila el 1 de mayo, la de la flota española en Santiago el 3 de julio, el rendimiento de la provincia de Santiago de Cuba el 14 de julio, y la invasión de la isla de Puerto Rico el 21 del mismo mes.

Después de la ocupación de la provincia de Santiago de Cuba, se estableció un gobierno militar, y los empleados municipales que ejercían autoridad bajo la dominación española continuaron en sus puestos. El Ministerio de la Guerra de los Estados Unidos hizo promulgar reglamentos de aduana y otros, los cuales publicamos en este número.

Como resultado de las operaciones militares, las islas de Hawaii fueron anexadas á los Estados Unidos por una resolución del Congreso, aprobada el 7 de julio de 1898, y se dejó á la discreción del Presidente de los Estados Unidos el determinar lo relativo al gobierno de dichas islas, mientras el Congreso dispone lo que se deba hacer en adelante.

El conflicto con España ha dado resultados tan importantes para el desarrollo comercial de los países del hemisferio occidental, que se ha creído conveniente preparar para conocimiento del público la exposición que se verá en seguida. Los rápidos

cambios que necesariamente ocurren en la administración de un territorio adquirido por medio de la guerra, hacen que sea una tarea difícil el recoger inmediatamente todos los datos que se requieren para estudiar con cuidado sus condiciones comerciales é industriales. Dichos cambios se efectúan en los varios departamentos de la administración, y se necesita tiempo para perfeccionar los detalles que se refieren á los diferentes ramos. En orden á satisfacer la demanda general de informes relativos á oportunidades y condiciones comerciales, se ha preparado la compilación que viene á continuación, formada con datos que se han tomado de las fuentes de que ahora se dispone.

Los países que componen la Unión Internacional de Repúblicas Americanas están naturalmente muy interesados en conocer los efectos posibles que el nuevo estado de cosas puede tener en su desarrollo comercial é industrial. Las repúblicas latino-americanas verán sin duda que, al libertarse el pueblo cubano, mediante la generosa intervención de los Estados Unidos, de la defectuosa administración de que México, la América Central y la del Sur se emanciparon por sus propios esfuerzos, pero contando con las simpatías de los Estados Unidos, el comercio y la industria prometen desarrollarse libremente en la isla de Cuba, de la misma manera que se han desarrollado en los otros países y como una consecuencia de su separación de la madre patria.

Debido á su posición geográfica, puede decirse que Cuba y Puerto Rico son las puertas por donde naturalmente debe pasar el comercio del mar Caribe, al mismo tiempo que sirven como de escalón para llegar á los mercados de toda la América del Sur. Con la apertura del canal interoceánico, estas islas recibirán inmensos beneficios, á causa del incremento que debe esperarse en el comercio del litoral de las tres Américas sobre el Pacífico. Las posesiones adquiridas por los Estados Unidos en el Pacífico abren también vasto campo al desarrollo del tráfico en el Asia, no solamente con los Estados Unidos, sino con las repúblicas latino-americanas. El gran número de comunicaciones que la Oficina de las Repúblicas Americanas ha recibido ya provenientes de casas comerciales de los Estados Unidos, así como de individuos particulares, y en las cuales se indaga relativamente á oportunidades comerciales, indica claramente que al restablecerse el orden en las antiguas posesiones españolas, acudirán á ellas en gran escala

la industria y el capital; y es de esperar que, bajo favorables condiciones, esto tienda á producir benéficos resultados para las relaciones entre los Estados Unidos y las repúblicas hermanas de la América latina.

Las materias de que se trata en la siguiente compilación son éstas: (1) Cuba. (2) Puerto Rico. (3) Las Islas de Hawaii. (4) Las Filipinas y las Islas de los Ladrones.

La compilación arriba mencionada da una descripción de las riquezas, industria y comercio de las islas en referencia. No ha sido traducida al castellano, porque, como el *BOLETIN* está para ser publicado, ya no había tiempo de hacerlo. Los informes contenidos en la citada compilación son principalmente para el uso de los comerciantes de los Estados Unidos. Se publica la siguiente sinopsis de los reglamentos de aduana expedidos por el Gobierno de los Estados Unidos para el uso de los puertos cubanos, á fin de que sirvan á los que importen mercancías en Cuba. El Ministerio de la Guerra de los Estados Unidos publicó íntegros en inglés esos reglamentos.

ISLA DE CUBA.

ARANCELES DE ADUANA Y ORDENANZAS DE PUERTO.

Los nuevos aranceles que acaba de publicar el Departamento de la Guerra para su aplicación en los puertos de la isla de Cuba que están en posesión del Gobierno de los Estados Unidos comprenden, por lo general, el mínimo de los derechos impuestos por la tarifa antes vigente en la isla. En los "Informes Consulares" no. 207 (diciembre de 1897), se encontrará publicada en extenso la tarifa que se promulgo en septiembre último, y las cantidades que representan los derechos fiscales se han adoptado como base para la nueva tarifa. La única diferencia consiste en que parece que se ha hecho una reducción de los derechos sobre los tejidos de tapicería (Clase V, no. 145), con tal de que se cumplan ciertas condiciones, y se ha impuesto un derecho sobre el tabaco en rana, el tabaco torcido y los cigarrillos. Los derechos de exportación sobre la madera y el tabaco continúan siendo los mismos.

La tarifa fué preparada para su aplicación en la provincia de Santiago de Cuba, pero según el decreto del Ejecutivo, que

aparece en la página de introducción, la tarifa regirá en todos los puertos ó lugares ocupados por los Estados Unidos. El decreto dice:

DEPARTAMENTO DE LA GUERRA,
Washington, agosto 8 de 1898.

Los artículos importados de los Estados Unidos quedan sujetos al pago de derechos bajo la tarifa que acaba de publicarse, lo mismo que la mercancías de cualquiera otra procedencia.

La unidad monetaria de Cuba es el peso que se divide en 100 centavos. Se consigna en la tarifa que el valor del peso en circulación es de 93.2 centavos. El Departamento del Tesoro calcula el valor del peso en 92.6 centavos y se ha seguido este calculo en las reducciones que se han hecho en la siguiente tabla.

Los derechos sobre los artículos más importantes que se importan en Cuba procedentes de los Estados Unidos son:

	Pesos.	Dollars.
Carbones minerales.....10,000 kilos (22,046 libras)..	0.40	0.37
Oilconafas, petróleos brutos naturales y aceites brutos derivados de los esquistos.....100 kilos (220.46 libras)..	3.08	2.85
Los petróleos y demás aceites minerales rectificadas ó refinadas para el alumbrado; las bencinas, la gasolina y los aceites minerales no expresados.....100 kilos..	5.20	4.81
Cristal y vidrio:		
Vidrio hueco, común ú ordinario, y los aisladores de electricidad.....100 kilos..	.30	.27
Las botellas ordinarias de vidrio para envasar cervezas, ron y vinos espumosos fabricados con frutas del país, adeudarán con rebaja del 60 por ciento de los derechos de esta partida cuando sean importadas y declaradas al adeudo por los fabricantes de aquellos líquidos.		
Cristal y vidrio que le imita—		
En objetos tallados, grabados ó dorados.....100 kilos..	10.00	9.26
Los demás artículos.....do....	5.40	5.03
Vidrio ó cristal plano—		
En losas para pavimentos ó claraboyas.....do....	1.65	1.52
Para vidrieras, ó en otros objetos siempre que no sean pulimentados, biselados, grabados ó pintados á fuego.....	3.40	3.14
En vidrieras emplomadas, y las lunas pulimentadas ó biseladas.....	4.00	3.70
Vidrios y cristales azogados plateados ó con baños de otros metales—		
En espejos ordinarios cuyas lunas no excedan de dos milímetros de grueso, azogados con barniz mercurial rojo ú oscuro.....100 kilos..	8.00	7.40
Los demás espejos no biselados.....do....	12.50	11.57
En lunas biseladas.....do....	12.00	13.89
Hierro forjado, y acero:		
Hierro forjado ó acero laminado—		
En barras carriles.....do....	.85	.78
En barras de todas las demás clases, incluso la palanquilla; llantas, aros y viguetas.....100 kilos..	.90	.83
Barras de todas clases de acero fino al crisol.....do....	1.50	1.38
Laminado en chapas—		
Sin pulimentar ni estañar de tres ó más milímetros de grueso.....100 kilos..	1.10	1.01
Las chapas sin pulimentar ni estañar de menos de tres milímetros de grueso.....100 kilos..	1.20	1.11

	Pesos.	Dollars.
Hierro forjado, y acero—Continúa.		
Laminado en chapas—Continúa.		
Las chapas estañadas y la hoja de lata 100 kilos. .	1. 50	1. 38
Las chapas pulimentadas, onduladas, perforadas; las laminadas en frío, estén o no galvanizadas; y las cintas o flejes pulimentados. 100 kilos. .	1. 30	1. 20
Moldeado en piezas en bruto, sin labor alguna de pulimento, torno ó ajuste—		
Pesando 25 kilogramos ó más cada una 100 kilos. .	1. 00	. 92
Pesando menos de 25 kilogramos. do.	1. 35	1. 25
Moldeado en piezas acabadas—		
Ruedas de más de 100 kilogramos eclises, placas de asiento, traviesas y ejes rectos; los muelles para ferrocarriles y tranvías, y las cajas de engrase. 100 kilos. .	1. 20	1. 11
Ruedas de 100 kilogramos ó menos; los muelles que no sean para ferrocarriles ó tranvías; ejes acodados ó cigüeñuelas 100 kilos. .	1. 40	1. 29
Hierro forjado ó acero, en tubos—		
Cubiertos de chapa de latón do.	1. 40	1. 29
De las demás clases estén ó no galvanizados. do.	1. 40	1. 29
En alambre, esté ó no galvanizado—		
De dos milímetros de diámetro ó más. do.	1. 00	. 92
De más de $\frac{1}{2}$ milímetro á 2 milímetros. do.	1. 30	1. 20
De $\frac{1}{2}$ milímetro ó menos; y los que estén recubiertos de algún tejido 100 kilos. .	1. 60	1. 48
Manufacturado en piezas grandes compuestas de barras ó de barras y chapas sujetas con redoblonos ó tornillos; y las mismas sin remaches, agujereadas ó cortadas á medida, para puentes, armaduras y otras construcciones 100 kilos. .	1. 80	1. 66
En anclas, cadenas para buques y para maquinaria, amarras, cambios de vía y discos de señales. 100 kilos. .	1. 65	1. 52
Hierro forjado ó acero en telas metálicas—		
(La tela obrada en bastidores ú otros objetos, adendará con un recargo de 40 por ciento de los derechos.)		
Hasta 20 hilos en pulgada 100 kilos. .	2. 00	1. 85
De 20 hilos ó más en pulgada. por kilo. . . . .	. 06	. 05
En cables, cercas (espinos artificiales) y enrejados; y los muelles para muebles do.	1. 00	. 92
En herramientas—		
Herramientas agrícolas; martillos y yunques. 100 kilos. .	. 80	. 74
Herramientas finas para artes, oficios y profesiones, hechas de acero fundido al crisol por kilo.	8. 00	7. 40
Las demás herramientas 100 kilos. .	2. 50	2. 31
En tornillos, tuercas, tirafondos, arandelas y remaches; y las puntas de París y análogas. 100 kilos. .	1. 00	. 92
En clavos, escarpías y tachuelas. do.	1. 00	. 92
Aparatos y máquinas—		
Básculas do.	1. 60	1. 48
Máquinas y aparatos para la fabricación de azúcar y aguardientes. 100 kilos. .	. 50	. 46
Máquinas y aparatos agrícolas. do. . . . .	. 80	. 74
Máquinas motores de vapor, fijas. do.	3. 75	3. 47
Calderas—		
De chapa. do.	3. 00	2. 77
Tubulares. do.	3. 75	3. 47
Locomotoras y locomóviles do.	4. 50	4. 16
Placas giratorias; carros transbordadores y las grúas y columnas hidráulicas. 100 kilos. .	1. 50	1. 38
Máquinas de coser y las piezas sueltas de las mismas 100 kilos	4. 00	3. 70
Velocípedos. 100 kilos. .	4. 00	3. 70
Carruajes de todas clases para viajeros en ferrocarriles y las piezas de madera concluidas para los mismos, por 100 kilogramos do.	4. 80	4. 44

	Pesos.	Dollars.
Hierro forjado, y acero—Continúa.		
Calderas—Continúa.		
Wagones, furgones y wagonetas de todas clases para ferrocarriles; las wagonetas para minas; y las piezas de madera concluidas para los mismos.....100 kilos..	2. 10	1. 94
Carruajes de todas clases para tranvías; y las piezas de madera concluidas para los mismos.....100 kilos..	7. 60	7. 03
Carros de transporte y carretillas.....do....	3. 80	3. 51
Carnes:		
Carne en salmuera.....100 kilos..	3. 00	2. 77
Carne y manteca de cerdo, incluso el tocino.....do....	6. 30	5. 83
Tasaajo.....do....	3. 96	3. 66
Carnes de las demás clases.....do....	3. 60	3. 33
Manteca de vacas.....do....	4. 40	4. 07
Cereales:		
Trigo.....do....	1. 20	1. 11
Los demás cereales.....do....	1. 20	1. 11
(La cebada germinada ó esterilizada que se emplea en la fabricación de cerveza queda exenta del derecho fiscal que con carácter provisional se señala.)		
Harinas:		
De trigo.....100 kilos..	1. 50	1. 38
Legumbres, hortalizas y frutas:		
Legumbres secas.....do....	1. 30	1. 20
Hortalizas; y las legumbres frescas.....do....	. 75	. 69
Frutas—		
Frescas.....do....	1. 00	. 92
Secas.....do....	1. 75	1. 62
Algarrobos, y las semillas no tarifadas expresamente, por 100 kilogramos.....	. 20	. 18
Forrajes y salvado.....100 kilos..	. 25	. 23
Maderas:		
Duelas.....por millar..	2. 00	1. 85
Madera ordinaria, en tablas, tablones vigas, viguetas, palos redondos y las maderas para construcción naval, el metro cúbico.....	1. 00	. 92
Cepillada ó machihembrada para cajas ó pavimentos; palos de escoba, y las cajas envases de artículos importados, por 100 kilogramos.....	. 40	. 37
Madera fina para ebanistería—		
En tablas, tablones, troncos y pedazos.....100 kilos..	4. 35	4. 02
Pipería, desarmada; y los aros ó flejes y fondos.....do....	. 90	. 83
Madera en cortes de bocoyes y de terceroles para azúcar y mieles, por 100 kilos.....	. 15	. 13
Enrejados ó cercas.....100 kilos..	1. 50	1. 38
Madera ordinaria y sus manufacturas.....do....	2. 00	1. 85
Madera fina y sus manufacturas.....do....	12. 00	11. 11

Se prohíbe la importación de armas de guerra de todas clases y sus proyectiles y municiones; las armas de todas las demás clases y en general todos los explosivos, mientras el importador no exhiba permiso especial y nominativo de la autoridad superior de la isla; manteca y grasas animales destinadas a la alimentación, cuando estén compuestas con margarina ú oleomargarina; objetos ofensivos á la moral, y vinos adulterados y artificiales.

Los siguientes artículos se importan libres de derechos arancelarios: abonos naturales; árboles, plantas, y el musgo natural ó

fresco; artículos nacionales devueltos de las exposiciones extranjeras; carruajes, animales adiestrados, teatros portátiles, panoramas, figuras de cera y otros objetos análogos para espectáculos públicos que se importen temporalmente para volver á salir de la isla; envases que hayan salido de la isla con frutas, azúcares, mieles y aguardientes, y se importen vacíos; muebles usados de las personas que regresen á la isla ó vayan á establecerse en ella; muestras de fieltro, papel pintado, y tejidos, bajo ciertas condiciones; muestras de pasamanería, sin valor comercial; objetos arqueológicos y numismáticos destinados a museos públicos, academias y corporaciones científicas y artísticas; obras de Bellas Artes con destino á museos, etc.; oro en barras, polvo ó monedas; y las monedas de plata ó bronce de cuño nacional, y prendas de vestir, objetos de asé, etc., que con señales de haberse usado conduzcan los viajeros en sus equipajes.

ENTRADA Y DESPACHO DE BUQUES.

Todos los buques serán puestos, á su llegada, bajo vigilancia militar hasta que se lleve á cabo la descarga. Los pasajeros que traigan artículos que no paguen derechos podrán desembarcar en seguida.

Las mercancías que no se declaren en el manifiesto quedarán sujetas á un recargo de 25 por ciento. Si faltan algunos de los artículos declarados en el manifiesto, el buque pagará \$1 por tonelada, á menos que se explique debidamente la falta.

Dentro de 24 horas, á contar de la llegada del buque, el capitán debe presentar el debido manifiesto, con las debidas marcas, descripciones, etc., certificado por el colector del puerto de salida, si el buque procede de los Estados Unidos, bajo pena del pago de \$1 por tonelada en caso de no cumplirse con esta formalidad. Si el buque procede de un puerto extranjero, el manifiesto deberá estar certificado por el cónsul ó agente comercial de los Estados Unidos, y, si no hay tal funcionario en el puerto de salida, por el cónsul de cualquiera nación que esté en paz con los Estados Unidos; y el registro del buque deberá ser depositado en el consulado de la nación á que pertenece tan pronto como el buque llegue á Cuba, y, en caso de que no haya tal consulado, en la comandancia del puerto, hasta que el capitán pague el impuesto de tonelaje y derechos de puerto.

Ningún buque podrá ser despachado para otro puerto mientras no se desembarque la carga ó se de cuenta de ella. Todas las mercancías cuya declaración para pago no se haya hecho dentro de diez días después de su llegada al puerto serán desembarcadas y almacenadas, y los gastos de estas operaciones serán de cuenta de los géneros. Antes de salir de un puerto, el capitán depositará en la debida oficina el manifiesto de la carga. No se concederán despachos en puertos de Cuba que no estén en posesión ó bajo el dominio de los Estados Unidos.

DERECHOS DE TONELAJE.

Por cada entrada de un buque que proceda de un puerto de Cuba que no esté en posesión de los Estados Unidos, por tonelada neta.....	\$0. 20
Por cada entrada de un buque procedente de un puerto de Cuba en posesión de los Estados Unidos.....	.02

Los buques en lastre pagarán la mitad de los derechos mencionados.

Quedan exentos del derecho de tonelaje: los buques que pertenecen á los Estados Unidos; los buques de gobiernos extranjeros neutrales no ocupados en el comercio; buques de arribada; yates que pertenezcan á un club de yates organizado de los Estados Unidos ó á una nación extranjera neutral.

El tonelaje de un buque será el que se exprese en su certificado de matrícula.

DERECHOS DE DESCARGA.

El derecho de \$1 por cada tonelada de mercancía que se importe ó exporte, impuesto hasta el presente, queda suprimido.

El carbón continúa exento del pago de este derecho.

El derecho de exportación sobre los minerales de 5 centavos por tonelada bruta queda suprimido.

DERECHOS ESPECIALES EN SANTIAGO.

Los derechos para el mejoramiento del puerto de Santiago se continuarán cobrando como sigue:

Cada vapor que entre.....	\$8. 50
Cada buque de vela que entre.....	4. 25
Cada tonelada de carga procedente de un vapor.....	. 25
Cada tonelada de carga procedente de un buque de vela.....	. 125
Cada tonelada de carbón procedente de un vapor.....	. 125
Cada tonelada de carbón procedente de un buque de vela.....	. 10

REPÚBLICA ARGENTINA.

AUMENTO DEL COMERCIO—ESTADÍSTICA OFICIAL.

La Dirección General de Estadística proporciona las siguientes cifras como la valuación de las importaciones y exportaciones de la Argentina, sin incluir oro y plata en barras y acuñados, durante el primer trimestre de 1898, comparado con el mismo período de 1897:

	1898.	1897.
Importaciones	\$26,080,196	\$20,045,105
Exportaciones	43,970,805	40,506,982
Total	70,051,001	60,752,087
Aumento total		\$293,914

BRASIL.

DEPÓSITOS MINERALES DE MAGNESIA.

Durante los últimos cuatro años los depósitos minerales de magnesia del Brasil han constituido la principal fuente de exportación del país. El mineral procede del Distrito de Miguel Burnier, en el Estado de Minas Geraes. La distancia desde Rio de Janeiro es de unas 310 millas, y se necesitan ocho ó diez días para el transporte.

Las minas están situadas á una altura de 4,000 pies, en un clima agradable y salubre, y en las labores de explotación se da empleo á trabajadores italianos é indios y á un gran número de españoles y portugueses.

En 1897 se embarcaron 8,800 toneladas para Filadelfia, como la producción total de aquel año, pero en años anteriores la exportación se hizo con destino á Inglaterra. Un análisis de este mineral da por resultado 54.7 por ciento de magnesia metálica; 0.027 por ciento de ácido sulfúrico, y 0.077 por ciento de ácido fósforico.

DISTRITO GOMERO DE PARÁ.

Según el cónsul inglés de Pará, algunos creen que la producción de los árboles gomeros del Amazonas se agotará en poco tiempo.

Las autoridades más competentes no están del todo conformes con esta opinión, sino que sostienen, por lo contrario, que aquella producción es inagotable, porque la goma se reproduce constantemente por naturaleza.

Es cierto que algunas secciones se agotan cuando se las explota demasiado, pero cuando se las deja descansar por algún tiempo recobran su fertilidad. El distrito de Cameté, en el río Tocantins, producía una goma de excelente calidad que tenía demanda especial en el mercado. Este distrito está ahora agotado, pues miles de personas lo explotaron por un período de unos cuarenta años; todos los recién llegados se dirigían á Cameté en busca de fortuna. Hay muchos distritos que no han sido explotados. El área en donde se produce la goma de Pará es por lo menos de 1,000,000 de millas cuadradas. Exploraciones posteriores demostrarán sin duda que esta área es más extensa.

COSTA RICA.

El Doctor ULLOA, Vicepresidente que fué de la República de Costa Rica, ha establecido su residencia en Nueva York con el objeto de desempeñar las funciones de cónsul general de la República en aquella ciudad. Dícese que el Doctor ULLOA ha manifestado á un corresponsal de la prensa asociada que su primer deber oficial consistirá en abrir una oficina de información, de manera que los fabricantes, exportadores ó importadores de los Estados Unidos puedan obtener toda clase de informes relativos á Costa Rica, y al sistema de negocios, modo de empacar los géneros para la exportación, etc., que se observan en el país. También abraza el Doctor ULLOA la esperanza de promover una corriente de emigración á Costa Rica por medio de la propagación de los conocimientos relativos á los recursos del país.

En cuanto á recientes empresas de carácter público en Costa Rica, el cónsul general dice que se están llevando á cabo grandes mejoras. Se dictarán nuevas leyes sobre terrenos, al objeto de alentar la inmigración, y se está construyendo un ferrocarril que

unirá á Limón, puerto del Atlántico, con Tivives, nuevo puerto del Pacífico, estableciendo así una nueva línea de ferrocarril de océano á océano.

NUEVO MINISTERIO.

En el BOLETÍN del mes de julio apareció, por inadvertencia, como correspondiente á Nicaragua, el nuevo ministerio del segundo período ejecutivo del Presidente de la República de Costa Rica, Don RAFAEL IGLESIAS. El error fué descubierto demasiado tarde, y no pudo hacerse la debida corrección en el correspondiente número. Los señores que componen el actual ministerio de Costa Rica son:

Ministro de Relaciones Exteriores, Instrucción

Pública, etc..... Señor DON PEDRO PÉREZ ZELEDÓN.

Ministro de lo Interior y Obras Públicas..... Señor DON JOSÉ ASTÚA AGUILAR.

Ministro de Hacienda y Comercio..... Señor DON JUAN B. QUIRÓS.

Ministro de Guerra y Marina..... Señor DON DEMETRIO TINOCO.

ESTADOS UNIDOS.

COMERCIO EXTERIOR.

El informe del Bureau de Estadísticas de los Estados Unidos, correspondiente al año fiscal que terminó el 30 de junio de 1898, es de gran interés. La cantidad total de la importación, por los doce meses, no llegó más que á la mitad del monto de la exportación, y fué de más de \$147,000,000 menor que la del año fiscal que terminó en 30 de junio de 1897.

La importación procedente de Europa tuvo una baja de \$124,000,391, mientras que la exportación á Europa aumentó en \$160,313,645. La importación procedente de los países de la América del Norte tuvo una baja de \$14,752,130, y la exportación aumentó en \$14,676,878. La importación procedente de la América del Sur acusa un descenso de \$15,295,379, mientras que la exportación aumentó en \$53,325. Las importaciones procedentes de Asia y Oceanía son las únicas que acusan un aumento, de \$5,300,440 la primera y \$2,458,781 la última. La exportación á los países del Asia aumentó en \$5,549,363; y la exportación á la Oceanía tuvo una baja de \$661,392.

El siguiente cuadro comprende las cifras de la exportación é importación, por grandes divisiones, en el año fiscal de 1898, comparadas con las del año fiscal de 1897:

	1897.	1898.
Importaciones de—		
Europa.....	\$430, 192, 205	\$306, 091, 814
América del Norte.....	105, 924, 053	91, 171, 923
América del Sur.....	107, 389, 405	92, 093, 526
Asia.....	87, 294, 597	92, 595, 937
Oceania.....	24, 400, 439	26, 859, 220
Africa.....	9, 529, 713	7, 193, 639
Total.....	794, 730, 412	616, 005, 159
Exportaciones á—		
Europa.....	\$13, 385, 644	973, 699, 289
América del Norte.....	124, 958, 461	139, 635, 289
América del Sur.....	33, 768, 646	33, 821, 971
Asia.....	39, 274, 905	44, 824, 268
Oceania.....	22, 652, 773	21, 991, 331
Africa.....	16, 953, 127	17, 357, 752
Total.....	1, 050, 993, 556	1, 231, 329, 950

El aumento de la exportación tuvo lugar en los artículos manufacturados y productos alimenticios, y la baja de la importación ocurrió naturalmente en los mismos ramos. La importación de productos químicos, porcelana, cristalería, manufacturas de algodón, hierro y acero, cuero, seda, lana, madera y fibras, acusa una baja, comparada con la de 1897 y 1896. Hubo un marcado descenso en la importación de alimentos cereales, provisiones, pescado, frutas, vino, azúcar, té y café. La importación de artículos para uso en las manufacturas fué mayor, casi en cada caso, que la de los años 1897 y 1896, con excepción de la lana, cuya importación en 1897 fué extraordinariamente grande.

El adjunto cuadro muestra la importación de todas clases de mercancías en general, cuyo valor excedió de cinco millones de pesos, y compara la importación del año fiscal de 1898 con la de 1897.

INFORME SOBRE LA EXPORTACIÓN EN EL MES DE JULIO DE 1898.

Según un informe del Bureau de Estadísticas de fecha 12 de agosto, el valor de la exportación de alimentos cereales, provisiones, algodón y aceite mineral de los principales distritos

aduaneros de los Estados Unidos fué de \$37,183,721. De esta suma, el valor de los alimentos cereales solos, fué de \$16,737,128; el de las provisiones, \$9,973,607; ganado vacuno y de cerda, \$2,922,244; algodón, \$2,828,669, y aceite mineral, \$4,722,073. Estas cifras, correspondientes al mes de julio, arrojan una baja de \$20,000,000: comparadas con las del mes de junio, son equivalentes á las del mes de julio de 1897; son mayores que las de igual mes de los años de 1894, 1895 y 1896, y exceden en \$2,000,000, desde 1890, al promedio de la exportación de los artículos nombrados, correspondiente al mes de julio.

El valor de la exportación de alimentos cereales en julio de 1898 es 20 por ciento mayor que en julio de 1897, 15 por ciento mayor que en julio de 1896, y prácticamente el doble del valor de la exportación en julio de 1895. El valor de la exportación de provisiones en el mes de julio es menor que el de la exportación correspondiente á igual mes de 1897, 1896 y 1895; lo mismo ocurre con la exportación de aceites minerales. La reducción, en cuanto á este último artículo, se debe evidentemente á los bajos precios, y el número de galones exportados durante el mes excede ligeramente al de la exportación de julio de 1897, aunque el valor total de la exportación del mes es menor en 1898 que en 1897.

CIRCULACIÓN MONETARIA.

La circulación de monedas de oro de los Estados Unidos, en 1º de agosto de 1898, acusa un aumento de más de \$135,000,000 comparada con la de igual fecha de 1897. La circulación de pesos de plata acusa un aumento de \$5,600,000; la de la plata subsidiaria aumentó más de \$4,800,000; los certificados de plata, más de \$31,100,000; los billetes de la Hacienda, de 1890, casi \$14,200,000, y los billetes de los Estados Unidos, cerca de \$25,700,000. La circulación de certificados acusa un descenso de más de \$40,300,000; la de los billetes del Banco Nacional, un descenso de cerca de \$3,100,000, y los certificados de oro han disminuido en más de \$1,500,000.

El importe total de la circulación de toda clase de moneda era de \$1,809,198,344 en 1º de agosto de 1898, lo cual representa un aumento de más de \$162,700,000 en los doce meses. La circulación per capita se calcula por la Tesorería en \$24.23 tomando por base una población de 74,565,000: aquella cantidad

acusar un descenso de 51 centavos por el mes, pero representa un aumento de \$1.70 por cabeza respecto á los doce meses que acaban de terminar.

Una comparación con las estadísticas publicadas por el Departamento del Tesoro el 1º de agosto de cada año muestra que ha habido un aumento de más de \$300.000.000 en la cantidad de dinero en circulación desde 1896.

FABRICACIÓN DE GLUCOSA Y ACEITE DE MAÍZ.

En un folleto sobre la composición del maíz, publicado recientemente por el Departamento de Agricultura de los Estados Unidos, el químico oficial, Mr. H. W. WILEY, trata de la industria de la glucosa.

Mr. WILEY dice:

La fabricación de azúcares de almidón, de varios grados de hidrólisis, es una industria importante en los Estados Unidos. Estos productos de la hidrólisis del almidón se conocen con el nombre de glucosa ó azúcar de uva. La glucosa representa aquellas productos en los cuales la hidrólisis es menos completa, y se compone en parte de dextrina, dextrosa, una reducida cantidad de maltosa, y agua. Estas sustancias se preparan en forma de siropes gruesos y blancos que se usan mucho para la mesa, para adulterar la melaza y miel de abeja, y para la fabricación de dulces. La frase azúcar de uva se aplica al producto sólido que se obtiene de la hidrólisis del almidón llevada á cabo en mayor grado y cuyo producto se compone principalmente de dextrosa. Este producto se usa principalmente como sustituto de la malta en la fabricación de cerveza. Esta industria ha tomado inmensas proporciones en los Estados Unidos; la cantidad de maíz que anualmente se consume en la fabricación de glucosa es de unos 40,000,000 de bushels ó 14,095,922 hectólitros.

El Departamento describe también un nuevo producto derivado del maíz, que ha despertado considerable atención y que promete ser una importante producción; este producto es el aceite de maíz. El químico dice que en la fabricación de almidón y glucosa, y en la de algunas variedades de harina de maíz, se separa el germen del grano, el cual contiene el mayor tanto por ciento de aceite.

De este germen se extrae un valioso aceite y el residuo forma un material para la alimentación tan valioso en todos respectos como el que se extrae ordinariamente de las semillas oleaginosas. El aceite de maíz se purifica fácilmente y forma un líquido de ligero color de ámbar, perfectamente trasparente y de agradable sabor. Se ha usado bastante como aceite de ensalada, y sin duda

será aplicado en lo futuro á este uso. Puede emplearse también en la lubricación de las maquinarias delicadas; tiene excelentes propiedades combustibles y puede usarse como aceite de lámpara. Con el aceite más grueso y menos puro, se fabrica un jabón excelente. Puede decirse en general que el aceite de maíz tiene un valor comercial, galón por galón, igual al aceite que se extrae de las semillas de algodón.

HAITÍ.

FERROCARRIL, EN PROYECTO, DEL CABO HAITIANO.

LEMUEL W. LIVINGSTON, Cónsul de los Estados Unidos en Cabo Haitiano, comunica al Departamento de Estado que se están trazando los planos para la construcción de una línea de vía estrecha desde Cabo Haitiano hasta La Grande Rivière du Nord, punto situado á unas 18 millas hácia el noreste. El capital de la compañía es de \$450,000 y el presupuesto de la obra es de \$250,000. El sindicato que proyecta la empresa ha suscrito ya \$25,000, y se ofrecen á la suscripción pública 675 acciones de \$500 cada una, con un interés de 8 por ciento, garantizado por el gobierno. El material, cuyo contrato no ha sido aun objeto de concesión, habrá de ser comprado en su totalidad en los Estados Unidos. Mr. H. THOMASSET, el ingeniero que ha de dirigir la obra y que construyó también el tranvía á Port au Prince, declara que el material de los Estados Unidos es de una hechura superior y de incomparable duración.

La lista de las personas interesadas en la empresa comprende algunos de los ministros y ex-ministros del gobierno y otros hombres de negocios de prominencia y representación.

En el documento de incorporación, el gobierno concede á los Señores CINCINNATUS LECONTE, ministro de lo Interior y Obras Públicas, y BLANC EUSÈBE, el privilegio exclusivo de construir aquella línea, cuya concesión habrá de durar por un período de sesenta años. Todos los materiales y artículos necesarios para la obra serán admitidos libres de derechos. El gobierno concede á los concesionarios, por un período de 30 años, el derecho de portazgo del puente de hierro que será el término de la línea en

Cabo Haitiano, y también las tierras públicas de los distritos de Cabo Haitiano y Grande-Rivière, situadas á lo largo de la línea.

El terreno por el cual habrá de pasar la línea es un fértil llano que se adapta al cultivo de todos los productos peculiares de la isla, y se dice que es especialmente apropiado al cultivo de plátanos. Los caminos que en la actualidad atraviesan esta región están en muy malas condiciones y son casi intransitables en la estación de las lluvias, lo cual ocasiona gran trabajo al campesino en el trasporte de sus productos al mercado. Los métodos de trasporte son muy primitivos. El burro es generalmente la bestia de carga, y aunque por lo común es una especie enana, se le fuerza á hacer todo el trabajo que generalmente se impone á los caballos. No sólo se emplea el burro en el trasporte de la mayor parte de las legumbres, frutas, café y cacao al mercado, sino que también se le utiliza para la carga de casi toda la inmensa cantidad de palo campeche y raíz de palo campeche que se exporta del país.

En tal país y bajo tales condiciones, un ferrocarril no es sólo de primaria necesidad, sino que debe operar una revolución industrial. Los que proyectan esta línea esperan que ella estimule la producción en extraordinaria medida, dando á los campesinos el beneficio de un medio rápido de trasporte y nuevos mercados. De esta suerte la línea será una empresa lucrativa y de positivo beneficio público.

MÉXICO.

ZONA LIBRE.

El Departamento de Estado ha recibido por mediación del Cónsul-General BARLOW un informe sobre la zona libre, preparado por el Ministro de Hacienda de México, en el cual se hace la historia de la creación de aquella zona y se definen sus límites, así como los privilegios y restricciones que le son aplicables.

La zona libre es una estrecha faja de tierra que se extiende á lo largo del límite septentrional, desde el Golfo de México hasta el Océano Pacífico, con un área latitudinal de unas 12½ millas hácia el interior, la cual comprende una parte de los estados de Tamaulipas, Coahuila, Chihuahua, Sonora, y el Territorio de la Baja California. Esta zona fué establecida muchos años ha por

el Gobierno Central á virtud de concesión hecha á los estados que lindan con el Río Grande como protección contra el contrabando de los Estados Unidos.

Las principales ciudades de la zona son Matamoras, Camargo Mier, Guerrero, Laredo, Porfirio Díaz (Piedras Negras), Juarez y Nogales. La población total no excede de 100,000 habitantes. Según los informes oficiales, no hay industrias dignas de mencionarse dentro de los límites de la zona libre, lo cual se explica por el hecho de que los productos industriales manufacturados en la zona pagan, al entrar en el interior del país, los mismos derechos de importación que se exigen á las mercancías extranjeras; y la exportación de aquellos productos á los Estados Unidos es impracticable por razón de la tarifa proteccionista de este último país. Así es que las industrias manufactureras tienen que depender del consumo local, el cual no es suficiente para el mantenimiento de aquéllas.

Las mercancías que se importan para su consumo en la zona libre pagan sobre la base del diez por ciento de la tarifa regular de derechos; pero cuando estas mercancías son reimportadas en el interior de México, se les exige el pago de un derecho adicional de 10 por ciento, cantidad ésta que unida al 10 por ciento ya pagado, hace el importe total de los derechos que exige la tarifa regular de México.

El Ministro de Hacienda, Señor LIMANTOUR, dice en su informe lo siguiente:

Muchos distinguidos hacendistas y eminentes estadistas se oponen á la Zona Libre, pero todos reconocen el hecho de que, á causa de las circunstancias existentes en la frontera del norte, su escasa población, y falta de recursos agrícolas, industriales ó mineros, el privilegio no podría ser abolido sin ofrecer debida compensación, y el problema consiste en escoger otras ventajas sin perjuicio para el resto del país. La actitud de los comerciantes en el interior es en general hostil, porque consideran que aquel es un privilegio concedido sólo a una cierta parte del país. Los comerciantes que viven lejos de la frontera, como los de San Luis Potosí, Guadalajara y México, no lo consideran gravoso. Los que viven mas cerca, como los de Monterey, Chihuahua, etc., no temen la competencia, pero se quejan porque no disfrutan la libertad de distribuir sus géneros, sin documentos y sin inspección fiscal como en el resto del país. En realidad, la jurisdicción de la guardia fiscal se extiende á todos los estados de Tamaulipas, Nuevo Leon, Coahuila, Chihuahua, Sonora, y parte de la Baja California; y en este territorio no puede embarcarse mercancía alguna, según la ley, á menos que el comerciante pruebe legalmente que sus géneros han pagado los justos derechos, y pida permiso para cada cargamento.

PRODUCCIÓN DE HENEQUÉN EN YUCATÁN.

Según el Herald Mexicano, México, ó mejor el Estado de Yucatán, va á la cabeza en la producción universal de henequén, y la guerra en las Filipinas ha hecho subir el precio de la fibra mexicana á cerca del doble de su valor primitivo. Es interesante notar que en los once meses del pasado año fiscal, México exportó para los Estados Unidos 61,859 fardos de henequén, que representaban un valor en oro de \$4,098,587, contra 55,785 fardos en igual período del año anterior, valuados en \$3,370,453 oro. La exportación de mayo de 1898, comparada con la de igual mes de 1897, acusa una baja en el número de fardos, pero estos se vendieron, en promedio, con un aumento en el precio de tres cuartos, aproximadamente. En mayo de 1897 se vendieron 5,071 fardos por \$283,637, unos centavos menos de \$56 el fardo; en mayo de 1898 se vendieron 4,982 fardos por \$454,434, cerca de \$93 el fardo.

El henequén de Manila que se usa tanto en los Estados Unidos, y el cual está ahora sustituyendo al henequén de Yucatan, es el producto de una planta llamada por los nativos "abaca." Esta planta echa grupos de tallos hojosos á una altura de 20 á 30 piés, que se abren en la copa formando una gran corona de hojas. Cuando la abaca ha alcanzado tres años de edad, se le corta, y los tallos son desgarrados en tiras. Estas tiras, todavía frescas, son pasadas entre una cuchilla y una pieza de madera separando así la materia celulosa blanda. Después de esta operación la fibra se cuelga al aire libre para que se seque hasta que queda en condiciones apropiadas para su uso. Cada tallo produce como una libra de fibra, y dos trabajadores nativos preparan diariamente unas 25 libras. La cuerda de Manila se fabrica con la fibra exterior que es dura y fuerte. La fibra interior, más débil pero más suave, sirve para la fabricación de varios tejidos del país.

INDUSTRIAS DE MONTEREY.

El Cónsul General, Mr. JOHN K. POLLARD, dirigió al Departamento de Estado, con fecha 24 de mayo de 1898, un informe sobre las industrias de Monterey, del cual se extracta lo siguiente:

La ciudad es la capital del Estado de Nuevo León; su población es de unas 73,000 almas, y por razón de su progreso en los últimos años se le llama la Chicago de México. Está alumbrada por la electricidad, tiene seis bancos, y

está bien provista de líneas telegráficas y telefónicas y de carros urbanos. Cuatro ferrocarriles atraviesan la ciudad. El suelo del Estado de Nuevo León es muy fértil y algunas plantas producen tres cosechas al año. Se fabrican en grande escala paños de algodón, sombreros, muebles, etc. Hay más de 3,000 escuelas primarias en el Estado y también muchas otras de grado superior.

NICARAGUA.

EL DISTRITO AURÍFERO DE SIQUIA.

La Oficina de las Repúblicas Americanas ha recibido una carta del Señor J. P. MORGAN, fechada en Rama, Nicaragua, en la que trata de las nuevas explotaciones de minas en la vecindad de aquel pueblo. Dice que á un día de camino en botes pequeños se encuentra uno de los distritos mineros que más prometen sobre los ríos Rama, Siquia y Mico, el cual se extiende por muchas millas en la montaña de Gurupera. Solamente como cuatro millas de dicho distrito han sido exploradas. Hay agua en abundancia y las colinas están cubiertas de espesas selvas, que producen suficiente combustible y madera para las minas. Con facilidad se hallan animales de caza, y abundan las plantaciones de bananos, plátanos, batatas, y otras legumbres, de suerte que no hay dificultad en proveerse de alimento. El trabajo es barato y los salarios varían de diez á treinta pesos al mes.

Los depósitos de oro son muy accesibles y están situados de tal manera que se requiere muy poca maquinaria para explotarlos, y han llegado á producir de 17 á 35 pesos por tonelada. Se asegura también que en los lechos de los numerosos ríos que desaguan en el Mico se encuentra oro en cantidades considerables. Rama es un lugar muy sano y floreciente, que contiene cerca de 1,000 habitantes: tiene escuelas, iglesias, comunicación cablegráfica con todo el mundo, y servicio postal tres veces por semana por medio de los vapores fruteros que van á Nueva Orleans, Mobila y otros puertos de los Estados Unidos. Los hoteles son bastante buenos y se paga en ellos un peso al día en moneda americana. Según las leyes de Nicaragua, se admitten libres de derechos la maquinaria, dinamita y otros artículos de uso indispensable en las minas. Los habitantes de este lugar son hospitalarios y reciben muy bien á todas las personas que vienen á dedicarse á empresas que tiendan al desarrollo del país.

ASAMBLEA FEDERAL DE LA REPÚBLICA MAYOR.

El corresponsal de la Prensa Asociada comunica por correo desde Managua, Nicaragua, que la Asamblea de Diputados de Salvador, Honduras y Nicaragua estaba todavía, en la última parte del mes de julio, celebrando sesiones diarias. La Comisión nombrada para informar sobre los artículos de una constitución para los Estados, los cuales artículos fueron sometidos por la Dieta de la República Mayor á la consideración de aquella Comisión que la Dieta convocó, ha indicado muchas modificaciones. La Comisión sugiere también una centralización de los estados nombrados, con un distrito federal compuesto de los Departamentos civiles de Chinandega, lindando con el Océano Pacífico y el Golfo de Fonseca, en Nicaragua; de Amapala, lindando con el Golfo de Fonseca, en Honduras; y de Limón, lindando con el Océano Pacífico y Golfo de Fonseca, en Salvador, teniendo por capital á Amapala, situada en la isla del Tigre, en el Golfo de Fonseca. La Asamblea, sin embargo, desechó por una gran mayoría la idea de centralización y se declaró en favor de una confederación de los tres estados, bajo el nombre de Estados Unidos de Centro América.

PARAGUAY.

FABRICACIÓN Y VENTA DE FÓSFOROS.

El Cónsul, Mr. RUFFIN, remite de Asunción con fecha 31 de mayo de 1898, los siguientes datos:

Hay dos fábricas en Asunción, y la mayor parte de los fósforos son de cerilla. Las fábricas no son grandes, y presuño que no bastan á llenar la demanda del país. El Gobierno ha hecho concesiones muy liberales á esta industria.

Los fósforos de cerilla se detallan á 1½ centavos, oro, por caja pequeña; los de palillo se venden á cinco séptimos de centavo, oro.

Durante el año de 1897 se importaron 5,981 kilogramos (13,158 libras) de fósforos de palillo, con un valor oficial de \$1,498, oro; los derechos de aduana fueron de 25 por ciento ad valorem. Estos fósforos vinieron en su mayor parte de Suecia. La importación de fósforos de cerilla es insignificante.

Sería algo difícil al principio hacer la competencia á las fábricas nacionales, pero yo creo que nuestros fósforos podrían encontrar salida en este mercado.

Debo las anteriores datos al jefe de la Oficina de Estadísticas del Paraguay.

DESENVOLVIMIENTO AGRÍCOLA.

El Consol americano en Asunción dice que la población se está penetrando de la necesidad de desarrollar la agricultura. Las fincas están esparcidas aquí y allá, y hay una fuerte tendencia en favor de la centralización y de una nutrida colonización extranjera.

El Gobierno, por mediación del Banco Agrícola, da á cada dueño de finca \$300 en billetes (equivalentes á \$35 ó \$40 en oro), en calidad de préstamo sobre la propiedad. Se está agitando la idea, en obsequio de los que no tienen propiedades, de que el Gobierno compre grandes extensiones de tierra arable y las arriende á los campesinos proveyéndolos de instrumentos de agricultura, semillas, etc. Hay gran entusiasmo por parte de los iniciadores de este plan.

PERÚ.

AVISO Á LOS COMISIONISTAS.

El Cónsul de Inglaterra, en el Callao, informó á su gobierno que los comerciantes de Lima se oponen enérgicamente á la competencia que les hacen los comisionistas, competencia que aquellos consideran fundada sobre condiciones desiguales que les son desventajosas. Los comerciantes sostienen que ellos tienen que hacer gastos considerables en el mantenimiento de sus oficinas y establecimientos, mientras que los comisionistas convierten sus departamentos de los hoteles y posadas en cuartos para muestras, á muy poco costo.

Se está tratando de inducir al gobierno á que obligue á todos los comisionistas á sacar licencia para la venta de sus artículos. El asunto ha sido presentado en el Departamento de Comercio de Lima con la proposición de que el precio de una licencia de comisionista se fije en 500 soles (\$243.25) por un período de seis meses que podrá renovarse al final de cada período. En caso de que no se saque la licencia, se exigirá el doble de aquella cantidad una tercera parte de la cual será pagada al denunciante.

Según las "Annual Series," nº 2117, de la Oficina de Relaciones Exteriores de la Gran Bretaña, en el Perú meridional se ofrece

toda clase da facilidades á los comisionistas: se les permite que entren sus muestras, previa presentación en la aduana, por medio de un agente responsable, de una solicitud pidiendo que se les permita la entrada de un número determinado de paquetes de muestras. Estas muestras son examinadas y valuadas y después se presenta una garantía por el agente, el cual se compromete á pagar el importe de la valuación de cualquiera de las muestras que no se reembarque dentro del término especificado, que generalmente es de 90 días. Esto representa un costo para el vendedor de \$2.50 á \$5.00 según el número de paquetes, y después queda en libertad de ir á donde guste con sus muestras sin que se le obligue á dar cuenta de ellas en ningún otro puerto del interior que visite. Los agentes responsables locales, antes de presentar la garantía en la aduana, adquieren informes completos sobre la representación económica del vendedor, quien, además de su tarjeta, trae una carta de introducción para una persona conocida, residente en el puerto. Este último requisito no debe olvidarse por los comisionistas que piensen visitar el país.

DEPÓSITOS DE CARBÓN.

Dentro de poco se empezarán á explotar unas nuevas minas de carbón antracito. En 1892 se hizo la concesión de este distrito minero á Mr. C. B. JONES. La concesión es por 20 años y cubre una extensión de tierra de 25 á 125 millas hacia el interior.

Varios ingenieros han sido enviados de los Estados Unidos al Perú para hacer el estudio de un ferrocarril desde Pacasmayo hasta la provincia de Hualgayoc. La Compañía del Pacífico cuenta con un capital de \$20,000,000 y con derecho exclusivo al carbón de las minas.

Según Mr. CLINTON GARDNER, ex-superintendente del Ferrocarril de Pensilvania y constructor del Ferrocarril Nacional Mexicano, las minas de carbón son casi inagotables; 10,000,000 de toneladas pueden obtenerse con facilidad. Mr. GARDNER calcula que puede extraerse anualmente 2,000,000 de toneladas y entregarse en puerto á un costo de \$2 oro por tonelada, en cuyo caso, Mr. GARDNER opina que el carbón importado será excluido de los mercados del Pacífico, pues será imposible competir con un producto tan bueno y barato como el carbón del Perú.

Además de esta concesión para explotar las minas de carbón en el distrito mencionado, la compañía tiene el derecho exclusivo de construir ferrocarriles que lleguen á estas minas, y ya ha celebrado con el gobierno el contrato de arrendamiento de un muelle excelente en Pacasmayo. Dice Mr. GARDNER que el costo de construcción de la línea y la compra del material rodante no excedería de \$3,000,000. La línea habrá de partir de Pacasmayo; la distancia total de la costa al distrito carbonífero es de 121 millas. Hay ya una línea en operación de Pacasmayo á Yonan, una distancia de 41 millas, la cual línea es explotada por un contratista peruano.

Mr. FRANK G. CARPENTER, conocido corresponsal de la prensa de los Estados Unidos, dice que los yacimientos de carbón contienen antracita y lignito. La antracita se presenta en grandes cantidades en las vertientes del este y del oeste de los Andes; la antracita del lado este yace de 1,500 á 2,000 pies bajo la cima, y se ha encontrado que es igual en calidad á la antracita de Pensilvania y en muchos respectos mejor que ésta. Para trasportar el carbón de la vertiente oriental á la costa, se necesita un ferrocarril que atravesase los Andes á una altura de unos 14,000 pies, pero desde aquel punto no habrá más de 75 millas en línea directa á la costa, y la línea pasará por un gran número de pueblos de tamaño regular y de ricos recursos agrícolas. Estas minas de carbón son más valiosas que las minas de oro, pues hasta el presente no se han explotado prácticamente las minas de carbón en la parte occidental de la América del Sur, y de 3,000,000 de toneladas que se usan cada año, la mayor parte procede de Australia, Inglaterra, Japón y Colombia Británica.

Además de los depósitos de carbón en la provincia de Hualgayoc, existen otros en el distrito de Huanachuco, y se encuentran también lignito y turba en varias otras partes del Perú.

URUGUAY.

COMERCIO CON LOS ESTADOS UNIDOS EN LOS SEIS PRIMEROS MESES DE 1898.

El Señor Don PRUDENCIO DE MURGUIONDO, Cónsul-General del Uruguay, ha tenido la cortesía de suministrar al BOLETIN los siguientes datos sobre el movimiento comercial entre los Estados Unidos y el Uruguay durante los seis primeros meses de 1898:

Exportación al Uruguay	\$655, 419. 00
Importación procedente del Uruguay.....	1, 323, 650. 80
Diferencia en favor de la importación.....	668, 231. 80
Importación, seis meses de 1898.....	1, 323, 650. 80
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Por razón de la falta de buques de bandera extranjera durante los seis primeros meses de este año, ha habido muy pocos embarques de madera de construcción de los puertos del sur de los Estados Unidos al Uruguay.

COMERCIO EXTERIOR DURANTE EL PRIMER TRIMESTRE DE 1898.

El "Montevideo Times" dice que el primer trimestre del año se considera generalmente como el más importante con referencia al comercio exterior del Uruguay, y se le toma como el exponente de lo que habrá de ser el comercio total del año. Si el presente año no es una excepción de la regla general, el comercio será próspero, pues las cifras del primer trimestre son decididamente alentadoras. El "Times" dice que estas cifras indican de una manera clara que el comercio se va reponiendo del menoscabo ocasionado por la inmensa baja ocurrida en 1897 á consecuencia de la revolución, los disturbios políticos, la plaga de la langosta, y lo inferior de la producción en general. En el presente año, el valor total de las importaciones, que es el dato que principalmente sirve para formar juicio respecto de la situación comercial, ha vuelto á alcanzar el promedio de los tres años trascurridos de 1894 á 1896 que fueron considerados como años bastante prósperos. Los siguientes cuadros, que comprenden el primer trimestre de

los tres años de 1896, 1897 y 1898, han sido suministrados por el Departamento de Estadística de la Aduana:

IMPORTACIÓN.

	1896.	1897.	1898.
Comestibles, cereales y especias	\$1,028,194	\$915,289	\$1,144,863
Materias textiles	1,522,951	943,068	1,502,959
Materia prima y maquinaria	1,789,134	1,393,366	1,439,919
Licores en general	758,611	697,624	704,888
Ropa hecha	499,799	240,820	416,091
Ganado	218,403	230,306	393,943
Tabaco y tabaco torcido	73,361	44,464	55,627
Los demás artículos	945,077	602,021	659,884
Total	6,826,588	5,066,958	6,438,175

EXPORTACIÓN.

	1896.	1897.	1898.
Productos del rastro	\$12,474,760	\$7,976,199	\$9,114,869
Ganado	632,683	480,204	139,758
Productos rurales	463,104	471,678	2,035,009
Provisiones para buques	27,732	23,797	19,485
Todos los demás productos	59,943	80,264	52,385
Total	13,658,222	9,038,232	11,361,506

El total del comercio correspondiente al primer trimestre de 1898, se aproxima muy de cerca al total del primer trimestre de 1894, que fué considerado como un año excepcionalmente próspero. El total de productos de la agricultura en el trimestre fué de \$2,035,009, contra \$471,678 en el mismo período de 1897. Este gran aumento se debió por completo á la espléndida cosecha de trigo; la cantidad de trigo que se exportó fué de 59,453,989 kilogramos, valuados en \$1,783,619, contra sólo 3,214,663 kilogramos, valuados en \$77,151, en 1897.

En la mayor parte de los otros principales artículos ocurrió un descenso. La exportación de maíz fué de 71,736 kilos, valuados en \$1,865, contra 1,309,947 kilos (\$32,748) en 1897. La cosecha de maíz fué muy buena, pero las últimas lluvias afectaron la calidad del grano de tal manera que sólo quedó una cantidad reducida en condiciones para la exportación. La exportación de harina ascendió á un total de 3,889,669 kilos (\$187,184); en 1897 pasaron por la aduana 5,247,092 kilos, valuados en \$262,354. La exportación de cebollas y ajos fué valuada en

\$2,132 en 1898 y en \$14,140 en 1897; frutas al natural, \$14,809 contra \$40,989; legumbres, \$1,865 contra \$32,748, y linaza, \$16,186 contra \$20,106.

VENEZUELA.

INFORME OFICIAL SOBRE LOS GÉNEROS COMPRADOS.

El Señor DON ANTONIO E. DELFINO, Cónsul-General de Venezuela, ha remitido á la Oficina los siguientes datos estadísticos sobre la exportación de mercancías á los puertos de Venezuela en el mes de junio de 1898, comparados con los del mismo mes de 1897:

Puerto.	1898.	1897.	Aumento.	Disminución.
La Guaira.....	\$96,364.55	\$86,353.50	\$10,011.05	.....
Puerto Cabello.....	27,714.39	33,533.53	.....	\$5,819.14
Maracaibo.....	32,040.02	56,629.33	.....	\$24,589.31
La Vela.....	9,792.10	3,077.05	6,714.95	.....
Ciudad Bolívar.....	13,377.00	42,866.10	.....	\$29,489.10
Carúpano.....	5,474.24	9,519.00	.....	\$4,044.76
Guantá.....	784.23	1,452.00	.....	\$667.77
Cumaná.....	1,402.00	1,854.00	.....	\$452.00
Güiria.....	795.00	393.00	402.00	.....
Café Colorado.....	699.00	.....	699.00	.....
Total.....	188,852.53	236,088.11	17,827.00	47,238.08

Los principales artículos exportados fueron: trigo; géneros de algodón, blanqueados y sin blanquear, \$33,506.22; tabaco manufacturado y en rama, \$25,493.52; harina, \$99,473.65; manteca, \$77,506.28; maquinaria y aparatos eléctricos, \$20,897.98; provisiones, \$20,143.64; mantequilla, \$18,902.42; kerosina, \$17,351.13; drogas y perfumería, \$11,425.00, y telas de algodón estampadas, \$7,799.30.

CONSUMO DE CAFÉ EN 1897.

Por considerarlo de interés, y como suplemento al artículo sobre el café publicado en el BOLETÍN del mes de julio, damos á continuación el siguiente extracto de un artículo publicado recientemente en el periódico francés titulado "Bulletin de Statistique et de

Legislation Comparée," en el cual se consigna la cantidad de café que se consume en varios países. Según aquel Boletín, el consumo total de café en Europa y los Estados Unidos aumentó de 1,039,330,000 libras en 1893 á 1,246,640,000 libras en 1897. El aumento en el consumo de 1897 con relación al consumo del año anterior fué de 129,580,000 libras. De este aumento, 100,000,000 de libras se importaron en los Estados Unidos; el consumo total de este país ha alcanzado la enorme suma de 636,340,000 libras, que, repartidas, dan un resultado de 9.95 libras ($4\frac{1}{2}$ kilogramos) por habitante. Aquella cantidad acusa un consumo de 26,000,000 de libras más que la cantidad que se consume en toda Europa. En 1893 Europa consumía 542,996,000 libras y el consumo en los Estados Unidos era de 496,234,000 libras. En cuanto al consumo por persona, los Estados Unidos no ocupan, en manera alguna, el primer lugar. Este corresponde á Holanda, en donde el consumo por habitante en 1897 era de 23 libras ($10\frac{1}{2}$ kilogramos). En Dinamarca el promedio de consumo por individuo es de 15 libras (7 kilogramos); en Bélgica, 11 libras (5 kilogramos); en Alemania, $5\frac{1}{4}$ libras ($2\frac{1}{5}$ kilogramos); en Francia, $3\frac{1}{4}$ libras ($1\frac{1}{2}$ kilogramos), y en el Reino Unido de la Gran Bretaña, sólo siete décimas de libra ($\frac{1}{3}$ kilogramo).

El consumo de café en Francia está aumentando firmemente. En 1840 fué de 28,740,000 libras; en 1860, de 68,720,000, y en 1897 de 273,800,000. De este total, se importaron 2,214,000 libras (1,004,000 kilogramos) de las colonias francesas, cuyo café sólo paga en Francia la mitad de los derechos de importación que paga el café extranjero. Del café extranjero importado en Francia, 95,000,000 de libras (42,742,000 kilogramos) vinieron del Brasil y 51,000,000 de libras (23,176,000 kilogramos) de Haití.

NEUVA TARIFA EN JAMAICA.

Es de considerable interés para los exportadores de los Estados Unidos, México, América Central, Venezuela y Colombia, un informe dirigido recientemente á los periódicos comerciales británicos, sobre la tarifa de Jamaica. En el despacho se dice que á

consecuencia del actual déficit en los ingresos, y de la baja en los mismos que se espera que ocurra en el año fiscal de 1898-99, el Gobierno ha introducido un nuevo proyecto de ley sobre la tarifa, que se espera que sea aprobado en la actual legislatura del Consejo Legislativo. Entre las disposiciones de la proyectada ley, hay una que previene el aumento de los derechos sobre los licores espirituosos de 12 chelines 12 centavos el galón líquido á 15 chelines el galón comprobado por medio del hidrómetro de Sykes. Esta importación procede principalmente de Inglaterra. Los derechos sobre la mantequilla, el queso y el jamón han sido aumentados de 2 centavos, que eran antes, á 4 centavos la libra. Los artículos de ferretería, como cuchillos, herramientas, utensilios, estufas, etc., que antes pagaban á razón de 12½ por ciento ad valorem, pagarán según la nueva ley 20 por ciento ad valorem. El mismo tipo se aplica á todos los géneros de vestir, ya sean manufacturados ó en piezas. Los comestibles, principalmente los que proceden de las repúblicas americanas y del Canadá, pagarán de 30 á 50 por ciento más sobre sus antiguos derechos. La lista de artículos que entran libres de derechos ha sido reducida considerablemente. El comisionado canadiense ha protestado públicamente contra el aumento de derechos sobre los productos que el Dominio exporta á Jamaica, habida consideración especialmente á las concesiones recíprocas proyectadas por el Canadá.

LA EXPOSICIÓN PAN-AMERICANA DEL NIÁGARA.

En números anteriores del BOLETÍN (Octubre de 1897 y enero de 1898) se ha hecho referencia á la proyectada Exposición Pan-Americana que había de celebrarse en "Cayuga Island," en el río Niágara, cerca de la ciudad de Buffalo, Nueva York. Por varias causas, entre las cuales no es la menos importante el estado de guerra con España, se encontró que era tarea impracticable el reunir los artículos deseados antes de que se abriera la gran exposición de París, de la cual se pensó que sería obstáculo á la adquisición de extensas y completas colecciones. Se decidió, por tanto, posponer la apertura de la exposición hasta el año 1901, cuando ya se haya cerrado la de París, y hacer arreglos para

obtener muchos de los artículos exhibidos en ésta, por las Repúblicas Americanas.

La legislatura de Nueva York solicitó del Congreso de los Estados Unidos que alentara la celebración de esta exposición, y en 8 de julio el Presidente McKINLEY aprobó una resolución conjunta declarando que la empresa ameritaba la protección y aprobación del Congreso y pueblo de los Estados Unidos.

Para facilitar la admisión de artículos procedentes de países extranjeros, la resolución dispone la exención de derechos y gastos de aduana para todos los artículos que entren con destino á la exposición, y se ha autorizado al Secretario de Hacienda para que dicte las disposiciones necesarias para llevar á cabo aquella resolución.

COMERCIO MISCELÁNEO.

REPÚBLICA ARGENTINA.

Diminución en los Sueldos y Pensiones.

El "South American Journal" asegura que el Congreso argentino ha resuelto que desde el 1° de julio hasta el 31 de diciembre de 1898, todos los sueldos, pensiones, subsidios, subvenciones, etc., del Gobierno serán reducidos en un 20 por ciento. La única excepción es el pago de los soldados y marineros. El Gobierno piensa ahorrar cerca de \$5,000,000 con esta reducción.

Condición de las Sementeras de Cereales.

En 18 de junio el Señor WILLIAM GOODWIN, inspector autorizado de granos del Rio de la Plata, escribiendo de Buenos Aires, informa respecto de las sementeras de trigo y maíz en la Argentina, como sigue:

"La continuación del tiempo húmedo y cálido ha tenido un efecto muy malo sobre el maíz en cuanto á sus condiciones para el transporte; pero no hay que temer una producción indebida de trigo que se ha sembrado muy generalmente bajo condiciones las más favorables. El movimiento de ambos cereales, trigo y maíz, ha sido limitado también por la depresión de los mercados, aunque todavía hay una cantidad regular de trigo para la exportación. Todos los informes convienen en que la cosecha de maíz es probablemente la más grande que jamás se haya recogido, y se espera que será en buenas condiciones para la exportación más tarde. Cada año marca un adelanto decisivo en los métodos agrícolas en la Argentina, y particularmente en el cuidado que se toma con los frutos de los campos después de recogidos. Mas es de notarse que la población agrícola no aumenta con rapidez, debido á que muy pocos inmigrantes han llegado en los últimos años."

Importaciones de Aparatos Eléctricos.

Durante el año de 1897, la República Argentina importó 16,081 toneladas de alambre de hierro galvanizado, por valor de \$1,005,777, así como 35,216 docenas de lámparas incandescentes,

5,123 cajas de materiales eléctricos en general, 52 dinamos, 529 cajas de material telegráfico, 318 cajas de material telefónico, y otros accesorios eléctricos. Además de esto, los cálculos para materiales de líneas eléctricas enviados á la Argentina por manufactureros de los Estados Unidos ascienden á más de \$2,000,000.

BRASIL.

Análisis de las Cervezas. Se ha promulgado una ley últimamente en el Brasil decretando el análisis de las cervezas, á fin de descubrir si se emplea en ellas sustitutos para el lúpulo, de carácter que pueda ser nocivo al consumidor. Las cervezas que se encuentran así adulteradas han de ser reexportadas sin sacarlas de los almacenes de depósito de la aduana, ó destruidas por el importador. Cualquiera falta de cumplimiento de las disposiciones de esta ley se castiga con una fuerte multa.

CHILE.

Concesiones para el establecimiento de nuevas industrias. Según informe del "South American Journal," el Congreso nacional de Chile ha hecho recientemente varias concesiones para el establecimiento de nuevas industrias en Santiago de Chile. Entre estas concesiones se encuentran la de un establecimiento para blanquear, teñir y estampar géneros de algodón, y otra que tiene por objeto el establecimiento de una fábrica de ácido sulfúrico.

ECUADOR.

Concesiones en favor de una Compañía Alemana de Vapores. Las líneas de vapores "Kosmos" y "Hamburgo", que hacen el servicio comercial entre Hamburgo y Amberes, y también entre puertos españoles é italianos—con viajes á Londres, de cuando en cuando—se han refundido recientemente en una sola compañía. Inmediatamente antes de este arreglo, en mayo, la "Kosmos Company" se comprometió con el Gobierno del Ecuador á hacer gratis el servicio de correos entre los puertos del país y todos los demás puertos en donde hacen escala sus vapores. La compañía se compromete también á conducir pasajeros del Gobierno y emigrantes al Ecuador, entre los puertos de escala, con la reducción de un 30 por ciento del pasaje regular, y á trasportar también libre de gastos los primeros cargamentos de muestras de productos del Ecuador para cualquiera exhibición alemana. En cambio de estos servicios, el Gobierno del Ecuador admite en sus puertos, libres de toda clase de derechos fiscales, á los buques de la compañía, y reduce el pilotaje á la mitad. El contrato ha sido aprobado por el Consejo de Estado y habrá de regir durante cuatro años.

Cosecha de cacao de 1897. La cosecha de cacao del Ecuador, en 1897, fué de 14,800 toneladas, ó 330,293 quintales. Esta cantidad es menor que la de las cosechas de los últimos años. En 1896, el total fué de 15,300 toneladas; en 1895, 16,000 toneladas y en 1894, 17,467 toneladas.

GUATEMALA.

Oportunidades para los Capitales Americanos. Un corresponsal del periódico "The Manufacturer" (Philadelphia) escribe desde la ciudad de Guatemala con fecha 25 de junio de 1898 lo siguiente:

"El Gobierno está ansioso de vender el Ferrocarril del Norte, y casi se encuentra compelido á hacerlo así. Yo creo que esta sería una buena oportunidad para un sindicato americano. El negocio es bueno, y hoy podría obtenerse aquella línea en las condiciones más favorables y bajo la más liberal concesión. Lo mismo puede decirse de la línea de Verapaz. Además, una ó muchas compañías americanas podrían comprar las plantaciones que quisieran á precios meramente nominales; también podría una compañía americana establecer un banco, el cual sería muy bien recibido y haría negocios provechosos con las mejores garantías."

El Ferrocarril del Norte, á que se refiere el corresponsal, está proyectado de Puerto Barrios á la capital de la República, ciudad de Guatemala, y llega ya hasta San Agustín, á una distancia de 130 millas; sólo queda por terminar una pequeña parte de la línea. Esta es la empresa ferrocarrilera más importante de la América Central, y era el proyecto favorito del último Presidente BARRIOS, que se proponía, por medio de aquella empresa, el desarrollo de la riqueza del interior de Guatemala. Este ferrocarril abrirá al tráfico las tierras cafetaleras y mineras más productivas de la República.

HAWAII.

Leyes Vigentes sobre Navegación. El Abogado del Estado (Attorney-General), Mr. GRIGGS, ha resuelto que las leyes de navegación de los Estados Unidos no son aplicables á Hawaii, ó ningún otro territorio anexado, sin que haya una ley al efecto votada por el Congreso. El mero hecho de la anexión no extiende, ipso facto, las leyes de los Estados Unidos á los nuevos distritos.

MÉXICO.

Recaudación de Aduanas. Durante el mes de junio el total de la recaudación de las aduanas de la República fué de \$2,039,886.57. Esta cantidad se distribuye de la manera siguiente: derechos de importación, \$1,879,919.44; derechos de exportación, \$103,206.74; derechos de entrada, \$55,478.60; atrasos, \$1,281.79. El puerto de Veracruz recaudó \$956,042.20 y el de Tampico \$253,927.73, ó los dos juntos cerca de 70 por ciento de los derechos de importación.

La Cosecha de Trigo de 1898. La cosecha de trigo de México, correspondiente á 1898, es muy superior al promedio, tanto en cantidad como en calidad. Generalmente en México no se produce bastante trigo para el consumo interior; pero este año se exportará parte de la cosecha. Por esta razón, dice el "Boletín de la Sociedad Agrícola Mexicana," ciertos especuladores han tratado de obtener del Gobierno que obstaculice, si es que no impide en absoluto, la exportación de trigo. Pero estos especuladores no han prosperado en sus pretensiones, pues el Ministro de Hacienda ha anunciado que no se impondrá derecho alguno de importación ni ninguna otra restricción al trigo mexicano que ha encontrado compradores en mercados extranjeros.

PARAGUAY.

Importación de Kerosina. El Cónsul, Mr. RUFFIN, escribe desde Asunción al Departamento de Estado que el Paraguay está alumbrado con kerosina ó aceite de carbón importado de los Estados Unidos y que no se emplea más electricidad ó gas que el que procede de las fábricas ó plantas de particulares. La kerosina es importada en latas de cuatro galones, envase que se presta para una estiva apropiada en los botes que sirven entre Asunción y Montevideo. El Cónsul agrega: "Me parece que sería más provechoso enviar vapores-tanques, con lo cual se reduciría el costo del artículo y se aumentaría la venta. Los tanques podrían venderse inmediatamente, por razón de la gran demanda en este ramo, y de esta manera podrían economizarse los gastos que causaría su retorno. Desde que empezó la guerra con España el precio del aceite ha aumentado casi un 50 por ciento, y hay considerable especulación. Los Estados Unidos tienen el monopolio de la importación del aceite. En 1897 se importaron 40,648 galones, cuyo valor declarado fué de \$19,511 oro. Los derechos son de 25 por ciento ad valorem."

PERÚ.

Fundición para Minerales en el Callao. El "British Trade Journal" dice que las autoridades municipales del Callao han concedido permiso últimamente á los Señores BACKES y JOHNSTON para construir una planta destinada á la fundición de metales que se traigan de los varios puntos de la costa. Esta firma es ya propietaria de una importante fundición para minerales en Casapalea, en la línea del ferrocarril de Oroya. La nueva fundición será establecida en los suburbios del Callao y dará empleo á cien personas.

VENEZUELA.

Mejoramiento de los Caminos en el Estado de Los Andes. El Congreso nacional de Venezuela votó, en su última sesión, un presupuesto de 100,000 bolívares (\$19,300) para el mejoramiento de los caminos del Estado de Los Andes. "Venezuela Ilustrada" dice que esta suma habrá de dividirse por igual entre tres secciones del Estado.

Nuevo Ferrocarril Eléctrico. El "Herald de Venezuela" dice que se ha hecho una concesión á una compañía francesa para la construcción de un ferrocarril eléctrico de 70 kilómetros (43½ millas) de largo. Esta línea habrá de unir á Cumaná con Cumanacoa, y las cascadas de las corrientes de las montañas serán utilizadas en la generación de fuerza eléctrica. La compañía ha enviado ingenieros á Cumaná para comenzar el estudio de la línea.

Recompensa para los Denunciantes de los Violadores de Leyes Postales. Dice el "Herald" que el Señor Presidente ANDRADE ha firmado un decreto con fecha 23 de junio de 1898, en el cual se dispone que el 30 por ciento de la multa de 500 bolívares (\$96.50) que se impone á los que conduzcan correspondencia de otra manera que no sea por medio del servicio postal sea concedido al denunciante del violador de la ley. Dicese que la práctica de particulares, de conducir correspondencia á la República y desde la República, es un mal que crece cada día. El "Herald" agrega que esto debe tenerse presente por las personas (extranjeras) que viajan por el país.

BOLETIM MENSAL

DA

SECRETARIA DAS REPUBLICAS AMERICANAS,

UNIÃO INTERNACIONAL DAS REPUBLICAS AMERICANAS.

VOL. VI.

AGOSTO DE 1898.

No. 2.

RELAÇÕES DOS ESTADOS UNIDOS COM A HESPAHNA.

SUSPENSÃO DE HOSTILIDADES E SEU EFEITO SOBRE O COMMERCIO DA AMERICA.—AUGMENTO DAS VIAS DE COMMUNICAÇÕES COMMERCIAES ENTRE AS REPUBLICAS AMERICANAS.—AS ILHAS DE CUBA E PORTO RICO SERÃO AS PORTAS POR ONDE O CAPITAL E A INDUSTRIA PASSARÃO PARA O SUL E O OESTE.—HAWAII E AS PHILIPINAS EM SUAS RELAÇÕES COM O LITTORAL AMERICANO SOBRE O PACIFICO.—DADOS ESTATISTICOS SOBRE O COMMERCIO E AS INDUSTRIAS.—REGULAMENTOS DE ALFANDEGA E DA MARINHA MERCANTE PARA CUBA, AS PHILIPINAS E PORTO RICO.

A guerra entre os Estados Unidos e a Hespanha, motivada pela revolução contra o Governo hespanhol na ilha de Cuba, começou em 21 de Abril de 1898. As hostilidades suspendêram-se a 12 de Agosto de 1898, como se verá pela proclamação do Presidente dos Estados Unidos.

PROCLAMAÇÃO DO PRESIDENTE DOS ESTADOS UNIDOS DA AMERICA.

Considerando que por meio de um protocollo concluido e firmado a 12 de Agosto de 1898, pelo Honrado Sr. WILLIAM R. DAY, Secretario de Estado dos Estados Unidos, e sua Excellencia JULIO CAMBON, Embaixador Extraordinario e Plenipotenciario da Republica franceza em Washington, representando respectivamente para este objecto os Governos dos Estados Unidos e a Hespanha, os ditos Governos têm concordado nas bases sobre as quaes se começarão as negociações para o estabelecimento da paz entre os dous paizes; e

Considerando, que no referido protocollo tem-se estipulado que ao concluir e firmar o mesmo se suspendão as hostilidades entre os dous paizes, e que cada Governo informe disto aos commandantes de suas forças militares e navaes;

Portanto, eu, WILLIAM MCKINLEY, presidente dos Estados Unidos da America, de accordo com as estipulações do protocollo, declaro e proclamo por parte dos Estados Unidos a suspensão de hostilidades, e mando que immediatamente se dêem ordens aos commandantes das forças militares e navaes dos Estados Unidos para que se abstenhão de executar todo acto que seja incompativel com esta proclamação.

Em fé de que, eu tenho firmado e lhe tenho feito pôr o sello dos Estados Unidos.

Dada na cidade de Washington, no dia 12 de Agosto do anno de Nosso Senhor, mil oitocentos noventa e oito e o cento vinte tres da Independencia dos Estados Unidos.

WILLIAM MCKINLEY.

Pelo Presidente:

WILLIAM R. DAY, *Secretario de Estado*.

A Secretaria de Estado dos Estados Unidos publicou as bases sobre as quaes se firmaria a paz, e são como segue:

(1) A Hespanha deve renunciar a todo o titulo de soberania sobre a ilha de Cuba.

(2) Porto Rico e as outras ilhas hespanholas no mar das Antilhas, assim como uma das ilhas dos Ladrones, que os Estados Unidos escolherão, serão cedidas a estes.

(3) Os Estados Unidos occuparão a cidade, bahia e porto de Manila, e esta occupação continuará emquanto que se conclue o tratado de paz, no qual se estipulará o concernente ao dominio e governo das Philipinas.

(4) Cuba, Porto Rico e as outras ilhas hespanholas no mar das Antilhas serão evacuadaes immediatamente, e dentro de dez dias se nomearão commissarios que se reunirão em Habana e San Juan, respectivamente, dentro de trinta dias a contar da data em que se firme o protocollo afim de dispôr o necessario para a evacuação, e fazer que esta se effectue.

(5) Os Estados Unidos e a Hespanha nomearão cada um não mais de cinco commissarios para negociar e concluir o tratado de paz. Os commissarios se reunirão em Pariz a mais tardar no dia primeiro de Outubro.

(6) Ao firmar o protocollo, se suspenderão as hostilidades, e cada Governo dará aviso ao effeito, tão prompto como fôr possivel, aos commandantes de suas forças militares e navaes.

De conformidade com a proclamação do Presidente, se enviãram por telegrapho ordens aos commandantes militares e navaes dos Estados Unidos nas Philipinas e nas Antilhas afim de que suspendessem todas as operações militares e levantassem o bloqueio dos portos e bahias.

As causas que produziram a guerra com a Hespanha estão

expostas na mensagem que o Presidente dos Estados Unidos dirigiu ao Congresso em 25 de Abril de 1898, na qual faz referência á resolução do Congresso, approvada no dia 20 de Abril de 1898, na qual se pede que o Governo da Hespanha renuncie a toda autoridade e dominio na ilha de Cuba e retire suas forças de mar e de terra de dita ilha e de suas aguas. O Presidente accrescenta:

Quando se communicou ao Miinistro hespanhol em Washington o que o Executivo estava no dever de exigir da Hespanha, em cumprimento da citada resolução, o Ministro pediu seus passaportes e se retirou. Ao mesmo tempo o Ministro de Relações Exteriores da Hespanha informou ao representante diplomatico dos Estados Unidos em Madrid que a retirada do representante da Hespanha dos Estados Unidos havia posto termino ás relações diplomaticas entre os paizes e que toda communicação official entre os respectivos representantes devia cessar ao ponto.

Á suspensão das relações diplomaticas por parte do Governo da Hespanha seguiram activas operações militares por parte dos Estados Unidos. Estas dêram por resultado a destruição da esquadra hespanhola em Manila no dia primeiro de Maio, a da flotilha hespanhola em Santiago de Cuba a 14 de Julho, e a invasão da ilha de Porto Rico a 21 do mesmo mez.

Depois da occupação da provincia de Santiago de Cuba, se estabeleceu um governo militar, e os empregados municipaes que exerciam autoridade sob a dominação hespanhola, continuáram em seus postos. A Secretaria da Guerra dos Estados Unidos fez promulgar regulamentos de alfândega e outros, os quaes publicamos neste numero.

Como resultado das operações militares, as Ilhas de Hawaii foram annexas aos Estados Unidos por uma resolução do Congresso, approvada a 7 de Junho de 1898, e se deixou á discricção do Presidente dos Estados Unidos determinar o relativo ao governo de ditas ilhas enquanto que o Congresso dispõe o que se deva fazer em diante. O conflicto com Hespanha tem dado resultados tão importantes para o desenvolvimento commercial dos paizes do hemispherio occidental que tem-se crido conveniente preparar a seguinte exposição para o conhecimento do publico. As rapidas mudanças que necessariamente occorrem na administração de um territorio adquirido por meio da guerra, fazem que seja uma tarefa difficil recolher immediatamente todos os dados que se requerem

para estudar com cuidado suas condições commerciaes e industriaes. As ditas mudanças se effectuão nos varios departamentos da administração e se necessita tempo para perfeccionar os detalhes que se referem aos differentes ramos. Para satisfazer a demanda geral de informações relativas a opportunidades e condições commerciaes, tem-se preparado a compilação que vem a continuação, formada com dados que se têm tomado das fontes de que agora se dispõe.

Os paizes que compõem a União Internacional de Republicas Americanas, estão naturalmente muito interessados em conhecer os effeitos possiveis que o novo estado de cousas pode ter em seu desenvolvimento commercial e industrial. As Republicas latino-americanas verão, sem duvida, que, ao libertar-se o povo cubano, mediante a generosa intervenção dos Estados Unidos, da defeituosa administração de que o Mexico, a America Central e a do Sul se emancipáram por seus proprios esforços, mas contando com as sympathias dos Estados Unidos, o commercio e a industria promettem desenvolver-se livremente na illha de Cuba, da mesma maneira que se têm desenvolvido nos outros paizes e como uma consequencia de sua separação da patria mãe.

Devido a sua posição geographica pode-se dizer que as illhas de Cuba e Porto Rico são as portas por onde naturalmente deve passar o commercio do mar das Antilhas, ao mesmo tempo que servem como de escalão para chegar aos mercados de toda a America do Sul. Com a abertura do canal interoceânico, estas illhas receberão immensos beneficios por causa do augmento que deve-se esperar no commercio do littoral das tres Americas sobre o Pacifico. As possessões adquiridas pelos Estados Unidos no Pacifico, terão tambem vasto campo para o desenvolvimento do trafico na Asia, não sómente com os Estados Unidos, mas com as Republicas latino-americanas. O grande numero de communicções que a Secretaria das Republicas Americanas tem recebido já, provenientes de casas commerciaes dos Estados Unidos, assim como de individuos particulares, nas quaes se pede informação relativamente a opportunidades commerciaes, indicão claramente que, ao restabelecer-se a ordem nas antigas possessões hespanholas, acudirão a ellas em grande escala a industria e o capital: é de esperar que, sob favoraveis condições, isto tenderá a produzir

beneficos resultados para as relações entre os Estados Unidos e as Republicas irmãs da America Latina.

As materias de que se trata na seguinte compilação, são estas: (1) Cuba. (2) Porto Rico. (3) As Illas de Hawaii. (4) As Philipinas e as Ilhas dos Ladrones.

A segunda parte deste artigo não foi traduzida na lingua portugueza por ter chegado demasiado tarde para este numero do BOLETIM. Consiste em uma compilação dos recursos, industrias e commercio das ilhas acima mencionadas.

REPUBLICA ARGENTINA.

AUGMENTO DO COMMERCIO—ESTATISTICA OFFICIAL.

A Direcção Geral de Estatistica dá os seguintes algarismos como a avaliação das importações e exportações da Republica Argentina, sem incluir ouro e prata em barras e acunhados, durante o primeiro trimestre de 1898, comparado com o mesmo periodo de 1897:

	1898.	1897.
Importações	\$26,080,196	\$29,045,195
Exportações	43,970,895	49,700,082
Total	70,051,091	69,752,087
Augmento total		\$297,914

BRAZIL.

DEPOSITOS MINERAES DE MAGNESIA.

Durante os ultimos quatro annos os depositos mineraes de magnesia do Brazil têm constituido a principal fonte de exportação do paiz. O mineral procede do Districto de Miguel Burnier no Estado de Minas Geraes. A distancia de Rio de Janeiro é de 310 millas e se necessitam oito ou dez dias para o transporte.

As minas estão situadas a uma altura de 4.000 pés, em um clima agradável e salubre. Na exploração das minas se empregam

trabalhadores italianos e indios e grande numero de hespanhóes e portuguezes.

Em 1897 se embarcaram 8.800 toneladas para Philadelphia, como a produção total daquelle anno; mas em annos anteriores a exportação se fez com destino á Philadelphia. Uma analyse deste mineral dá por resultado 54.7 por cento de magnesia metallica, 0.027 por cento de acido sulphurico, e 0.077 por cento de acido phosphorico.

COSTA RICA.

NOVO REPRESENTANTE—GRANDES MELHORAMENTOS.

O Sr. Dr. ULLOA, que foi o primeiro Vicepresidente da Republica de Costa Rica, tem estabelecido sua residencia em Nova York, com o objecto de desempenhar as funcções de Consul Geral da Republica naquella cidade. Em uma entrevista que teve com um correspondente da Prensa Associada, elle disse que seu primeiro dever official consistiria em estabelecer uma Repartição de Informação, de modo que os fabricantes, exportadores e importadores dos Estados Unidos possam obter toda a classe de informações relativas á Costa Rica e ao systema de negocios, modo de empacotar as mercadorias para a exportação, etc., que se observam no paiz. Tambem o Sr. Dr. ULLOA nutre a esperanza de promover uma corrente de immigração para Costa Rica por meio da propagação dos conhecimentos relativos aos recursos do paiz.

Quanto a recentes emprezas publicas em Costa Rica, o Consul Geral diz que se estão levando a cabo grandes melhoramentos. Novas leis sobre terrenos serão decretadas afim de alentar a immigração, e se está construindo uma estrada de ferro que unirá Limón, porto do Atlantico, com Tivives, novo porto do Pacifico, estabelecendo assim uma nova linha de estrada de ferro de oceano a oceano.

NOVO MINISTERIO.

No BOLETIM do mez de Julho appareceu, por inadvertencia, como correspondente a Nicaragua o novo Ministerio do segundo periodo executivo do Presidente da Republica de Costa Rica,

Don RAFAEL IGLESIAS. O erro foi descoberto demasiado tarde e não poudes fazer-se a devida correccão no correspondente numero. Os senhores que compõem o actual Ministerio de Costa Rica são:

Ministro das Relações Exteriores, Instrucção

Publica, etc Senhor PEDRO PERÉZ ZELEDÓN.

Ministro do Interior e Obras Publicas Senhor DON JOSÉ ASTÚA AGUIL.

Ministro da Fazenda e do Commercio Senhor DON JUAN B. QUIRÓS.

Ministro da Guerra e Marinha Senhor DON DEMETRIO TINOCO.

HAITI.

PROJECTO DE UMA ESTRADA DE FERRO DO CABO HAITIANO.

O Sr. LEMUEL W. LIVINGSTON, Consul dos Estados Unidos em Cabo Haitiano, communica á Secretaria de Estado que se estão traçando os planos para a construcção de uma estrada de ferro de bitola estreita desde Cabo Haitiano até La Grande Rivière du Nord, ponto situado a umas 18 milhas para o nordeste. O capital da companhia é de \$450.000 e o custo da obra é calculado em \$250.000. O syndicato que projecta a empreza já tem subscripto \$25.000, e se offerecem á subscrição publica 675 acções de \$500 cada uma, com um juro de 8 por cento, garantido pelo Governo. O material, cujo contracto não tem sido ainda concedido, terá de ser comprado em sua totalidade nos Estados Unidos. O Sr. HENRI THOMASSET, o engenheiro que tem de dirigir a obra e que construiu tambem o tramvia em Port au Prince, declara que o material dos Estados Unidos é de mão de obra superior e de incomparavel duração.

A lista das pessoas interessadas na empreza comprehende alguns dos ministros e exministros do Governo e outros homens de proeminencia e posição.

No documento de incorporação, o Governo concede aos Senhores CINCINNATUS LECONTE, Ministro do Interior e das Obras Publicas, e BLANC EUSÈBE, o privilegio exclusivo de construir aquella linha, cuja concessão durará pelo prazo de sessenta annos. Todos os materiaes e artigos necessarios para a obra serão admittidos livres de direitos. O Governo concede aos concessionarios, por um período de trinta annos, o direito de portagem da ponte de ferro que será o termino da linha em Cabo Haitiano, e tambem as

terras publicas dos districtos de Cabo Haitiano e Grande-Rivière, situadas ao longo da linha.

O terreno pelo qual terá de passar a linha, é uma fértil planície que é própria para o cultivo de todos os productos peculiares da ilha, e diz-se que é especialmente apropriado ao cultivo de bananas. Os caminhos que na actualidade atravessam esta região, estão em muito más condições e são quasi intransitaveis na estação das chuvas, o qual occasiona grande trabalho ao camponez no transporte de seus productos para o mercado. Os methodos de transporte são muito primitivos. O burro é a besta de carga, e ainda que em geral é uma especie anã, tem de fazer todo o trabalho que geralmente se impõe aos cavallos. Não só se emprega o burro no transporte da maior parte dos legumes, fructas, café e cacáo para o mercado, mas tambem no transporte de quasi toda a immensa quantidade de páu campeche e raiz de páu campeche que se exporta do paiz.

Em tal paiz e sob taes condições uma estrada de ferro não é sómente de primeira necessidade, mas deve operar uma revolução industrial. Os que projectam esta linha esperam que ella estimule a produção em extraordinaria medida, dando aos camponezes o beneficio de um meio rápido de transporte e novos mercados. Desta sorte a linha será uma empreza lucrativa e de positivo beneficio publico.

MEXICO.

ZONA LIVRE.

A Secretaria de Estado recebeu por intermedio do Consul Geral BARLOW um relatorio sobre a Zona Livre, preparado pelo Ministro da Fazenda do Mexico, no qual se dá a historia da criação daquella zona e se definem seus limites, assim como os privilegios e restricções que lhe são applicaveis.

A Zona Livre é uma estreita faixa de terra que se estende ao longo do limite septentrional desde o Golfo do Mexico até o Oceano Pacifico, com uma area latitudinal de umas 12½ milhas para o interior, a qual comprehende uma parte dos estados de Tamaulipas, Coahuila, Chihuahua, Sonora e o Territorio da Baixa California. Esta zona foi estabelecida, ha muitos annos pelo Governo

Central em virtude da concessão feita aos estados que confinam com o Rio Grande, como protecção contra o contrabando dos Estados Unidos.

As principais cidades da Zona são Matamoras, Camargo, Mier, Guerrero, Laredo, Porfirio Diaz (Piedras Negras), Juarez e Nogales. A população total não excede de 100.000 habitantes. Segundo os relatórios officiaes, não ha indústrias dignas de ser mencionadas dentro dos limites da Zona Livre, o qual se explica pelo facto de que os productos industriaes manufacturados na Zona pagam, ao entrarem no interior do paiz, os mesmos direitos de importação que se exigem das mercadorias estrangeiras; e por razão da tarifa proteccionista dos Estados Unidos é impraticavel exportar aquelles productos a este paiz. Assim é que as indústrias manufactureiras têm de depender do consumo local, o qual não é sufficiente para a manutenção daquellas.

As mercadorias que se importam para seu consumo na Zona Livre pagam sobre a base de 10 por cento da tarifa regular de direitos; mas quando estas mercadorias são reimportadas no interior do Mexico, se lhes exige o pagamento de um direito adicional de 90 por cento, quantia esta que unida ao 10 por cento já pago, faz a importancia total dos direitos que exige a tarifa regular do Mexico.

O Ministro da Fazenda, Senhor LIMANTOUR, diz em seu relatório o seguinte:

Muitos distinctos financeiros e eminentes estadistas se oppõem á Zona Livre; mas todos reconhecem o facto de que, por causa das circumstancias existentes na fronteira do norte, sua escassa população, e falta de recursos agricolas, indústrias ou mineiros, o privilegio não poderia ser abolido sem offerecer devida compensação, e o problema consiste em escolher outras vantagens sem prejuizo para o resto do paiz.

A attitude dos commerciantes no interior é, em geral, hostil, porque consideram que aquelle é um privilegio concedido somente a uma certa parte do paiz. Os commerciantes que vivem longe da fronteira, como os de San Luis Potosi, Guadalajara e Mexico, não o consideram prejudicial. Os que vivem mais cerca, como os de Monterey, Chihuahua, etc., não temem a concorrência, mas queixam-se porque não possam distribuir suas mercadorias sem documentos e sem inspecção fiscal, como no resto do paiz. Em realidade, a jurisdicção da guarda fiscal estende-se a todos os estados de Tamaulipas, Nuevo Leon, Coahuila, Chihuahua, Sonora, e parte da Baixa California; e neste territorio não se pode embarcar mercadoria alguma, segundo a lei, a menos que o commerciante prove legalmente que suas mercadorias têm pago os direitos devidos e peça permissão para cada carregamento.

PRODUCCÃO DE HENEQUEN EM YUCATAN.

Segundo o "Herald Mexicano" o Mexico, ou melhor o Estado de Yucatan, occupa o primeiro lugar na produccão universal de henequen, e a guerra nas Philipinas tem feito subir o preço da fibra mexicana acerca do dobro de seu valor primitivo. É interessante notar que nos onze mezes do passado anno fiscal, o Mexico exportou para os Estados Unidos, 61,859 fardos de henequen, no valor de \$4,098,587 ouro, contra 55,785 fardos, em igual periodo do anno anterior, no valor de \$3,370,453 ouro. A exportação de Maio de 1898, comparada com a de igual mez de 1897, mostra uma diminuição no numero de fardos, mas estes foram vendidos com um augmento no preço de tres quartos, approximadamente. Em Maio de 1897, 5,071 fardos foram vendidos por \$283,637, uns centavos menos de \$56 por fardo: em Maio de 1898, 4,982 fardos foram vendidos por \$454,434, ou quasi \$93 por fardo.

O henequen de Manila que se usa tanto nos Estados Unidos e o qual está agora sendo substituido pelo henequen de Yucatan, é o producto de uma planta chamada pelos nativos "abaca." Esta planta consiste de grupos de talos cobertos de folhas, os quaes crescem a uma altura de 20 a 30 pés e abrem-se na ponta formando uma grande coroa de folhas. Quando a abaca tem alcançado tres annos de idade, está cortada e os talos são rasgados em tiras. Estas tiras, emquanto que são frescas, são passadas entre uma faca e uma peça de madeira assim separando a madeira cellulosa branda. Depois desta operação a fibra está suspensa no ar livre até que esteja em condições apropriadas para seu uso. Cada talo produz uma libra de fibra, e dous trabalhadores nativos preparam diariamente umas 25 libras. A corda de Manila é fabricada com a fibra exterior que é dura e forte. A fibra interior, mais debil, mas mais suave, serve para a fabricação de varios tecidos do paiz.

CONCESSÃO IMPORTANTE PARA A EXTRACÇÃO DE PETROLEO.

O "Diario Official" do Mexico, em seu numero de 15 de Junho de 1898, contem o texto de uma concessão feita pelo Governo ao Sr. LUIS L. DE LA BARRA, representante da casa de CHILSEWRIGHT, DE LA BARRA E FURBER, de Londres. Os artigos principaes deste contrato são os seguintes:

ART. 1. O Sr. LUIS L. DE LA BARRA, ou a sociedade que representa, se obriga a estabelecer na Republica a industria de extracção de petroleo com os armazens

e dependencias que forem necessários para a melhor extracção d'elle; empregando para este fim as machinas e methodos mais modernos. A companhia estabelecerá a dita industria com a approvação do Ministerio do Fomento, ao qual dará aviso dous mezes antes de emprender a construcção dos armazens, etc., no lugar que mais convenha á Companhia, cumprindo com o que dispõe o Codigo Sanitario, respeito a fabricas.

ART. 2. A construcção dos armazens e officinas para a exploração da industria, principiará aos seis mezes e terminará aos dous annos, contados um e outro prazo desde a data da promulgação deste contrato.

ART. 3. No estabelecimento dos armazens e officinas e nos gastos geraes do negocio, a companhia se obriga a empregar, pelo menos, a somma de duzentos cincoenta mil pesos dentro do prazo de cinco annos, a partir da data deste contrato (28 de Maio de 1898), comprovando o emprego dessa somma com os registros de pagamentos, recibos, facturas, e os registros de seus livros de contabilidade que deverá apresentar originaes ou em copia devidamente legalisada.

ART. 4. Para garantir o cumprimento das obrigações a que se refere o presente contrato, ao firmar-se este, a companhia depositará no Banco Nacional do Mexico, a somma de dez mil pesos em titulos da Divida Consolidada.

ART. 5. Si o Governo necessitar do petroleo que extrae a companhia, esta lho venderá com um desconto de dez por cento dos preços por maior para o publico.

ART. 11. Os concessionarios respectivos poderão importar por uma só vez, livres de direitos, as machinas,apparelhos, ferramentas, materiaes de construcção e demais artigos necessários para os edificios; outorgando fianca em cada caso de introdução que se cancelará logo que se tenham montado as machinas e que se tenha acreditado o emprego do material ou effecto.

ART. 12. Durante dez annos contados desde a data da promulgação deste contrato, os capitães empregados pela companhia no estabelecimento e exploração da industria, gozarão de isenção de todo imposto federal directo, ficando sujeito o concessionario ou a companhia ao pagamento dos impostos comprehendidos na Renda Federal do Sello.

ART. 17. O prazo do presente contrato será de dez annos, contados desde a data de sua promulgação.

NICARAGUA.

ASSEMBLEA DE DEPUTADOS DA REPUBLICA MAIOR.

O correspondente da Prensa Associada communica por correio de Managua, Nicaragua, que a Assembleia de Deputados de Salvador, Honduras e Nicaragua, estava ainda na ultima parte do mez de Julho, celebrando sessões diarias. A commissão nomeada para informar sobre os artigos de uma constituição para os Estados, os quaes artigos foram submettidos pela Dieta da Republica Maior

á consideração daquella commissão, tem indicado muitas modificações. A commissão suggere tambem uma centralisação dos Estados nomeados, com um districto federal composto dos Districtos Civis de Chinandega, confinando com o Golfo de Fonseca em Nicaragua; de Amapala, confinando com o Golfo de Fonseca em Honduras, e de Limon, confinando com o Oceano Pacifico e Golfo de Fonseca, em Salvador, tendo por capital Amapala, situada na illa do Tigre, no Golfo de Fonseca. A Assembleia, contudo, votou por uma grande maioria, contra a idea de centralisação e declarou-se em favor de uma confederação dos tres Estados, sob o nome de Estados Unidos da America Central.

PARAGUAY.

DESENVOLVIMENTO AGRICOLA.

O Consul RUFFIN diz que o povo do Paraguay está começando a realisar a necessidade de desenvolver a agricultura. As fazendas estão espalhadas e ha uma forte tendencia em favor da centralisação e de uma grande colonisação estrangeira.

O Governo, por intermedio do Banco Agricola, dá a cada dono de fazenda \$300 em bilhetes (equivalentes a \$35 ou \$40 em ouro) em qualidade de emprestimo sobre a propriedade. Está-se agitando a idea, a favor dos que não têm propriedades, de que o Governo compre grandes extensões de terra aravel e as arrende aos fazendeiros, fornecendo-os de instrumentos agricolas, sementes, etc. Ha grande entusiasmo por parte dos iniciadores deste plano.

PERU.

AVISO AOS AGENTES COMMERCIAES.

O Consul britannico em Calláo, em um relatorio dirigido á Secretaria de Estado de Relações Exteriores, diz que os commerciantes de Lima oppõem-se energicamente á concorrência que lhes fazem os agentes commerciaes, concorrência que aquelles consideram fundada sobre condições desiguaes. Os commerciantes reclamam que elles têm de fazer gastos consideraveis na manutenção de seus escriptorios e estabelecimentos, enquanto que os

agentes commerciaes convertem seus aposentos dos hotéis e hospedarias em quartos para amostras a muito pouco custo.

Estão-se tomando medidas para induzir ao Governo a que obrigue a todos os agentes commerciaes a sacar licença para a venda de seus artigos. O assumpto foi submettido ao Ministerio do Commercio de Lima, com a proposição de que o preço de uma licença se fixe em 500 soles (\$243.25) por um periodo de seis mezes, a qual poderá ser renovada ao fim de cada periodo. Em caso de que não se saque a licença, se exigirá o dobro daquella quantia, uma terça parte da qual será paga ao denunciante.

Segundo as "Annual Series," N^o 2117, da Secretaria das Relações Exteriores da Grã Bretanha, no Peru meridional se offerece toda classe de facilidades aos agentes commerciaes: permite-se-lhes que entrem suas amostras, ao apresentar na alfândega, por meio de um agente responsavel, um requerimento pedindo que se lhes permitta a entrada de um numero determinado de volumes de amostras. Estas amostras são examinadas e avaliadas e depois se apresenta uma garantia pelo agente, o qual se compromette a pagar a importancia da avaliação de qualquer das amostras que não se reembarque dentro do prazo especificado que geralmente é de 90 dias. Isto representa um custo para o agente de \$2.50 a \$5, segundo o numero de volumes, e depois elle pode ir a onde quizer com suas amostras, sem que se lhe obrigue a dar conta dellas em nenhum outro porto do interior que visitar.

Os agentes responsaveis locais, antes de apresentar a garantia na alfândega, obtêm informações completas sobre a representação economica do agente commercial, o qual, além de seu bilhete, trae uma carta de introdução para uma pessoa conhecida, residente no porto. Este ultimo requisito não deve ser olvidado pelos commerciantes que pensam visitar o paiz.

DEPOSITOS DE CARVÃO.

Dentro de pouco, se começará a exploração de umas novas minas de carvão. A concessão deste districto mineiro foi feita ao Sr. C. B. JONES em 1892. A concessão é por 20 annos e cobre uma secção de terra de 100 millas de extensão, situada de 25 a 125 millas para o interior.

Varios engenheiros têm sido enviados dos Estados Unidos ao Peru

para fazer o estudo de uma estrada de ferro desde Pacasmayo até a provincia de Hualgayoc. A companhia do Pacifico conta com um capital de \$20.000.000 e com o direito exclusivo de explorar as minas.

Segundo o Sr. G. CLINTON GARDNER, ex-superintendente da Estrada de Ferro de Pennsylvania e constructor da Estrada de Ferro Nacional Mexicana, as minas de carvão são quasi inexgotaveis: 10.000.000 de toneladas podem ser obtidas com facilidade. O Sr. GARDNER calcula que se podem extrahir annualmente 2.000.000 toneladas e entregal-as em porto a um custo de \$2 ouro por tonelada, em cujo caso o Sr. GARDNER julga que o carvão importado será excluido dos mercados do Pacifico, pois será impossivel fazer concurrencia com um producto tão bom e barato como o carvão do Peru.

Além desta concessão para explorar as minas de carvão no districto mencionado, a companhia tem o direito exclusivo de construir estradas de ferro que cheguem a estas minas, e já celebrou com o Governo o contracto de arrendamento de um molhe excellente em Pacasmayo. O Sr. GARDNER diz que o custo de construcção da linha e a compra do material rodante não deveria exceder de \$3.000.000. A linha terá de partir de Pacasmayo: a distancia total da costa ao districto carbonifero é de 121 millas. Ha já uma linha em funcionamento de Pacasmayo a Yonan, uma distancia de 41 millas, a qual linha está sendo explorada por um contractante peruano.

O Sr. FRANK G. CARPENTER, conhecido correspondente da prensa dos Estados Unidos, diz que as jazidas de carvão contém carvão anthracite e lignito. Encontra-se o carvão anthracite em grandes quantidades nas vertentes de léste e do oeste dos Andes. O carvão do lado este jaz de 1.500 a 2.000 pés sob a cima, e em qualidade é igual ao carvão anthracite de Pennsylvania, e em muitos respeitoes melhor do que este. Para transportar o carvão da vertente oriental para a costa, se necessita uma estrada de ferro que atravesse os Andes a uma altura de uns 14.000 pés, mas desde aquelle ponto não haverá mais de 75 millas em linha directa para a costa, e a linha passará por grande numero de povoações de tamanho regular e por uma região de ricos recursos agricolas. Estas minas de carvão são mais valiosas do que as minas de ouro, pois até agora não se têm explorado praticamente as minas de carvão na parte occidental da America do Sul, e de 3.000.000 de

toneladas que se usam cada anno, a maior parte procede da Australia, Inglaterra, Japão e Colombia Britannica.

Além dos depositos de carvão na provincia de Hualgayoc, existem outros no districto de Huamachuco, e se encontram tambem lignite e turfa em varias outras partes do Peru.

ESTADOS UNIDOS.

COMMERCCIO EXTERIOR.

O relatório da Repartição de Estatísticas dos Estados Unidos, correspondente ao anno fiscal findo em 30 de Junho de 1897, é de grande interesse. A quantia total da importação, pelos doze mezes, não chegou mais que á metade da quantia da exportação, e foi de mais de \$147.000.000 menor do que a do anno fiscal findo em 30 de Junho de 1897.

A importação procedente da Europa teve uma diminuição de \$124.000.391, enquanto que a exportação para a Europa augmentou em \$160.313.645. A importação procedente dos paizes da America do Norte teve uma diminuição de \$14.752.130, e a exportação augmentou em \$14.676.828. A importação procedente da America do Sul mostra uma diminuição de \$15.295.379, enquanto que a exportação augmentou em \$53.325. As importações procedentes da Asia e Oceania são as unicas que mostram um augmento, de \$5.300.440 a primeira e \$2.458.781 a ultima. A exportação para os paizes da Asia augmentou em \$5.549.363, e na exportação para a Oceania houve uma diminuição de \$661.392.

O seguinte quadro comprehende os algarismos da exportação e importação, por grandes divisões, no anno fiscal de 1898, comparados com os do anno fiscal de 1897:

	1897.	1898.
Importação de—		
Europa.....	\$430, 102, 205	\$306, 001, 814
America do Norte.....	105, 924, 053	01, 174, 023
America do Sul.....	107, 389, 405	92, 003, 520
Asia.....	87, 294, 507	92, 595, 037
Oceania.....	24, 400, 430	26, 850, 220
Africa.....	9, 520, 713	7, 103, 630
Total.....	794, 730, 412	616, 005, 159

	1897.	1898.
Exportação para—		
Europa.....	\$813,385,644	\$973,699,289
América do Norte.....	124,958,491	130,635,289
América do Sul.....	83,768,646	33,821,071
Ásia.....	59,274,995	44,824,268
Oceânica.....	22,082,773	21,991,381
África.....	16,953,127	17,357,752
Total.....	1,050,993,550	1,231,320,950

O augmento da exportação teve lugar nos artigos manufacturados e productos alimenticios e a diminuição da importação occorreu naturalmente nos mesmos ramos. A importação de productos chimicos, porcelana, obras de vidro, manufacturas de algodão, ferro e aço, couro, seda, lã, madeira e fibras, mostra uma diminuição comparada com a de 1897 e 1896. Houve uma notavel diminuição na importação de cereaes, viveres, pescado, fructas, vinho, assucar, chá e café. A importação de artigos para uso nas manufacturas foi maior do que a dos annos de 1897 e 1896, com a excepção da lã, cuja importação em 1897 foi extraordinariamente grande.

O seguinte quadro mostra a importação de todas as classes de mercadorias em geral, cujo valor foi superior a cinco milhões de dollars e compara a importação do anno fiscal de 1898, com a de 1897:

Importação.	1897.	1898.
<i>Manufacturas.</i>		
Productos chimicos, drogas, etc.....	844,945,752	841,479,711
Manufacturas de algodão.....	34,429,393	27,292,932
Porcelana e louça de barro.....	9,977,297	9,686,220
Fibra manufacturada.....	32,546,767	21,896,744
Obras de vidro.....	5,599,626	3,669,919
Ferro e aço manufacturados.....	16,994,557	12,615,913
Couro e manufacturas de couro.....	13,283,151	11,414,118
Oleos de todas as classes.....	5,594,111	5,197,886
Manufacturas de seda.....	25,199,967	23,523,110
Madeira e manufacturas de madeira.....	29,543,810	13,558,582
Manufacturas de lã.....	49,162,992	14,823,765
<i>Artigos empregados nas industrias manufacturciras.</i>		
Algodão, sem fabricar.....	5,884,262	5,019,593
Fibras, sem fabricar.....	12,339,415	13,446,186
Couros e pelles.....	27,893,026	37,668,832
Borracha.....	17,558,163	25,545,391
Seda, sem fabricar.....	18,918,283	32,110,566
Tabaco, sem fabricar.....	9,584,155	7,488,695
Lã.....	53,243,191	16,783,692

Importação.	1897.	1898.
<i>Artigos de consumo.</i>		
Café	881, 544, 384	\$65, 067, 561
Pescado	6, 108, 714	5, 924, 920
Fructas e nozes.....	17, 126, 932	14, 566, 874
Assucar.....	99, 066, 181	60, 472, 703
Chá.....	14, 835, 862	10, 054, 605
Vinhos, bebidas espirituosas e licores de malt	12, 272, 872	9, 395, 504

RELATORIO SOBRE A EXPORTAÇÃO NO MEZ DE JULHO.

Segundo um relatório da Repartição de Estatística de data de 12 de Agosto, o valor da exportação de cereaes, viveres, algodão e oleo mineral dos principaes districtos aduaneiros dos Estados Unidos, foi de \$37.183,721. Desta quantia, o valor dos cereaes só foi de \$16.737,128; o dos viveres, \$9.973,607; gado vaccum e porcos, \$2.922,244; algodão, \$2.828,669; e oleo mineral, \$4.722,073. Estes algarismos, correspondentes ao mez de Julho, mostram uma diminuição de \$20.000.000 comparados com os do mez de Junho, são equivalentes aos do mez de Julho de 1897, são maiores do que os de igual mez dos annos de 1894, 1895 e 1896, e excedem em \$2.000.000 desde 1890 a exportação média dos artigos nomeados correspondente ao mez de Julho.

O valor da exportação de cereaes em Julho de 1898 é 20 por cento maior do que em Julho de 1897, 25 por cento maior do que em Julho de 1896, e praticamente o dobro do valor da exportação em Julho de 1895. O valor da exportação de viveres no mez de Julho é menor do que o da exportação correspondente a igual mez de 1897, 1896 e 1895; o mesmo occorre com a exportação de oleos mineraes. Quanto a este ultimo artigo a redução é devida evidentemente aos baixos preços, e o numero de galões exportados durante o mez excede ligeiramente ao da exportação de Julho de 1897, ainda que o valor total da exportação do mez é menor em 1898 do que em 1897.

FABRICAÇÃO DE GLUCOSE E OLEO DE MILHO

Em um folheto publicado recentemente pela Secretaria da Agricultura dos Estados Unidos sobre a composição do milho, o

químico official. o Sr. H. W. WILEY, trata da industria da glucose. Elle diz:

A fabricação de assucares de amido de varios grãos de hydrolyzação, é uma industria importante nos Estados Unidos. Estes productos da hydrolysis do amido, são conhecidos com o nome de glucose ou assucar de uva. A glucose representa aquelles productos nos quaes a hydrolysis é menos completa, e compõe-se em parte de dextrina, dextrosa, uma reduzida quantidade de maltosa, e agua. Estas substancias estão preparadas em forma de xaropes grossos e brancos que se usam muito para a mesa, para adulterar o melaço e mel, e para a fabricação de doces. A phrase assucar de uva se applica ao producto solido que se obtem da hydrolysis do amido levada a cabo em maior grão e cujo producto compõe-se principalmente de dextrosa. Usa-se este producto principalmente como substituto de malt na fabricação de cerveja. Esta industria tem assumido immensas proporções nos Estados Unidos; a quantidade de milho que annualmente se consume na fabricação de glucose é de uns 40,000,000 de alqueires, ou 14,095,922 hectolitros.

A Secretaria descreve tambem um novo producto derivado do milho, que tem atrahido consideravel attenção e que promette ser uma importante produção. Este producto é o oleo de milho. O químico diz que na fabricação de amido e glucose e na de algumas variedades de farinha de milho, se separa o germe do grão, o qual contem a maior porcentagem de oleo. Deste germe se espreme um valioso oleo e o residuo constitue um material para a alimentação tão valioso em todos os respeitoes como o que se extrae ordinariamente das sementes oleaginosas. O oleo de milho é purificado facilmente e forma um liquido de cor de ambar claro, perfeitamente transparente e de agradavel sabor. Tem-se usado como oleo de salada, e sem duvida será empregado no futuro para este uso. Pode ser empregado tambem para lubrificar as machinas delicadas; tem excellentes propriedades combustiveis e pode ser usado como oleo de lampada. Com o oleo mais grosso e menos puro, se fabrica um sabão excellente. Pode-se dizer em geral que o oleo de milho tem um valor commercial, galão por galão, igual ao oleo que se extrae das sementes de algodão.

URUGUAY.

COMMERCIO COM OS ESTADOS UNIDOS NO PRIMEIRO SEMESTRE DE 1898.

O Sr. DON PRUDENCIO DE MURGUIONDO, Consul-Geral do Uruguay, subministrou á Secretaria os seguintes dados sobre o

movimento commercial entre os Estados Unidos e o Uruguay durante o primeiro semestre de 1898:

Exportação para o Uruguay.....	8055,419.00
Importação procedente do Uruguay.....	1,323,650.80
Diferença em favor da importação.....	668,231.80
Importação, seis mezes de 1898.....	1,323,650.80
Importação de 1º de Julho a 31 de Dezembro de 1897.....	830,048.48
Diferença em favor de 1898.....	492,702.32
Exportação, seis mezes de 1898.....	655,419.00
Exportação de 1º de Julho a 31 de Dezembro de 1898.....	666,665.83
Diferença em favor de 1898.....	48,753.17

Devido á falta de navios de bandeira estrangeira, durante o primeiro semestre deste anno, tem havido muito poucos embarques de madeira dos portos do sul dos Estados Unidos para o Uruguay.

VENEZUELA.

RELATORIO OFFICIAL DA IMPORTAÇÃO.

O Sr. ANTONIO E. DELFINO, Consul-Geral de Venezuela, subministrou á Secretaria os seguintes dados estatísticos sobre os artigos exportados para os varios portos de Venezuela no mez de Junho de 1898, comparados com os exportados em igual mez de 1897.

Porto.	1898.	1897.	Augmento.	Diminuição.
La Guaira.....	\$96,384.55	\$86,853.50	\$10,011.05	.....
Puerto Cabello.....	27,714.39	33,533.53	.....	85,819.14
Maracaibo.....	32,040.02	50,620.33	.....	24,589.31
La Vela.....	9,792.10	3,077.05	6,714.95	.....
Ciudad Bolívar.....	13,377.00	42,866.10	.....	29,489.10
Carupano.....	5,474.24	6,519.00	.....	4,044.76
Guama.....	784.23	1,452.00	.....	667.77
Cumana.....	1,492.00	1,854.00	.....	452.00
Guíria.....	705.00	303.00	402.00	.....
Caña Colorado.....	699.00	.....	699.00	.....
Total.....	188,852.53	236,088.11	17,826.50	47,238.08

Os principaes artigos que se exportaram foram farinha de trigo, no valor de \$99,473.65; banha, \$77,506.28; tecidos de algodão, branqueados e sem branquear, \$33,506.22; tabaco, fabricado e sem fabricar, \$25,493.52; machinas e materiaes electricos, \$20,897.98; viveres, \$20,143.64; manteiga, \$18,902.42; kerosene, \$17,351.13; ferragens, \$11,776.72; drogas e perfumarias, \$11,425.00, e chitas, \$7,799.38.

CONSUMO DE CAFÉ EM 1897.

Como supplemento ao artigo sobre o café publicado no BOLETIM do mez de Julho, damos em seguida um extracto de um artigo publicado recentemente no periodico francez intitulado "Bulletin de Statistique et de Legislation Comparée," no qual se dá a quantidade de café que se consome em varios paizes. Segundo aquelle boletim, o consumo total de café na Europa e nos Estados Unidos augmentou de 1.039.330.000 libras em 1893 a 1.246,640.000 libras em 1897. O augmento no consumo de 1897 com relação ao consumo do anno anterior foi de 129,580.000 libras. Deste augmento, 100.000.000 de libras se importaram nos Estados Unidos; o consumo total deste paiz tem alcançado a enorme somma de 636,340.000 libras, ou á razão de 9,95 libras ($4\frac{1}{2}$ kilogrammas) por habitante. Esta quantidade mostra um consumo de 26.000.000 de libras mais que a quantidade que se consome em toda a Europa. Em 1893 a Europa consumiu 542,996,000 libras e o consumo nos Estados Unidos foi de 496,234.000 libras.

Quanto ao consumo por habitante, os Estados Unidos não occupam, em maneira alguma, o primeiro lugar. Este corresponde á Hollanda, onde o consumo por habitante em 1897 foi de 23 libras ($10\frac{1}{2}$ kilogrammas). Em Dinamarca o consumo médio por habitante foi de 15 libras (7 kilogrammas); em Belgica, 11 libras (5 kilogrammas); em Allemanha, $5\frac{1}{4}$ libras ($2\frac{1}{4}$ kilogrammas); em França, $3\frac{1}{4}$ libras ($1\frac{1}{2}$ kilogrammas), e no Reino Unido de Grã Bretanha só sete decimos de libra ($\frac{1}{3}$ kilogramma.)

O consumo de café na França vai augmentando constantemente. Em 1840 montou a 28,740.000 libras; em 1860, a 68,720.000, e em 1897 a 273,800.000 libras. Deste total, importaram-se 2,214.000 libras (1,004.000 kilogrammas) das colonias francezas, cujo café só paga na França a metade dos direitos de importação que paga o café estrangeiro.

Do café estrangeiro importado na França, 95.000.000 de libras (42,742.000 kilogrammas) vieram do Brazil e 51.000.000 de libras (23,176,000 kilogrammas) de Haiti.

NOVA LEI ADUANEIRA EM JAMAICA.

É de consideravel interesse para os exportadores dos Estados Unidos, Mexico, America Central, Venezuela e Colombia, um relatorio dirigido recentemente aos periodicos commerciaes britannicos, sobre a tarifa de Jamaica. No despacho se diz que como resultado do actual deficit nas rendas, e da baixa nas mesmas que se espera que haja no anno fiscal de 1898-99, o Governo introduziu um novo projecto de lei sobre a tarifa, que se espera que seja approvado na actual sessão do Congresso Legislativo. Entre as disposições da projectada lei, ha uma que prevem o augmento dos direitos sobre as bebidas espirituosas de 12 chelins 12 centavos por galão liquido a 15 chelins por galão normal comprovado por meio do hydrometro de Sykes. Esta importação procede principalmente da Inglaterra. Os direitos sobre a manteiga, o queijo e o presunto têm sido augmentados de 1 centavo a 2 centavos por libra. As ferragens, como cutelaria, ferramentas, utensilios, fôgões, etc., que antes pagavam a razão de 12½ por cento ad valorem, pagarão, segundo a nova lei, 20 por cento ad valorem. O mesmo typo se applica a todos os generos de vestir, quer manufacturados, quer em peças. Os productos alimenticios, principalmente os que procedem das Republicas Americanas e do Canadá, pagarão de 30 a 50 por cento mais sobre seus antigos direitos. A lista de artigos que entram livres de direitos tem sido reduzida consideravelmente. O Commissario Canadense tem protestado publicamente contra o augmento de direitos sobre os productos que o Dominio exporta para Jamaica, especialmente em vista das concessões reciprocas projectadas pelo Canadá.

A EXPOSIÇÃO PAN-AMERICANA DO NIAGARA.

Em numeros anteriores do BOLETIM (Outubro de 1897 e Janeiro de 1898) tem-se feito referência á projectada exposição pan-americana que será celebrada em "Cayuga Island," no rio Niagara, perto da cidade de Buffalo, Nova York. Por diversas causas, entre as quaes não é a menos importante o estado de guerra com a Hespanha, achou-se que era impraticavel reunir os

artigos desejados antes de que fosse aberta a grande Exposição de Pariz, da qual se julgou que seria obstaculo á aquisição de extensas e completas collecções. Por conseguinte se decidiu adiar a abertura da Exposição até o anno 1901, quando já se tenha cerrado a Exposição de Pariz, e tomar medidas para obter muitos dos artigos exhibidos nesta pelas Republicas Americanas.

A legislatura de Nova York apresentou um memorial ao Congresso dos Estados Unidos pedindo que alente a celebração desta Exposição, e no dia 8 de Julho o Presidente McKINLEY approvou uma resolução conjunta declarando que a empreza merecia a protecção e approvação do Congresso e povo dos Estados Unidos.

Com o objecto de facilitar a entrada de artigos procedentes de paizes estrangeiros, a resolução dispõe a isenção de direitos e taxas aduaneiras para todos os artigos que se importarem com destino á Exposição, e o Secretario da Fazenda foi autorizada a prescrever taes regulamentos que forem necessarios para levar a effeito esta resolução.

COMMERCIO MISCELLANEO.

REPUBLICA ARGENTINA.

Diminuição nos Vencimentos e Pensões. O "South American Journal" assegura que o Congresso Argentino resolveu que desde o 1º de Julho até 31 de Dezembro de 1898 todos os vencimentos, pensões, subsidios, subvenções, etc., serão reduzidos em 20 por cento. A unica excepção é o pagamento dos soldados e marinheiros. O Governo pensa economisar cerca de \$5,000,000 com esta redução.

Condição das Colheitas de Cereaes. Em 18 de Junho o Sr. WILLIAM GOODWIN, inspector autorizado de grãos do Rio da Prata, escrevendo de Buenos Aires, dá a seguinte informação relativa ás colheitas de trigo e milho na Republica Argentina:

"A continuação do tempo humido e quente tem tido um effeito muito máo sobre o milho em quanto a suas condições para o transporte; mas não ha razão de temer uma produção indevida de trigo que tem sido semeado muito geralmente sob as condições mais favoraveis.

"O movimento de ambos cereaes, trigo e milho, tem sido limitado tambem pela depressão dos mereados, ainda que ha uma quantidade consideravel de trigo para a exportação. Todas as informações convem em que a colheita de milho é provavelmente a mais grande que jamais se tenha recolhido, e se espera que será em boas condições para a exportação mais tarde. Cada anno marca um progresso decisivo nos methodos agricolas da Republica Argentina, e particularmente no

cuidado que se toma com os productos dos campos depois de recolhidos. Mas é de notar-se que a população agricola não augmenta com rapidez, devido a que muitos poucos immigrants têm chegado nos ultimos annos."

Importações de Apparehos Electricos. Durante o anno de 1897 a Republica Argentina inportou 16,081 toneiadas de arame de ferro galvanizado, no valor de \$1,095,777, assim como 35,216 duzias de lampadas incandescentes, 5,123 caixas de materiaes electricos, 52 dynamos, 529 caixas de materiaes telegraphicos, 318 caixas de materiaes telephonicos, e outros accessorios. Além destes, os calculos para materiaes de linhas electricas enviados á Republica Argentina por fabricantes dos Estados Unidos attingem a somma de \$2,000,000.

BRAZIL.

Terrenos Productores de Borracha do Pará. Segundo o Consul inglez de Pará, algumas pessoas creem que a producção dos seringueiros do Amazonas será esgotada em poucos annos. As autoridades mais competentes não estão de accordo com esta opinião, mas, pelo contrario, sustentam que a producção é inexgotavel, porque a borracha reproduz-se constantemente por natureza. Quando se exploram as secções de borracha demasiado, certamente ficam esgotadas, mas si as deixar descansar por algum tempo, recuperarão sua fertilidade. O districto de Cametá, no rio Tocantins, produzia uma borracha de excellente qualidade que tinha procura especial no mercado. Este districto está agora esgotado, pois milhares de pessoas o exploraram por um periodo de uns quarenta annos; todos os recémchegados dirigiam-se a Cametá em busca de fortuna. Ha muitos districtos que ainda não têm sido explorados. A area que produz a borracha do Pará comprehende pelo menos 1,000,000 de milhas quadradas. Explorações posteriores mostrarão, sem duvida, que esta area é mais extensa.

CHILE.

Concessões para o Estabelecimento de Novas Industrias. Segundo um relatorio publicado no "South American Journal," o Congresso nacional do Chile tem feito recentemente varias concessões para o estabelecimento de novas industrias em Santiago de Chile. Entre estas concessões, ha uma para o estabelecimento de uma fabrica para branquear, tingir e estampar tecidos de algodão e outra para o estabelecimento de uma fabrica de acido sulphurico.

EQUADOR.

Concessões a uma Companhia Allemã de Vapores. As linhas de vapores "Kosmos e Hamburgo," que fazem o serviço commercial entre Hamburgo e Antuerpia, e tambem entre portos hespanhóes e italianos, com viagens a Londres de tempos a tempos, têm-se unidas recentemente em uma só companhia. Immediatamente antes deste arranjo, em Maio, a "Kosmos Company" celebrou um contracto com o Governo do Equador para fazer gratis o serviço dos correios entre os portos do paiz e todos os demais portos em que fazem escala seus vapores. A companhia compromette-se a conduzir passageiros do Governo e immigrants para o Equador, entre os portos de escala, com a redução de 30 por cento do

preço regular de passagem, e também a transportar livres de gastos, os primeiros carregamentos de amostras de productos do Equador para qualquer exhibição allemã. Em troca destes serviços, o Governo do Equador admite em seus portos, livres de toda a classe de direitos fiscaes, os navios da companhia, e reduz á metade os direitos de pilotagem. O contracto foi approved pelo Conselho de Estado e vigorará pelo prazo de quatro annos.

Colheita de Cacão de 1897.

A colheita de cacão do Equador, em 1897, foi de 14,800 toneladas, ou 330,293 quintaes. Esta quantidade comparada com a dos ultimos annos mostra uma diminuição. Em 1896 o total foi de 15,300 toneladas; em 1895, 16,000 toneladas; e em 1894, 17,467 toneladas.

GUATEMALA.

Opportunidades para os Capitalistas Americanos.

Um correspondente do periodico "The Manufacturer" (Philadelphia) escreve da cidade de Guatemala em data de 25 de Junho de 1898 o seguinte:

"O Governo está ancioso de vender a Estrada de Ferro do Norte, e quasi se encontra compellido a fazel-o assim. Creio que esta seria uma boa oportunidade para um syndicato americano. O negocio é bom e hoje aquella linha poderia ser obtida em condições mais favoraveis e sob a mais liberal concessão. Pod-se dizer o mesmo da linha de Verapaz. Demais, uma ou muitas companhias americanas poderiam comprar as plantações que quizessem a preços mcramente nominaes; também poderia uma companhia americana estabelecer um banco, o qual seria muito bem recebido, e faria negocios proveitosos com as melhores garantias."

A Estrada de Ferro do Norte, a que se refere o correspondente, está projectada de Puerto Barrios á Capital da Republica, cidade de Guatemala, e já chega até San Augustin, a uma distancia de 130 milhas e ainda ha só uma pequena parte para ser terminada. Esta é a empreza de via ferrea mais importante da America Central, e era o projecto favorito do finado Presidente BARRIOS, que se propunha, por meio daquella empreza, o desenvolvimento dos recursos interiores de Guatemala. Esta estrada de ferro abrirá ao trafico as terras mais productivas de café e de mineraes da Republica.

MEXICO.

Colheita de Trigo de 1898.

A colheita de trigo do Mexico para 1898 é muito superior á média, tanto em quantidade como em qualidade. Ordinariamente no Mexico não se produz bastante trigo para o consumo domestico; mas este anno será exportada parte da colheita. Por esta razão, segundo o "Boletim da Sociedade Agricola Mexicana," certos especuladores têm tratado de obter do Governo que embaraçasse senão impedisse em absoluto a exportação de trigo. Mas estes especuladores não têm prosperado em suas pretensões, pois o Ministro da Fazenda, tem annuciado que não se imporá direito algum de exportação nem nenhuma outra restricção sobre o trigo mexicano que tem encontrado compradores em mercados estrangeiros.

Arrecadações das Alfandegas. Durante o mez de Junho o total das arrecadações das alfandegas da Republica foi de \$2,039,886.57. Esta quantia distribue-se do modo seguinte: direitos de importação, \$9,879,919.44; direitos de exportação, \$103,206.74; direitos de porto, \$55,478.60; atrasados, \$1,281.79. O porto de Vera Cruz arrecadou \$956,042.20, e o de Tampico, \$352,927.73, ou, os dous juntos, cerca de 70 por cento dos direitos de importação.

PARAGUAY.

Fabricação e Venda de Phosphoros.

O Consul RUFFIN remette de Assumpção com data de 31 de Maio de 1898, os seguintes dados:

“Ha duas fabricas em Assumpção, e a maior parte dos phosphoros são de cera. As fabricas não são grandes, e creio que não bastam para o consumo do paiz. O Governo tem feito concessões muito liberaes a esta industria.

“Os phosphoros de cera vendem-se a retalho a 1½ centavos, ouro, por caixa pequena; os de páu vendem-se a ¾ de centavo, ouro.

“Durante o anno de 1897 se importaram 5,981 kilogrammas (13,158 libras) de phosphoros de páu, com um valor official de \$1,498, ouro; os direitos de alfandega foram de 25 por cento ad valorem. Estes phosphoros vieram em sua maior parte de Suecia. A importação de phosphoros de cera é insignificante.

“Seria difficil ao principio fazer a concurrencia com as fabricas nacionaes, mas creio que nossos phosphoros poderiam encontrar sahida neste mercauo.

“Devo os anteriores dados ao chefe da Secretaria de Estatistica do Paraguay.”

PARAGUAY.

Importação de Kerosene.

O Consul RUFFIN escreve de Assumpção á Secretaria de Estado que o Paraguay está illuminado com kerosene ou petroleo importado dos Estados Unidos, e que não se empregam mais electricidade ou gaz do que o que procede das fabricas de particulares. Importa-se o kerosene em latas de quatro galões, as quaes podem ser transportadas facilmente em barcos que navegam entre Assumpção e Montevidéo. O Consul acrescenta:

“Parece-me que seria mais proveitoso enviar vapores-tanques, com o qual se reduziria o custo do artigo e se augmentaria a venda. Os tanques poderiam ser vendidos immediatamente, por razão da grande procura neste ramo, assim obviando os gastos que causaria seu retorno. Desde que se declarou a guerra com a Hespanha, o preço do oleo tem augmentado quasi a um 50 por cento, e ha consideravel especulação. Os Estados Unidos têm o monopolio da importação do oleo. Em 1897 se importaram 40,648 galões, cujo valor declarado foi de \$19,511 ouro. Os direitos são de 25 por cento ad valorem.”

PERU.

Fundição para Minaes em Calláo.

O “British Trade Journal” diz que as autoridades municipaes de Calláo concederam permissão ultimamente aos Senhores BACKUS e JOHNSTON para installar uma fundição para os metaes que se trouxerem dos varios pontos da costa. Esta firma é já proprietaria de uma

importante fundição para mineraes em Casapalea, na linha de estrada de ferro de Oroya. A nova fundição será estabelecida nos arredores de Calláo e dará emprego a cem pessoas.

VENEZUELA.

Melhoramento dos Caminhos no Estado de Los Andes.

O Congresso nacional de Venezuela votou, em sua ultima sessão, uma verba de 100,000 bolivares, para o melhoramento dos caminhos do Estado de Los Andes. "Venezuela Illustrada" diz que esta somma será dividida igualmente entre tres secções do Estado.

Nova Estrada de Ferro Electrica.

O "Herald de Venezuela" diz que se tem feito uma concessão a uma companhia franceza para a construcção de uma estrada de ferro electrica de 70 kilometros (43½ milhas) de extensão. Esta linha unirá Cumaná com Cumanacoa, e as cascatas das correntes das montanhas serão utilizadas na geração de força electrica. A companhia já enviou engenheiros a Cumaná para começar o estudo da linha.

Recompensa para os Denunciantes dos Infractores de Leis Postaes.

O "Herald" diz que o Senhor Presidente ANDRADE firmou um decreto com data de 23 de Junho de 1898, no qual se dispõe que 30 por cento da multa de 500 bolivares (\$96.50) se impõe aos que conduzam correspondencia de outra maneira que não seja por meio do serviço postal seja concedido ao denunciante do infractor da lei. Diz-ze que a practica de particulares de conduzir correspondencia para a Republica e desde a Republica é um mal que cresce cada dia. O "Herald" accrescenta que isto deve ser tomado em conta pelas pessoas (estrangeiros) que viajem pelo paiz.

BULLETIN MENSUEL

DU

BUREAU DES RÉPUBLIQUES AMÉRICAINES.

UNION INTERNATIONALE DES RÉPUBLIQUES AMÉRICAINES.

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No. 2.

RELATIONS DES ÉTATS-UNIS AVEC L'ESPAGNE.

SUSPENSION DES HOSTILITÉS ET SES RÉSULTATS TOUCHANT LE COMMERCE AMÉRICAIN.—EXTENSION DES RAPPORTS COMMERCIAUX ENTRE LES RÉPUBLIQUES AMÉRICAINES.—CUBA ET PORTO-RICO—VOIES OUVERTES POUR LE CAPITAL ET L'INDUSTRIE ALLANT VERS LE SUD ET L'OUEST.—HAWAÏ ET LES PHILIPPINES PAR RAPPORT À LEURS RELATIONS AVEC LA CÔTE PACIFIQUE DES AMÉRIQUES.—STATISTIQUES DU COMMERCE ET DE L'INDUSTRIE, RÉGLEMENTS DE DOUANES ET DE NAVIGATION POUR CUBA, LES PHILIPPINES ET PORTO-RICO.

La guerre entre les États-Unis et l'Espagne, résultant de la révolution contre le Gouvernement espagnol à Cuba, commença le 21 avril 1898. Les hostilités furent suspendues le 12 août 1898, comme il appert de la proclamation suivante par le Président des États-Unis :

PAR LE PRÉSIDENT DES ÉTATS-UNIS.

PROCLAMATION.

Considérant que, par un protocole conclu et signé le 12 août 1898 par WILLIAM R. DAY, Secrétaire d'Etat des États-Unis, et Son Excellence JULES CAMBON, Ambassadeur Extraordinaire et Plénipotentiaire de la République Française à Washington, représentant respectivement à cet effet le Gouvernement des États-Unis et le Gouvernement d'Espagne, les gouvernements des États-Unis et d'Espagne ont formellement convenu des termes auxquels les négociations pour le rétablissement de la paix entre ces deux pays seront entreprises, et

Considérant qu'il est convenu dans ledit protocole qu'à sa conclusion et signature les hostilités entre les deux pays cesseront, et qu'à cet effet avis en sera donné le plutôt possible par chaque gouvernement à ces commandants des forces militaires et navales.

C'est pourquoi, moi, WILLIAM MCKINLEY, Président des Etats-Unis, conformément aux stipulations du protocole, déclare et proclame de la part des Etats-Unis une suspension d'hostilités, et ordonne par la présente que des ordres soient immédiatement donnés par les voies nécessaires aux commandants des forces militaires et navales des Etats-Unis de s'abstenir de tout acte incompatible avec cette proclamation.

En foi de quoi, j'y ai apposé ma signature et j'y ai fait apposer le sceau des Etats-Unis.

Fait à Washington, ce 12 août, de l'an de grâce mil huit cent quatre-vingt-dix-huit et l'an cent vingt-troisième de l'Indépendance des Etats-Unis.

WILLIAM MCKINLEY.

Par le Président :

WILLIAM R. DAY, *Secrétaire d'Etat.*

La déclaration officielle des conditions pour la conclusion de la paix, annoncée par le Département d'Etat des Etats-Unis, est comme suit :

- I. Que l'Espagne renoncera à tous droits de souveraineté sur Cuba.
- II. Que Porto-Rico et d'autres îles espagnoles des Indes Occidentales, et qu'une des îles Ladrones, choisie par les Etats-Unis, sera cédée à ces derniers.
- III. Que les Etats-Unis occuperont et tiendront la ville, la baie et le port de Manille pendant la conclusion du traité de paix qui fixera le contrôle, la disposition et le gouvernement des Philippines.
- IV. Que Cuba, Porto-Rico et autres îles espagnoles des Indes Occidentales seront immédiatement évacuées, et que des commissaires, qui devront être nommés dans un délai de dix jours, se réuniront dans un délai de trente jours à partir de la signature du protocole à la Havane et à San Juan, respectivement, pour arranger et exécuter les détails de l'évacuation.
- V. Que les Etats-Unis et l'Espagne ne nommeront, chacun, pas plus de cinq commissaires pour négocier et conclure un traité de paix. Les commissaires se réuniront à Paris pas plus tard que le 1^{er} octobre.
- VI. A la signature du protocole, les hostilités seront suspendues, et avis à cet effet sera donné aussitôt que possible par chaque gouvernement aux commandants de ses forces militaires et navales.

Conformément à la proclamation du Président, des ordres télégraphiques ont été envoyés aux commandants des forces militaires et navales des Etats-Unis aux Philippines et aux îles des Indes Occidentales, leur ordonnant de suspendre toutes les opérations militaires et de lever le blocus des ports.

Les causes ayant amené la guerre avec l'Espagne sont données

dans un message du Président des Etats-Unis au Congrès daté le 25 avril 1898, dans lequel il fait allusion au passage d'une résolution unanime du Congrès, approuvée le 20 avril 1898, exigeant que le Gouvernement Espagnol renonce à sa souveraineté sur le Gouvernement de l'île de Cuba, et qu'il retire ses forces de terre et de mer de Cuba et des eaux cubaines. Le Président ajoute :

Après la communication au ministre espagnol à Washington, de la demande qu'il fut du devoir du pouvoir exécutif d'adresser au Gouvernement Espagnol en obéissance à ladite résolution, le ministre demanda ses passeports et se retira. Le ministre des Etats-Unis à Madrid fut à son tour informé par le ministre des affaires étrangères espagnoles que le départ du représentant espagnol des Etats-Unis avait rompu les rapports diplomatiques entre les deux pays, et que toute communication officielle entre leurs représentants respectifs avaient cessée par ce fait.

La rupture des relations diplomatiques par le Gouvernement d'Espagne fut suivie par d'actives opérations militaires de la part des Etats-Unis. La destruction de la flotte espagnole à Manille le 1^{er} mai en résulta, et la destruction de la flotte espagnole au large de Santiago de Cuba le 4 juillet, ainsi que l'invasion de l'île de Porto-Rico le 21 juillet, suivirent.

A la suite de l'occupation de la Province de Santiago de Cuba, un gouvernement militaire fut établi, et les titulaires des charges municipales sous l'ancienne souveraineté espagnole furent maintenues. Des règlements de douanes et autres furent promulgués par le Département de la Guerre des Etats-Unis, et sont ci-joints.

Incidemment aux opérations militaires de la guerre, les îles Hawaïennes furent annexées aux Etats-Unis par une résolution prise conjointement par le Congrès et approuvée le 7 juillet 1898, le gouvernement des îles ayant été placé à la disposition du Président des Etats-Unis jusqu'à ce qu'une autre décision soit prise par le Congrès.

Les résultats du conflit avec l'Espagne ont une relation si importante au développement commercial des pays de l'hémisphère occidental, que la déclaration suivante a été rédigée afin de donner les informations générales.

Les changements rapides ayant nécessairement eu lieu dans l'administration du territoire acquis par la guerre, rendent difficile le groupement immédiat de tous les faits et chiffres nécessaires à une bonne étude des conditions commerciales et industrielles.

Ces changements sont distribués parmi divers départements du gouvernement, et il faudra du temps pour perfectionner les détails dans les différentes branches de l'administration. La compilation suivante a été faite des sources d'information, dont on dispose à présent, en réponse à demande générale de renseignements sur les perspectives et conditions commerciales.

Les pays composant l'Union Nationale des Républiques Américaines sont naturellement les plus intéressés dans les effets possibles des nouvelles conditions sur leur développement commercial et industriel. Les Républiques Américaines-Latines verront certainement dans la libération du peuple Cubain, par les bons offices des États-Unis, de l'administration incompétente, dont le Mexique, les États-Unis, de l'Amérique Centrale et les pays de l'Amérique du Sud s'émancipèrent eux-mêmes avec l'intérêt sympathique des États-Unis, la promesse du libre développement à Cuba du commerce et des industries qui ont été une des plus importantes conséquences de leur séparation de la mère-patrie.

Par leur position géographique, Cuba et Porto-Rico peuvent être considérés deux grandes voies naturelles du commerce de la Mer des Antilles, et ont une grande influence sur le commerce de l'Amérique du Sud entière. Par l'achèvement d'un canal à travers l'Isthme de Panama, ils bénéficieront immensément du développement du commerce de la Côte Pacifique des trois Amériques, qui, on peut l'espérer, en résultera. De même les acquisitions des États-Unis dans le Pacifique ouvre de grandes possibilités pour le développement du commerce asiatique, non seulement avec les États-Unis mais aussi avec les Républiques Latines-Américaines. Le grand nombre de demandes déjà reçues au Bureau des Républiques Américaines de maisons de commerce aux États-Unis et de personnes cherchant des occasions de placement ou d'emploi, indiquent clairement qu'avec le retour des conditions stables dans les anciennes possessions espagnoles, qu'il y aura une grande affluence d'industrie et de capital, et on est en droit à s'attendre à ce que ce mouvement s'étendra dans des conditions favorables au grand profit des rapports entre les États-Unis et ses Républiques-sœurs de l'Amérique-Latine. Les sujets traités dans la compilation suivante sont: (I) Cuba. (II) Porto-Rico. (III) Iles Hawaïennes. (IV) Les Philippines et Ladrones.

RÉPUBLIQUE ARGENTINE.

AUGMENTATION DU COMMERCE—CHIFFRES OFFICIELS.

La Dirección General de Estadística donne comme suit la valeur officielle des importations entrant dans la République Argentine, et les exportations qui en ont été exportées, exclusives de lingot et d'espèces en argent, pour le premier trimestre de 1898, comparé au même trimestre de 1897.

	1898.	1897.
Importations	\$26, 080, 196	\$29, 045, 105
Exportations	43, 970, 805	40, 706, 982
Total	70, 051, 001	69, 752, 087
Augmentation totale		\$298,914

BRÉSIL.

DÉPÔTS DE MINÉRAIS DE MANGANÈSE.

Les minerais de manganèse du Brésil ont formé pendant les quatre dernières années un article d'exportation de ce pays. On apporte ce minerai du district de Miguel Burnier, dans l'État de Minas Geraes. La distance de Rio de Janeiro est d'environ 310 milles, et il faut huit à dix jours pour le transport.

Les mines sont situées à 4.000 pieds d'altitude dans un climat agréable et sain, et on emploie principalement pour le travail des Italiens, des Indiens et aussi quelques Espagnols et Portugais.

En 1897, on a expédié la production totale du minerai, 8,800 tonnes, à Philadelphie, mais dans les années précédentes on en a expédié en Angleterre. Une analyse du minerai fait ressortir qu'il contient 54.7 pour cent de manganèse métallique, .027 pour cent d'acide sulfureux et .077 pour cent d'acide phosphorique.

COSTA RICA.

Dr. ULLOA, premier Vice-Président du Costa Rica, a élu domicile à New York, avec l'intention d'y remplir les fonctions de Consul-Général de la République. A un correspondant de la "Associated Press," il dit que son premier devoir officiel sera d'établir un bureau de renseignements, de sorte que les manufacturiers, expéditeurs et importateurs des États-Unis pourront se procurer tous les renseignements nécessaires concernant le Costa Rica, ses méthodes d'affaire, et d'emballage de marchandises, etc. Il espère aussi de pouvoir encourager l'immigration au Costa Rica en faisant connaître ce pays.

Concernant les récentes entreprises publiques au Costa Rica, le Consul-Général dit que de grandes améliorations sont en voie d'exécution, les nouvelles lois foncières seront promulguées pour encourager l'immigration et un chemin de fer est en voie de construction, reliant Limon, le port atlantique, avec le nouveau port pacifique de Tivives, établissant ainsi un chemin de fer d'océan à océan.

NOUVEAU MINISTÈRE.

Le BULLETIN de juillet a attribué par erreur le nouveau ministère constitué sous la seconde administration du Président INGLESIAS, au Nicaragua. L'erreur ne fut découverte que lorsqu'il était trop tard pour la rectifier. Le nouveau ministère du Costa Rica est comme suit :

Affaires Etrangères et Instruction Publique	Señor PEDRO PERÉZ ZELEDÓN
Travaux Publiques et Intérieurs	Señor Don JOSÉ ASTÚA AGUILAR
Finance et Commerce	Señor Don JUAN B. QUIRÓS
Guerre et Marine	Señor Don DEMETRIO TINOCO

GUATÉMALA.

OUTILS NÉCESSAIRES—MACHINES ET PAPIER MANUFACTURÉ.

Le consul anglais à Guatémala, dans un rapport à son gouvernement, dit que les haches sont fournies principalement par les États-Unis, parce que elles conviennent mieux aux indigènes. La coutellerie de table n'est pas fort demandée; les couteaux à

manches en métal avec des lames cimiterres, faits en Allemagne, sont généralement en usage. Les couteaux nommés "cuchillos de monte," espèce de couteau de chasse dans un étui, sont fort demandés. La lame est ordinaire, mais le manche et l'étui sont finis en couleurs brillantes, car ce couteau est porté plus comme ornement que pour son utilité.

Les houes sont fort demandées sur le marché, car elles sont nécessaires sur les plantations de café et de sucre. Elles sont employées non seulement de la manière ordinaire, mais remplacent les bêches et les pelles. Les qualités les plus importantes de ces outils sont, qu'elles soient longues et hautes et possèdent un œillet rond. Elles doivent être faites en acier, et doivent produire des étincelles quand on les frappe avec une pierre, ceci étant la preuve, au Guatémala, d'une bonne houe.

Le fil de fer barbelé de 4 points et galvanisé, et le fil de fer galvanisé de 4 plis, non barbelé, sont beaucoup employés pour les barrières dans tout le pays, la première qualité plus que la dernière. Les États-Unis fournissent ce fil de fer, lequel a déplacé le fil de fer anglais, qui avait, autrefois, le monopole.

Il y a une demande pour moulins actionnés par des bêtes de somme sur les petites plantations. Ceux en usage sont d'une construction légère et sont employés pour le broiement de la canne à sucre, pour moudre le maïs et pour faire les "tortillas." Le genre de moulin plus en usage est celui fait à Buffalo, N. Y.

Concernant le commerce de papier de Guatémala, le Chargé d'Affaires Français a fait un rapport pour son Gouvernement auquel les informations suivantes sont prises :

L'Allemagne tient la première place dans le commerce de papier au Guatémala, mais la France prend la seconde. On demande principalement les papiers en bois d'un poids de 3, 4 et 5 kilos, ce dernier étant préféré. La grandeur ordinaire est appelée Sittris (un-quatrième), et un-huitième papier tellière. Le papier non-réglé n'est pas beaucoup demandé à cause de la rareté des machines à régler et du coût de la main d'oeuvre; ceci forme 25 pour cent du commerce total. Le papier réglé comprend: "Bureau," 50 pour cent du commerce total; "marginé," 15 pour cent; et "facture," 10 pour cent. Le papier simple non-réglé est beaucoup employé en poids de 3 kilos et du papier vergé est employé par les fabricants de cigarettes.

Le papier à dessin provient de France et le papier d'emballage (papier de paille) d'Allemagne; le papier de soie provient d'Autriche et le papier à cigarettes d'Espagne; le papier d'imprimerie d'Allemagne, d'Autriche, de Belgique et des États-Unis surtout.

Les grandeurs ordinaires d'enveloppes italiennes, allemandes et françaises sont en usage, mais celles provenant des États-Unis sont préférées. Les papiers à imprimer demandés proviennent presque exclusivement de France.

Les droits de douane par kilo sur les papiers sont comme suit, en piastres (une piastre représentant environ \$1 en espèces des États-Unis): papier à coton, en couleurs et de toutes les classes, non-reglé, poids brut, 0.15; sans marge, non-glacé, poids brut, 0.15; papiers de tous genres, réglés de n'importe quelle façon, poids brut, 0.30; papiers peints de toutes espèces sans dorure, argenture (ou veloutés), poids avec couverture, 0.20; papier de soie, poids avec emballage, 0.2; papiers colorés pour fleurs, poids avec emballage, 0.20.

HAÏTI.

PROJET DE CHEMIN DE FER DU CAP HAÏTIEN.

M. LEMUEL W. LIVINGSTON, Consul des États-Unis au Cap Haïtien, informe le Département d'État que l'on est en train de parfaire des plans afin de commencer la construction d'une ligne de chemin de fer à voie étroite du Cap Haïtien à la grande rivière du Nord, distance d'environ 18 milles au nord-est. Le capital de la compagnie est de \$450,000 et le devis est de \$250,000, les personnes qui ont conçu le projet ont déjà souscrit \$25,000, et 675 obligations à \$500 sont offertes en souscription publique, avec un intérêt de 8 pour cent garanti par le Gouvernement. Le matériel pour lequel le contrat n'a pas été accordé doit être acheté aux États-Unis. M. HENRI THOMASSET, l'ingénieur qui dirigera les travaux, et qui a construit le tramway à Port-au-Prince, témoigne de la supériorité et de l'incomparable durabilité du matériel obtenu des États-Unis.

La liste des personnes intéressées dans cette entreprise comprend les noms de plusieurs ministres et ex-ministres du Gouvernement, et d'autres hommes d'affaire en vue.

Dans les articles d'incorporation, le Gouvernement accorde à MM. Cincinnatus Leconte et Eusèbe Blanc, le premier en ce moment Ministre de l'Intérieur et des Travaux Publics, le droit exclusif de construire cette route en question, la concession étant valable pour la durée de soixante ans. Tous les articles et matériaux nécessaires à ce travail seront admis sans droit. Le Gouvernement accorde aux concessionnaires, pour une période de trente ans, le péage d'un pont de fer qui doit former la tête de ligne à Cap Haïtien, ainsi que les terres publiques dans le district du Cap Haïtien et de Grande Rivière le long de la voie.

Le pays qui sera traversé par cette ligne est une belle et fertile plaine, favorable à la culture de tous les produits propres à l'île, et l'on dit qu'elle convient surtout à la culture de la banane. Les routes traversant à présent la région sont en très mauvais état, et en temps de pluie elles sont presque impraticables, occasionnant de grandes difficultés aux paysans producteurs dans le transport de leurs produits aux marchés. Les moyens de transport sont très primitifs, l'âne est la bête de somme universelle, et bien qu'en général il soit d'une espèce naine, on lui fait faire tous les travaux généralement imposés aux chevaux. Non seulement la plus grande partie des légumes, fruit, café et cacao est amenée aux marchés par des ânes, mais ils portent presque toutes les immenses quantités de bois de campêche et racines de campêche expédiées de ce pays.

Dans un tel pays et dans de telles conditions, un chemin de fer est non seulement une nécessité primordiale, mais doit amener une espèce de révolution industrielle. Les personnes à la tête de cette entreprise espèrent que le chemin de fer stimulera la production dans des proportions jusqu'ici inconnues, en offrant aux paysans industriels des avantages de transports rapides et des facilités de débouchés modernes, ce chemin de fer devenant de la sorte un placement profitable ainsi qu'une amélioration publique.

MEXIQUE.

ZONE LIBRE (ZONA LIBRE).

Le Département d'Etat a reçu du Consul Général BARLOW un rapport sur la Zone Libre, compilé par le Secrétaire de la Trésorerie du Mexique, qui donne l'histoire de la création primitive de la Zone et qui détermine ses limites ainsi que les privilèges et les restrictions qui y sont applicables.

La Zone Libre est un étroit territoire qui s'étend le long de la frontière du nord du Golfé du Mexique à l'Océan Pacifique, avec une surface latitudinale d'environ 12 milles $\frac{1}{2}$ à l'intérieur, et comprenant une partie des États Tamaulipas, Coahuila, Chihuahua, Sonora, et le territoire de la Nouvelle Californie. Elle fut établie, il y a beaucoup d'années, par le Gouvernement Central comme compromis ou concession aux États touchant le fleuve Rio Grande, et comme protection contre la contrebande des États-Unis.

Les villes principales de la Zone sont Malamoras, Camargo, Mier, Guerero, Laredo, Porfirio, Diaz (Piedras Negras), Juarez et Nogales. La population totale ne dépasse pas 100,000 habitants. D'après les rapports officiels, il n'existe dans la Zone Libre aucune industrie valant la peine d'être mentionnée, ce qui s'explique par le fait que tous les produits de l'industrie fabriqués dans la Zone, quand ils sont expédiés à l'intérieur du pays, doivent payer les droits d'entrée imposés sur les importations entrant dans le pays; et par suite du tarif protectif des États-Unis, il est impossible d'exporter ces produits pour ce pays, de sorte que les industries manufacturières seraient forcées de dépendre de la consommation domestique, qui n'est pas suffisante pour les maintenir.

Toute marchandise importée dans la Zone et destinée à y être consommée, est admise sur une base de 10 pour cent des droits d'entrée ordinaires, mais cette marchandise rechargée pour l'intérieur du Mexique doit payer un impôt additionnel de 90 pour cent, représentant avec les 10 pour cent déjà payés, les droits de douane ordinaires du Mexique.

Dans son rapport, le Secrétaire de la Trésorerie, Señor LIMANTOUR, dit. Beaucoup de financiers distingués et hommes d'Etat

éminents sont opposés à la Zone Libre, mais tous reconnaissent le fait qu'à cause des circonstances existant sur la frontière du Nord, sa population éparsée sans ressources agricoles, industrielles ou minières, le privilège ne pourrait être aboli sans compensation et le problème est de choisir un autre avantage sans préjudice aux autres parties du pays.

L'attitude des négociants de l'intérieur est en général hostile, parce qu'ils considèrent ceci comme un privilège accordé seulement à une partie du pays. Les négociants très éloignés de la frontière, comme ceux de San Luis Potosí, Guadaluajara et Mexico, ne le considèrent pas nuisible. Ceux qui sont proches, comme Monterey, Chihuahua, etc., ne craignent pas sa concurrence, mais ils s'en plaignent pour la raison qu'ils ne peuvent pas jouir de la liberté de distribuer leurs marchandises sans documents et sans inspection fiscale comme dans les autres parties du pays. En réalité la juridiction de la surveillance fiscale s'étend à tous les États de Tamaulipas, Nueve Leon, Coahuilla, Chihuahua, Sonora, et à une partie de la Nouvelle Californie, et dans ce territoire on ne peut expédier aucune marchandise aux termes de la loi à moins que le négociant ne donne une preuve légale qu'il a payé l'impôt exigé et qu'il ne demande une permission pour chaque chargement.

DISTRICTS DE CULTURE DE COTON.

Un correspondant natif de la "Manufacturers' Gazette" fournit à ce journal un récit descriptif des districts de production du coton au Mexique, auquel les articles ci-dessous sont empruntés.

Les districts du Mexique produisant du coton se trouvent aujourd'hui en ceintures. La zone du Golfe s'étend le long de la côte de Tamaulipas à Yucatan. Tamaulipas, près des États-Unis, fut pendant la guerre civile le centre de grandes opérations de coton. La terre alors cessa d'être productive, mais en 1882, sous la direction du gouvernement, un hectare de coton fut planté près de Ciudad Victoria, et plus tard la culture commença dans les autres parties de l'État. La production de la terre fut rapide, mais l'industrie est toujours comparativement nouvelle. Le territoire s'étendant dans l'État de Vera Cruz est le plus productif, car le sol est fertile, et il y a une abondance d'humidité. Ici le

cotonnier porte jusqu'à 160 gousses avec le pèpin et pèsent quelquefois 2 onces chacune.

La "cuartilla," avec environ 25,000 mètres carrés de terre, contient 7,000 à 10,000 plantes, et la production moyenne est de 5,000 livres à la "cuartilla." En mai ou juin, quand les pluies commencent, on plante le maïs, et on plante le coton de septembre entre les rangs.

On met les graines dans des trous à 5 pieds d'intervalles, les ayant d'abord trempées dans l'eau. Elles commencent à germer après une semaine. A la fin du premier mois, le cultivateur commence à enlever les petits groupes, n'y laissant que deux ou trois des plantes les plus développées. Une semaine ou deux plus tard il pose chaque plante à plat et la recouvre de terre pour la tenir en place. Il fait ce travail à cause des vents du nord et aussi pour empêcher les plantes de s'entremêler. La production des plantes aplaties est vigoureuse. Le cueillage est fait six mois après la plantation.

La ceinture de coton du Pacifique est d'environ 50 milles de largeur au centre, mais elle est plus étendue que celle du golfe, quoique pas si accessible. Cette zone s'étend de Sonora à Chiapas, distance de 1,500 milles. Sonora est un pays de grands contrastes, de montagnes élevées et de vallées profondes. Le coton fut premièrement cultivé dans les districts de Hermosillo au commencement du siècle. Vers 1842 les grandes fabriques Angeles furent érigées. Le ver à coton parut et l'industrie est maintenant limitée à la Vallée de Guaymas. Le manque d'eau est en partie la cause de la dépérissement de la culture de coton. Quelques cultivateurs ont continué le travail sans se laisser décourager par les sécheresses, le ver à coton, les sauterelles et autres obstacles incidents. Sinaloa s'étend plus au sud. Autrefois le coton était cultivé de Fuerte à Mocotito, mais les sécheresses continuelles ont mis fin à la culture, excepté le long des cours des fleuves. De Culiacan à Tepic la perspective est meilleure. Dans le district Sinaloa le bénéfice est d'environ 40 pour cent.

Le petit territoire de Tepic devrait produire bien. La Vallée de Santiago, 8 lieues sur 28, a produit de 7,500 livres à la "fanega" (50,000 mètres carrés).

Jalisco est un grand état à l'ouest du Mexique. Un de ces

jours le chemin de fer atteindra Zihuatlan et d'autres excellents districts de coton dans l'État de Jalisco.

A l'époque de l'indépendance, Colima fut le centre d'une importante ceinture de coton s'étendant de Zihuatlan vers les districts montagneux de Michoacan. Pendant un quart de siècle, Colima a produit environ 2,200,000 livres par an. Le ver à coton, l'absence de chemin de fer et d'autres difficultés survinrent.

Il y a peu de coton cultivé en Michoacan, principalement à Huétamo, Arío, Apatzingan et Coalcoman. Un territoire de 100 lieues dans le district de Coalcoman est généralement productif, la culture commençant en août.

Guerrero a été une région inconnue, mais le chemin de fer de Cuernavaca la mettra en communication avec le monde. Les terrains de coton de Guerrero s'étendent de Michoacan à Oaxaca, mais une petite partie seulement est cultivée.

Oaxaca est exceptionnellement favorable à la culture du coton. Les districts principaux de production sont Jamiltepec, Poehutla, Tehuantepec, Juchitan et Jaquila, aussi (dans le nord) Tuxtepec et Choapan.

Chiapas, l'État plus au sud de l'Union Mexicaine, peut aussi faire un bon rapport. Le coton pousse dans les districts de Simoval, Chiapa et d'autres.

Dans le Manuel du Mexique, publié par le Bureau des Républiques Américaines, le coton du Mexique est décrit comme ayant des fibres plus longues que celui des États-Unis, mais n'étant pas aussi souple ni aussi brillant. Les grands avantages de la culture du coton au Mexique sont que les plantes continuent de produire des récoltes profitables sans l'emploi de fertilisants et sans le renouvellement annuel des graines, comme cela est nécessaire aux États-Unis.

NICARAGUA.

DISTRICT AURIFÈRE DE SIQUIA.

Mr. J. P. MORGAN écrit au Bureau de Rama, Nicaragua, à propos des récentes exploitations de mines dans le voisinage de cette ville. Il dit qu'à une journée de voyage par petits bateaux, un district aurifère plein de promesses a été mis en exploitation

le long des rivières Rama, Siquia, et Mico, s'étendant plusieurs milles sur les Montagnes Gurupera, qui n'ont encore été explorées que sur une distance d'environ quatre milles. L'eau y est abondante et les collines très boisées, donnent assez de combustible et de bois de charpente pour les mines. Il est facile de se procurer du gibier et il y a beaucoup de plantations de bananes, de plantains, de patates et autres légumes dans le voisinage, de sorte que les provisions sont abondantes et le travail bon marché, les salaires variant de \$10 à \$30 par mois. Le rocher aurifère est accessible peut être exploité avec très peu de machines et a produit de \$17 à \$35 par tonne. On dit aussi qu'on a trouvé de l'or en quantités rémunératrices dans les lits des courants nombreux qui se jettent dans le fleuve Mico. Rama est une ville très saine et florissante d'environ 1,000 habitants, et possède des écoles, des églises et des communications par câble avec les autres parties du monde. Rama a trois fois par semaine un service de poste au moyen de navires à fruits qui font le service entre Rama, la Nouvelle Orléans, Mobile et d'autres ports des États-Unis. Les hôtels sont très bons au prix d'un dollar par jour en or des États-Unis. Les lois du Nicaragua admettent sans aucun droit d'entrée toutes les machines, la dynamite et autres articles nécessaires, importés pour l'exploitation des mines. Les habitants sont très hospitaliers et font bon accueil aux personnes arrivant pour s'y engager dans des entreprises ayant pour but le développement du pays.

CONVENTION DES DÉPUTÉS DE LA PLUS GRANDE RÉPUBLIQUE.

Le correspondant de "l'Associated Press" nous informe par le courrier de Managua, Nicaragua, que la convention des députés de Salvador, Honduras et Nicaragua ont été en séance tous les jours pendant la dernière partie de juillet. La commission nommée pour faire un rapport sur les articles d'une constitution pour leurs états et soumis par la diète de la "Plus Grande République," qui a convoqué cette assemblée, a rapporté beaucoup de modifications. La Commission propose aussi une centralisation des états nommés ayant un district fédéral composé des départements civils de Chinandega, touchant l'Océan Pacifique et le Golfe de Fonseca

au Nicaragua; d'Amapalus touchant le Golfe de Fonseca au Honduras, et de Limon touchant l'Océan Pacifique et le Golfe de Fonseca au Salvador; avec Amapala situé sur l'île du Tigre dans le Golfe de Fonseca, comme ville capitale. La convention, cependant, par une grande majorité, a voté contre l'idée de centralisation et a supporté une confédération des trois États sous le nom d'États-Unis de l'Amérique Centrale.

PÉROU.

CONSEILS AUX AGENTS COMMERCIAUX.

Le Consul de la Grande-Bretagne à Callao fait un rapport pour son Gouvernement en Angleterre, à l'effet que les négociants à Lima font de sérieuses objections à une concurrence avec les commerçants, dans ce qu'ils considèrent des conditions inégales. Ces négociants prétendent qu'ils ont de grands frais de bureaux et de maisons alors que les commis-voyageurs, pour une petite somme, transforment leurs appartements d'hôtels et d'auberges en salles d'exposition.

On prend des mesures pour persuader le Gouvernement d'obliger tous les agents de commerce de se procurer des patentes (licenses).

Ce sujet a été soumis au Département de Commerce à Lima, avec la proposition que le prix d'une patente d'agent de commerce soit fixée à 500 soles (\$243,25) pour une période de six mois, et qu'elle soit renouvelée à la fin de chaque période. À défaut du prix de patente, le double de cette somme sera exigé de l'offenseur, la troisième partie revenant à l'accusateur.

D'après les Séries Annuelles 2117, du Bureau Étranger de la Grande-Bretagne, dans le Pérou du Sud, toute facilité paraît être accordée aux agents commerciaux. Il leur est permis d'entrer à la douane, avec leurs échantillons, sur présentation par un agent responsable, d'une demande officielle les autorisant de passer un certain nombre de paquets d'échantillons. Ces paquets sont examinés et évalués sur présentation d'un permis par l'agent qui se charge de payer le montant de la valeur de n'importe quel échantillon qui ne sera pas rechargé dans la période spécifiée, ordinairement 90 jours. Pour ceci, le négociant paiera de \$2.50

à \$5, selon le nombre de colis qu'il apporte, et il est alors libre d'aller où il veut avec ses échantillons sans être obligé d'en rendre compte dans aucun autre port de l'intérieur qu'il pourrait visiter.

Les agents locaux responsables, avant de donner le permis de douane, se convaincront de l'honorabilité du négociant qui, dans la plupart des cas, outre sa carte d'affaire, apporte une lettre de présentation à quelque résident du port. Cette dernière condition ne doit pas être négligée par celui qui a l'intention de visiter ce port.

DÉPÔTS HOUILLERS.

Une nouvelle couche de houille anthracite se développe en ce moment près du sommet des Andes du Pérou. Une concession pour ce district minier fut accordée à Mr. C. B. JONES en 1892, pour la durée de 20 ans et devait embrasser une section de terrain de 100 milles de longueur et située de 25 à 125 milles en arrière de la côte.

On a déjà envoyé des ingénieurs des Etats-Unis au Pérou pour faire un arpentage pour la construction d'un chemin de fer de Paesmayo, à la province de Hualgayoc. La Compagnie Pacifique est appuyée par \$20.000.000 de capital, et a le droit exclusif de construire les chemins de fer.

D'après Mr. G. CLINTON GARDNER, ancien surintendant du Chemin de Fer de Pennsylvanie et constructeur du Chemin de Fer National du Mexique, la quantité de charbon est presque inépuisable: 10.000.000 de tonnes se trouvent à un degré de profondeur très facilement atteinte. Mr. GARDNER calcule que 2.000.000 de tonnes peuvent être retirées chaque année et expédiées au port au coût de \$2 (en or) par tonne, dans ce cas Mr. GARDNER pense que tout autre charbon sera exclu des marchés du Pacifique, par suite de l'impossibilité où il se trouvera d'entrer en concurrence avec un article aussi bon marché que le charbon du Pérou.

Outre la concession d'exploitation de charbon dans le district mentionné, cette compagnie a le droit exclusif de construire les chemins de fer allant à ces mines, et elle a déjà loué du Gouvernement un beau quai à Paesmayo. Mr. GARDNER dit que les frais de construction de cette ligne et l'achat du matériel roulant ne devront pas dépasser \$3.000.000. Cette ligne commencera à Paesmayo, la distance totale de la côte jusqu'au district houilleux

étant de 121 milles. Une ligne en voie de construction par un agent du Pérou est déjà en opération entre Pacasmayo et Youan, distance de 41 milles.

Le correspondant bien connu de journaux des États-Unis, Mr. FRANK CARPENTER, dit que les mines de houille des Andes contiennent de l'antracite et du lignite. L'antracite se trouve en grandes quantités sur les pentes de l'est et de l'ouest des Andes. Dans celle de l'est une couche de houille d'environ 1,500 ou 2,000 pieds s'étend du sommet des montagnes, et la qualité de ce charbon est égale à, et sous plusieurs rapports, meilleure que l'antracite de Pennsylvanie. Pour transporter le charbon de la pente de l'est à la côte, il faut un chemin de fer s'élevant à une hauteur d'environ 14,000 pieds sur les Andes: de ce point il n'y aura plus que 75 milles en ligne droite jusqu'à la côte, et la ligne passera par plusieurs villes assez grandes et un riche pays agricole. Ces propriétés, dit-il, auront même plus de valeur que les champs aurifères, car jusqu'à présent on n'a presque pas retiré de bon charbon sur la côte de l'ouest de l'Amérique du Sud, et des 3,000,000 de tonnes de charbon consommées par an, la plus grande partie vient de l'Australie, de l'Angleterre, du Japon et de la Colombie Britannique.

Outre ces dépôts houiller dans la province de Hualgayoc, d'autres existent dans le district de Huamachuco, et on trouve du lignite et de la tourbe dans plusieurs autres parties du Pérou.

ÉTATS-UNIS.

RAPPORT DES EXPORTATIONS DE JUILLET.

Les exportations de farines, de provisions, de coton et d'huile minérale des principaux districts de douanes des États-Unis sont données dans un rapport fait par le Bureau des Statistiques le 12 août à \$37,183,721. De cette somme, les farines seules s'élevaient à \$16,737,128; provisions, \$9,973,607; bétail et cochons, \$2,922,244; coton, \$2,828,669; et huile minérale, \$4,722,073. Quoique ces chiffres soient au-dessous de ceux du mois de juin, ils sont égaux à ceux de juillet 1897 et dépassent ceux de juillet des années 1894, 1895 et 1896, et ils dépassent de \$2,000,000 les exportations moyennes de ces articles en juillet depuis 1890.

La valeur des exportations de farines en juillet 1898 dépasse de 20 pour cent celle de juillet 1897; de 25 pour cent celle de juillet 1896, et de deux fois celle de juillet 1895. Les exportations de provisions pour le mois de juillet sont, pour ainsi dire, au-dessous de la valeur des mois correspondants de 1897, 1896 et 1895, de même les huiles minérales. Dans ce dernier cas, la réduction est due aux bas prix, le nombre de gallons exportés pendant le mois étant un peu en excès des exportations pour juillet 1897, quoique la valeur totale pour le mois ne soit pas aussi élevée en 1898 qu'en 1897.

COMMERCE EXTÉRIEUR.

Le rapport du Bureau des Statistiques des États-Unis pour l'année fiscale finissant le 30 juin 1898, est de grand intérêt. Les importations totales pour les douze mois ne s'élevaient qu'à environ la moitié des exportations, et étaient de \$147,000,000 moins que pour l'année fiscale finissant le 30 juin 1897.

Les importations d'Europe ont diminué de \$124,000,391, tandis que les exportations pour l'Europe ont augmenté de \$160,313,645. Les importations des pays de l'Amérique du Nord ont diminué de \$14,752,130 et les exportations ont augmenté de \$14,676,828. Les importations de l'Amérique du Sud accusent une diminution de \$15,295,37, tandis que les importations n'ont augmenté que de \$53,325. Les importations de l'Asie et de l'Océanie seules ont augmenté. Cette augmentation est de \$5,300,440 pour le premier pays et de \$2,458,781 pour le second. Les exportations pour les pays asiatiques ont augmenté de \$5,549,363, et pour l'Océanie elles ont diminué de \$661,392.

Le tableau ci-joint donne les exportations et les importations totales (en grandes divisions) pour l'année fiscale de 1898, comparées à l'année fiscale de 1897.

	1897.	1898.
Importations de—		
l'Europe	\$430,192,205	\$306,091,814
l'Amérique du Nord	105,924,053	91,174,923
l'Amérique du Sud	107,389,405	92,093,526
l'Asie	87,294,597	92,595,937
l'Océanie	24,400,439	20,859,220
l'Afrique	9,529,713	7,193,639
Total	764,739,412	616,005,159

	1897.	1898.
Exportations pour—		
l'Europe	8813, 385, 644	8073, 600, 289
l'Amérique du Nord	124, 958, 461	139, 635, 289
l'Amérique du Sud	33, 768, 646	33, 821, 971
l'Asie	39, 274, 905	44, 824, 268
l'Océanie	22, 652, 773	21, 991, 381
l'Afrique	16, 953, 127	17, 357, 752
Total	1, 050, 003, 556	1, 231, 329, 950

L'augmentation des exportations a été dans les articles fabriqués et dans les produits alimentaires, tandis que la diminution des importations a naturellement été pour ces mêmes articles. Le chiffre des importations de produits chimiques porcelaine, cristaux ou articles fabriqués en toile, acier, fer, cuivre, soie, laine, bois, et fibres, montrent tous une diminution comparée aux années 1897 et 1896. L'importation de farines, vivres, poissons, fruits, vins, sucres, thés et cafés ont subi une diminution notable. Les articles nécessaires aux manufacturiers dans la fabrication ont augmenté dans presque tous les cas, ceux de 1897 et 1896, à l'exception de la laine dont les importations pendant 1897 ont été extraordinairement grande.

Le tableau ci-joint indique la valeur des importations de toutes les classes générales dont les articles dépassent la de valeur \$5,000,000, et compare les importations de l'année fiscale de 1898 avec celles de 1897.

Importations.	1897.	1898.
<i>Manufactures.</i>		
Produits chimiques, drogues, etc.....	\$44, 048, 752	\$41, 479, 711
Coton, articles manufacturés.....	34, 420, 303	27, 266, 932
Poterie et porcelaine.....	9, 977, 207	6, 680, 220
Fibres et articles manufacturés de fibres.....	32, 546, 897	21, 809, 714
Cristaux.....	5, 500, 026	3, 660, 919
Articles manufacturés en acier et en fer.....	16, 094, 557	12, 615, 913
<i>Cuir et articles manufacturés.</i>		
Cuir.....	13, 283, 151	11, 414, 118
Huiles (toutes sortes).....	5, 594, 111	5, 197, 886
Soie et articles manufacturés en soie.....	25, 199, 067	23, 523, 110
Bois et articles manufacturés en bois.....	20, 543, 810	13, 858, 582
Laine et articles manufacturés en laine.....	49, 162, 992	14, 823, 768
<i>Articles employés dans les manufactures.</i>		
Coton non fabriqué.....	5, 884, 262	5, 019, 503
Fibres non fabriquées.....	12, 336, 418	13, 446, 186
Peaux.....	27, 863, 020	37, 068, 832

Importations.	1897.	1898.
<i>Articles employés dans manufactures</i> —Continued.		
Caoutchouc.....	817, 555, 163	825, 543, 391
Soie non fabriquée.....	15, 918, 283	32, 110, 066
Tabac non manufacturé.....	9, 574, 155	7, 478, 605
Laine.....		
Articles de consommation.....	53, 243, 191	16, 883, 692
Café.....	81, 544, 384	65, 067, 561
Poisson (toutes sortes).....	6, 108, 714	5, 984, 080
Fruits et noix.....	17, 126, 932	14, 566, 874
Sucre.....	99, 066, 181	60, 472, 793
Thé.....	14, 835, 562	10, 054, 005
Vins spiritueux (maltés).....	12, 272, 872	9, 305, 594

ESPÈCES EN CIRCULATION.

* Comparé à la même date de 1897, la monnaie d'or en circulation dans les États-Unis au 1^{er} août 1898 indique une augmentation de plus de \$135,000,000. Les dollars étalons en argent ont augmenté de \$5,600,000: pour l'argent subsidiaire, il y a une augmentation de plus de \$4,800,000: certificats d'argent, de \$31,100,000: billets de Trésorerie de 1890, de presque \$14,200,000: et billets des États-Unis, de presque \$25,700,000: certificats d'argent indiquent plus de \$40,300,000 billets de banque nationale, de presque \$3,100,000 et certificats d'or de plus de \$1,500,000.

La somme totale d'argent, de toutes espèces, en circulation au 1^{er} août 1898, était de \$1,809,198,344, ce qui représente une augmentation de plus de \$162,700,000 pour les douze mois de l'année.

La circulation par habitant de la population est évaluée par les fonctionnaires de la Trésorerie sur la base d'une population de 74,656,000 à \$24.23, ce qui constitue une diminution de 51 cents par mois, mais une augmentation de \$1.70 par habitant pour les douze mois écoulés. Une comparaison avec les statistiques publiées par le Département de la Trésorerie le 1^{er} août pour chaque an, indique qu'il y a eu une augmentation de plus de \$300,000,000 dans la somme d'argent en circulation depuis 1896.

FABRICATION DE GLUCOSE ET D'HUILE DE MAÏS.

Dans un pamphlet récemment publié par le Département de l'Agriculture des États-Unis sur la composition du maïs, Mr. H. W. WILEY, le Chimiste Officiel, s'occupe de l'industrie de la glucose. Il dit:

La fabrication de sucre d'amidon de différents degrés d'hydrolysis est une industrie importante aux États-Unis. Ces produits d'hydrolysis d'amidon

sont connus sous le nom de glucose ou sucre de raisins. La glucose représente ceux dans lesquelles l'hydrolise est moins complète, et consiste en grande partie de dextrine, de dextrose, d'une petite quantité de maltose et d'eau. On en fait des sirops blancs et épais, employés en grande partie comme sirops de table, pour adultérer les mélasses, le miel, et pour la confiserie. Le terme sucre de raisins est appliqué aux produits solides obtenus par l'hydrolisation de l'amidon où l'hydrolise est portée à un plus haut degré, le produit qui en résulte consiste principalement de dextrose. Ce produit est employé principalement pour remplacer le malt dans la brasserie de bière et d'ale. Cette industrie a pris des proportions immenses aux Etats-Unis. La quantité de maïs employée annuellement pour la fabrication de glucose s'élève à 40,000,000 boisseaux ou 14,095,932 hectolitres.

Le Département donne aussi une description d'un nouveau produit dérivé du maïs qui a attiré beaucoup d'attention et promet de devenir une production importante. Ce produit est l'huile de maïs. Le chimiste dit que dans la fabrication de l'amidon et de la glucose, et dans quelques espèces de farine de maïs, le germe de la graine qui contient la plus grande partie de l'huile est extrait. De ce germe on exprime une huile de grande valeur et le résidu forme un aliment, sous tous les rapports, d'une aussi grande valeur que celui obtenu par l'expression de l'huile de graines oléagineuses ordinaires. L'huile de maïs est facilement purifiée et donne un liquide d'une couleur légèrement ambrée, parfaitement transparente sans rancidité et d'un goût agréable. Cette huile a été quelque peu employée comme huile de salade et sera à l'avenir, sans aucun doute, beaucoup employée à cet usage. Elle peut aussi être employée pour lubrifier les machines délicates, est un très bon combustible, et peut être employée comme huile de lampe. L'huile moins fine et moins pure fait un très bon savon. En général on peut affirmer que l'huile de maïs a une valeur commerciale, gallon pour gallon, égale à l'huile obtenue de la graine de coton.

URUGUAY.

COMMERCE AVEC LES ETATS-UNIS POUR LE PREMIER SEMESTRE DE 1898.

Grâce aux renseignements fournis par l'Honorable PRUDENCIO DE MURQUEONDO, Consul-Général d'Uruguay, le BULLETIN peut fournir les données suivantes concernant le chiffre d'affaires entre les Etats-Unis et l'Uruguay pour le premier semestre de l'année 1898:

Exportations pour Uruguay.....	\$655, 410. 00
Importations d'Uruguay.....	1, 323, 650. 00
Balance en faveur des importations.....	668, 231. 00
Importations pour les six mois de 1898.....	1, 323, 650. 80
Importations depuis le 1 ^{er} juillet jusqu'au 31 décembre 1897.....	830, 948. 48
Balance en faveur de 1899.....	492, 702. 32
Exportations pour six mois de 1898.....	655, 410. 00
Exportations depuis le 1 ^{er} juillet jusqu'au 31 décembre 1898.....	606, 665. 83
Balance en faveur de 1898.....	48, 753. 17

Par suite de l'absence, pendant les six premiers mois de cette année, de navires faisant le service sous les pavillons étrangers il y a eu très peu de chargements de bois de construction des ports du Sud des Etats-Unis pour l'Uruguay.

COMMERCE EXTÉRIEUR PENDANT LE PREMIER TRIMESTRE DE 1898.

Le "Montevideo Times" dit que le premier trimestre de l'année est généralement considéré comme le plus important par rapport au commerce extérieur d'Uruguay, et est pris comme indication du total de l'année. Si cette année ne fait pas exception à la règle générale, ces chiffres sont très rassurants. Le "Times" dit que ces chiffres indiquent clairement que l'on est remis des grandes baisses de 1897, résultant de la révolution, des difficultés politiques, de la peste des sauterelles, et d'une saison de production intérieure en général. Dans le cours de la présente année, la valeur totale des importations, qui est la vraie indication de la situation commerciale, a atteint la valeur totale de la moyenne des trois années 1894-1896 que l'on avait considérés comme des années raisonnablement actives.

Le tableau donné par le département des statistiques de douanes est comme suit pour les premiers trimestres des trois années 1896, 1897 et 1898:

IMPORTATIONS.

	1896.	1897.	1898.
Vivres, céréales et épices	\$1,028,194	\$915,289	\$1,144,893
Tissus	1,522,951	943,068	1,562,959
Matières premières et machines	1,789,134	1,393,366	1,439,919
Spiritueux en général	758,611	607,624	704,888
Vêtements confectionnés	499,797	249,820	416,092
Bétail	218,463	230,309	393,943
Tabac et cigares	73,361	44,461	55,627
Autres articles ou produits	945,077	602,021	659,884
Total	6,826,588	5,066,955	6,438,175

EXPORTATIONS.

	1896.	1897.	1898.
Produits d'abattoirs	\$12,474,760	\$7,976,199	\$9,114,869
Bétail	632,683	486,294	139,750
Produits tiraux	463,104	471,679	2,935,009
Provisions pour navires	27,732	23,797	19,485
Autres produits	59,943	89,264	52,385
Total	13,658,222	9,030,232	11,301,506

Le commerce total pour le premier trimestre de 1898 approche du total pour le premier trimestre de 1894, que l'on avait considéré comme une année exceptionnellement prospère. La production totale de l'agriculture pour le trimestre a été de \$2,035,009, contre \$471,678 dans la même période en 1897. Cette grande augmentation résulta de la belle récolte de blé exporté, s'élevant à 59,453,989 killogrammes valant à \$1,783,619, contre seulement 3,214,663 killogrammes ne valant que \$77,151 en 1897.

La plupart des autres articles avait subi une diminution. Les exportations de maïs s'élevaient à 71,736 killogrammes valant \$1,865, contre 1,309,947 killogrammes valant \$32,748 en 1897. La récolte de maïs fut splendide mais les pluies tardives ont ruiné la qualité du blé, de sorte que très peu a été disponible pour exportation. Les exportations de farine s'élevaient à 3,889,669 killogrammes valant \$187,184; en 1897, 5,247,092 killogrammes ont passé par la douane et évaluées à \$262,354. Les oignons et l'ail exportés du pays ont été évalués à \$2,132 en 1898, et à \$14,140 en 1897; fruits frais à \$14,809 contre \$40,989; légumes à \$1,865, contre \$32,748, et graine de lin à \$16,186 contre \$20,106.

VENEZUELA.

RAPPORT OFFICIEL DES MARCHANDISES ACHETÉES.

M. ANTONIO E. DELFINO, Consul-Général de Venezuela, a soumis au Bureau les données statistiques des exportations de marchandises pour plusieurs ports du Venezuela pour le mois de juin, comparées au même mois en 1897.

Ports.	1896.	1897.	Augmentation.	Diminution.
La Guaira.....	\$96,364.55	886,853.50	\$10,011.05	.....
Puerto Cabello.....	27,714.39	33,533.53	.....	85,819.14
Maracaibo.....	32,049.02	50,029.33	.....	24,589.31
La Vela.....	9,792.10	3,077.65	6,714.95	.....
Ciudad Bolívar.....	13,377.00	42,866.10	.....	29,489.10
Carupano.....	5,474.24	6,519.00	.....	4,044.76
Cuanta.....	784.23	1,452.00	.....	667.77
Gumaná.....	1,402.00	1,854.00	.....	452.00
Guiría.....	705.00	303.00	402.00	.....
Caña Colorado.....	699.00	.....	699.00	.....
Total.....	188,852.53	236,088.11	17,826.50	47,238.08

Les principaux articles exportés furent: Farine de blé, \$99,473.65; saindoux, \$77,506.28; tissus en coton, blanchis et non blanchis, \$33,506.22; tabac manufacturé et en feuilles, \$25,493.52; machines et matériel électrique, \$20,897.98; provisions, \$20,143.64; beurre, \$18,902.42; pétrole, \$17,351.13; ferronnerie et quincaillerie, \$11,776.72; drogues et parfums, \$11,425; indiennes, \$7,799.38.

CONSOMMATION DE CAFÉ EN 1897.

Comme supplément à l'article sur le café dans le BULLETIN de juillet, un extrait d'un article récemment publié dans le BULLETIN français de "Statistique et de Législation Comparée," montrant les quantités de café consommées dans les différents pays, est d'un grand intérêt. De ceci, il paraît que la consommation totale de café en Europe et aux États-Unis s'est élevée à 1,039,330,000 livres en 1893, et à 1,246,640,000 livres en 1897. L'augmentation de la consommation de café en 1897 sur celle de 1896, s'est élevée à 129,580,000 livres. De cette augmentation 100,000,000 livres

sont arrivées aux États-Unis, et la consommation totale de ce pays s'est élevée à la quantité énorme de 636,340,000 livres ou 9,95 (4½ kilogrammes) livres par personne. Ces chiffres étaient de 26,000,000 livres en excès de la quantité consommée dans toute l'Europe. En 1893 l'Europe a consommé 542,996,000 livres et la consommation aux États-Unis a été de 496,234,000 livres.

Quant à la consommation par personne, les États-Unis ne prennent point du tout la première place. Cette distinction revient à la Hollande où la consommation pour chaque habitant en 1897 a été calculée à 23 livres (10½ kilogrammes); au Danemark la quantité moyenne par personne a été de 15 livres (7 kilogrammes); en Belgique à 11 livres (5 kilogrammes); en Allemagne à 5¼ livres (2½ kilogrammes), et dans le Royaume de la Grande-Bretagne à seulement sept-dixièmes d'une livre (un troisième d'un kilogramme).

La consommation de café en France augmente continuellement; en 1840 elle s'élevait à 28,740,000 livres, en 1860 à 88,720,000 livres et en 1897 à 273,800,000 livres. De ce total, 2,214,000 livres (1,004,000 kilogrammes) ont été importées des Colonies Françaises sur lesquelles les droits d'entrée ne sont que la moitié de ceux perçus sur le café importé des pays étrangers.

Du café importé en France des pays étrangers, environ 95,000,000 livres (42,742,000 kilogrammes) pro venaient du Brésil et 51,000,000 livres (23,176,000 kilogrammes) de Haïti.

NOUVEAU TARIF DE LA JAMAÏQUE.

Le sujet d'un récent rapport aux journaux commerciaux anglais est de grand intérêt aux exportateurs des États-Unis, du Mexique, de l'Amérique Centrale, du Venezuela et de la Colombie. La dépêche disait que par suite du déficit actuel des revenus et une diminution probable pour l'année fiscale de 1898 et 1899, le Gouvernement a présenté un nouveau tarif et espère qu'il sera adopté au cours de la session actuelle du Conseil législatif. Entre autres articles de la loi proposée, il y a une augmentation des droits sur les spiritueux de 12s. 6d. le "gallon," liquide, à 15s. le "gallon" trois-six mesuré à l'hydromètre Sykes. Ces importations sont principalement d'Angleterre. Les droits sur le beurre, le fromage, et le jambon ont été augmentés de 1d. à

2d. par livre. Les articles de quincaillerie, c'est à dire, coutellerie, outils, ustensiles, poêles, etc., anciennement tarifés à 12 $\frac{1}{2}$ pour cent ad valorem, sont maintenant fixés à 20 pour cent ad valorem. Les mêmes taux s'appliquent à toutes sortes de tissus confectionnés ou en pièce. Les produits alimentaires principalement des Républiques Américaines et du Canada sont soumises à une augmentation de 30 à 50 pour cent. L'ancienne liste libre a été considérablement diminuée. Le Commissaire Canadien a protesté publiquement contre l'augmentation des droits sur des articles le Dominion expédie à la Jamaïque, surtout en vue des concessions réciproques contempnées par le Canada.

EXPOSITION PAN-AMÉRICAINNE.

Dans les livraisons précédentes du BULLETIN (octobre 1897 et janvier 1898) on a parlé de l'Exposition Pan-Américaine proposée qui doit avoir lieu à Cayuga Island, sur le Niagara River, près de la ville de Buffalo, N. Y. Par suite des causes diverses, parmi lesquelles la déclaration de la guerre avec l'Espagne a joué un rôle des plus importants, on a été trouvé impraticable d'assembler les articles nécessaires avant l'ouverture de la grande Exposition de Paris, qui on avait pensé pourrait faire tort à la richesse et à la perfection des collections. On a décidé, par conséquent, de remettre l'ouverture de cette exposition jusqu'en 1901, après la fermeture de celle de Paris, et d'y faire des arrangements pour se procurer de l'argent au moyen des objets exposés par les Républiques Américaines.

La législature de New York ayant passé unaniment un mémorial priant le Congrès d'encourager cette Exposition, une résolution fut prise, et le 8 juillet le Président McKinley approuva une résolution commune, déclarant que l'entreprise méritait l'appui et l'approbation du Congrès et des habitants des États-Unis.

Afin de faciliter l'admission des articles des pays étrangers, la résolution stipule les conditions pour l'exemption de droits d'entrée, taux de douane, et tous autres paiements sur les marchandises arrivant à l'Exposition, et le Secrétaire de la Trésorerie a été autorisé d'ordonner les règlements qui pourrait être nécessaires pour mettre la résolution en vigueur.

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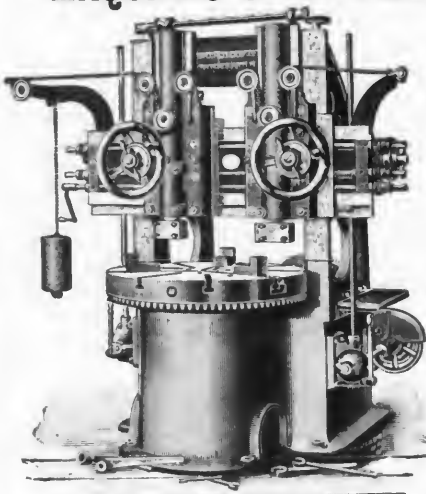


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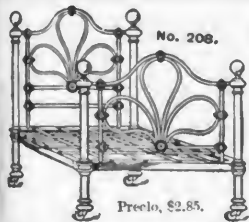


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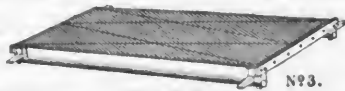
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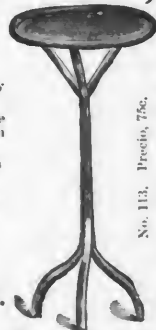
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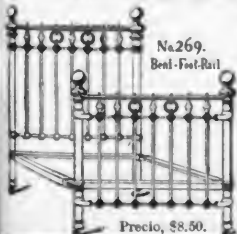
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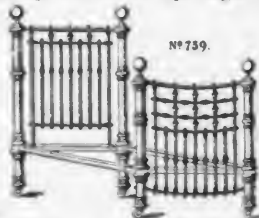


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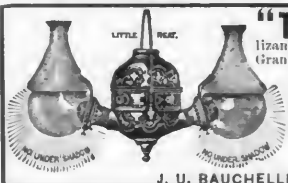
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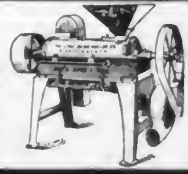
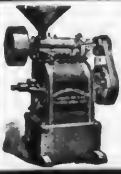
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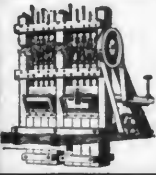
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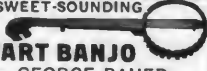


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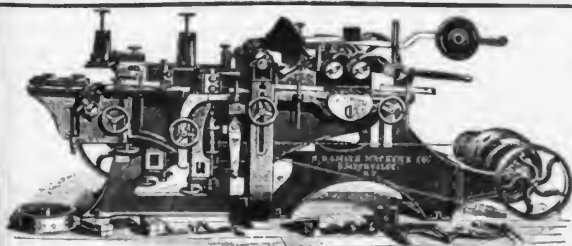
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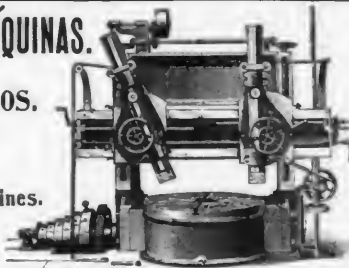
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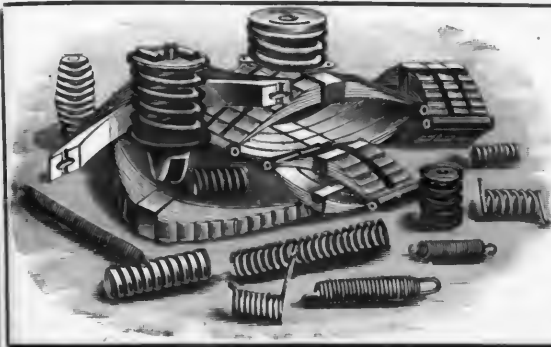
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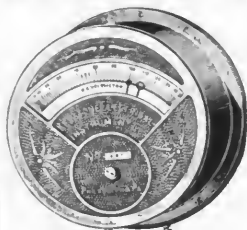
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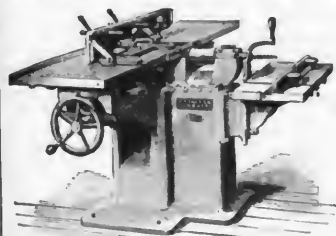
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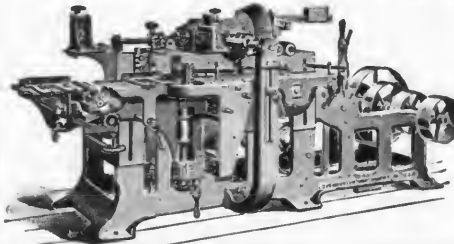
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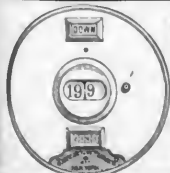
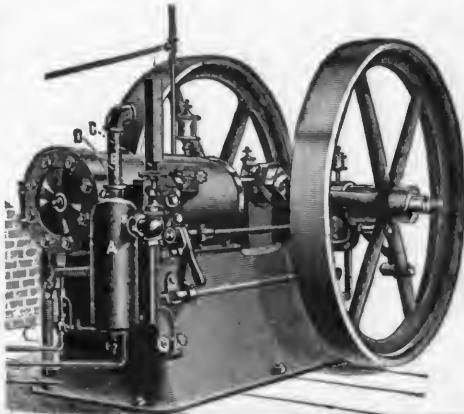
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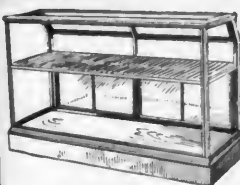
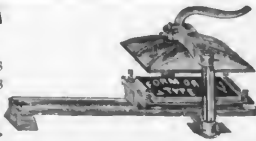
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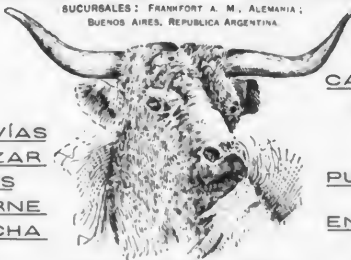
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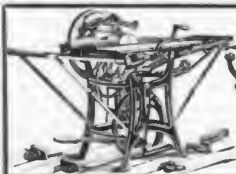
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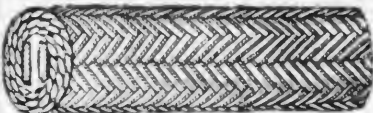
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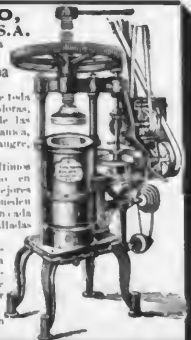
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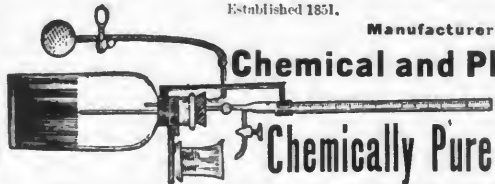
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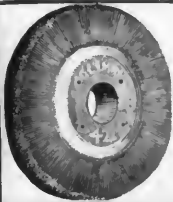
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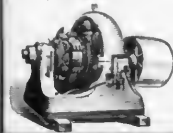
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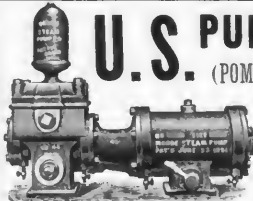
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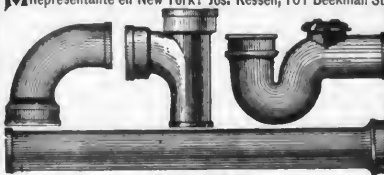
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Vulcanizers (Vulcanizadores)— Dornan, J. F. W., Co., The, 121 East Fayette Street, Baltimore, Md., U. S. A.	lxxv	Well Supplies (Articulos para Pozos, etc.)— Pierce Well Engineering and Supply Co., 123 Liberty Street, New York, N. Y., U. S. A.	xliv
Wagon Manufacturers (Carretones, Fabri- cantes de) Studebaker Bros. Manufacturing Co., South Bend, Ind., U. S. A.	lxxxiii	Whisk Brooms, Manufacturers of (Escobillas, Fabricantes de)— Onondaga Whisk Broom Works, Syracuse, N. Y., U. S. A.	lxviii
Watches and Cyclometers, Manufacturers of (Fabricantes de Relojes y Ciclómetros)—		Woolen Manufacturers (Fabricantes de Tejidos de Lana)— Hampden Woolen Co., Dalton, Mass., U. S. A.	l

MYRON C. WICK, Presidente.

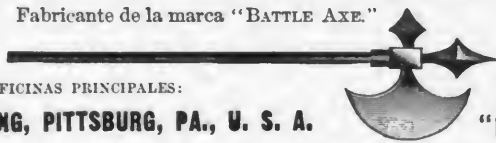
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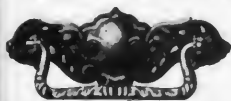
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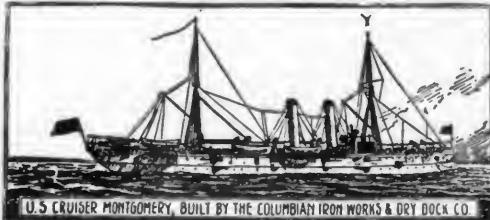
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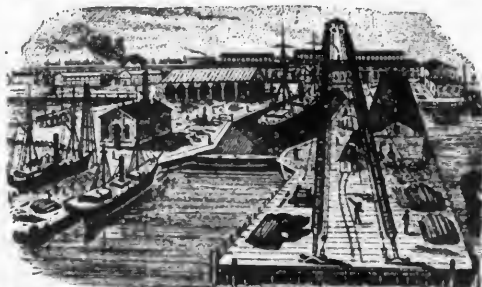
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VALUE OF AMERICAN COINS.

The following table shows the value, in United States gold, of coins representing the monetary units of the Central and South American Republics and Mexico, estimated quarterly by the Director of the United States Mint, in pursuance of act of Congress:

ESTIMATE JULY 1, 1898.

Countries.	Standard.	Unit.	Value in U. S. gold or silver.	Coins.
ARGENTINE REPUBLIC.	Gold and silver.	Peso.....	\$.965*	{ Gold—Argentine (\$4.824) and ½ Argentine. Silver—Peso and divisions.
BOLIVIA.....	Silver....	Boliviano..	.418	Silver—Boliviano and divisions.
BRAZIL.....	Gold.....	Milreis....	.546*	{ Gold—5, 10, and 20 milreis. Silver—½, 1, and 2 milreis.
CENTRAL AMERICAN STATES—				
Costa Rica.....	Gold.....	Colon.....	.465	{ Gold—2, 5, 10, and 20 colons (\$9.307). Silver—5, 10, 25, and 50 centimos.
Guatemala.....	Silver....	Peso.....	.418	Silver—Peso and divisions.
Honduras.....				
Nicaragua.....				
Salvador.....				
CHILE.....	Gold and silver.	Peso.....	.365	{ Gold—Escudo (\$1.824), doub- loon (\$3.650), condor (\$7.300). Silver—Peso and divisions.
COLOMBIA.....	Silver....	Peso.....	.418	{ Gold—Condor (\$9.647), double condor. Silver—Peso and divisions.
CUBA.....	Gold and silver.	Peso.....	.926*	{ Gold—Doubloon (\$5.017). Silver—Peso.
ECUADOR.....	Silver....	Sucre.....	.418	{ Gold—Condor (\$9.647) and divisions. Silver—Sucre and divisions.
HAITI.....	Gold and silver.	Gourde....	.965	Silver—Gourde.
MEXICO.....	Silver....	Dollar....	.454	{ Gold—Dollar (\$.983), 2½, 5, 10, and 20 dollars. Silver—Dollar (or peso) and divisions.
PERU.....	Silver....	Sol.....	.418	Silver—Sol and divisions.
URUGUAY.....	Gold.....	Peso.....	1.034	{ Gold—Peso. Silver—Peso and divisions.
VENEZUELA.....	Gold and silver.	Bolivar....	.193*	{ Gold—5, 10, 20, 50, and 100 bolivars. Silver—5 bolivars.

* Fixed.

Paraguay has no gold or silver coins of its own stamping. The silver peso of other South American republics circulates there, and has the same value as in the countries that issue it.

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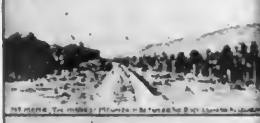
An Orange Apple Tree near Century Ave.



View near Sulphur Springs, Mo.



View near Sulphur Springs, Mo.



View near Sulphur Springs, Mo.



Train at Pittsburg, Mo.



Train at Pittsburg, Mo.

- | | |
|------------------------|-----------------|
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| WHEAT | AMORET |
| CATTLE BREEDING | PITTSBURG |
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| OATS | GOODMAN |
| RYE | SULPHUR SPRINGS |
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| RED APPLES | SALISAW |
| PEACHES | POTEAU |
| OAK | MENA |
| MARBLE | JANSSEN |
| ONIONS | DE QUEEN |
| NICKEROY | TEXARKANA |
| GRANITE | SHREVEPORT |
| FRUIT | HORNBECK |
| SEMI-AMBRACITE | DE QUINCY |
| COAL | BEAUFORT |
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| LEAD | PORT ARTHUR |
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| MANGANESE | |
| COTTON | |
| GYPSSUM | |
| PEACHES | |
| SHORT LEAF PINE | |
| COTTON | |
| LONG LEAF YELLOW | |
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| RICE | |
| GARDEN TRUCK | |
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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 0.338 fluid ounce.
 Deciliter ($1/10$ liter) equals 0.845 gill.
 Liter equals 1.0567 quarts.
 Decaliter (10 liters) equals 2.6417 gallons.
 Hectoliter (100 liters) equals 26.417 gallons.
 Kiloliter (100 liters) equals 264.17 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.

METRIC SURFACE MEASURE.

Centare (1 square meter) equals 1,550 square inches.
 Are (100 square meters) equals 119.6 square yards.
 Hectare (10,000 square meters) equals 2.471 acres.
 The metric system has been adopted by the following-named countries: Argentine Republic, Bolivia, Brazil, Chile, Costa Rica, Ecuador, Mexico, United States of America, and United States of Colombia.

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La **única** condición es, que si los premios se pagan, la Compañía pagará con toda seguridad la póliza inmediatamente después de ocurrida la muerte, y de esta manera dejaré á mi viuda ó herederos un legado y no un pleito.

Mi póliza no puede prescribir después de tres años y si la abandono recibiré el beneficio íntegro de mis pagos, ya sea en una póliza saldada ó en un seguro prorrogado, según escoja.

Tengo un mes de gracia para el pago de los premios.

Mi póliza puede ser revalidada, en cualquier época, durante los cinco meses subsiguientes al de gracia si paso un reconocimiento médico y pago el premio en descubierto, con intereses.

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Si vivo hasta la terminación del periodo habré logrado ahorros que me harán pasar una vejez con comodidades; y si fallezco antes de la terminación del periodo habré logrado dejar á mi familia ó herederos con que atender á las necesidades de la vida.

Es la herencia más valiosa que puedo dejar al morir, más segura en sus resultados que los terrenos, casas, acciones ó bonos, pues su valor no fluctúa por el alza y baja del mercado.

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La **NEW YORK LIFE** es la única gran Compañía de seguros sobre la vida que cierra sus libros en 31 de Diciembre de cada año y que publica su Balance Anual á principios de Enero, sobre la base de negocios pagados, y publica un estado completo y detallado en que aparece cómo y dónde se ha invertido el dinero de los tenedores de pólizas.

WEIGHTS AND MEASURES.

The following table gives the chief weights and measures in commercial use in Mexico and the Republics of Central and South America, and their equivalents in the United States:

Denomination.	Where used.	United States equivalents.
Are	Metric	0.02471 acre
Aroba	Paraguay	25 pounds.
Arroba (dry)	Argentine Republic	25.3175 pounds.
Do	Brazil	32.38 pounds.
Do	Cuba	25.3664 pounds.
Do	Venezuela	25.4024 pounds.
Arroba (liquid)	Cuba and Venezuela	4.263 gallons.
Barril	Argentine Republic and Mexico	20.0787 gallons.
Carga	Mexico and Salvador	300 pounds.
Centavo	Central America	4.2631 gallons.
Cuadra	Argentine Republic	4.2 acres.
Do	Paraguay	78.9 yards.
Do	Paraguay (square)	8.077 square feet.
Do	Uruguay	2 acres (nearly).
Cubic meter	Metric	35.3 cubic feet.
Fanega (dry)	Central America	1.5745 bushels.
Do	Chile	2.575 bushels.
Do	Cuba	1.590 bushels.
Do	Mexico	1.5478 bushels.
Do	Uruguay (double)	7.776 bushels.
Do	Uruguay (single)	3.888 bushels.
Do	Venezuela	1.599 bushels.
Frasco	Argentine Republic	2.5096 quarts.
Do	Mexico	2.5 quarts.
Gram	Metric	15.432 grains.
Hectare	do	2.471 acres
Hectoliter (dry)	do	2.838 bushels.
Hectoliter (liquid)	do	26.417 gallons.
Kilogram (kilo)	do	2.2046 pounds.
Kilometer	do	0.621376 mile.
League (land)	Paraguay	4.633 acres.
Libra	Argentine Republic	1.0127 pounds.
Do	Central America	1.043 pounds.
Do	Chile	1.014 pounds.
Do	Cuba	1.0161 pounds.
Do	Mexico	1.01465 pounds.
Do	Peru	1.0143 pounds.
Do	Uruguay	1.0143 pounds.
Do	Venezuela	1.0161 pounds.
Liter	Metric	1.0567 quarts.
Livre	Guiana	1.0791 pounds.
Manzana	Costa Rica	1.5-6 acres.
Marc	Bolivia	0.507 pound.
Meter	Metric	39.37 inches.
Pie	Argentine Republic	0.9478 foot.
Quintal	do	101.42 pounds.
Do	Brazil	130.06 pounds.
Do	Chile, Mexico, and Peru	101.61 pounds.
Do	Paraguay	100 pounds.
Do. (metric)	Metric	220.46 pounds.
Suerte	Uruguay	2,700 cuadras (see Cuadra).
Vara	Argentine Republic	34.1208 inches.
Do	Central America	38.874 inches.
Do	Chile and Peru	33.307 inches.
Do	Cuba	33.384 inches.
Do	Mexico	33 inches.
Do	Paraguay	34 inches.
Do	Venezuela	33.384 inches.

El Tirabuzón de Mano DE WILLIAMSON

SACA LOS CORCHOS DE LAS BOTELLAS.

MODO DE USARLO:

Se le dan vueltas, pero no hay que tirar de él.

No. 7042. La parte en forma de campana es de bronce y el mango de madera de arco, \$13.50 la gruesa.

No. 8042. La parte en forma de campana es de níquel y el mango de madera de arco, \$16.20 la gruesa.

Para otras clases, así como para los descuentos, pídase el Catálogo.

C. T. WILLIAMSON WIRE NOVELTY CO., Newark, N. J., U. S. A.

Fabricantes de Especialidades de Alambre para el Comercio.

Con Este Tirabuzón Las Señoras Pueden Sacar De Las Botellas Con Facilidad Corchos Apretados.



Máquinas de Levantar Pesos

MEJORADAS Y PARA TODA CLASE DE EMPLEOS.

EN MUELLES, DIQUES, BUQUES, MINAS, MARTINETES, &c.
DE 300 TAMAÑOS Y FORMAS. 13,000 SE ENCUENTRAN EN USO.

Maquinaria para Levantar y Conducir Pesos.

Maquinaria para Mover Carros de Cable y

Manejar Trozas y Grandes Maderos.

LIDGERWOOD MANUFACTURING CO.

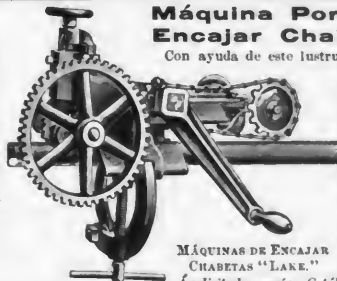
No. 96 Liberty Street, NEW YORK



THE "LAKE" Portable Key-Seater

With this tool it is possible to quickly and perfectly cut a straight and central key-seat, of any width or depth, in a steel shaft, without removing the shafting from hangers. It is a time and money saver wherever machinery is used; is portable, inexpensive, and will soon pay its cost. Can be purchased of machinery supply houses in any part of the world, through Importers, and direct from us.

Descriptive Circulars and Prices on application.



Máquina Portátil de Encajar Chabetas "Lake."

Con ayuda de este instrumento se pueden cortar rápida y perfectamente, en cualquier eje de acero, encajes ó cajas rectas ó centrales, de cualquier espesor y profundidad sin que para hacerlo sea necesario quitar el eje de los soportes. Es un aparato que economiza tiempo y dinero en donde quiera que se emplea maquinaria; es portátil, cuesta poco y pronto economiza el valor del costo.

Se puede conseguir en cualquier casa de efectos para maquinaria en el mundo, ó por conducto de comisionistas ó bien directamente de nosotros.

MÁQUINAS DE ENCAJAR CHABETAS "LAKE."

Á solicitud se envían Catálogos Descriptivos y Listas de Precios.

LAKE BROS., PHILADELPHIA, PA., U. S. A.



ADEREZOS PARA CUEROS.

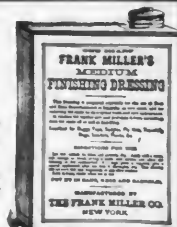
El Aderezo para Arneses de Frank Miller se reconoce como "El Modelo." Produce un lustre negro azabache brillante, que no se pela ni tizna, y al que no se le pega el polvo.

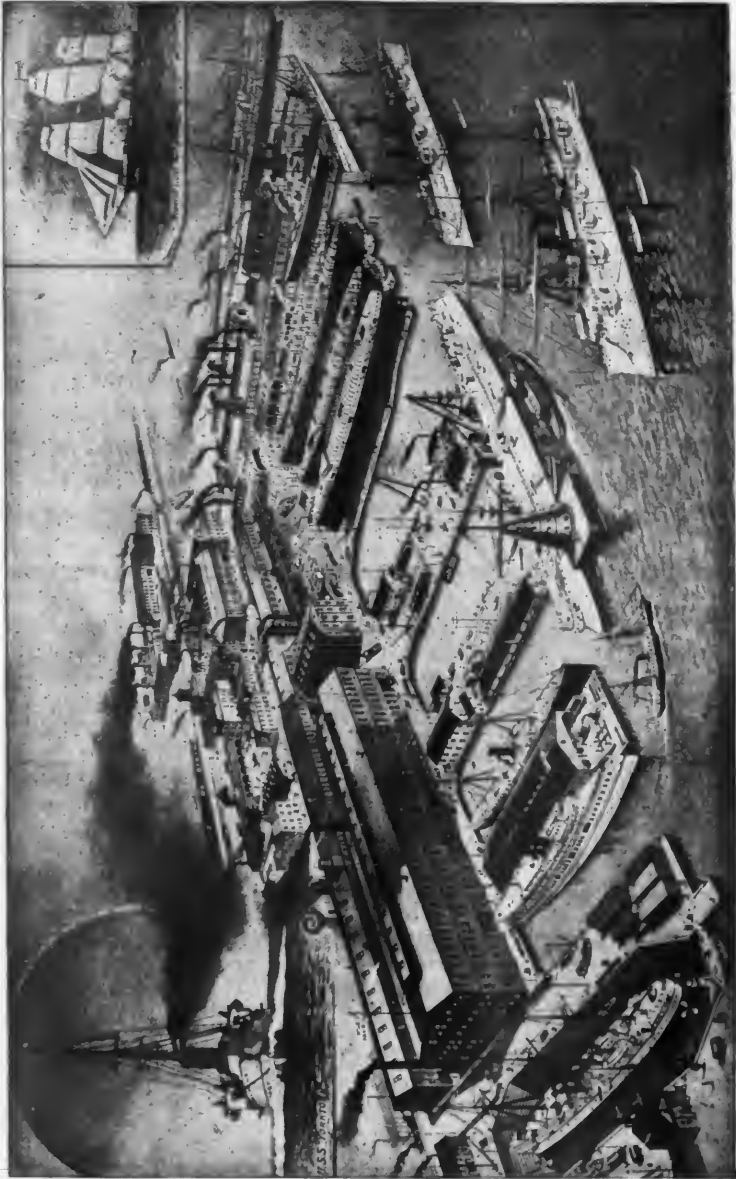
El Jabón para Arneses de Frank Miller. No tiene rival para limpiar y suavizar los arneses. Empacado en panes, vasijas, cajas y cubetas.



El Aderezo "Medium" de Frank Miller. Para adobar y dar la última mano á las palas de botas y zapatos de becerro fino y cuero granulado, y todos los artículos de

cuero negro que han estado almacenados ó se han enmohecidos, volviéndolos á su estado primitivo. Da un lustre fino que no se deteriora con el manejo.





THE WILLIAM CRAMP & SONS SHIP AND ENGINE BUILDING CO.
PHILADELPHIA, PA., U. S. A.

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STANDARD MANUFACTURING CO., PITTSBURG, PA., U. S. A.

Bañaderas de Hierro Colado con Esmalte de Porcelana, y Otros Efectos Higiénicos.



desagüe "Imperial" de bronce. La bañadera descansa sobre patas artísticas, que representan una garra sujetando una bola. Todos los accesorios están pulidos y niquelados. El acabado es hermoso, en blanco de marfil con filetes de oro. Bañadera de 5 pies; largo, desde los bordes, 5 pies 1 pulgada; ancho desde los bordes, 22 pulgadas. **PRECIO, \$50.00**

Bañadera de hierro colado, esmaltado en blanco, del modelo "Madeline," con borde arrollado de 3 pulgadas, esmaltado, provisto de accesorio de bronce para el abastecimiento del agua, colocado en el fondo en forma de campana; válvulas de compresión con llave de seis rayos; tubos de bronce para el abastecimiento del agua que van hasta el piso, provistos de rebordes para sujetarlos al suelo, y tubo de desagüe "Imperial" de bronce. La bañadera descansa sobre patas artísticas que representan una garra sujetando una bola. Todos los accesorios están pulidos y niquelados. El acabado exterior es hermoso, en blanco de marfil con filetes de oro. Bañadera de 5 pies; largo desde los bordes 5 pies 6 pulgadas; ancho, desde los bordes, 31 pulgadas.



PRECIO, \$78.65



"Imperial" de bronce. La bañadera descansa sobre patas artísticas que representan una garra sujetando una bola. Todos los accesorios están pulidos y niquelados. El acabado exterior es hermoso, en blanco de marfil con filetes de oro. Bañadera de 5 pies; largo desde los bordes, 2 pies 9½ pulgadas; ancho desde los bordes, 34½ pulgadas. **PRECIO, \$91.00**

Los Precios Mencionados están sujetos á Descuentos Liberales.

Fabricamos un surtido completo de Bañaderas, Excusados, Lavamanos, Sumideros y otros efectos higiénicos de todos tamaños y modelos. Nos será grato dar informes detallados á quienes los soliciten. Somos en el mundo los que fabricamos en mayor escala artículos de ésta especie, teniendo inmensas facilidades para proveer al comercio de exportación á los precios más satisfactorios. Solicitamos correspondencia en cualquier idioma.

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LA BICICLETA QUE GOZA DE MAYOR POPULARIDAD ENTRE TODAS.

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son construidas en la fábrica de bicicletas más grande del mundo, por fabricantes que tienen una experiencia de más de 25 años y cuya responsabilidad financiera es incuestionable.

LAS BICICLETAS “CRESCENT”

son favorablemente conocidas en el mundo entero y son hechas del mejor material que puede obtenerse.

Para Niños y Niñas, \$20, \$25 y \$30.

Para Hombres y Mujeres, \$50.

De Doble Asiento, \$75.

WESTERN WHEEL WORKS,

FABRICANTES,

36 Warren Street, New York, U. S. A.



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R. G. DUN & CO.,

The Mercantile Agency.

(LA AGENCIA MERCANTIL.) **NEW YORK, N. Y.,**
U. S. A.

Establecida en 1841

**PARA LA PROTECCIÓN Y EL . . .
DESARROLLO DEL COMERCIO.**

Informamos acerca de la posición comercial y del
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(El Ferrocarril de San Luis y San Francisco)

ES LA RUTA MEJOR

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ENTRE MÉXICO Y LOS ESTADOS UNIDOS.**

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F. D. RUSSELL,

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B. F. YOAKUM,

Vicepresidente
y Administrador General.

GEO. T. NICHOLSON,

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El Grabado que acompaña á
este anuncio representa el

CARGAMENTO MAYOR DE ESTUFAS DE PETRÓLEO

QUE SE HA DESPACHADO JAMÁS DE UNA VEZ

Un tren entero, compuesto de QUINCE grandes carros de carga,

LLENOS DE ESTUFAS DE COCINA DE PETRÓLEO,

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más modernas y perfeccionadas, conocidas
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En todas estas Estufas se usa el kerosene ordinario (petróleo refinado).

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Nuestras Estufas son tan sencillas que un niño puede manejarlas.

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