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INTERNATIONAL UNION OF AMERICAN REPUBLICS.

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1900.

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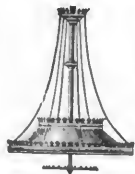
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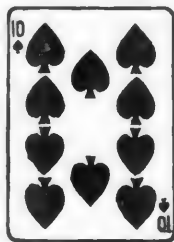
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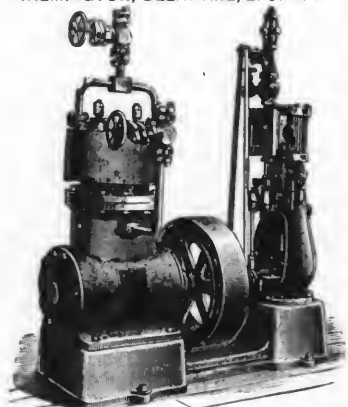
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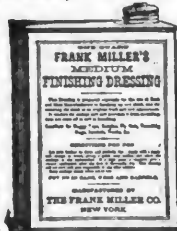
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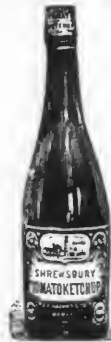
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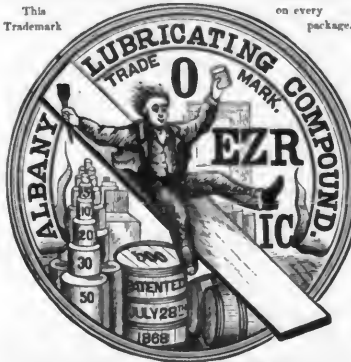
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UNITED STATES CONSULATES.

Frequent application is made to the Bureau for the address of United States Consuls in the South and Central American Republics. Those desiring to correspond with any Consul can do so by addressing "The United States Consulate" at the point named. Letters thus addressed must be delivered to the proper person. It must be understood, however, that it is not the duty of Consuls to devote their time to private business, and that all such letters may properly be treated as personal, and any labor involved may be subject to charge therefor.

The following is a list of United States Consulates in the different Republics:

ARGENTINE REPUBLIC—

Buenos Ayres.
Cordoba.
Rosario.

BOLIVIA—

La Paz.

BRAZIL—

Bahia.
Para.
Pernambuco.
Rio de Janeiro.
Santos.

CHILE—

Antofagasta.
Arica.
Coquimbo.
Iquique.
Valparaiso.

COLOMBIA—

Barranquilla.
Bogotá.
Cartagena.
Colón (Aspinwall).
Medellin.
Panama.

COSTA RICA—

San José.

DOMINICAN REPUBLIC—

Puerto Plata.
Samana.
Santo Domingo.

ECUADOR—

Guayaquil.

GUATEMALA—

Guatemala.

HAITI—

Cape Haitien.
Port au Prince.

HONDURAS—

Tegucigalpa.
Utilla.

MEXICO—

Acapulco.
Chihuahua.
Ciudad Juarez.
Ciudad Porfirio Diaz.
Durango.
Ensenada.
La Paz.
Matamoros.
Mazatlan.
Mexico.
Monterey.
Nogales.
Nuevo Laredo.
Progreso.
Saltillo.
Tampico.
Tuxpan.
Vera Cruz.

NICARAGUA—

Managua.
San Juan del Norte.

PARAGUAY—

Asunción.

PERU—

Callao.

SALVADOR—

San Salvador.

URUGUAY—

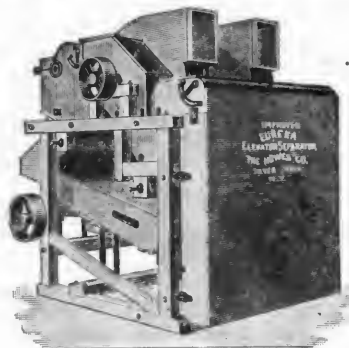
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Maracaibo.
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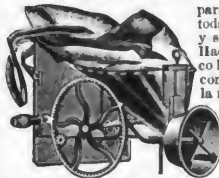
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MONTHLY BULLETIN
OF THE
BUREAU OF THE AMERICAN REPUBLICS,
International Union of American Republics.

VOL. VIII.

FEBRUARY, 1900.

No. 2.

ARGENTINE REPUBLIC.

PUBLIC EXPENDITURES FOR 1900.

The London "Times" correspondent at Buenos Ayres, in a telegram dated January 23, 1900, says that, according to the accounting department, the public expenditures sanctioned by the National Congress for 1900 amount to £13,000,000 (\$63,264,500, United States). The Executive Power maintains that it avoids a deficit by heavy economies, and is relying on being able to discount treasury bills in the London market.

CONDITION OF THE CROPS.

Mr. WILLIAM GOODWIN, of the "authorized grain inspection of the the River Plate," under date of December 29, 1899, issued the following report on the condition of the crops of the Argentine Republic at that time:

"A splendid crop of wheat has been gathered during the fine weather in all parts of the country, except in the south, where the grain is just now ripening. The quality is excellent, and will leave nothing to be desired. The thrashing has so far met expectations, but it is yet too early to make estimates as to the excess of the present over last year's crop. Linseed is also in a nearly perfect condition, and is a very large crop, of remarkable quality. The weather conditions could scarcely have been better for the maize plants and the grazing lands, and it seems that another 'fat year' is assured to the Argentine Republic."

Since then a hot wave has prevailed throughout the Argentine Republic and Uruguay, which has done much damage to the growing maize plants and to alfalfa and grazing lands.

COMMERCIAL SITUATION IN BUENOS AYRES.

The commercial situation is reported as very active and satisfactory in the city of Buenos Ayres. The wool season has opened and promises to be the best in the history of the country, and the market for grain is more active than has been noted for a number of years, the crops being especially noteworthy for their yield and condition. It is stated that nearly all the linseed crop has been contracted for by agents of British and Belgian firms at advanced prices over 1899. It is expected that the London market will absorb all or nearly all of the surplus wheat and the greater part of the maize which will be exported.

The demand for horses, mules, cattle, and crude alfalfa for the South African market can scarcely be met, while the wages of the laborers are increasing. The many Italian immigrants are being employed almost as soon as they land in the country.

CHANGES IN TARIFF RATES.

The following modifications have been made in the customs tariff of the Republic:

A decrease of 5 per cent in the import duties on articles of knitted cotton. Typewriters have been placed on the list of articles paying a duty of 5 per cent. Specific duties will hereafter be collected on the following: Cacao, oats, or other similar products, 25 *centavos* per kilo; powdered cocoa or chocolate, 35 *centavos* per kilo; coffee substitutes (barley or malt), 8 *centavos* per kilo; canned vegetables, 22 *centavos* per kilo; natural spices, 4 *centavos* per kilo. Sulphate of copper, which formerly paid 25 per cent, will now pay 10 per cent.

THE PORT OF ROSARIO.

It is reported that the Argentine Government is going to ask Congress to authorize the call for bids for the execution of the construction of the port at Rosario according to the plans and specifications which have been made. This city is the second commercial place of the Republic and the key of all trade with the interior. The export products of the northern Provinces, from San Luis to San Juan and from Cordoba to Jujuy, center here.

Up to the present Rosario has not benefited in any way from its exceptional situation on the most important waterway of the Republic, on account of the many sand banks which obstruct a part of the Parana River and the inaccessibility of the actual port for vessels of a certain tonnage, obliging the unloading by lighters. The bill to be introduced in Congress provides for the construction of 3,000 meters of wharves, sheds, storehouses, railroads, etc.

EARNINGS OF THE RAILWAYS.

The earnings of the several railways in the Argentine Republic and Uruguay for 1899 are given as follows:

ARGENTINE REPUBLIC.

Name of railway.	Earnings.	From—
Grand Eastern.....	£181,917	July 1
Southern.....	826,439	July 1
Buenos Ayres and Rosario.....	881,379	Jan. 1
Pacific.....	226,501	July 1
Eastern.....	363,671	July 1
Argentine Central.....	1,222,766	Jan. 1
Santa Fe and Cordoba.....	55,651	July 1
Bahia Blanca Northern.....	21,667	July 1
Andino.....	87,534	Jan. 1
Eastern Santa Feclno.....	1,621,872	Jan. 1
Argentine Eastern.....	34,446	Jan. 1
Entre Rios Central.....	35,148	July 1
Cordoba Central.....	1,170,412	Jan. 1
Central Sección N.....	2,338,093	Jan. 1
Cordoba Northeastern.....	175,220	Jan. 1
Cordoba and Rosario.....	861,550	July 1
Argentine Northeastern.....	70,423	Jan. 1
Northern Central.....	1,911,270	Jan. 1
Rioja and Catamarca.....	7,160	Aug. 1

URUGUAY.

Uruguay Central.....	£141,472	July 1
Central Extension—		
East.....	141,472	July 1
North.....	13,643	July 1

DURABILITY OF QUEBRACHO WOOD.

The immense forests in the northern part of the Argentine Republic, especially those crossed by the railway lines of the French company in the Province of Santa Fe and the Argentine Railway Company, abound in the trees which furnish what is known as the red quebracho wood. This tree is stated by "El Economista," of Lima, to belong to the apocynaceous (*Aspidosperma quebracho*), but it would seem that it is more properly a member of the anacardiaceous family (*Loxopterygium Lorentzii*), which is the technical appellation of the red quebracho. The first-named species is commonly known as the white quebracho. This wood has not been fully appreciated in Europe, and has only been used in the tanning industry; but in South America it has been used for many years in railroad construction, and for framing, partitions, etc.

The red quebracho contains a large amount of tannin, varying from 15 to 20 per cent, which circumstance has justified its employment in the preparation of hides and skins. Its durability and weight have been the causes for its adoption as cross-ties for railroads whenever the lines have traversed the regions where it is found in abundance. The discovery of its durability came about when railroads were being constructed through the pastoral regions of the Argentine Republic. The inclosures or corrals where live stock was rounded up and kept during

the night were constructed with posts and crosspieces of quebracho wood, and when it became necessary to remove them, as they obstructed the proposed lines of the railroad, it was found, greatly to the surprise of those performing the work, that the part of the posts which had been under ground were in as good a state of preservation as that which was exposed to the air. In some cases these posts had been partly buried for over fifty years in land furrowed and gullied by the torrential rains of the summer, and yet the wood was in as good a condition as though it had been felled recently.

"El Economista" does not enter into any absolutely certain explanation of this phenomenon, but limits itself to stating that the tannin, naturally distributed in the interior fibers of the tree, and not wholly in the bark which had been removed, must contribute in a greater degree than all injected substances to the preservation of the wood. The great difficulty of securing a substance which would preserve wooden cross-ties used in railroad construction in certain parts of the Argentine Republic, and which would prevent their rapid destruction in a country where ballast is unknown and where the cross-tie is simply laid on the ground, which is frequently sandy and alternately exposed to torrential rains and dried by intense heat, naturally led to the substitution of iron cross-ties for the wooden ones in the railroads crossing the pampas of the Republic.

But recently experiments have been made which show that the hard red quebracho is undeniably the best material that can be used for the purpose. The wood weighs on an average 1,250 kilos per cubic meter, so that a cross-tie of $2\frac{1}{2}$ meters by 25 centimeters by 15 centimeters would weigh 117 kilos. The advantages which result from these conditions to the stability of the road and the possible increase of speed of the trains is at once patent. The stability is due not only to the weight of the cross-tie itself, but also to the resistance of the wood, as the quebracho does not split or become compressed by blows; so true is this that it is necessary to perforate the wood deeply before introducing the bolts and spikes into them. The amount of timber of this kind which the forests of the Argentine Republic can provide will suffice to furnish all the railroads of the country with the best kind of cross-ties for many years to come.

PROPOSED RAILWAY LAWS.

The Congress of the Argentine Republic has recently had before it a bill intended to improve the service of the State railways and to enact legislative measures which shall do away with certain conditions which at present operate injuriously with respect to the interests of the country. All laws relating to this subject now in force refer only to the construction of railway lines, and are silent as to their management and operation.

The principal purposes of the new bill are to place the operation of

the State railroads under the direct management of officials immediately answerable to the Ministry of Public Works; to have Congress make a lump appropriation for the operating expenses based upon estimates submitted by the Executive Power during the regular session; to authorize the said Power to apportion the appropriation in such manner as best to meet the requirements of the service of each railway line or system; to also authorize the officials dependent upon the Ministry of Public Works to make purchases of materials and stores for the operation and construction of the roads under their charge without advertising for bids, provided the total of such expense shall not exceed \$5,000; to exempt the said railroads from all national, provincial, and municipal tax which is now or may hereafter be levied, and to compel them to transport all public property at a reduction of 50 per cent from their ordinary tariffs and of 20 per cent in the case of property belonging to the Provincial Governments; to compel the railways to use articles of domestic manufacture whenever possible, and to exempt them from the payment of import duties upon articles which they may be compelled to purchase abroad by reason of their not being manufactured in the country.

EXPOSITION OF CATTLE AND DAIRY PRODUCTS—THE LIVESTOCK INDUSTRY.

The Bureau of the American Republics is indebted to Señor A. DEL VISO, Chargé d'Affaires of the Argentine Republic, for a copy of the official notice issued by the Ministry of Agriculture, providing for the holding of an exposition of cattle and dairy products, etc., at Buenos Ayres during the month of May, 1900. The notice is in the form of a decree, promulgated by the Government, and covers the following matters:

The "Argentine Rural Society" intending to hold a fair in Buenos Ayres during the month of May, 1900; at the same time there will be held an exposition of dairy products and cattle, machinery, implements, and utensils employed in the said industry. The Bureau of Agriculture and Live Stock, in concert with the Society named, will organize the exhibition with the following sections: First, thoroughbred milch cows born in the country; second, dairy products; third, machinery, implements, and utensils employed in the elaboration and sale of said products. Premiums and awards in the way of medals, diplomas, or money will be given for the different classes into which the sections are divided. The jury of awards will be composed of three persons to be designated by the Director of Agriculture and Live Stock in concert with the Board of Directors of the Argentine Rural Society. All machinery, implements, and utensils intended for the exposition will be exempt of import duties, and will be transported from the port of entry at the expense of the Government. The Argentine Rural Society will furnish gratis the site, motor power, and amount of milk necessary for the holding of the exposition.

The Government has taken a great interest in the exposition, being urged thereto by its deep interest in the live-stock industry of the Republic, and its desire to show the progress achieved by the people of the Argentine Republic in this particular line of endeavor, as well as by its efforts to promote the agricultural and live-stock interests of the country. In the effort to cause knowledge of the proposed exposition to be as widespread as possible, the Government has notified the whole diplomatic and consular corps of the Republic of the plan of organization of the same as well as the regulations governing it.

The live-stock industry in the Argentine Republic is making giant strides in the economic development of the country. The large number of moneyed men who devote themselves to this industry has been endeavoring for some years past to improve the domestic stock, especially as regards horned cattle and sheep. The strains have been very greatly improved, as is shown by the fact that wool, which in 1898 sold for \$6.50, in 1899 sold for \$12 per ten kilos; salt hides, which in the first-named year brought \$15.50, in the last were sold for \$21 per 100 kilos. For the first nine months of 1899 the exports of cattle and sheep on the hoof, meat products, etc., amounted in gold to \$52,590,876.

HORSES FOR THE BRITISH ARMY.

As mentioned in the January number of the MONTHLY BULLETIN, the British Army in South Africa has been using horses shipped from the Argentine Republic. Letters received from officers and men of Her Britannic Majesty's forces show that the Argentine horse is greatly admired for his pluck and staying qualities, and it is stated to be better than the native horses, and those taken from Europe, although it is not claimed that they are superior to the English horse. Three shipments of horses had been made up to December 10, 1899, and on that date a telegraphic order was received in Buenos Ayres requesting a further shipment of 1,500 head.

AGRICULTURAL MACHINERY IMPORTERS.

The "Südamerikanische Rundschau" publishes the following list of importers of agricultural machinery in the various cities of the Argentine Republic:

In Buenos Ayres: L. D. Forgnés, Calle Belgrano, 472; Juan D. Fitte, Calle Moreno, 834; Dillemann y Cia., Calle Alsina, 829.

In Cordoba: Flandin, Calle San Martín; Kegler, Calla Rivadavia; Lousteau Hermanos, Calle Rivadavia.

In Tucuman: Raverini y Barcia, Calle Las Heras; Louis Grünauer y Cia., Calla 24 Setiembre; Juan Pупpo, Calle Mendoza.

In Mendoza: Hector Berri, Lanur Alnalde, Emiliano Torres y Cia.

In Santa Fé: Ruston Procter y Cia., Ransomes Sims y Cia., Clayton Shuttleworth y Cia.

SUGAR PRODUCTION IN NOVEMBER, 1898 AND NOVEMBER, 1899.

The "Argentinisches Wochenblatt" gives the following statistics of the sugar production in November, 1899, as compared with the same month in 1898:

Plantation.	1899.	1898.
	Kilos.	Kilos.
La Florida.....	82,250	
La Trinidad.....	125,075	
Nueva Baviera.....	22,921	
Lastenia.....		175,200
Santa Ana.....	27,590	
Lules.....	44,158	77,920
Los Ralos.....	44,835	74,700
Santa Lucia.....	66,088	84,085
San Miguel.....	144,352	
La Providencia.....	94,881	115,092
La Azucarera Argentine.....	363,700	120,000
San Andrés.....	108,674	
La Invernada.....	7,194	
Esperanza.....	110,462	
Aunalia.....	53,886	
San José.....	22,183	
San Pablo.....	87,640	29,825
Concepción.....	368,800	272,202
Santa Rosa.....		81,686
Luján.....	71,145	
La Esperanza (Leach).....		39,600
Lelesma.....	74,065	
Buenos Aires.....	13,907	26,671
Colonia Pinto.....		13,997
Total.....	1,933,799	1,110,978

THE MAR CHIQUITA LAKE.

An Argentine surveyor, in a communication printed by the "Principio," of Cordoba, tells something about a great salt lake in the Province of Cordoba, known as "Mar Chiquita." He observes that the survey report of 1890 of this inland sea gives its dimensions from east to west as 81 kilometers (50.33 miles), with a width at the most extreme points of 50 kilometers (31.07 miles), but since that survey its formation has greatly changed. The average depth varies slightly, being from 12 to 16 feet, according to the season of the year. The bottom of the lake is uniformly smooth and sandy. It is inhabited by fish, but they are small and do not thrive well, owing to the saltiness of the water, which is a 6 per cent solution. There are fifteen islands scattered through the lake, which are thickly wooded with quebracho and pine timber. The shores of the lake are also covered with forest growth. The region round about is entirely uninhabited and many wild animals abound.

MISCELLANEOUS NOTES.

The Buenos Ayres "Handel's Zeitung" contains the interesting information that the Hon. WILLIAM I. BUCHANAN, formerly Minister of the United States to the Argentine Republic, has written a letter to President ROCA wherein he makes the statement that he expects

to return to Buenos Ayres with the intention of inaugurating certain important business undertakings, among others the opening of a North American banking institution. The same newspaper prints the information that an English syndicate has made a proposition to the Government of the Province of Buenos Ayres to purchase or lease the La Plata ports.

“La Union de Molineros” (Millers’ Union) of Buenos Ayres and Rosario has solicited the assistance of the Minister of Agriculture in obtaining lower railway freight rates and other special privileges connected with shipments of flour to Brazil. The Union also asks that the Government do all in its power to dissuade Brazil from conceding special advantages to flour from the United States, recommending the reduction of duties on certain imports from Brazil, even should the national industries of the Argentine Republic be not so favored by the Brazilian Government.

The commission named by the Government to present a plan for reforms in the regulations regarding the tax on wines and artificial beverages completed its labors late in the year 1899 and presented a report to the Minister of Finance which was very exhaustive, and advised many modifications and amendments in existing legislation upon the subject. The amendments suggested are considered very important, one of them being the establishment of a general chemical laboratory for the testing and appraising of wines and artificial drinks.

The creation of a museum for national products has proceeded so far that a building has been secured in Buenos Ayres, which will be equipped with the necessary cases and furniture. The museum will be under the supervision of the Chamber of Commerce of the city, whose president, Señor CARLOS LIX RHETT, has addressed a circular to those interested, requesting samples of wool, skins, grain, and other products of the country to be sent to him for exhibition.

The new port constructed at Colastiné in the Province of Santa Fé by the French railroad company was to have been opened to traffic at the first of the year. This port, which will cost over \$100,000, will be completed by a new wharf of more than a kilometer in length, where depots for grains will be established, and where vessels navigating on the high seas can come and anchor and load all the products brought from the north of the Republic.

The horse-breeding industry, which is carried on to such an extent in the Republic, has caused the agriculturists to experiment on a new forage plant called *la sacalina*, technically, *Polygonium sachalinense*, especially in the provinces of Buenos Ayres and Entre Rios. The plant originated in Siberia, and is said to possess very appetizing qualities and to grow in any kind of soil and not to be affected by changes in temperature.

Owing to a pressure of other business during the closing days of the last session of the Argentine Congress, the submission thereto of the treaties of arbitration concluded *ad referendum* with Italy, Paraguay, and Uruguay was deferred. A protocol extending for a period of twelve months the time designated for the ratification of the treaty between the Argentine Republic and Uruguay was signed on December 8, 1899.

The "Tariff of Values Committee" has decided to modify the proposed increase in the value of wools. The actual valuation of \$2 gold per 10 kilos on all kinds of wool is to remain in force as regards *criolla* wool, but fine wool is to be valued at \$3 gold per 10 kilos. The duty on *criolla* wool will, therefore, remain, as hitherto, at 8 cents gold per 10 kilos, and will be 12 cents gold per 10 kilos on fine wools.

The Italian Minister to the Argentine Republic has forwarded a report on Patagonia to his home Government. He asserts that not more than one-tenth part of that region is fit for settlers, and even a great proportion of this one-tenth should be devoted only to the grazing of cattle. The climate is described as too rigorous for Italians and the Territory generally dry and wind-swept.

Coal recently discovered at Cafayate, a Department of the Province of Salta, has been subjected to chemical analysis and found to be of excellent quality. The Government has been requested to give this coal a trial on some of its war vessels, and also to carry into effect the plan already approved by the Government to construct a branch railway line through the Lerma Valley to Cafayate.

The increasing trade between the United States and the Argentine Republic has induced the Houston Line, of Liverpool, to put on a regular service between New York and Buenos Ayres with vessels capable of carrying 6,000 tons of freight. The service will be monthly, the steamers leaving New York on the last Saturday of each month.

Of the 707 steamships, with a tonnage of 1,035,428 tons, entering the port of Buenos Ayres during the first seven months of 1899, only one, of a burden of 2,729 tons, carried the United States flag. Three hundred and ninety-four steam and sailing vessels, of a tonnage of 1,038,484 tons, were English, and 124, of a burden of 517,215 tons, were German.

From October 1, 1898, to December 1, 1899, there were constructed in the city of Buenos Ayres 2,390 linear meters of new buildings from one to seven stories in height, the municipal treasury receiving as license fees for the same the sum of \$559,174, which was \$162,000 more than during the previous year.

The estimated exports through the port of Rosario for the year 1900, as published in "La Nación" of Buenos Ayres, give the shipments

therefrom as follows: Wheat, 2,000,000 tons; corn, 1,000,000 tons; hemp and other textiles, 900,000 tons; wool, skins, lumber, bones, hay, flour, barley, bird seed, ores, etc., 2,000,000

The municipality of Rosario had granted Señor FEDERICO SCHARRER permission to establish an electric-light plant with underground wires for the term of fifty years, he paying 5 per cent of the gross receipts to the city. A proposition has been submitted looking to the establishment of electric tramways

Maj. Gen. CARLO VOLPINI, of the Italian Army, is now in Buenos Ayres for the purpose of purchasing horses for cavalry purposes. Italy is dependent upon foreign animals, and has previously purchased them in Hungary. About 20,000 head are required annually for the Italian service.

Two recent land concessions in the Province of Cordoba have been made a State colony. Together they contain 10,000 hectares of land, which will be sold to the colonists at \$18.57 (paper) per hectare. The colony will hereafter bear the name of Celina.

On January 26, 1900, President ROCA, accompanied by the members of his Cabinet, visited Admiral SCHLEY, of the United States Navy, on the cruiser *Chicago*. The vessel saluted him with a volley of twenty-one guns, the regular Presidential salute.

The local press is commenting on the departure of immigrants from the Province of Santa Fé. During December, 1899, more than one hundred and fifty families of Austrians and Basques left the Province for the purpose of purchasing homes in Uruguay.

Tobacco culture in the Province of Salta is becoming a great industry. The planters were so well satisfied with their crops of last year that they have determined to enlarge the area under tobacco during the present year to twice or thrice that of last year.

The Minister of Justice, Señor MAGNASCIO, has, by the advice of the Attorney-General, issued an order prohibiting any life-insurance company from paying any claim on an insurance policy where the insured person had committed suicide.

The British Minister in Buenos Ayres has paid to the Minister of War of the Argentine Republic the amount at which the horses were valued which President ROCA wished to present to the British Government for service in South Africa.

The Santa Fe and Cordoba Railroad has recently constructed a grain elevator at Villa Constitución, and is now engaged in constructing another alongside of it. Each elevator will have a capacity of 1,000 tons per day.

The Government has recently granted to a native *caique* a large parcel of public land in the Chubut Territory for the establishment of a colony of natives, and has provided him with wagons and 250 kilos of wheat for sowing.

In view of the scarcity of sacks for the exportation of grain, the "Review of the River Plate" says that the Argentine Government has agreed to admit those articles free of duty for a period of eight months from December 1, 1899.

Señor CARLOS MASCHWITZ, department chief of the Directory of Railways, has been appointed by the Government to represent it officially at the International Railway Congress to be held in Brussels this year.

The "Review of the River Plate" says that Buenos Ayres consumes about 300 tons of snails a year. The best varieties are imported from Italy and France, while the best of the home product comes from Chascomus.

The Minister of the Interior, Señor YOFRE, has commissioned Professors OSCAR and ADOLPHUS DÖRING to explore the Puna de Atacama, about which so little is known. A map will be made of the region.

The total receipts of street railways in Buenos Ayres during the month of November, 1899, was \$1,068,644.64, of which 6 per cent was paid to the municipality.

Wine to the amount of 773,000 hectoliters was exported from Mendoza during the month of November, 1899. The stock remaining on hand amounted to a little more than 200,000 hectoliters.

Dr. ALCORTE, the Minister of Foreign Affairs, started for Europe about the middle of December on a special mission in connection with the boundary arbitration.

The sugar factory in Teleñary is reported to have worked 9,000,000 kilos of sugar cane during the last season. About one-half of this was grown by the company on its own territory.

For the year 1900 the regular army of the Argentine Republic will consist of 91 field officers, 811 commissioned officers, and 7,789 noncommissioned officers and men.

The Government has decided to found a settlement at Bahia San Julian, Territory of Santa Cruz, and another on the banks of the Deseado River.

According to reliable estimates, the sugar crop for 1899 amounted to 90,000 tons. Should this prove true, 10,000 tons will be offered for export.

The trans-Andean Railroad Company is engaged in the work of the extension of the line from Punta de Vacas to Las Cuevas, a distance of 31 kilometers.

A company has been formed in Buenos Ayres with a capital of \$1,500,000, national currency, to manufacture textiles and hats.

During the month of November, 1899, the immigrants arriving at the ports of the Argentine Republic numbered 13,241.

A school for military officers will be opened in April next in Buenos Ayres, and will have fifty pupils at its opening.

Reports from the northern section of Santa Fé Province say that there has been a considerable loss of live stock from protracted drought.

In the past year thirty-three officers were graduated from the Cadet School in Buenos Ayres.

According to "Le Nonveau Monde" a law has been passed for the free entry of all articles imported by the refrigerator companies.

The Government has given the post of Director of Hydranic Works to a United States engineer.

The Government of the Republic has created a new national Territory out of the Punta de Atacama.

The Southern Railway Company will construct a branch line from Azul to Bahia Blanca.

BOLIVIA.

PORTS OF ENTRY ON LAKE TITICACA.

A bill has been presented to the Sovereign National Convention, and approved by it, which creates several minor ports on Lake Titicaca. The bill is to the effect that the industrial, agricultural, and commercial interests of the towns contiguous to Lake Titicaca demand facilities for the export of their mining products to the smelting establishments existing in the Department of Puno, as do the rubber and other industries carried on in the Mapiri regions and the Provinces of Larecaja and Muñecas; that to this end Huaicho, Sotolaya, Copacadana, and Carabuco are constituted minor ports; that a custom-house dependency is created at Desaguadero with a sufficient force to dispatch the mer-

chandise in transit to Coroico and Oruro by the Desaguadero River; that the steamers on Lake Titicaca shall have free access to the ports named on their trips from Puno to Chililaya and return, without any requisite other than the license granted by the harbor master of Chililaya on verbal, written, or telegraphic application, with the intervention of the Bolivian Consul at Puno.

COMMERCE WITH THE UNITED STATES.

The Consul-General of Bolivia at New York reports that during the month of January last there were exported to his country 2,149 packages, valued at \$19,251.69, as follows: To the custom-house agency of Antofagasta, 583 packages, valued at \$10,257.26; custom-house agency of Mollendo, 1,349 packages, valued at \$3,336.14; to the custom-house of Puerto Suarez, 42 packages, valued at \$1,206.29; custom-house of Tariga, 175 packages, valued at \$4,452.

PROJECTED RAILWAYS.

The French Chargé d'Affaires at La Paz reports that the Bolivian Government proposes to vote an appropriation of 120,000 *bolivianos* for the surveying of three railway lines, to wit, from Oruro to La Paz and to Lake Titicaca; from Oruro to Cochabamba, and from Challapata to Colquechaca. A sum of 50,000 *bolivianos* will, in addition, be granted for the surveying of a railroad starting from Potosi and ending at the Argentine frontier.

DEATH OF DR. PEDRO KRAMER.

A telegram from Para, Brazil, dated December 27, 1899, announced the death, at Manãos, of DR. PEDRO KRAMER, Secretary of the Bolivian Legation at Rio de Janeiro and delegate of the Bolivian Government for the Rio Acre district.

BRAZIL.

TREASURY ACCOUNTS FOR 1899.

A dispatch to the "London Times," dated Rio de Janeiro, February 6, 1900, says that the Brazilian Treasury accounts for 1899 are approximately as follows: The revenue from customs (including 10 per cent in gold reduced to currency) is 266,000 *contos*, and the internal revenue amounts to 111,000 *contos*, making the total revenue for the year 377,000 *contos*. The ordinary expenditures were 250,000 *contos*, the currency incinerated amounted to 45,000 *contos*, while 33,000 *contos* were paid on account of the loan of £2,000,000 of 1897, which is now settled. The total expenditures were, therefore, 328,000 *contos*, leaving a surplus for the year of 49,000 *contos*.

A *contos* in Brazil is equal to 1,000 *milreis* or 1,000,000 *reis*. A gold *milreis* is worth 54.6 cents United States currency, but, owing to its depreciation at home, the paper *milreis* of Brazil is valued at about 14 cents United States currency.

FOUR HUNDREDTH ANNIVERSARY CELEBRATION.

On April 25, 1500, for the first time in the history of the world, a sailing vessel cast its anchor in the waters of Porto Seguro Bay. This ship, with others, was commanded by PEDRO ALVARES CABRAL, who was on his way to India under the orders of the great navigator, VASCO DA GAMA. On May 2, of that year, CABRAL left this harbor for his Indian destination, but dispatched one of his vessels back to Lisbon to carry the news of the discovery to his sovereign. So far as the country now included in the boundaries of the Republic is concerned, CABRAL'S discovery was not the first made, as early in January of the same year the Spanish navigator VINCENT YÁNEZ PINZÓN, a companion of COLUMBUS, had discovered the mouth of the Amazon and the northern coast contiguous thereto. The Portuguese, however, have always ignored PINZÓN'S claim and date the discovery of the country from CABRAL'S visit.

CABRAL, taking possession of the country in the name of and in behalf of the Crown of Portugal, called it "Vera Cruz" (The True Cross), but the King, DOM EMMANOEL, in his notifications to the Catholic sovereigns, called it "Terra da Santa Cruz" (Land of the Holy Cross). By common usage both of these titles were replaced as early as 1503 by the single word "Brazil," which was the name of the then principal product, a dyewood.

Since January 1, 1900, under the auspices of a private organization of patriotic citizens, entitled "Associação do Quarto Centenario do Descobrimento do Brazil" (Association of the Four Hundredth Anniversary of the Discovery of Brazil), there have been, or will hereafter be, numerous exercises and celebrations of this fourth centennial anniversary. The only official cognizance taken by the Government, so far as has been reported, has been the issuance of a special set of commemorative postage stamps, which are fully described in a separate article in the present issue of the MONTHLY BULLETIN.

The following is the programme of the arrangements and the exercises provided for by the Association, the first of which has been successfully carried out:

1. Religious demonstrations, begun on January 1 by the reproduction of "The First Mass of Brazil."
2. Naval festivities and an international regatta.
3. Artistic festivities—The presentation of a national commemorative opera.
4. Popular festivities.

5. The erection of a commemorative monument in one of the public squares of the capital on May 3.

6. Publication of "Livro do Quarto Centenario O Brazil: 1500-1900" (The Book of the Fourth Centennial of Brazil, 1500-1900). This work will comprise four volumes of 400 pages each and will show the progress made by Brazil in every branch of human activity.

7. Great representative or popular meetings, or "congresses."

8. Coinage of memorial medallions in gold, silver, and bronze.

The Livro do Centenario, besides giving a historical sketch of commemorative exercises, will contain fifteen special articles on the following subjects:

I. The discovery of Brazil—Settlement of the country—Administrative and political organization—Social evolution.

II. Religion—Religious orders—Charitable institutions.

III. Education—The press.

IV. Fine arts.

V. Literature.

VI. The judicial and social sciences.

VII. The mathematical, physical and natural sciences—Scientific works.

VIII. Medico-pharmaceutical sciences.

IX. Engineering—Railways, public works, public buildings in general.

X. Mining—Mineral resources.

XI. Industries—Extractive resources.

XII. Agriculture—Vegetable resources.

XIII. Commerce and navigation—Finances.

XIV. Military organization—Army and Navy—Civil militia—Fortifications.

XV. Foreign relations—Alliances, wars, and treaties.

To the author of the best national historical poem the Association offers a prize of one *contos* and a gold medal. The same prize is awarded to the author of the best national historical drama. Literary contests are also provided for, based on the following subjects: (1) The discovery of Brazil—Purposes of the voyage of PEDRO ALVARES CABRAL. (2) Agricultural problems in Brazil. (3) The economic and financial problems of the Republic. (4) International railways of South America.

The author of the best monograph on any of these subjects will be awarded a gold medal, while the author of the second best article will receive a silver medal.

The medals to be presented were manufactured by Mr. JULIUS MEILI, of Zurich, and were engraved by HANS FREI, of Basle, Switzerland. On the obverse they display a striking portrait of the discoverer, PEDRO ALVARES CABRAL, while on the reverse are the arms of Portugal and Brazil at different periods of their history, namely, Portugal in 1500 and in 1816, and Brazil in 1822 and 1889. The medals are

dedicated as follows: "Ao povo Luso-Braziliero." (To the Portuguese-Brazilian people.)

The President of the Republic and each of the members of his Cabinet, as an evidence of their interest in the contest, have subscribed 4 *contos* apiece to the funds of the Association, or a total of 28 *contos*.

A monument commemorative of this celebration will be inaugurated in Largo da Gloria, Rio de Janeiro, on May 3, 1900.

THE ACRE BOUNDARY.

The following protocol has been entered into with reference to the boundary between Brazil and Bolivia, which affects the territory of both countries on the Upper Amazon River:

On the 30th day of the month of October, 1899, the Minister of State for Foreign Affairs of Brazil, Dr. OLYNTHO MAXIMO DE MAGALHAES and Dr. D. LUIS SALINAS VEGA, Envoy Extraordinary and Minister Plenipotentiary of the Republic of Bolivia, met in the city of Rio de Janeiro, in the Palace of Itamaraty, Office of Foreign Affairs, and considering that, according to a recent exploration, the Protocol of February 19, 1895, relative to the frontier between the rivers Madeira and Javary, does not conform with the Treaty of March 26, 1867, being duly authorized by their respective Governments, agree as under:

1. The protocol of February 19, 1895, is substituted for the present, and in conformity with which will be made the demarcation of the said frontier.

(a) Within sixty days, counted from the date hereof, each of the two Governments will nominate a Commissioner and two assistants, one of which will substitute the Commissioner should occasion arise.

(b) The Mixed Commission constituted by the two so-named Commissioners shall verify the true position of the source, or the principal sources, of the River Javary, taking into account the operations effected in 1874 in the demarcation of the boundary between Brazil and Peru, and also that made in 1897 by Captain-Tenente AUGUSTO DA CUNHA GOMEZ.

2. The verification being accomplished, the Mixed Commission will proceed to the demarcation of the frontier from the true latitude up to the 10° 20' south, where the river Madeira commences, in conformity with the instructions which the two Governments have to mutually arrange by common accord in the protocol to be substituted for that of May 10, 1895.

3. If, at the end of one year from the signing of this protocol, one of the parties should fail to qualify its Commissioner for the said exploration and consequent demarcation, the other party hereto shall proceed alone to do this work, and the same shall be considered to be definite.

4. Until the Mixed Commission concludes the definite demarcation of the said frontier, there remains adopted as a provisional limit a line which, running from the river Madeira, in latitude 10° 20', proceeds to

latitude $7^{\circ} 11' - 18^{\circ} 10'$ south, as fixed by Captain-Tenente AUGUSTO DA CUNHA GOMEZ, as the source of the river Javary.

5. The Bolivian custom-house on the Acre remains established at Port Alonso until, the frontier in the respective part being settled by demarcation, information as to its being in Bolivian territory shall be so confirmed, the Government of Bolivia undertaking, in the contrary case, to remove the same to a convenient place.

6. So long as no Brazilian consular authority exists at Port Alonso, the customs-houses of Manãos and Belem (Pará) shall accept as valid, from November 15, 1899, the *guias* and other documents issued by the Administrator of Port Alonso custom-house, provided they are accompanied by a certificate from the captain of the vessel receiving the cargo.

7. The customs-house inspector of the city of Belem (Pará) shall cancel on the present date the terms of responsibility heretofore exacted from exporters of *caucho* from that market, the current term of ninety days being fixed for the maturity of bills signed by them in payment of duties imposed by the custom-house of Port Alonso.

In faith of the contents of the present protocol, it is signed in duplicate, one in Portuguese and the other in Spanish.

BILLS OF LADING AND CONSULAR INVOICES.

Under the tariff law which went into effect January 1, 1900, duplicate invoices will still be required in the case of goods shipped to Brazil, and one of these must accompany the goods shipped. The following is a translation of the regulations affecting this matter:

"In order to effect a clearance of goods at the port of arrival in Brazil, the presentation of the consular invoice, authenticated by the Brazilian Consul *at the place of origin*, is indispensable, whether the goods be dutiable, free of duty, or liable only to entrance fees. Its absence involves the application to the goods for which the consular invoice is missing of the maximum duties under the tariff, whatever may be the country of origin.

"Imported goods which may belong to different classes of the tariff, and which may have been discovered hidden or not, and of which no mention may have been made in the clearance papers, shall be regarded as contraband and seized according to proper procedure." (This clause is applicable only when the goods found are by their nature of a distinctly different class from the goods declared for clearance, such as boots, umbrellas, or linen found inside machinery, etc.)

Further advice has been received stating that invoices of goods shipped to Brazil must be duly legalized by the Brazilian Consul *at the port of shipment*, on production of a certificate from the local authorities at the place of origin.

THE SÃO PAULO RAILWAY, LIGHT, AND POWER COMPANY.

The "Jornal do Commercio" of December 13, 1899, contains a very interesting description of the work in progress for this company.

For the traction of their tramways throughout the city of São Paulo, as well as for illumination and the supply of motive power to the various industries, the company is constructing a most important hydraulic installation on the River Tiété, near the small town of Parnahyba. The force developed will be transmitted in the form of electric energy to the city of São Paulo over a distance of about 35 kilometers. The total force it is proposed to develop is 16,000 horsepower, but the present installation is for only 8,000 horsepower, of which, after allowing for leakage, it is expected that 80 per cent, or, say, 6,400 horsepower, will be available in São Paulo city, the very moderate loss of 20 per cent being due to the high degree of perfection of the installation.

The fall availed of is only 22½ meters, which necessitates a very large body of water to give the force required, and the hydraulic works include a steel pipe 900 meters long with the enormous diameter of 4 meters; also a reservoir, of which one of the walls is to be 12 meters high by 200 meters long.

There will be four turbines, each of a capacity of 2,000 horsepower, the diameter being 1.2 meters and the speed 200 revolutions per minute. The electricity will be generated at 1,000 volts, transformed up to 20,000 volts for transmission to the outskirts of São Paulo city, where it will be reduced to 2,000 volts.

The installation is said to be in importance second only to those at Niagara, and it is expected that the works will be finished in July of the present year.

LEASE OF THE TIMBAUBA AND PILAR RAILWAY.

The Government has accepted the proposals of the "Great Western of Brazil Railway Company" for the lease and completion of the Government line from Timbauba to Pilar, in the State of Pernambuco, the construction of which was suspended in 1898. The lease is for fifty-three years, the principal clauses of the decree, dated October 30, 1899, being in substance as follows:

The Great Western Railway Company undertakes to finish the construction of this branch within the period of twenty months, to count from the date of the contract, and to work same for the period of fifty-three years, at the end of which this branch will revert to the State without payment of any kind. The company undertakes to commence traffic on the section to Limoeirinho within eight months, and two months after that to Itabaiana, and complete the connection between Nazareth and Timbauba within twenty months. The line must be maintained in condition to admit of a minimum velocity of 30 kilometers per hour. The Government on its part will cede to the con-

tracting company all the material existing in store or along the line formerly acquired for the construction of the line.

The Government reserves the right to redeem the line after the lapse of thirty years, the price being determined by the average net receipts of the last five years and by the state and the cost of the works and materials at the time, the value being payable in internal 5 per cent bonds if desired.

In case the Great Western Railway acquires the line of the Conde d'Eu Company, or amalgamates with it and constructs the connecting branch between Guaratiba and Nova Cruz without onus to the Federal Treasury, the reversion of the section now leased will be regulated by the terms of decree 9941 of October 20, 1883.

The lessee will deposit 20,000 *milreis* as guaranty of good faith and pay to the Treasury 3,000 *milreis* per annum to meet the cost of fiscalization.

Any excess over 8 per cent per annum earned on the capital employed in completing the line will revert to the Treasury in payment for the material and works handed over to the Company.

TRADE IN AGRICULTURAL MACHINERY.

Agriculture in Brazil, says the "Moniteur Officiel" of December 7, 1899, is at present in anything but a satisfactory state. Coffee raising has almost entirely ceased to be remunerative, and many agricultural products which could be raised in the country are brought from abroad. These products, the importation of which has increased considerably during the last few years, are rice, corn, lard, butter, potatoes, clover, etc. This condition of affairs is accounted for by the almost total lack of female labor in Brazilian agriculture and the lack of plows and agricultural instruments for working the soil.

Efforts have lately been made for the introduction of agricultural machinery in Brazil, and several agricultural societies have been founded. One of them, the National Agricultural Society, has had a short pamphlet on agricultural machinery, its employ, use, utility, and the necessity of its introduction in Brazil, printed for distribution.

Some of the dealers in agricultural machinery in Rio de Janeiro are: Mr. Isidor Haas (French) and Mr. Carlos Corteville (French) and Messrs. Cammyrano & Co. (Italians). Cia. Importadora São Paulo (Brazilians) is located in the city of São Paulo.

Agricultural instruments properly called are exempt from entrance duty. Motors and machinery are not considered as such, and pay 15 per cent *ad valorem*.

The importation of agricultural machinery is at present almost nothing, but it will undoubtedly take on a certain importance as soon as the cultivation of cereals, which the Government is endeavoring to encourage, will be seriously undertaken. In any case, it is indispensable to have representatives in these places, and it seems that only a syndicate

would be able to stand the necessary expense; for, in order to gain an insight into the needs, create a current in favor of certain makes of machinery, demonstrate their superiority, find and designate consignees, a stay of considerable length is essential, requiring expenses too heavy to be borne by one house. Too much stress can not be laid upon the importance of sending agents.

The following machines imported from Germany, the United States, and from England, are most employed in the State of Rio Grande do Sul:

Plows of different systems, 36,000 to 50,000 *reis*; churns, 100,000 *reis*; fanning mills, 380,000 *reis*; sickles, per dozen, 14,000 *reis*; scythes, each, 4,000 to 4,500 *reis*; straw cutters, each, 220,000 *reis*.

The houses selling agricultural machinery in this State are: Messrs. Bromberg & Co.; Marcenio, Mattos & Mattos; Carlos Dandt & Co., and Antonio dos Santos Roacho, all at Porto Alegre.

THE STATE OF MATTO GROSSO.

According to a report prepared by the Belgian Legation at Rio, published in the "Bulletin Commercial," Matto Grosso is considered the State of the future in Brazil, its natural resources, vegetable as well as mineral, being far greater than those of the other Brazilian States. Only two elements are lacking to place this immense territory at the head of the South American nations. These are:

First, an increase in the population, Matto Grosso only containing at the present time 92,000 inhabitants. The greater part of these live in a semicivilized state and do not in any way contribute to its prosperity.

Second, the establishment of means of communication by land, in order to supplement its rivers, which are very extensive.

At the present time only the southern part of the State of Matto Grosso is at all known, inhabited, or frequented—that is to say, above the fifteenth degree—while its greatest wealth is found in the northern part. It is there that rubber, gold, and precious stones are found in great quantities. The mineral wealth of this State is very great. Gold, silver, iron, manganese, copper, lead, and, in some districts, diamonds and precious stones, are found in abundance.

Iron, which is very abundant and rich, is generally found in the crystalloid state, peculiar to Brazil. At the Onro Preto school an analysis made of the first sample of manganese ore extracted showed that it contained 46.7 of metallic manganese. Marine salt and saltpeter exist in large quantities in the marshes, lagoons, and bogs. Marble, slate, and porphyry are also found here.

The sale of vacant lands set apart to the mining industry has decreased since the enactment of the law of April 11, 1898, raising from 1,200 to 5,000 *reis* the cost of a hectare of these lands. The mining industry, which formerly was the principal factor in the development

of Matto Grosso, remains stationary, but it is probable that it will shortly revive, as concessions have recently been granted for the exploitation of manganese in the district of Cornuba, and of gold on the Coxipo-Mirim district. Moreover, an important English syndicate has opened negotiations for the purchase of the gold deposits of the Cabaçal River in the district of San Luiz de Cacaeres.

The Government of Matto Grosso offers the greatest advantages to immigrants desirous of settling in this vast territory, and in 1896 a law was promulgated granting lauds at absolutely free title. This liberal law favors the immigrant in allowing him to immediately become the owner of land which will be the base of his future fortune. In the other States of the Republic, and especially in São Paulo, where the number of the European colonists is very large, the European immigrants are hired to work on the coffee plantations, thus delaying and making it difficult for the colonists to become proprietors of the land they cultivate.

At Matto Grosso, on the contrary, scarcely has the immigrant lauded before he can see his way clear to become the proprietor of a farm. The State provides for the subsistence of newly arrived families until they have gathered their first crops, and even furnishes them with cattle and agricultural instruments. The Government is endeavoring to organize the immigration service in as complete a manner as that of the neighboring States. In view of this a building is to be constructed where the new arrivals will be received and housed. The State is desirous, however, of profiting by past experience and avoid the inconvenience resulting from the introduction of great numbers at once, aiming at quality rather than quantity. "We desire," said the President in his last message, "an immigration which is in a certain sense an importation of labor, capital, and intelligence, and which brings to us a peaceful diffusion of blood, sentiments, customs, and ideas."

The crisis through which agriculture in Matto Grosso is passing on account of the lack of laborers, nearly everybody being engaged in mining, has obliged the State to introduce immigrants for its own account and to form agricultural centers. Agricultural colonies are already established and occupied by families coming from the State of Ceará. Every year an appropriation is voted to maintain the double current of immigration from abroad and from Ceará.

The soil of Matto Grosso is extremely fertile, the south producing wheat, cereals, and European fruits, the central part—where the vineyards give three crops a year—also produces corn, rice, manioc, and sugar cane. The north furnishes especially ipeacuanha, vanilla, a rubber which rivals that of Pará, and all the medicinal plants. Maté, the South American tea, thrives and is exported in large quantities to the other States of the Union, as well as to Uruguay and the Argentine Republic. The "Maté Laraujeira Company" has greatly contributed to the development of this culture and trade. An export duty of 800 *reis* per *arroba* (14½ kilos) is levied on this product.

The soil of Matto Grosso is very favorable to cattle raising on account of its disseminated fluvial system, which every year inundates the prairies, forming excellent pasturage lands for the cattle which abound. The largest cattle ranch in the world is found here—that of DESCALVADOS—on the Paraguay. These domains, measuring more than 600 square leagues, and containing more than 300,000 animals (horned cattle, pigs, and 600 horses), valued at 3,332,000 *francs*, belongs to a Belgian company having their headquarters at Antwerp. Their many products, meat extracts, hides, tongues, etc., are all shipped to Belgium and then sold in the principal European markets. These establishments, which are equipped with all modern conveniences and lighted by electricity, employ more than a thousand people.

The exploitation of rubber occupies all the unengaged hands in Matto Grosso. It is found in enormous quantities in the forest at the north of the State. The only hindrance to the development of this industry being the lack of laborers, for the gathering of the rubber is very simple labor, demanding no science whatever. A man taps the bark of as many trees as he can, places under the opening a small tin cup and each night gathers the *latex*, which he then coagulates to give it a form suitable for exportation. The maximum amount gathered in five months by one man is 1,200 kilograms (official figures). In July, 1899, this product was bought from individual laborers at 8,000 *reis* per kilogram, while its real value was 14 *francs* in Europe. This industry seems to offer a very good investment for European capital, the only difficulty for its exploitation on a large scale being the introduction of labor. If this condition were remedied, a company desirous of exploiting rubber in Matto Grosso would seemingly not encounter any difficulty. The Government of the State gives concessions almost gratuitously for a duration of twenty to thirty years and of several hundred miles in extent. In compensation the concessionaire should pay the export duties, and establish navigation on the rivers serving as outlets for his products.

At present the most rapid way, although at best a very long one, for reaching Cuyaba, capital of the State, from Rio, is to take the steamer to Montevideo and from there a smaller boat which ascends the Parana and Paraguay rivers. The "Brazilian Llyods," steamers subsidized by the Federal Government, make this trip twice a week, touching at Parana, La Paz, Bella Vista, Corrientas, Cerrito, Humayta, Pilar, Villa-Franca, Assumption, Rosarion, Conceição, Olympia, Coimbra, Albuquerque, Corumba, and Cnyaba.

The climate of Matto Grosso is naturally tropical, but healthy, especially in the south. During the summer, from December to April, rain is very abundant and storms frequent. The fauna is very abundant. A large trade is carried on in jaguar, chinchilla, ragondin, alligator, otter, and other skins, without counting that the feathers of the white heron or egret (2,000 *francs* the kilo) enrich in a short time the hunter who devotes himself to this industry.

The principal imports finding a ready sale in Matto Grosso are printed calicoes, cotton goods, firearms and ammunition, beer, potatoes, cutlery, shoes, iron utensils, flat-bottomed boats, wire for fencing, pianos, hardware, etc. All the sales are generally made with a profit of 50 to 100 per cent, payment at sight or in three months.

TERRITORY OF AMAPÁ.

On the 6th of December, 1899, the counter cases of Brazil and France in the arbitration of the boundary line between Brazil and French Guiana were delivered to the President of the Swiss Confederation. The cases of both parties were submitted on the 4th and 5th of last April.

The decision is to be made by the Federal Council and must be given within one year from the 6th of December, 1899. The Swiss Federal Council is composed of seven members, among whom are the President and Vice-President of the Confederation. This is the first time that it has ever been constituted as an arbitral tribunal.

The counter case of Brazil forms six volumes: Volume I contains the answer to the French case; Volumes II and III contain a series of 175 documents, with annotations and comments—many of these are preceded by explanatory notes in reply to allegations of the French case; Volume IV contains the original texts of documents, in Portuguese and Spanish, translated in the two preceding volumes; Volume V is an album of facsimiles of manuscripts; Volume VI is a large atlas (in folio), containing 86 maps with a preface on the contested territory. Each map is accompanied by an explanatory note.

The counter case of France forms one volume and five maps.

EXPEDITION TO THE XINGÚ.

The "Buenos Ayres Herald" has published the particulars of the adventures and hardships experienced by a German expedition to the River Xingú in Brazil as related by Dr. MANSFED. This gentleman states that the expedition, composed of twenty men, including the relator and Drs. MEYER, PILGER, and KOCH, and fifty-eight beasts of burden, left Cuyabá, the capital of the State of Matto Grosso, on March 15, 1899, for the confluence of the Formosa and Doruban rivers. Upon leaving this point, they were obliged to construct canoes for the navigation of the Romero River to the point where it enters the Xingú. Although they expected to complete this work in fourteen days, they were unable to proceed until the end of May, and consumed eight weeks' time instead of four.

During this period the expedition met with great hardships, the canoes capsizing no fewer than thirty-five times, thereby causing the loss of most of their effects including a valuable collection of photographs and the bulk of their provisions. They then had to rely chiefly for food upon game and fish. The former, however, was very scarce, and

monkeys formed a considerable part of their diet. After over three months of such fare, the expedition arrived at the mouth of the Xingú, when the return journey was commenced. Various Indian tribes, some of them hitherto unknown, were encountered and some very valuable information was obtained. Several members of the expedition were attacked with fever, and owing to the loss of all medical supplies, could not be relieved. The party returned to Cuyabá in October.

MICA DEPOSITS IN SÃO PAULO.

According to a report of the German Consul at São Paulo, published in the "Reichs-Anzeiger," mica of apparently good quality has been found in a quarry near the source of the Juquá, a tributary of the Ribeira, which flows into the sea near the port of Iguapé. The quarry is about two days' journey from both Santos and São Paulo, and the river Juquá, which is navigable by canoes throughout the greater part of its length, connects it with the port of Iguapé. A parcel of this mica was shipped to the United States, but for local reasons did not prove remunerative. A specimen has been examined by experts, and is said to be adapted for use in the electrical industry as an insulator.

There are also good deposits of mica near São Bernardo, not far from São Paulo, and good mica sheets have been found, too, in São Paulo de Muriahé, in the State of Minas Geraes. Some years ago sheets of mica about 40 centimeters square were obtained in Tahiras, in Goyaz, and exported, but the undertaking was not found to be a paying one and was given up.

COMMEMORATIVE ISSUE OF POSTAGE STAMPS.

Postage stamps of the value of 100, 200, 500, and 700 *reis* were issued on the 1st of January, in Brazil, to commemorate the four hundredth anniversary of the discovery of Brazil. Their circulation is limited to the 28th of February, 1900.

The stamps of the value of 100 *reis* are pink, and measure 37 millimeters in width and 26 millimeters in length. They represent the "discovery of Brazil"—Indians from the rocks watch the approach of the Portuguese caravels. In the center of the stamp is a cross.

The 200-*reis* stamp is dark green on a yellow background, having the same dimensions as the 100-*reis* stamp. It represents the historical scene on the Ypiranga, bearing below the famous exclamation, "Independência ou morte," and the date, "Sete de Setembro de 1882."

The stamps of the value of 500 *reis* are blue, measuring 26 millimeters in width and 37 in length. They represent the abolition of slavery—an angel rends the chains of the slaves. In white upon a blue background are the following words: At the top, "E. U. do Brazil"; below, in the center, "Correio." At the right of the center in blue on a white background are, "500 *reis*. 28 de Setembro de 1871"; and to the left, "500 *reis*. 13 de Maio de 1888." In the lower left-hand

corner is the date, "1900;" and in the lower right-hand corner, "1500."

The stamps of the value of 700 *reis* are green, having the same dimensions as the 500-*reis* stamps. They bear an allegorical figure of the Republic, which points the right arm to the date, "15 de Novembro de 1889," at the top of the stamp to the right. Below this, on the right, is the coat of arms of the Republic. In green on a white background are the words: At the top, "Estados Unidos do Brazil"; below, to the left, "700 *reis*." In white on a green background is the following lettering: In the upper right-hand corner the date, "1500"; and in the upper left-hand corner, "1900." Below, in the center, is the word "Correio."

SILK INDUSTRY IN PARANA.

The silk industry in Paraná has already made great progress, and the future of this industry is most promising. Mulberry trees are being planted and the silkworm raised in a number of the colonial centers. The production of this year amounted to 400 kilos, while that of last year was only 200 kilos. In 1900 it is expected that the production will reach 1,000 kilos, and if the production continues to increase at this rate it will amount in two or three years hence to thousands of kilos.

The silk industry was introduced into Paraná by Mr. EUCLIDES PLAISANT, a native of this State, but of Swiss and English extraction, who began by producing a handful of cocoons. The State government favored the industry by offering premiums to the producers of the silkworm, and even went so far as to give them pecuniary aid. Finally an annual subsidy of 3,200 *milreis* for ten years was granted, together with exemption for the same period of all import or export duties, and those engaged in this industry were given the privilege of selecting such vacant lands of the State as seemed to them best adapted to the cultivation of the mulberry tree.

With Mr. PLAISANT is associated Dr. ENÉAS FERRAZ, a native of São Paulo, the firm being known as PLAISANT & FERRAS. The company is erecting a silk mill in the vicinity of Corytiba, the capital of the State, where they have a large plantation of mulberry trees and produce hundreds of kilos of cocoons.

BRAZILIAN COFFEES IN THE ORIENT.

In referring to the efforts being made by the "Sociedade Nacional de Agricultura" to introduce Brazilian coffee into the oriental countries, Mr. GABRIEL RAMIE LALAB, in a letter published in the "Jornal do Commercio" of the 3d of January, says:

"All men of intelligence in Turkey and Syria, as well as in the whole Orient, know perfectly well that the coffee sold in these countries under different denominations comes from Brazil, and they also know of the principal producing centers of this product; but the lack of commercial relations between Brazil and these countries has greatly enhanced the price of this article.

"The direct exportation of Brazilian coffee to Syria could not fail to be most advantageous. Moreover, of all these countries, Syria is the one where the introduction of Brazilian coffee could most easily be made. But the coffee sent to Syria must be in the grain and unroasted, as the method of preparing coffee in Syria is very different from that of other countries. The grains are first roasted in an earthen vessel specially made for this purpose and afterwards reduced to a very fine powder. To this is added a little water and allowed to boil, the result being a very strong beverage with an exquisite aroma. Roasted coffee is never kept longer than eight days.

"One of the most important points to be gained in the undertaking to introduce or increase the consumption of Brazilian coffee in this country is the interest and aid of the religious authorities. Should their influence once be gained the people's preference for the coffee of Brazil is assured. Agencies for the sale of coffee should be established at Beirut, Jaffa, Tripoli, and Damascus."

OPENING OF A NEW RAILWAY.

Mr. EUGENE SEEGER, Consul-General of the United States, in a report dated Rio de Janeiro, December 15, 1899, says that "There will be opened on December 18 a new railway through a very important section of the State of Paraná, Southern Brazil. Its terminal point is Piauly, and it passes the following stations, all situated in a rich agricultural and mineral district: Caxambu, Castro, Tronco, Casambely, Ponta Grossa, Jaboticabal, Entre Rios, Valinhos, Teixeira, Soares, Fernandes Pinheiro, Iraty, and Antonio de Rebencas. Its first section measures 95.60 meters from Ponta Grossa to Piauly, and the second (south) 133,060 meters from Ponta Grossa to Antonia de Rebouças."

PROJECTED RAILWAY.

The "Brazilian Review" reports that a line is projected to connect Sao Paulo and Bahia, which, starting from the Conquista Station, on the Mogyana Railway, will pass through Araxá, Sacramento, and Bagagem, and cross the Sierra dos Piloos to Paracatú, a center of pastoral industry.

The terminus of the line will be the port of Burity, on the Paracatú affluent of the São Francisco River. The length of the projected line is 500 kilometers, for which a guarantee is required from the different States interested. The line would, it is stated, serve a very fertile and productive zone.

MISCELLANEOUS NOTES.

The Industrial League of Austria-Hungary is greatly exercised concerning the differential tariff on goods imported by Brazil from Austria-Hungary. Recently at a meeting of the principal exporters a deputation, headed by the president of the league, was appointed to

wait upon the Minister of Commerce to discuss the matter. The Minister expressed the hope that the Brazilian Government, taking into consideration the importance of the coffee imports by Austria-Hungary, would abstain from imposing the maximum tariff on Austrian products. The "Conference of Customs and Commissions" decided that the Austrian Minister at Rio de Janeiro be instructed to bring the matter to the attention of the Brazilian Government. The annual purchases of coffee from Brazil by Austria-Hungary amount to about 23,000,000 florins. Brazil takes goods from Austria to the amount of 4,000,000 florins.

The Baugú Spinning and Weaving Factory, belonging to the "Companhia Progreso Industrial do Brazil," is equipped with 1,221 looms, and in its various departments has 763 males and 440 females employees. The output of cotton fabrics is 36,000 meters per day. In 1898 the sales amounted to 5,361,941\$680, and during the first half of 1899 to over 4,000,000\$000. The Carioca factory employs about 1,000 operatives, has 950 looms, and manufactures about 800,000 meters of cotton each month.

Since January 1, 1900, a new and cheap arrangement has been provided for forwarding packages from Germany to Brazil and the States of the River Plate. The packages are not to exceed a weight of 10 kilos or a value of 300 marks. They are forwarded from Hamburg and Bremen direct, without any formalities other than their delivery through the agents of the steamship companies at the custom-houses at the ports of arrival.

The steamer *Dominic*, which arrived at New York on February 7, 1900, from Manãos and Para, brought a cargo of crude rubber. In this cargo were two immense pieces of rubber of spherical shape, each weighing between 800 and 900 pounds. They are said to be the largest specimens of crude rubber ever brought to the United States and will be sent to the Pan-American Exposition at Buffalo for exhibition.

"La Société des Mines de Camagnan" is the title of a company which has been formed in Brussels, Belgium, with a capital of \$300,000, United States currency, to work some large deposits of copper ore in the Caca-para district of Rio Grande do Sul. It is stated that considerable machinery will be required, and that agents of the company will visit the United States to purchase supplies.

The "Comercio do Amazonas" complains of the want of foodstuffs in the markets at Manãos. It would appear that the lack of transportation facilities on the Amazon prevents the merchants of Manãos from receiving goods ordered from Rio de Janeiro and elsewhere. The popu-

lation of the city is growing at a rapid rate, and there is no communication with the outside world except by way of the Amazon.

On December 31, 1899, popular elections were held throughout Brazil for one-third of the members of the Federal Senate and for all the members of the Chamber of Deputies, being the fourth Legislature of the Republic. The results are regarded as strong confirmation of the general Presidential election which selected Dr. CAMPOS SALLES for the Chief Magistracy.

On December 14, 1899, President CAMPOS SALLES signed a decree approving a special grant of 200,000 *milreis* for the expenses of marking the boundary line between Brazil and the Argentine Republic. The boundary marks which have been destroyed on the line between Brazil and Pern will also be replaced.

The 1899 receipts of the general revenue office at Rio de Janeiro amounted to 22,887,537\$189 against 19,704,181\$451 in 1898. The customs receipts amounted to 78,861,341\$710 in 1899 and 86,774,458\$000 in 1898. The customs receipts at Pará amounted to 27,540,835\$552 in 1899 against 22,261,503\$000 in 1898.

Señor SEVERINO BIERA, having been nominated for the position of Governor of the State of Bahia, has resigned as Minister of Agriculture and Public Works. The duties of the office have been assumed temporarily by Señor ESPITACIO PESSON, the Minister of the Interior.

The "Südamerikanische Rundschau" says that the Minister of Finance has declared that the law shall now be enforced in Brazil compelling all banks (including foreign institutions) to have one-half of their nominal capital paid in.

The First Secretary of the Brazilian Legation, Senhor RAUL DE AMARAL, has arrived in Washington. He succeeds Senhor DE OLIVEIRA LIMA, lately promoted to the Brazilian Embassy at London.

A syndicate composed of Belgian and German capitalists, with a capital of \$3,000,000, has been formed to develop the rubber industry in Brazil. The syndicate is to establish a bank in Manaos.

Instructions were recently issued by the President of Brazil for the taking of the census of this Republic, which is to be completed by December 31, 1900.

The Government, in January last, imposed an additional tax of 10 per cent on imports from France and Italy, to take effect March 1, 1900.

The Supreme Court of Rio has resolved to admit women to the practice of law.

CHILE.

AREA AND POPULATION—POPULATION OF CITIES.

In the "Sinopsis Estadística" for 1898, recently issued, it is stated that the population of the Republic by the census of November 28, 1895, was 2,712,145, and that the estimated population on December 31, 1898, was 3,082,178. This gives an increase of 370,033. The urban population was returned at 1,240,353 and the rural at 1,471,792. The average density per square kilometer for the whole of the Republic is given as 3.60, the lowest ratio being in Magellan Territory, where it is but 0.02, and the highest being in the Province of Valparaíso, where it is 51.37. The total area of the Republic, after deducting that corresponding to the territory recently awarded to the Argentine Republic, is given as 690,356 square kilometers. "Consequently," says the Sinopsis, "Chile is larger than any European nation excepting Russia, being half as large again as Germany, France, and Spain, one and one-half times larger than Great Britain and Italy, and twenty-three times larger than Belgium." The areas of the subdivisions of the Republic, proceeding in the order from south to north, with their total and foreign population according to the census of 1895, and their respective density of population, were as follows:

Provinces.	Area.	Total pop- ulation.	Foreign popu- lation.	Density.
	<i>Sq. kilom.</i>			
Magellan Territory.....	195,000	5,170	1,669	0.02
Chiloé.....	10,384	77,750	301	7.51
Llanquihue.....	20,260	78,315	1,133	3.87
Valdivia.....	21,536	60,687	973	2.82
Cautín.....	8,100	78,221	1,349	9.66
Malleco.....	7,400	98,032	3,034	12.25
Biobío.....	10,709	88,749	698	8.24
Araucó.....	11,000	59,237	397	5.39
Concepción.....	9,155	188,190	4,005	20.55
Ñuble.....	9,210	152,035	574	16.61
Maule.....	7,591	119,791	217	11.27
Linares.....	9,036	101,858	503	11.26
Tarca.....	9,527	128,961	988	13.54
Cóchagua.....	7,545	103,242	437	13.68
O'Higgins.....	9,829	157,566	511	16.03
Santiago.....	6,537	85,277	552	13.05
Santiago.....	13,527	415,636	12,120	30.73
Valparaíso.....	4,297	220,756	11,092	51.37
Aconcagua.....	16,126	113,165	554	7.02
Cogitubo.....	33,359	160,898	1,104	4.82
Atacama.....	73,500	59,713	4,003	0.81
Antofagasta.....	124,140	44,685	7,053	0.36
Tarapacá.....	50,000	89,751	19,545	1.80
Tacna.....	22,500	24,160	.....	1.07
	690,356	2,712,145	72,812	3.60

According to the census of 1885 the total foreign population was 65,000. Of the 72,812 foreigners in 1895, 42,105 were Europeans and 29,687 Americans. Among the natives of America were 701 citizens of the United States, 7,531 Argentines, 6,654 Bolivians, 103 Brazilians, 33

Canadians, 45 Central Americans, 135 Colombians, 10 Cubans, 413 Ecnadorans, 127 Mexicans, 40 Paraguayans, 13,695 Peruvians, 186 Uruguayans, and 14 Venezuelans.

The number of inhabitants in each of the provincial capitals, according to the census of 1895, was as follows, naming them in the order of Provinces and Territories as they occur in the table given previously:

Punta Arenas	3, 227	Talca	33, 232
Ancud	3, 182	Curicó	12, 669
Puerto Montt	3, 480	San Fernando	7, 447
Valdivia	8, 060	Rancagua	6, 665
Temuco	7, 078	Santiago	256, 413
Angol	7, 056	Valparaiso	122, 447
Los Angeles	7, 868	San Felipe	11, 313
Lebu	2, 784	La Serena	15, 712
Concepción	39, 837	Copiapó	9, 301
Chillán	28, 738	Antofagasta	13, 530
Cauquenes	8, 574	Iquique	33, 031
Linares	7, 331	Tacna	9, 418

The estimated population of each of the principal cities on December 31, 1898, is given thus:

Santiago	311, 704	Iquique	30, 000
Valparaiso	140, 262	Antofagasta	16, 795
Concepcion	51, 781	Curicó	14, 325
Talca	40, 237	Talcahuano	14, 284
Chillan	32, 769		

EDUCATIONAL FACILITIES.

The Chilean Constitution provides for the establishment of a "Superintendency of Education," charged with the duty of watching over education in general and subject to the Government. This superintendence is discharged by a Council of Public Instruction, composed of fourteen members, as follows: The Minister of Public Instruction, who is ex officio chairman; the rector of the university; the secretary of the same; the five deans of the faculties of theology, law, and political sciences, medicine and pharmacy, physical sciences and mathematics, philosophy and humanities; the rector of the national institute; three members named by the President of the Republic, and two members elected by the university. This Council is charged with the duty of preparing plans of studies and internal regulations for public educational establishments, of final examinations for university degrees, and of intervening in the appointment, dismissal, or suspension of professors, and, generally, in everything relating to secondary and superior education, subject, however, to the approval of the President of the Republic. There is complete liberty in matters of education. The State, however, through the Council of Public Instruction, reserves the right to grant degrees for the liberal professions.

State education is given gratuitously and is divided into superior, secondary, and primary. The first and second are provided in the two

sections, university and secondary, of the National Institute in Santiago, and in the provincial lyceums, and they include law, physics, mathematics, medicine, humanities, and fine arts. Instruction of the third class is imparted in the primary schools, of which there were 1,368 in 1898. The number of students enrolled at the National Institute in 1898 was 1,278. The university degrees granted in 1897 and 1898 numbered, respectively, 510 and 555.

The number of primary schools in 1898 was, as already stated, 1,368, of which number 417 were for boys; 273 were for girls, and 678 were for boys and girls. Of the boys' schools 205 were urban and 216 were rural; of the girls', 195 were urban and 78 rural, and of the boys' and girls', 119 were urban and 559 rural. The total number of teachers was 2,308, of whom 755 were males and 1,553 were females. The total number of scholars enrolled was 99,831, of whom 48,192 were boys and 51,689 were girls. The average attendance was 65,619, of which number 31,195 were boys and 34,424 were girls.

The money expended for public instruction in 1898 amounted to \$2,085,072, or \$31.76 per capita.

Besides the public schools in 1898 there were 396 private schools, with an average attendance of 15,785, exclusive of those in the Provinces of Tacna, Santiago, O'Higgins, Colchagua, and Ñuble, of which no returns are available.

GENERAL STATISTICAL ITEMS.

The Central Statistical Office of Santiago recently published data concerning the country during the year 1898. Some of the more important subjects and figures covered by these statistics are as follows:

The general movement of the population during the year mentioned was, births, 104,536; marriages, 12,921; deaths, 83,919. The length of State railroads was 1,986.5 kilometers; of the private railroads, 2,300 kilometers. The length of the State telegraph lines was 16,052,085 meters, 540.5 kilometers of which were constructed during the year named. The number of public schools for primary instruction opened during the year was 1,368. There were in the Republic during the same period 23 banks of issue, with a cash capital of \$40,689,665. The issue of all kinds of securities of the mortgage banks, numbering 16, on December 31, 1898, was \$155,827,119. The estimated value of private property, city and suburban, in all the provinces of Chile, amounted to \$1,386,025,688, as follows: City, \$633,204,303; suburban, \$752,821,385.

SPANISH-ITALIAN BANK IN VALPARAISO.

Several of the most prominent members of the Spanish and Italian colonies of Valparaiso in December, 1899, held a meeting to discuss the establishment of a Hispano-Italian Bank in that city. The results of the meeting were crystallized in resolutions to the effect that a joint

stock association should be formed to do business as a deposit, loan, and discount bank, to be styled the "Banco Español-Italiano;" the domicile of the bank is to be Valparaiso, with a branch at Santiago, and agencies in such cities as the administrative council shall determine. The capital is to be 5,000,000 *pesos*, divided into 50,000 shares of 100 *pesos* each, fully paid. The subscriptions are to be paid as follows: Five per cent at the time of subscribing, 20 per cent on signing the articles of incorporation, and the remainder at the rate of 5 per cent per month until fully paid. The 5 per cent payments last mentioned will be paid commencing thirty days after the date of the articles of incorporation. The council of administration is to be composed of ten stockholders, five Spaniards and five Italians.

DISCOVERY OF A SAURIAN FOSSIL.

A fossil was recently discovered in the form of the skeleton of an animal in the northeastern part of the harbor of Caldera. The skeleton was partially buried in a clayey rock, which had been considerably washed away by the incoming and outgoing tide. The fossil is in the form of a great saurian, with an enormous head and very long tail, provided only with anterior feet. The dimensions of the skeleton are: Head, 2 meters 91 centimeters in length by 1 meter and 40 centimeters in width; body, 3 meters long by 1 meter 40 centimeters in width; and the tail, 2 meters 9 centimeters in length, giving a total length from tip of nose to end of tail of 8 meters (26.25 feet), the width of the first vertebra of the tail being 65 centimeters. The ground where the specimen was found belongs without doubt to the Tertiary period, perhaps to the Pliocene.

"El Mercurio," of Valparaiso, says in this respect that "As to the paleontological importance of the specimen, it may be estimated by the relative antiquity of the strata in which it lies and by the height of these, which shows a duration of some thousands of centuries, taking as a basis of computation, aside from these data, the time which would be consumed in the formation of the said strata, which geology estimates at millions of years." Several photographs of the fossil were taken, and owing to the form it presents, united to the incrustating stone, has given rise to many errors of classification. By order of the Government the fossil has been removed from its bed, and when restored will be a splendid specimen, which will be added to the already rich fossil fauna of the National Museum.

It is a singular coincidence that similar remains were recently found in the United States. The American Museum of Natural History has acquired a very complete skeleton of a mosasaur from the State of Kansas, the study of which has led Dr. H. F. OSBORN to the conclusion that these gigantic animals are a very ancient marine offshoot of the order of the *lacertilia* or lizards, and that they constitute a distinct subdivision of that order. This particular specimen is called the

"ram-nosed tylosur," and a careful restoration showing its probable appearance in life has been made by CHARLES KNIGHT. It was a very powerful swimmer when it dwelt in the ancient sea that covered Kansas. This specimen was about 29 feet long.

MISCELLANEOUS NOTES.

During the month of November, 1899, several deposits of borates were discovered in the Department of Antofagasta a short distance from Toconao. The deposits are about 18 leagues from end to end, and prospecting has demonstrated that the borate is in layers of from 1 to 2 meters thick.

The Agua Santa Nitrate and Railway Company has just bought the Valparaiso Nitrate Works and grounds. The purchase price is £360,000, of which £100,000 has been paid cash, £50,000 is payable on June 30, 1900, and the balance in 6 half-yearly instalments, beginning June 30, 1901. Interest is also to be paid on amounts outstanding at the rate of 6 per cent per annum.

The Government has promulgated a law of Congress approving the contract entered into between the latter and the Government for the introduction and establishing as colonists of 5,000 families of different nationalities in the provinces of Cautin, Valdivia, Llanquihue, and Chiloe.

Work on the railroad between Pitrufquen and Loncoche in the Province of Temuco is being vigorously prosecuted, some 30 kilometers being already leveled and ready for the rails. This section will have three stations, Gorbea, Almagro, and Lastarria.

An act of Congress has been promulgated enabling the Government to accept the sum of £8,000 bequeathed by the will of Mr. AGUSTIN EDWARDS for the erection of a monument "in honor of the great statesmen MANUEL MONTT and ANTONIO VARAS."

The Chilean Senate has resolved to impose for three years a surcharge of 60 per cent on the import duties payable by knit goods, and other similar articles which may compete with the domestic manufactures.

There is a movement on the part of the Government to develop stock raising in the Territory of the Magellans now that it has been decided not to lower the rate of duty on cattle imported from the Argentine Republic.

The Minister of Public Works recently stated in the Chamber of Deputies that the Government would shortly present a general plan for the construction of a new railroad line in the Republic.

The local press intimates that it is the intention of the Government to abolish a number of consular posts in Paraguay and Uruguay. The newspapers almost unanimously advise against such procedure.

The Government has approved the plans for reconstructing the Intendency Building at Valparaiso, destroyed by the tidal wave of last year, at a cost of 250,000 *pesos*.

The President of the Republic recently requested authority of the Congress to expend \$1,500,000 in providing a reservoir to furnish water to the city of Valparaiso.

The Connecticut Telephone and Electrical Company, of Meriden, Conn., shipped 6 tons of electrical apparatus to Chile during the last week in December, 1899.

A company is being formed in Santiago with a capital of \$500,000 for the exploitation of the fishing industry, to furnish Santiago with fresh fish and shellfish.

A petroleum refinery is to be erected at Valparaiso for reducing the crude product brought from Peru and from Punta Arenas, Chile.

The Government intends to inaugurate with all due formalities an industrial labor exposition in September, 1900.

On December 8, 1899, a new daily paper, to be known as "La Nación," made its appearance in the city of Santiago.

The municipal authorities of Santiago have authorized the sale of horse flesh to the public.

COLOMBIA.

PRINCIPAL IMPORTS AND EXPORTS.

A report from the French Minister at Bogotá says in part that, although Colombia has important wheat fields in the temperate zones, the production is not sufficient for the home demand, and it is the United States that yearly furnishes the 4,000,000 kilograms necessary to make up the deficiency. The United States also supplies the corn and butter. Half of the rice comes from England, while France furnishes the prepared foods, potatoes, raisins, candy, preserves, etc.

The refined sugar comes almost exclusively from the United States; the demand for it is, however, small, since Colombia produces sugar, and although the methods for refining it are very crude, the lower price will always make it a successful competitor with the foreign article. The United States holds almost an exclusive monopoly of the market for kerosene, stearine candles, and coal.

As Colombia produces neither grapes nor hops, it is naturally depend-

ent upon other countries for its wines and liquors, most of which come from France, while Germany supplies 50 per cent of the beer, the balance coming from England and the United States. About ten years ago a company established a large brewery in Bogotá, the workmen being brought over from Germany. The business has prospered, yielding good dividends. The same concern also manufactures mineral waters.

Manufactured rubber of all kinds is imported about equally from France, England, Germany, and the United States. The demand is, however, limited. Glassware finds a very ready sale in spite of its high price, due to the loss occasioned by the difficulty of transportation over roads scarcely laid out, and which during the wet season become almost impassable. Table glassware from the United States and France, mirrors and manufactured glass from Germany, and window glass, bottles, and flacons from France are seen in the shops. Tanned hides are imported in equal parts from France and Germany, trunks and valises from the United States, fine shoes from France, and common footwear from England, saddlery being imported almost exclusively from France.

The principal articles imported from the United States are drugs, chemical products, paints, ice-making machines and chemicals, braids and brooms, organs and harmoniums, furniture, carriages, railway and street cars, vessels and their machinery, explosives, wire fencing, agricultural machinery, sewing machines, steam pumps, electric light, telegraph and telephone wire, pickaxes, hatchets, *machetes*, and soap. Cotton and woolen goods, hosiery, laces, and trimmings are furnished by England, France, and Germany.

England is first in importance as a purchaser of Colombian products, followed by the United States, France, Venezuela, and Germany in the order named.

THE COLOMBIAN NATIONAL RAILWAY COMPANY.

There was recently formed in London a very strong company under the title of "The Colombian National Railway Company, Limited," with a capital of £900,000 in ordinary shares, £200,000 in mortgage bonds of the first class, and £400,000 in mortgage bonds of the second class. It is the intention of the company to finish the building of the railroad now under construction from Girardot, on the Magdalena River, the principal water course of the country, to a juncture with the Sabana Railroad. When this road is completed, the present long and tedious horse or mule back ride from the river to the capital will be a thing of the past. The road will open up a very rich territory, which is awaiting the energetic impulse of the miner, farmer, artisan, and business man. With the railroad from Girardot to Bogotá, and with others to be constructed, Colombia will attain the rank to which she is entitled among South American countries.

OBLIGATIONS OF THE PANAMA RAILWAY COMPANY.

The Minister of Finance at Bogotá recently declared that the Panama Railway Company had failed to comply with the obligations it assume in the contract with the Government of Colombia entered into in the year 1867. In that contract it was stipulated that the company shall extend its line to the deep waters in Panama Bay. The Government contends that this stipulation has not been carried out, while the company asserts that it has fulfilled all the stipulations of the said contract. It is probable that the matter will be carried to the Colombian courts.

COSTA RICA.**MINES AND MINERALS OF THE REPUBLIC.**

At the request of the United States Legation in San José the National Bureau of Statistics prepared a report on mines in the Republic, a translation of which, made at the legation, is published below. The report is accompanied by a copy of the Spanish translation of the work on the Costa Rican mines, published in 1891 by Dr. ERNEST MELLIS, Mining Engineer, which has been filed in the library of the Bureau.

The Director of the Bureau of Statistics, Señor MANUEL ARAGÓN, reports under a late date that owing to the raise in the price of copper the interest in the Costa Rican copper mines has largely augmented of late, and some of them are paying handsome profits. He says, referring to the famous copper mine "Las Cóncavas," situated in the neighborhood of the city of Cartago, that a company has been formed, composed of Don EZEQUIEL GUTIERREZ, the owner of the mine, and Messrs. WALTER J. FORD and ROBERT A. CRESPI, of London, and W. STAINFORD, of Hamburg, with a capital sufficient to carry on large operations. These parties have renovated the old tunnels and shafts, have begun new works, and have succeeded in striking the principal vein, which is so rich that Messrs. FORD and CRESPI, who are engaged in working gold mines, assert that the profits of "Las Cóncavas" will be greater than those derived from these. Another very rich copper mine has lately been discovered on the line of a wagon road being built between Orosí and the General Plains, on the Pacific side. Señor MATAMOROS, who is the owner of this mine and is an intelligent mechanic, has made in his shops and used in his machinery pieces from the metal taken from this mine.

The translated report of Señor ARAGÓN, Director-General of Statistics, referred to above, is as follows:

"I have the honor to reply to your note of yesterday, which refers to that of April 12, last, both requesting information regarding the development of mines, their products, methods of working, and existing legislation affecting them.

"Regarding the last point, the Judge of Administrative Litigation, to whom all matters regarding the mines are referred, informs me that such laws as are in force may be reduced to the provisions contained in the mining statute of June 26, 1830, and the laws of July 10, 1848, of October 16, 1855, of June 8, 1864, of July 28, 1868, and of May 10, 1869. Ordinary suits at law are tried under the above-mentioned statutes without reference to the other laws cited, since almost all of the latter refer to matters of administration.

"The law of 1869 states that the minerals copper, iron, and lead, so far as proprietary rights are concerned, shall be subject to the provisions of the mining statute annulling the amendment made by the law of 1855. It likewise provides that only reefs, placers, or deposits of metals, ores, or precious stones may be entered and taken up as private property, and in Article 11 it enlarges and extends the provisions laid down in sections 42, 48, and 88 of the statute. The law of 1869 allows aliens to enter lands under the same conditions as natives, which hitherto had not been permitted.

"Examination of the preceding laws leads us to concur with the opinion of the Judge of Administrative Litigation that a new mining law should be enacted which, having present conditions in view, should regulate the manner of acquiring mines as well as the obligation of the miners and the rights of the owners of the lands where the mines are situated.

"Numerous claims to mines in various parts of the country, especially on the Pacific slope, have been filed. It would not be difficult to make an extract of the claims filed between 1893 and the present time, but for this work to be of any value in this investigation it would be necessary to ascertain which of these claims are still held and operated, since many necessarily have lapsed by the operation of the law, which requires that they be worked to retain title.

"Whenever the operation of a mine assumes any importance it is at once known; therefore, if any of these claims are of any consequence they will be found in the following list of mines in operation."

(In 1895 the Bureau of Statistics published a list of mines known in 1892, and mention has already been made of claims entered from 1893 to the present time.)

List of mines in the Republic in 1892.

Name.	Location.	Class of mineral.
La Trinidad	Ciruelitas.....	Gold and silver.
La Union	do	Do.
Santa Rita	do	Do.
Bella Vista	do	Do.
Costa Rica	do	Do.
La Zagala	do	Do.
La Zamora	do	Do.
Buenaventura	do	Do.
San José	do	Do.
Sacra Familia.....	Monte Aguate.....	Do.
La Minita	do	Do.

List of mines in the Republic in 1892—Continued.

Name.	Location.	Class of mineral.
Mina de los Cartros.....	Corralillo.....	Gold and silver.
San Rafael.....	do.....	Do.
Mina de los Oreamunos.....	do.....	Do.
Machuca.....	do.....	Do.
Trinidad del Aguacate.....	do.....	Do.
Quebrada Honda.....	Quebrada Honda.....	Do.
Peña Grande.....	Cerro de San Ramón.....	Do.
Mina de Acosta.....	Margenes del Río Jesús.....	Do.
Las Cáucovas.....	Cartago.....	Copper.
Palmares.....	Cordillera del Aguacate.....	Gold, silver, and lead.
Maucuerna.....	Costa del Sardinal.....	Copp. r.
Mata Palo.....	do.....	Do.
Puerta de Palacio.....	do.....	Do.
Hoja Chigues.....	do.....	Do.
Chapernal.....	do.....	Do.

"The mines now in operation, according to information obtained recently, are as follows:

Name of mine.	Location.
Tres Amigos.....	Abangares.
La Trinidad.....	Miramar.
Minas Monte Aguacate.....	Monte Aguacate.
Thayer Mining and Milling Co.: Bella Vista.....	Miramar.
Montezuma.....	Do.
Costa Rica Union Mining Co., La Union.....	Ciruelitas.

"Other mining enterprises are either projected or are erecting plants. Among them are Sindicato de Macaona, Minas de Cobre del Sardinal, Sindicato del Guanacaste, Boston and Central American Mining and Development Company, Minas de Machuca Alta, Costa Rica-Pacific Gold Mining Company, and Mina San Gerardo.

"Regarding these undertakings this office is unable to furnish any exact information, as it has received none from those interested.

"Concerning mines in operation the following data have been collected:

"Tres Amigos mine is situated in Abangares, canton of Cañas, Province of Guanacaste, about 40 miles from Puntarenas, and has, in addition to extensive beds of ores which assay from 1 ounce 10 pennyweights 8 grains to 3 ounces 16 pennyweights 4 grains of silver per ton, 2,000 hectares of fertile land, for the greater part wooded.

"The working of this mine was begun about three or four years ago, but with such limited capital that they were scarcely able to erect 10 small stamps and a modest installation for treating the ore by the old quicksilver process.

"In spite of this it has produced from 3,000 to 4,000 pesos a month, which has served to equip the mine with various and extensive appliances to open new veins, to construct a cart road 50 kilometers in length, a good lodging house and several small ones for the peons or laborers, and, lastly, a tramway for the transportation of the ore.

Recently it has secured a loan which is to be used in installing a plant for the treatment of ores by the cyanide of potash method, from which great results are expected, judging by what has already been accomplished by attempts on a small scale. The new plant will treat 900 tons of ore a month.

“With reference to La Trinidad (Miramar) and mines of the Aguaocate (district of the same name), Mr. WALTER J. FORD says:

“Regarding La Trinidad, which belongs to an English company, we are now expecting an expert who is coming to examine it, since thus far the operations of this mine have been of little importance and have been carried on only to preserve title.

“The same may be said of the mines of Monte del Aguaocate, since these ores generally are intractable and require a costly plant for their reduction. Steps are now being taken, with the assistance of a foreign company, to secure the necessary plant.

“It is to be hoped, as much for the interests of the country as for that of the persons directly concerned, that the cyanide process, which is about to be tried in the Tres Amigos mine and in the Miramar district, will yield good results. By the introduction of this process the mining industry in the Transvaal brought a great and lasting benefit to that country.”

“Regarding the Bella Vista mine (Miramar, Thayer Mining and Milling Company), its manager, Mr. F. W. CONN, says:

“I take pleasure in submitting to you the following details regarding the Bella Vista Mining and Milling Company: Employees, 137. Mines: Bella Vista, 2,500 feet of tunneling; Ojoche, 150 feet of tunneling; First Extension Bella Vista, 50 feet of tunneling. Power: Water, 80 horsepower. Equipment: Twenty stamps, 850 pounds each; cyanide plant, 30 tons per day; aerial tramway, 1,200 feet. Several veins which yield from 5 pesos (\$5) up to 500 pesos (\$500) in gold and silver.”

“Mr. F. W. CONN is also manager of the Montezuma mine (Miramar, Thayer Mining and Milling Company) enterprise, regarding which he gives the following particulars:

“Employees, 151. Mines: Montezuma, 1,027 feet of tunneling; San Antonio, 805 feet of tunneling; San Rafael, 250 feet of tunneling; Quien Sabe, 75 feet of tunneling; Second Extension Bella Vista, 60 feet of tunneling; Popenoe, Cowderly, 110 feet of tunneling. Power: Water, 150 horsepower. Equipment: Twenty stamps, 850 pounds each (under construction); cyanide plant, 50 tons per day (projected). Several veins which yield from 5 pesos (\$5) to 200 pesos (\$200) in gold and silver.”

“Mr. C. H. COLBURN, manager of the Costa Rica Union Mining Company, says of this enterprise that ‘the principal work has been done at the “Santa Rita” mine, which is a very rich vein, averaging 12 to 15 feet in width, running almost northwest to southeast.

“This mine was formerly worked by means of four tunnels, judging by the depths to which they penetrate—300 feet—and, by the excavations

tions and the refuse, a vast amount of mineral must have been taken from it.

“The value of the ore is not high, assaying from \$8 to \$10 per ton; still the product of a vein so wide, with the necessary facilities for extracting the metal, is enough to render its operation highly satisfactory.

“The ore is intractable, not milling freely, but more satisfactory processes are being tried concerning which particulars will be given when the experiments now under way have been concluded.

“The principal work now in process consists of repairs. A battery of 40 stamps is being placed in position; 20 are already in use, and the others will be installed in a short time.

“Owing to the lack of water the plant has not been in operation long enough to enable a satisfactory estimate of the product to be made.

“The water which furnished the motive power is taken from a creek to the north, and is carried by a trench around the mountain until it discharges into an iron tube 14 inches in diameter. There is a fall of 350 feet. This power is sufficient for all the work for at least ten months in the year.

“There are numerous other veins which show indications of being valuable, among them “San Lucas,” “Los Angeles,” and “San Nicolas.” Experiments are being conducted, and when positive information has been obtained particulars will be furnished.

“There are now employed 75 to 100 laborers, and as the work is extended the number will be increased.

“What has thus far been accomplished in the Union mine leads to the belief that proper development of the property would bring ample rewards, and that the mining industry of Costa Rica would thereby secure the reputation it deserves.

“Regarding the methods of working, it appears that the extraction of the metal by the ordinary processes is difficult; but it is believed that the cyanide treatment will remove the difficulty.”

“No exact statement of the product of the mines has been made, owing to the fact that, the export of bullion being entirely unrestricted, it is shipped in the majority of cases without the knowledge of the Bureau of Statistics. However, persons acquainted with the products of our mines estimate the value of the gold exported in bars at no less than \$400,000 in gold per annum.

“Analyses of the bullion obtained from our mines have not been published, and we are unable to give data regarding the law concerning the exportation of gold and silver.

“In 1891 the National Printing Works issued a work written by an English mining engineer, Mr. MELLISS, regarding the mines of Aguacate and of Castros. This work, translated from the English by Don MANUEL CARAZO PERALTA and annotated by Don FRANCISCO MARÍA IGLESIAS, contains much valuable information concerning our mineral wealth.”

COFFEE TRADE WITH FRANCE.

From an article recently published in a French paper it appears that the direct shipments of coffee from Costa Rica to France have greatly decreased. This fact is much deplored by the French shippers, who attribute the loss to the insufficiency of their merchant marine. To-day most of the coffee destined for France is sent to the United States, from whence it is reshipped. A marked tendency has been noticed for some time on the part of merchandise and travelers from Central America to Europe to journey by way of New York, this being a more convenient and shorter route. The low price of the German and English freight companies naturally attracts the Costa Rican shippers to London, Liverpool, and Hamburg, rather than to Havre and Bordeaux. But it is especially toward New Orleans and New York, which offer the double advantage of geographical proximity and the facility of rapid, frequent, and direct communication, that the greater current of Costa Rican exportations is directed.

Formerly Havre, Nantes, and Bordeaux were directly connected with Central America by a number of sailing vessels, which went around Cape Horn and followed the Pacific coast, touching at Callao, Guayaquil, Punta Arenas, Corinto, La Libertad, and San José de Guatemala, landing French products in these ports, in exchange for which they brought back guano, nitrate, cacao, coffee, indigo, cabinet woods, etc. The relations of these regions with France were then, if not quicker, at least more direct, cheaper, and more convenient, and the French trade in Costa Rican coffee was very important.

To-day, since the construction of the Atlantic Railroad and the opening of the port of Limon, these communications with Costa Rica by French sailing vessels do not exist. During the last three years only one French vessel entered Punta Arenas.

The Costa Rican dealers claim that they are ready to engage in trade with France, even in spite of the difficulties of direct maritime communications and the duties, providing France will make them the same terms that they obtain from the United States and England, and from Germany especially. On one bag of coffee an importer of these countries generally remits three or four months in advance of the receipt of the goods about 95 per cent of the average price of the article. On the other hand, French houses rarely consent to make any advances and offer at most, with various restrictions, 50 per cent of the intrinsic value. So it is not astonishing that Costa Rica turns to Germany, England, and the United States, and consequently the Anglo-Saxon and German markets are the only factors in the Costa Rican export movement.

Outside of coffee, there exist in Costa Rica innumerable other natural products susceptible of becoming of great importance in the future, and which could even now be developed into a very active foreign trade.

In 1890, bananas represented 6 per cent of the total exports, and now they amount to 8 per cent and are increasing constantly both in quantity and value. In four years the banana shipments increased more than 250,000 bunches and more than \$150,000 in value. Only the United States profits by this increase.

The principal French products imported by the Costa Ricans are fancy articles and articles of luxury, alimentary conserves, cassineres, brandies, medical drugs, mercery, perfumery, different kinds of paper, sardines in boxes, and all kinds of wines.

MISCELLANEOUS NOTES.

The Republic has ten newspapers, all published in San José, seven of which are daily and three weekly, all being published in the Spanish language.

Dr. ADÁN CÁRDENAS, ex-President of Nicaragua, has been named physician for the first circuit of the District of Puntarenas.

CUBA.

COLLECTIONS OF REVENUES AT HAVANA IN 1899.

According to the statistics of the War Department of the United States, the total collections for the port of Havana for the 301 working days of the year 1899 was \$11,097,154.41, making an average daily collection of \$36,867.62.

The collections were derived from the following sources: Import duties, \$9,867,930.87; export duties, \$752,349.19; tonnage dues, \$250,957.09; special harbor-improvement tax, \$129,645.71; cattle inspection fees, \$31,846.19; storage and cartage charges, \$12,432.01; capitation tax, \$23,709; fines, confiscations, etc., \$6,353.31; overtime work of customs employees, \$8,124.09; consular fees, \$700.50; miscellaneous sources, \$13,106.45. The total amount of refunds during the year was \$51,577.18.

The total amount of duties collected upon post-office declarations during 1899 was \$1,169.88. No collections were made during the months of January, February, and March, 1899.

DISCOVERY OF RICH COAL DEPOSITS.

The reported finding of rich deposits of high-grade coal in the Mayari District, near Nipi Bay, may exert a great influence upon the future development of the island and may be a solution of the problem for utilizing the resources of iron and manganese ore which are said to be of such a high grade and so abundant there.

Tests of several tons of coal taken from outcroppings show that the product is of a high grade, bearing a considerable resemblance to what

is known as "cannel coal." Previously little search had been made for coal owing to the belief of the Government geologists that in all probability no deposits would be found on the island. According to the statement of several interested mining engineers, the finding of a sufficient coal supply would mean an immediate advance in the value of all Cuban mining properties. The vital defect in all former efforts to develop the mining industry in the island has been the lack of fuel.

NUMBER OF DOMESTIC ANIMALS IMPORTED.

According to statistics received by the War Department of the United States, the total number of domestic animals imported at the port of Havana during the year 1899 was 315,468. The number of cattle was 271,207; horses, 4,190; mules, 4,065; donkeys, 129; sheep, 2,625; swine, 33,027; goats, 32; and other animals, 193. Of the bovines imported it is estimated that 113,357 were for agricultural purposes, and of the total number 84,459 were received from the United States.

ECUADOR.

TRADE IN VEGETABLE IVORY.

The species of palm which bears the nuts known as "vegetable ivory" abounds in the forests of the Pacific slope in Ecuador. The product is not extensively exploited because of the low prices received at the native markets. Those engaged in the industry are Indians and mixed races.

The four ports in Ecuador, exporting in all about 11,500 metric tons of *tagua* (vegetable ivory), are Guayaquil, which sent out in 1897 about 3,700; Manata, 3,000; Esmeraldas, 2,900, and Bahia de Caraquez, 1,900 metric tons. Germany imports over two-thirds of this total. The United States ranks next in importance, importing about one-sixth of the whole. The balance goes to France and England.

In the Guayaquil market the harvest is during the rainy season. From February to July, while the rivers are swollen, great rafts of *balsa* (a very light wood) are loaded with *tagua* and floated down from the forests on the head waters. Shortly after the rainy season has ended, the stock is all exported, and no more can be had until the following harvest.

The prices in the Guayaquil market of 1899 are as follows, per 100 pounds:

Ivory nuts, unpeeled, \$0.62 to \$0.664; peeled, \$1.06 to \$1.15; or free on board, unsacked, unpeeled, \$0.885 to \$0.929; peeled, \$1.325 to \$1.42; sacked, unpeeled, \$0.95 to \$1.00; sacked, peeled, \$1.39 to \$1.48.

Merchants prefer to quote f. o. b. prices, but the following is the list of charges on *tagua* bought for account, per 100 pounds, in cents:

Landing, 1; lighterage, 1.7; storage, 0.85; embarking bulk, 4; expor-

tation tax, 7.5; insurance, one-half of one per cent; commission, 4 per cent.

If the *tagua* is sacked, the charges are per 100 pounds, in cents: Sacks, 6.6; sacking, 2.2; sack marking, 0.22; embarking, sacked (6 *centavos* less than in bulk), 1.7.

Freight rates are as follows: To New York via Panama, long ton, \$16 gold; to New York via Straits of Magellan, long ton, \$8.52.

The following are exporters in Ecuador: Servat & Dmarest, Esmeraldas; Alejandro Santos & Co., Bahía de Caraquez; Norverto Osa & Co., Manta; Martin Reinberg & Co., Guayaquil, J. S. Bruno, Guayaquil; Lopez & Guzman, Guayaquil, and E. Pavia (agent, Flint, Eddy & Co.), Guayaquil.

THE GALAPAGOS ISLANDS.

"Las Novedades," a Spanish-American newspaper printed in New York, recently published some interesting documents regarding the Galapagos Islands—called "Columbus Islands," in Ecuador—the contemplated purchase of which by the United States was recently rumored without any foundation in fact. According to the papers printed by this journal, Peru claims to have the right to the ownership of the Galapagos archipelago, and its claims have been explained and defended at various times by the Peruvian newspapers.

Dr. JOHN RAFAEL E. JARAMILLO, a well-known Ecuadorian writer, has seemingly utterly refuted the claims of Peru and has shown that the latter country had received, without any protest whatever, official communication of the Treaty of 1840, by which Spain recognized Ecuador as a sovereign and independent Republic, comprising the Provinces and Territories specified in its constitution, to wit: Quito, Guayaquil, and the archipelago of Galapagos, etc. The Guayaquil papers announce that in the principal islands of the archipelago the construction of fortifications, according to the latest and best system of military defense, will soon be begun. Guns of long range will be placed there, and a strong garrison sent to occupy the islands. Meanwhile the Government will try to encourage colonists to settle there.

A dispatch from Guayaquil via Panama states that Hon. ARCHIBALD J. SAMPSON, the United States Minister, made no proposition for the purchase of the Galapagos group of islands, but merely inquired whether Ecuador would permit the United States to have a coaling station on one of the islands. The Minister of Foreign Affairs said that the matter would be presented to Congress for action.

CHATHAM ISLAND.

One of the queerest corners of the earth, according to Capt. JOHN C. REINMAN, is Chatham Island off the coast of Ecuador. This island lies 600 miles west of Guayaquil and the equator runs directly through it. Captain REINMAN, who was sent to the Galapagos group of islands

to inquire into the proper grounding of a deep-sea cable, stopped at Chatham Island and says that it abounds in cats, every one of which is black. These animals live in the crevices of the lava formation near the coast and subsist by catching fish and crabs instead of rats. Other animals found on this island are horses, cattle, dogs, goats, and chickens, all of which are perfectly wild.

WORK OF THE FRENCH GEODETIC COMMISSION.

The members of the geodetic survey sent to Ecuador by the French Government have completed the work assigned them. It will be remembered that the MONTHLY BULLETIN for the month of October, 1899, mentioned the fact that this Commission was sent to revise the measurement of the arc of the meridian on the equator near Quito. Before their departure from home the members of the Commission addressed a communication to the Ecuadorian Government stating that they had located fifty astronomical and geodetic stations forming a meridian arc of 6 degrees in latitude, and that they would send from France to President ALFARO an exhaustive compendium of the results of their observations.

EXPOSITION OF DOMESTIC MANUFACTURES.

The Philanthropic Society of Guayas, with headquarters at Guayaquil, has just celebrated its fiftieth anniversary. A magnificent exhibition of articles of native production was opened, and those that won prizes will be handed to the Government to be forwarded to the Ecuadorian section of the Paris Exposition. Most of the articles exhibited were products of the industrial firm of "La Italia," which is organized and managed after the fashion of similar firms in the United States, and which employs hundreds of workmen whose skill has rendered Ecuador independent of foreign countries for many products which were formerly imported.

CONDITION OF THE PRINCIPAL BANKS.

The MONTHLY BULLETIN is indebted to Mr. PERRY M. DE LEÓN, United States Consul-General at Guayaquil, for the information that the Banco Comercial y Agrícola and the Banco del Ecuador have just declared an annual dividend of 15 per cent each. These banks control the financial system of the Republic. Their stock is selling at 155 and 160, and is very difficult to obtain. At a meeting held on January 17 last Mr. MARTIN REINBERG was elected manager of the first-named bank, vice Señor ROCA, recently deceased. The manager of the Banco del Ecuador is Señor E. M. AROSEMANA. The Banco Comercial y Agrícola is considered the largest and strongest on the west coast of South America. Owing to the phenomenal cacao crop and good prices, as well as to the political quiet of the country, Ecuador is enjoying great prosperity.

MISCELLANEOUS NOTES.

In January, a machinery dealer in New York shipped twenty wood-working machines to Guayaquil for use in a furniture factory and planing mill. The same firm has submitted proposals for furnishing the City of Guayaquil with an electric-lighting plant, the outfit to include three large engines and dynamos. The contract will be awarded in June.

In order to improve the departments of its army, the Government of Ecuador applied for instructors from Chile. Captain ENRIQUE CHANDLER and Sergeant Maj. LUIS A. CABRERA, of the Chilean army, have accordingly arrived in Ecuador and have been engaged as director and assistant director at the military school in Quito.

The Government of Ecuador has asked that the son of President ALFARO be admitted to the United States Military Academy at West Point. The Military Committee of the National House of Representatives acted favorably upon the bill to that effect on January 19, 1900.

The sugar producers of the country are anxious for the completion of the 60-mile railroad from Guayaquil to Quito, which will pass through the entire sugar belt.

Of the world's product of cacao, which in 1898 amounted to 98,687,500 pounds, and in 1897 to 80,398,100 pounds, Ecuador produced about 30 per cent.

GUATEMALA.

INDIAN DYNAMO TENDER.

The "Electrical World and Engineer" for January 6, 1900, contains an illustrated article regarding the supervision of electrical machinery by native Indians in Latin America, and in Guatemala in particular. When such apparatus is so simple, well built, and handy that it can be intrusted to uneducated, untrained native help, a great deal is gained in opening up a market and in the development of industries in Central and other Latin America. Guatemala, not being one of the least interested countries, is taking a large amount of electrical machinery from the United States, and naturally its care is of concern both to those who are engaged in the export trade and those who have to operate the plants.

Mr. C. FOWLER CHARLISS, an agent in Guatemala for a United States electric company, says that he now has a number of electrical machines in operation on sugar and fruit plantations, and that his help is almost entirely recruited from the Indians. In installing the system, one of the most intelligent young men is selected to receive instruction and take practical charge. The machinery being comparatively simple

and strongly built and not liable to get out of order, the Indians show themselves quite competent to take care of it and keep it in good condition.

MISCELLANEOUS NOTES.

Through an inadvertence the statement was made on page 92 of the January BULLETIN, in the yearly review, that the Puerto Barrios and Northern Railway had recently passed into the hands of a United States company. While it is true that negotiations were pending for some months during 1899 looking to the sale of the road to a United States syndicate, the sale was never consummated, and the Government is still engaged in prosecuting the building of the road at its own expense.

During the year 1899 there were fifty periodicals published in the Republic, eight of which were dailies, four annuals, and thirty-eight weeklies, monthlies, etc. The cities in which these periodicals were published were Guatemala City, Qnezaltenango, Retalhulen, Mazatenango, San Felipe Solola, Totonicapam, La Antigua, Chiquimula, Jalapa, San Marcos.

The inventor of wireless telegraphy, Signor MARCONI, arrived in Guatemala City on December 27, 1899, where he went for the purpose of establishing a service on the Pacific coast of Guatemala.

MEXICO.

SATISFACTORY FINANCIAL SITUATION.

A review of the financial position of the Mexican Government presents a record which many a country would be proud to claim. Mexico owes a great deal to President DIAZ, and it also owes much to the conservative but far-seeing Minister of the Treasury, Dr. LIMANTOUR, with respect to its financial standing. The following brief table shows the receipts and expenditures of the Republic, in round numbers, for the last six years:

Year.	Receipts.	Expenditures.	Surplus.
1894-95	\$43,946,000	\$41,372,000	\$2,573,000
1895-96	50,521,000	45,070,000	5,454,000
1896-97	50,501,000	48,330,000	3,170,000
1897-98	52,698,000	51,815,000	883,000
1898-99	60,139,000	53,499,000	6,640,000

The reserve of cash held in the Treasury as the result of accumulated surpluses amounted on June 30, 1899, to \$4,856,000 in gold and \$17,824,000 in silver. Reducing the gold at the rate of foreign exchange ruling on the date mentioned, Dr. LIMANTOUR is able to

show a cash reserve of \$27,536,000 in silver, the currency of the country. The large surplus shown for the financial year 1898-99 was due mainly to the heavy increase in customs duties, though the internal revenues also showed a notable increase. Dr. LIMANTOUR has already published his budget for 1900-1901. He estimates the revenue at \$58,234,000 and the expenditure at \$58,009,000, which gives a surplus of \$225,000. There are also some interesting points in connection with this budget. One is that the internal tax on coffee has been abolished in order to afford relief to Mexican coffee planters. Another, affecting revenue, and, to a still greater extent, expenditure, is the disposal of the Tehuantepec Railway. The receipts of this line in 1898-99 amounted to only \$227,437, while the expenses of working, which had been constantly increasing, amounted to \$700,000. It must, therefore, be considered a good stroke of business to have disposed of it to the contractors for the completion of the line and of the port works of Coatzacoalcos and Salina Cruz. Still another important reform is connected with the successful conversion of the external debt from a 6 per cent to a 5 per cent basis. This will effect a saving in the present fiscal year of \$1,700,626. The public debt of Mexico now stands as follows: Debt payable in foreign currency, \$108,945,000; debt payable in Mexican currency, \$114,543,000; floating debt, \$954,000. This is not a very heavy burden for a country whose finances are so well managed as those of Mexico.

REGISTRY OF TRADE-MARKS.

The Acting British Consul in the City of Mexico calls attention to the fact that foreign trade-marks must be registered if the exporters expect to be fully protected. The warning and advice he gives to his fellow-countrymen is equally as useful to United States exporters to the Mexican markets.

As a general rule those British houses whose trade-marks are registered in Great Britain have omitted to have them also registered in the commercial register of Mexico.

The Acting British Consul says that it can scarcely be considered as an oversight, as the attention of British manufacturers has more than once been called to this fact, not by their agents, but by merchants of Mexico City, who, though receiving the genuine article direct from the factory, are unable to compete in price with the imitations made in Mexico or imported. No action can be taken in many of these cases, either by the commission agent or by the merchant who carries the stock, and they have to allow the fraudulent production to remain on the market. The general public, when they find that they have been deceived, usually make a claim upon the merchant who deals in the genuine article, with the result that his sales are affected and his reputation questioned, through no fault of his own. Such being the state of things, the attention of manufacturers and dealers is seriously called

to the advantages of having their trade-marks properly registered, under the regulations of the "trade-mark law" of Mexico for their own protection.

AGRICULTURE, COMMERCE, AND INDUSTRIES IN YUCATAN.

The following is a condensation of the report of the Belgian Consul at Mexico on the "Agriculture, Commerce, and Industries of the State of Yucatan." This report rightly attributes the extraordinary prosperity of the northwestern region of Yucatan to the cultivation of henequen, the exportation of which began shortly after the declaration of independence. In 1874 this amounted to 1,000,000 kilos, but recently its development has grown to great proportions. This plant demands a barren soil, situated near the level of the sea, conditions which Yucatan fulfills admirably; in fact, it seems to be the only country possessing them. While the creation of a hemp plantation does not require great labor, yet the results necessitate patient waiting, as the first crop can be expected only after five or six years. The expenses for the complete installation of a plantation, drying room, and machinery for making the fiber into balls is estimated at \$25,000, Mexican. The selling price of hemp varies greatly. A few years ago it fell to \$1.50 per *arroba* (11½ kilos). Since then it has risen rapidly, events having prevented the exportation of Manila fiber, which is used for the same purposes and which competes with it in the United States market. Last year the price reached \$5.50 per *arroba*.

The exportation has increased regularly. In 1882 it was 2,000,000 *arobas*, and during the period 1884-1889, it averaged 3,500,000 *arobas*. In 1891 the exports were 4,500,000 *arobas*, and in 1892, 5,000,000, representing a value of \$8,000,000. It remained at the latter figure until the prices of 1899 sent the production to 6,300,000 *arobas* (69,636,750 kilos), valued at \$18,251,938 Mexican, (about \$9,000,000), two-thirds of this sum representing the net profit to the producers. The United States received about 90 per cent of the total, a great amount of hemp twine being required for the mechanical binding of cereals there.

[In speaking of Yucatan's output of sisal grass, or henequen, for making ropes, the United States Consul at Progreso says that if the maximum has not already been reached, he believes that it will never be more than 10 per cent larger than now.]

Although hemp constitutes the principal resource of the northwestern region, other products are also found. There are very fine sugarcane plantations in Tekax and Tienl, situated south of Merida, where the soil is much more fertile than farther north. The question of labor is one which justly concerns the future of Yucatan, its scarcity being an obstacle to the development of many enterprises.

Cattle raising is carried on in different places in the northeastern region. At present the ranchmen let the animals roam in the woods.

As there are no streams of water in the country, thirst brings them back to the *hacienda*. The animals receive no care during the whole year and must forage for themselves.

The forests, which appear poor outside of Valladolid, are richer in trees toward the extreme east of the peninsula. A large colonizing company has obtained a concession of 723,000 hectares of land for the exploitation of cabinet and dye woods and the chicle tree. It also owns coffee and vanilla plantations.

To the south of these two regions there extends a territory bounded by the Caribbean Sea on the east and by British Honduras on the south, of which very little is known and which is occupied by Indian tribes. The Federal authority counts upon securing this scope of country peaceably. This will place at the disposition of the Government millions of hectares of virgin country, the most fertile of Yucatan. Immense pasturages known under the name of *savannas* and excellent land for the cultivation of cane and other tropical products are found here. An immense field will be opened up to colonization, and companies are already asking concessions of land in this quarter. In the direction toward Santa Cruz there are also virgin forests containing magnificent cabinet woods, which are generally lacking in other parts of Yucatan. The proximity of the sea will facilitate their exploitation. The Bay of Ascension, it is thought, some day will be the best port of the peninsula. The large cabinet-wood trees (mahogany, cedar, etc.) of Mexico are becoming scarce in the regions where their transportation is practicable.

The foreign commerce of Yucatan is carried on almost exclusively through the port of Progreso. In 1898 the imports were valued at \$1,866,000. These consisted of such articles as were necessary to a prosperous country and a rich city like Merida.

Merida, the capital of the State, is a city of about 55,000 inhabitants. It is the richest city of Mexico. Many importing houses are found there, among others being the house of GUERRA & Co., which imports directly from the United States and to which could be sent catalogues and current prices for different articles, such as rails for narrow-gauge railroads; sheet iron for reservoirs, which are much used in Yucatan for keeping rain water for use in the dry season; barbed-wire fencing, the use of which is increasing, for replacing the walls inclosing the hemp fields; linseed oil, which comes from America, and powder and dynamite. The new city of Progreso was chosen as a port for Merida solely on account of its proximity. Numerous steamship lines touch there.

EXPLOITATION OF THE MAGUEY FIBER.

According to a recently published article by Señor Don JOSÉ A. SEGURA, a well-known Mexican engineer, which is favorably commented on by the "Semana Mercantil," of the City of Mexico, the

exploitation of the magney fiber is undoubtedly the most profitable business that that plant can foster. Heretofore the large majority of the owners of magney plantations have been satisfied to engage in the *pulque* industry; but the engineer named points out that the fiber industry would be more profitable, and he takes as a basis for proving his assertion the Apam plains in the vicinity of the City of Mexico, which is a typical territory for the cultivation of the plant, and the greatest *pulque*-producing section of the world. At this time, in the cultivation of the magney for *pulque*, 27 leaves are taken from the plant from the time it is transplanted to the period when it begins to yield, and as it is a fact that it does not lose more than one-half its leaves, 50 may be taken as the number that are left on the plant during that period. There are on the plains of Apam 278 magney plantations, and it is calculated that combined they have 500,000 fixed plants for a period of eighteen years; that is, the number of workable plants is 138,000,000, which give 6,950,000,000 leaves. The magney yields 4 per cent of fiber. Every leaf weighs on an average 5 pounds; hence the number mentioned would weigh 34,750,000,000 pounds, and produce a total of 1,380,000,000 pounds of fiber.

The magney *manso* (*agave americana*), which is that cultivated on the Apam plains, also produces the finest fiber, superior even in beauty and resistance to that of the ramie; but even without taking these qualities into account and appraising the fiber at the same value as common *lette*, its price would be \$5 per quintal, and as the said number of pounds gives a total of 13,800,000 quintals, we have a value of \$69,000,000 as the proceeds of the fiber during the ten years of cultivation and replacing of the plants—that is to say, \$6,900,000 per annum. This is a value far superior to that represented by *pulque*, as the value of the latter amounts to only \$4,500,000 per annum in the said territory.

The publication of the article above mentioned resulted in a letter being addressed to the author thereof by a United States firm, stating that they could sell thousands of tons of the magney fiber, and that the week previous they had sold 135,000 pounds of California hemp; that they were overrun with orders; that they had the most recently invented machinery for extracting the magney fiber which could be shipped to any point of Mexico; and that they were in a position to sell ten thousand tons of well-cleaned magney fiber every month. "El Economista Mexicana," commenting upon this letter, calls the most earnest attention of the owners of magney plantations to the wonderful possibilities for the creation of a new industry in Mexico. It states that the *pulque* producing magney, mentioned above, has not been commercially exploited in foreign markets as yet, and that even at home its extraction does not form an industry. The Mexican Agricultural Society urges the shipment, to the firm referred to, of several leaves of the Apam magney plants so that they may extract the fiber with their

machinery and return samples to Mexico, stating what price they would pay for the same and the cost of the machinery in Mexico.

VALUE OF PUBLIC LANDS.

In compliance with the provisions of the law of May 26, 1894, the President of Mexico, on January 1, 1900, issued the table of prices per hectare of public or waste lands in the Republic for the fiscal year 1900-1901. The prices in the different States and Territories are as follows:

Aguscalientes	\$2.00	Oaxaca	1.10
Campeche	1.75	Puebla	3.00
Chiapas	2.50	Querétaro	2.00
Chihuahua	1.00	San Luis Potosí	2.25
Coahuila	1.00	Sinaloa	1.00
Colima	1.00	Sonora	1.00
Durango	1.00	Tobasco	3.00
Guanajuato	2.00	Tamaulipas	1.00
Guerrero	1.10	Tlaxcala	2.00
Hidalgo	2.25	Vera Cruz	2.50
Jalisco	2.00	Yucatán	2.00
México	2.50	Zacatecas	2.00
Michoacán	2.75	Federal District	2.60
Morelos	4.00	Territory of Tepic	2.25
Nuevo León	1.00	Territory of Lower California .....	.50

DEATH OF GEN. FELIPE B. BERRIOZÁBAL.

On the night of January 9, 1900, Gen. FELIPE B. BERRIOZÁBAL, Secretary of War and the Navy of Mexico, died. The deceased was a native of the State of Zacatecas. At a very early age he was left an orphan, and went to the city of Mexico, where he entered the National School of Engineers. The war between the United States and Mexico having broken out, he interrupted his studies to enter the army. After the signing of the treaty of peace, he again resumed his studies, and received his degree of engineer in April, 1849. He surveyed the States of Mexico and Tlaxcala, and appraised the value of the real estate therein from the years 1849 to 1852. He was also engaged in the dredging of the Lerma Lagoon and the canalization of the river of the same name, in the State of Mexico. He also constructed the necessary works to prevent the inundations of Toluca by the waters flowing from the Nevada volcano, which is very near the city. He surveyed and established the boundaries between the States of Mexico and Michoacán, and was engaged in many other official and private engineering undertakings, which brought him a prominent place and considerable wealth.

At the end of 1860, together with other Liberal officers, he was taken prisoner at Toluca, at the assault and capture of that city by General MIRAMÓN, who fortunately, and despite the terrible reprisals which characterized that three years' war, respected the lives of his prisoners. In 1857 and in 1861 he was acting Governor of the State of Mexico,

and in 1863, during the French intervention, he held a similar office in Michoacán. When, in December, 1860, General MIRAMÓN was defeated at Calpulalpán, and was compelled to abandon the City of Mexico, General BERRIOZÁBAL was charged by that commander with preserving order until the arrival of the Liberal forces. After the triumph of the Republic in 1867, he continued to occupy honorable positions, such as Secretary of the Interior, and of War, Deputy to the National Congress, and discharged other prominent civil and military duties. In like manner he was made a member of several scientific societies at home and abroad, receiving a large number of diplomas and other honorable distinctions. At the end of 1876 he was Minister of War, in the Cabinet formed by Don JOSÉ MARÍA IGLESIAS, in Guanajuato. General BERRIOZÁBAL was also the founder of the National Artillery Museum. As Minister of War he distinguished himself by his activity and energy, and succeeded in reorganizing the army, which was on rather poor footing before his assumption of the post. He furnished the army with the Mauser rifle, and introduced many improvements of note. He added several small transports and gunboats to the Navy, and in several ways showed his thorough fitness for the position to which President DIAZ had called him. His death at a ripe age was universally lamented among all classes of Mexicans.

General BERNARDO REYES, Governor of the State of Nuevo León, was appointed to succeed the late Secretary of War. He took the oath of office on January 25, last, at 12 m., at the National Palace, which was administered by Don IGNACIO MARISCAL, the Secretary of Foreign Relations. The selection of General REYES for the War portfolio has met with universal satisfaction.

POSTAL STATISTICS FOR 1899.

As showing the progress of Mexico the following figures, taken from the statistics of the postal service, will be interesting: During the year 1899 there were 545 post-offices in the Republic, 1,225 postal agencies, and 96 railway post-offices, making a total of 1,886 offices. There were 2,529 post-office clerks, 990 messengers, and 4,437 carriers, making a total of 7,956 employees. The extent of the postal service was 11,664 kilometers by rail, 18,577 by steamer, and 58,605 by ordinary roads, making a total of 88,846 kilometers. The receipts for the year were \$1,595,818.56, being \$1,033,427.61 in excess of the receipts for the years 1878 and 1879. The amount of mail matter carried during last year was 122,617,116 pieces, an increase of 116,024,483 in twenty years.

REPAIRING OF THE TEHUANTEPEC RAILROAD.

In virtue of the agreement concluded November 11, 1899, between the Department of Public Works and the English house of PEARSON & SON (which was referred to in the MONTHLY BULLETIN for January), the latter engages to put the Tehuantepec railroad in good condition

and to build the two ports of Coatzacoaleos and Salina Cruz. In return it obtains for a period of fifty years, dating from the completion of the work, the proceeds from the exploitation of the railroad and the duties which will be collected in the ports. In addition it receives a subsidy of \$5,000,000. The construction work of the port of Coatzacoaleos will be very light, but at Salina Cruz it will be necessary to construct two immense piers, at an expense valued even now at \$15,000,000 (Mexican). With the completion of this undertaking, which will be in about four or five years, the commercial relations between Europe and the Mexican States situated on the Pacific coast will be greatly facilitated.

THE NAIL TRADE.

A recent French consular report says that a considerable increase has been noticed in the nail trade of Mexico in the last six years, the United States exporting the greater part of the nails used in this country. During the fiscal year ending June 30, 1899, the import value rose to \$147,087.

Ordinary nails and tacks find little demand, but of the special kinds those enjoying the largest sale are small nails with round heads for upholstering. These come from France and the United States in packages of 5 kilos, the average price being 20 cents per kilo. Cut nails for heavy carpentry work, etc., come from the United States in kegs of 46 kilos and sell for \$12 per package. Polished clamps are imported from France and the United States in packages of 1 gross. Flat-headed screws come from the United States. Galvanized clamps (staples) for attaching wires come in packages, the smallest of which weigh 1 ounce. "Paris points" are manufactured in Mexico, and while they are inferior to the foreign article, they find a ready sale in all Mexican cities.

The principal importing houses in Mexico are those of Messrs. Roberto Boker & Co., 4 Puente Espiritu Santo; Lohse & Co., Suc., 9, 10, 11 Calle Palma; J. M. Del Rio & Sons, 6 Calle Palma; Sommer, Hermann & Co., 4 Calle Palma.

These houses only import special qualities.

On the coast the following houses are engaged in the business of importing these goods: Vera Cruz, Sommer, Hermann & Co.; Carmen, Joaquin Quintana and Juan Fokken; Campeche, Castellot Hermanos and Llovera & Co.; San Juan de Tabasco, Benito & Co. and Berreteaga & Co.; Merida, Ritter y Bock and Manuel de Arrigunaga; Progreso, Gabriel Escalante; Coatzacoalcos, A. Quevara; Acapulco, Alzuyeta & Co.; Manzanillo and Colima, Vogel & Co.; Mazatlan, Mer. Charpentier.

NUMBER OF MINES—NEW MINES.

On page 28 of the July, 1899, number of the MONTHLY BULLETIN appeared a paragraph purporting to give the number of mines in Mexico. The figures there given were erroneous, inasmuch as two lines were

omitted. Attention having been drawn to this fact they are therefore inserted and the item is now printed as it should have read. There are in Mexico 8,299 mining properties, divided among 20 classes, as follows: Gold, 828; gold and silver, 1,675; gold and copper, 54; silver, 4,024; silver and copper, 156; silver and lead, 1,035; silver and iron, 42; silver and magnesium, 2; copper, 173; copper and lead, 6; copper and iron, 22; lead, 19; lead and iron, 7; iron, 99; antimony, 19; tin, 8; mercury, 95; sulphur, 20; opal, 13; rock salt, 2.

Exclusive of coal for the first six months of the year 1899, there were 613 new mines of the different minerals opened up in the Republic. The "Journal of Finance" of a recent date is authority for the statement that there is but one of the coal fields of Mexico which has been at all opened, and yet the United States and State geologists who were employed by the Mexican Government for that purpose reported that in the State of Sonora there was a field containing more anthracite coal than all of the deposits of Pennsylvania.

PROPOSED RECIPROCITY WITH COSTA RICA.

The merchants of Costa Rica recently sent to Mexico a representative to look over the field for the purpose of discovering if a mutual exchange of articles can not be secured. An association of Mexican manufacturers has also sent to San José, Costa Rica, an agent provided with several samples of domestic textile fabrics, cigars and cigarettes, bags and bagging, and other articles of important manufacture in Mexico. The desire seems to be prevalent in the latter Republic, and to meet with a response in the Central American States, to promote closer trade relations between the two portions of the North American continent.

COMMERCE WITH THE UNITED STATES.

The Consul-General of Mexico at New York furnishes the BULLETIN with the imports of Mexican products into the port of New York for the month of December last as follows: Henequen, 14,924 bales; coffee, 6,237 bags; hides, 646 bales, and 3,942 loose; ixtle, 1,178 bales; goat-skins, 913 bales; deerskins, 449 bales; rubber, 162 bales; leaf tobacco, 1,044 bales; cigars, 118 boxes; broom root, 1,403 bales; chicle gum, 1,236 packages; fustic dyewood, 4,947 logs; Pnecbla onyx, 40 blocks; hair, 21 bales; lead, 34,370 bars; metals, 124 cases; mineral ores, 24,097 packages; sarsaparilla, 26 bales; alligator skins, 135; heron plumes, 1 box; bones, 1,366 packages; honey, 91 barrels; cedar, 1,382 logs; mahogany, 133 logs; jalap, 17 bags; copper, 3,386 bars.

During the month of December there were entered at the Mexican Consulate-General 10 steamships bringing 102,388 packages from Mexican ports, and 12 vessels were dispatched carrying 156,002 packages for Mexican ports.

The Consul of Mexico at San Diego reports that during the month

of December last there were exported to Mexico 27,067 packages, valued at \$11,655.50. The imports during the same month were valued at \$12,689.

The Vice-Consul of Mexico at Paseagonla reports the exports to his country during the month of January last as being: For Campeche, \$4,814; Progreso, \$1,086; Veraernz, \$4,603, making a total of \$10,503.

The Vice-Consul of Mexico, at Mobile, Alabama, reports the exports to his country during the month of January last as amounting to \$29,333.91.

The Consul-General of Mexico at San Francisco reports to the BULLETIN that the imports from Mexico through the port of San Francisco during the month of December, 1899, were valued as follows: Metal imports, \$285,809; merchandise, \$49,035. The exports for the same month were valued at \$125,383. There were also exported Mexican silver dollars to Salvador, \$700; to Hongkong, \$669,076; a total of \$669,776.

MISCELLANEOUS NOTES.

It is reported that a United States company has purchased in the State of Sinaloa one of the richest mines in the Republic, paying therefor what "La Gaceta Comercial" of the City of Mexico considers a ridiculous sum—\$50,000. The name of the mine is "Silverigoa," and it was first denounced in 1570, being worked without interruption for 125 years. During this long time, although worked by the very primitive methods of the time, it yielded to its Spanish owners more than \$200,000,000. The principal owners resided in Salamanca, Spain, and it is a well-known fact that the silver ornaments, statues, sacred vases, etc., of the great cathedral there were manufactured out of the products of that mine.

The mercantile house of VALEZ, LOPEZ & ABASCAL, in Tampico, was destroyed by fire on the night of February 5, 1900. The conflagration consumed the entire block with the exception of three houses. The estimated loss is between \$800,000 and \$1,000,000, partially covered by insurance in English companies.

Eleven retail and one wholesale house, including the city meat market, were burned. This is the most disastrous fire in the history of Tampico. Little or nothing of value was saved, owing to there being no fire protection.

In 1893 the Agricultural Department of the United States obtained in Mexico and distributed a small number of seeds of the alligator pear (*Persa gratisima*) for experimental planting in the United States. Last year the Consul-General of the United States at Monterey sent some 2,000 seeds to the Department, which have been distributed to 86 parties in the States of Florida, Louisiana, Texas, and California, and the Territory of Arizona. The expectations are that this great tropical product will be adapted to cultivation in certain portions of the United States.

It is currently reported in the City of Mexico that a large United States asphalt company has completed arrangements for the purchase of all the asphalt deposits in the Republic of Mexico. The largest of these is situated on the López *hacienda*, 50 miles north of Victoria, and the price paid for it, as announced, was \$300,000 gold. The other deposits are situated in the State of Veracruz, and are said to have been sold for the sum of \$200,000 gold. The company is reported to intend to invest the sum of \$1,000,000 in Mexico.

The "Nouveau Monde" is authority for the statement that a United States company has in view the establishment of a sanitarium at Oaxaca for people afflicted with tuberculosis. The subscribed capital for the installation of this establishment amounts to \$100,000. It is well known that the climate of Oaxaca is one of the most favorable for the cure of tuberculosis. An American physician is there now and is devoting himself to the study of consumptives who have come to the city in search of health.

Prof. FREDERICK STARR, of the University of Chicago, whose ethnographical album of the Indians of Southern Mexico was noticed in a recent number of the MONTHLY BULLETIN, is again in Mexico for the purpose of studying the Chocho and Mazateca Tribes located in the southern part of Oaxaca. The Professor is accompanied by two naturalists and a photographer. When he shall have studied the tribes mentioned, and others in the same region, he will issue his second ethnographical volume.

There are twenty-four light-houses on the coast of Yucatan and Campeche, all under the care of the War Department, and under the immediate supervision of Engineer MENESES, who is the official inspector, and who has the gunboat *Donato Guerra* of the Mexican navy at his orders, on which he makes his regular periodical visits of inspection. The Government proposes to erect 10 or 12 more light-houses during the current year.

The León Exposition, which has been referred to in the MONTHLY BULLETIN on several occasions, was opened to the public on January 20, 1900, by Señor Don JOAQUÍN OBREGÓN GONZALEZ, Governor of the State of Guanajuato. The exhibits of the mining and manufacturing industries of the States of Coahuila, Chihuahua, Michoacán, Jalisco, Nuevo León, Querétaro, San Luis Potosí, and others were very full and complete, claiming great attention.

An exposition of automobiles is to be opened in Mexico by an American who is now in New York arranging for the shipment of a large number of automobiles of different systems. A French paper, commenting upon this fact, says: "It is in France that the automobile industry has shown the greatest development. Nevertheless, here are the Americans who are outstripping us and virtually cutting the grass from under the feet of the French manufacturers."

The Treasury Department has granted a charter for a bank in the city of Campeche, Yucatán, which is to start business with a capital of \$200,000. This may be increased as business warrants. The great increase in the exports of henequén during the past year, which have found a good sale in the United States, has placed the State on a very prosperous footing, the increased revenues to the public treasury being used in public improvements.

The official report of the Director of the National Museum in the City of Mexico for the year 1899 gives the following information: Number of days the Museum was open, 307; total number of Mexican visitors, 210,812; total number of foreign visitors, 7,770; aggregate number of visitors, 218,582; daily average of Mexican visitors, 686.68; daily average of foreign visitors, 25.30; general average of visitors of all kinds, 711.99.

The City Council of Mexico, on January 13, rejected the bids of the three companies competing for the paving of 100 streets of the capital with asphalt, and it is stated that the subject will be taken up on a new basis. It seems that the Council is desirous of adopting some system of asphalt paving, but that the prices were considered too high. The firms competing for the contract were from New York, Chicago, and London.

The "Bulletin Commercial" (French) says that fire bricks, which are admitted free of duty, are imported from the United States to Mexico and sell for about \$107 per thousand. Although Mexico manufactures these bricks, which sell for about \$55 per thousand, they are much inferior in quality to the article made in the United States. The trade in these articles is quite important, as they are extensively used in the numerous lead and silver smelting establishments and iron foundries.

A dispatch from the City of Mexico, dated February 11, 1900, states that there is a project on foot in England looking to the construction of a direct line of railway from this city to the Yucatán peninsula, with branch lines into British Honduras, where the British Government is disposed to grant a subsidy. The line will place Yucatán in connection with the Federal capital and open up a fertile agricultural region.

President DIAZ has extended the contract with the Pacific Mail Steamship Company, of November 17, 1898, for one year from January 1, 1900. He has also extended the contracts of November 19, 1894, and October, 1898, with the "Knott's Prince Line," plying between Hamburg and Glasgow and Progreso, Veracruz and Tampico, for three months from January 11, 1900.

On January 15, 1900, the first cars were run over the new electric line from the Placa de Armas to Tacubaya, on the outskirts of the City

of Mexico. The line is exceedingly well constructed, the system used being the trolley. The power house contains a duplicate plant. The cars are now running regularly between the places named.

A Chicago firm has recently taken the second issue of the bonds of the State of Jalisco to the amount of \$1,000,000 in gold. The proceeds of this bond issue are to be utilized in improvements in the city of Guadalajara. The taxable property in the State has largely increased during the past year, and the Treasury is in a very flourishing condition.

At a point on the Navarrete *hacienda* known as "Huarisieba," recent prospectings have shown a fine lode of iron ore 200 meters in length by 100 in width, in a hill of considerable height. Assays show that the ore contains from 47 to 50 per cent of iron of a good quality. This is another great element of wealth for the Territory of Tepic.

A meeting of capitalists and farmers, presided over by Colonel PROSPERO CAHUANTZI, Governor of Tlaxcala, recently took place at Apizaco, to discuss the formation of a company for the construction of a railway which would connect Apizaco and Tlaxco, stopping at the principal *haciendas*.

The United States Patent Office, on January 16, 1900, issued two patents to ENRIQUE TORRES, of Guadalajara, for a repeating clock, repeating and striking mechanism for clocks, and for a repeating watch. On January 23 it also issued a patent to HENRY W. HOWE, of the City of Mexico, for shears.

The city of León now has 22 machine shops devoted to various industries. It has 1,282 boot and shoe shops, 265 shawl manufactories, 144 carpenter and cabinetmaking shops, 109 forges, 35 tanneries, 21 leather-working establishments, and many others of a diversified character.

The Mexican Mineral Railroad Company was recently organized in the city of Albany, New York, with a capital of \$350,000. It purposes building a railroad entirely within the borders of the State of Nuevo León to run from the city of Monterey to the mining district of San Pedro.

A strong United States company, now working the mines in Tezintlán, known as "La Anrora," "Cires," "Saturno," and "Veuns," which are principally copper mines, though there are traces of gold and silver, intends to establish smelting works as important as those at Aguascalientes.

On January 12 the Mexican Congress approved the contract between the Secretary of Communications and Public Works and Señor DON MANUEL SIERRA MENDEZ for the establishment of a navigation service on the eastern coast of Yucatán and in the Gulf of Mexico.

The cars which are to be used on the new city railway of the capital of the State of Chihuahua, and which were purchased in the United States, will be put on in the month of March.

Mr. J. F. DE ASSIS-BRASIL, Minister of Brazil in Washington, has also been appointed Envoy Extraordinary and Minister Plenipotentiary to Mexico by his Government.

The 138 cotton, yarn, and cloth mills in the Republic will pay into the National Treasury as a stamp tax for the half year from January to June, 1900, the sum of \$923,017.40.

The Compañía Telefónica Jalisciense has established a telephone system in the city of Guadalajara. The equipments were purchased in the United States.

There has recently been discovered in the State of Chihuahua a great gold placer, the principal vein of which is 3,000 feet in length by 200 in width.

Work upon the electric railroad which is to connect the city of Lerdo, Durango, with the flourishing town of Torreón, Coahuila, has been begun.

The Topo Chico street railway line in Monterey is being extended. Mr. S. W. SLAYDEN, of Waco, Texas, is the proprietor of this road.

A law prescribing compulsory education has been enacted by the Legislature of the State of Guanajuato.

NICARAGUA.

STATUS OF THE MARITIME CANAL COMPANY.

Señor LUIS F. COREA, the Nicaraguan Minister to the United States, has advised the Secretary of State of the latter that his Government has appointed an arbitrator to determine whether the Maritime Canal Company is entitled to an extension of its concession.

CONSUL-GENERAL IN LONDON.

Mr. M. J. KELLEY has resigned his position as Consul-General of Nicaragua in London, though he continues as Consul-General of Honduras and Salvador. Mr. M. DE MONTES is now looking after Nicaragua's interests in the British metropolis.

COMMERCE WITH THE UNITED STATES.

The Nicaraguan Consul at San Francisco reports the exports to his country during the month of January, 1900, as being 4,950 packages,

valued at \$22,132.36. The imports were: Coffee, 59 bags; sugar, 495 bags; specie, 1 case; metal, 4 cases; mahogany logs, 21; making a total of 580 packages.

PÉRU.

EXPLOITATION OF BORATE OF LIME DEPOSITS.

The exploitation of borate of lime deposits in Peru is assuming considerable importance of late. In 1896, according to "La Nature," of Paris, the exports of this product were only 1,179,000 kilos, and in 1898 they amounted to 11,850,000, valued, respectively, at 117,000 and 949,000 *sols*, of 5 *francs* each. About five or six years ago borax deposits were discovered in the Department of Arequipa, and when one considers the many uses to which borax and its derivatives are put at the present day, it is not astonishing that this discovery should be deemed a very great event in Peru, and that it should be considered as a new factor in the wealth of the country. North of Arequipa, about 75 kilometers, there is a valley in the form of a funnel known as "Salinas," which is about 10 kilometers in length and 8 in width. It lies between two branches of the Andes, and is dominated by the Misti and the Ubinas. The waters which flow down from these volcanoes cover this valley, and evaporating there leave a deposit of borate of lime of a thickness varying from 30 to 50 centimeters.

Señor J. M. DE EZCURRA was the first to conceive the idea of exploiting these deposits, and he met with very grave difficulties, owing to the fact that it was at first necessary to transport the raw material to Arequipa, on the banks of Hamas, over an absolutely desert region between bowlders and lava strewn about in wild confusion, without any signs of a road at an elevation of 3,500 meters above sea level, and with a temperature which at times goes down to 18°. These difficulties made the first quantities taken out very dear, the scarcity of any kind of fuel adding also to the expense. This expense was the cause of the borate of lime placed on board at Mollendo costing 151½ *francs* per 1,000 kilograms. It is true, however, that these 1,000 kilograms on reaching Liverpool were easily sold for 277½ *francs*, which left a fine profit for the shipper. As the selling price afterwards fell off considerably it became necessary to reduce the cost of production proportionately, and the calcination of the borate, which had previously been effected at Arequipa, was done at the mine. A large furnace was built for the purpose, a new association was formed, and with very great difficulty a wagon road was built from the valley of Salinas to Arequipa. The cost of production of the borate was thus reduced to 101 *francs* per 1,000 kilos on board at Mollendo. An English syndicate recently purchased all the Salinas borate deposits and also new deposits discovered in Ascota.

FRENCH SCHOOLS IN SOUTH AMERICA.

A recent number of "El Comercio," of Lima, referring to a telegram from Paris announcing that M. GERVAIS, a Deputy from the Department of the Seine, had presented a bill in the Chamber of which he was a part, to appropriate 50,000 *francs* to the maintenance of French schools in South America, for the purpose of attracting Creole children, arresting the Teutonization of the country, upholding the predominance there of the Latin race, and preserving the trade and patronage thereof for the French people (referred to in the MONTHLY BULLETIN for December, 1899, pp. 899-900), thus expresses itself:

"It is noteworthy that a Deputy like GERVAIS should be completely in the dark as to the progress and civilization of the South American countries, by placing them on the level of savage peoples. That a vulgarian should form mistaken ideas regarding Latin America may pass as due to his slight understanding, but that a Deputy for the Department of the Seine should hold us in so little esteem oversteps the bounds and makes us doubt the enlightenment and judgment which should distinguish a member of the French Parliament. He ought to know that the countries of Latin America are cognizant of all the plans of the old world in science, letters, discoveries, scientific applications, methods of teaching, industrial and commercial advancement, etc., and that new books are read among us before they are spread among all the European peoples.

"He ought to know that in these countries we do not admit the hegemony of any nation, neither Teutonism nor Frenchism nor Italianism; that all those foreign elements that come to us from the old world are welcome; we accept them as elements of progress and labor, but not to form hegemonies, but unclenses of thought and labor, associating themselves to our efforts, uniting their intelligence and their muscles to our energies in order that prosperity shall be the common lot of all the inhabitants of the country. He ought to know that the Frenchmen residing in Latin America are sufficient unto themselves to maintain the commercial bonds between their country of origin and that of their adoption, protected by the ample liberty and support which they enjoy under the folds of our flag and beneath the ægis of our constitution, which is the most liberal of the world. He ought to know this and much more so that he should not take a step such as he has, antagonistic to the enlightenment of a man fairly versed in modern geographical and statistical knowledge."

NEW PRESIDENTIAL CABINET.

The new Cabinet of President ROMAÑA is as follows:
Minister of Foreign Relations and President of the Council, Dr. ENRIQUE DE LA RIVAGÜERO.
Minister of the Interior and Police, Col. DOMINGO J. PARRA.

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

Minister of War and Marine, General VELARDE.

Minister of Finance and Commerce, Señor MARIANO A. BELAÚNDE.

Minister of Public Works, Señor ENRIQUE SEGARRA.

INDUSTRIAL CONDITIONS.

The "Nouveau Monde" publishes a report of the French Consul at Lima to the effect that industry in Peru has made remarkable progress since the Government has interested itself in facilitating the introduction of improved machinery and tools in the country. It can truly be said that Peru is entering upon a period of prosperity, for agriculture shows great development, especially in those regions where the large proprietors have adopted steam plows for the cultivation of their fields. Besides agricultural machinery, the customs statistics show that a large amount of machinery for the development of mines, forests, spinning mills, etc., has recently been imported.

The most complete tranquillity reigns over the whole of the Republic, and the confidence which the Government of President ROMANO inspires in the Peruvian people increases every day, for the chief of the executive power is an energetic, liberal, and honest man, whose one ambition is to increase the general welfare in the interior and to assure the good name and credit of the nation abroad.

RAILWAY TRAFFIC.

The number of passengers carried on Peruvian railways in each of the years 1898 and 1897 amounted to about 3,150,000. The number of tons of merchandise conveyed on the same lines in 1898 was 540,000, as against 505,000 in 1897.

MISCELLANEOUS NOTES.

The Japanese immigrants in Peru are not meeting with the favor of the owners of the large plantation where they have been working, and it is asserted that they are unsuited to Peru. Recently the Japanese colonists on the Casa Blanca estate mutinied, and it became necessary to call upon the police to quell the disturbance and restore order.

The mines in the Cerro de Paseo region are being very actively worked, exporting more than a thousand tons of high-grade copper per month, the inferior grade ore being smelted at the mines and yielding a profit of from 50 to 75 per cent. The activity in the production of red copper has resulted in an advance in the price of coal.

The Government has issued an order granting free entry to articles needed by the Central Railway of Peru for the service of the line during the year 1900. It has also ordered that the Salaverry custom-house admit materials intended for the Trujillo Railroad free of duty.

It is stated that the Government is to send Vice-Admiral CARRASCO to Europe to purchase warships. Late in December last the Government dispatched a commissioner to Europe to study the manufacture of gunpowder for heavy ordnance and other explosives.

The Government has granted Mr. ERNEST THORNDIKE an extension on his contract term for the completion of the railroad from Oroya to Cerro de Paseo.

On February 3, 1900, the seaport town of Ilo was visited by a big fire, which destroyed the custom-house, post-office, and many other buildings.

The recent Congress of Peru increased the salary of the President by 6,000 *sols* per annum and that of each of the Ministers by 1,200.

A French Hindostanee physician, SARAK CONDE DAS, has started a magazine at Lima, which is to be published in Spanish.

Two building associations similar to those existing in the United States and England have been formed at Lima.

SALVADOR.

FRANKING PRIVILEGE FOR THE BUREAU OF THE AMERICAN REPUBLICS.

In a communication to this Bureau, dated San José, Costa Rica, January 12, 1900, Hon. WILLIAM LAWRENCE MERRY, United States Minister to Costa Rica, Nicaragua, and Salvador, says: "I have the pleasure to advise you that under date of December 28, 1899, the Minister of Foreign Affairs of the Republic of Salvador informs me that orders have been issued to the postal authorities of that country according to the franking privilege to all publications issued by the Bureau of the American Republics.

CONGRESS TO DISCUSS COFFEE.

At the initiative of the Government of Salvador, there will be held in the near future a Central American Congress to discuss the means best adapted to bring about a more general demand for coffee and to increase its price. The Government of Honduras has accepted the invitation of that of Salvador and will soon name its delegate.

SANTO DOMINGO.

NEW PRESIDENTIAL CABINET.

The Cabinet of President JIMENEZ is constituted as follows:

Minister of the Interior, Gen. LUIS M. HERNANDEZ.

Minister of Foreign Relations, Dr. FRANCISCO HENRIQUEZ Y CARVAJAL.

Minister of Justice and Public Instruction, Licenciata ALVARO LOGROÑO.

Minister of Public Works, Licenciata F. L. VASQUEZ.

Minister of Finance, Dr. FEDERICO AUGUSTO GONZALEZ.

Minister of Posts and Telegraphs, Don EUGENIO DESCHAMPS.

Minister of War and Marine, Don JOSÉ BRACHE.

DEPOSITS OF IRON.

Mr. CAMPBELL L. MAXWELL, Consul-General of the United States, reports that near Cotui, a small inland town about 50 miles from the head of Samana Bay, there is said to be a valuable and extensive iron-ore deposit. The land belongs to the Government, but Mr. MAXWELL thinks it can be obtained on reasonable terms. The distance from the town to the river is about 12 or 15 miles, and the river is large and deep enough to allow boats of 15 or 20 feet draught to navigate it. The bar at the point where the river empties is an obstacle. That, it is thought, however, could be dredged at no very great cost; but as to this the Consul-General says he can not speak with certainty. Labor is reported as plentiful and cheap.

A Belgian company is reported to have offered to pay all the debts of the Dominican Government for a sixty years' concession of the iron mines of the Republic.

HONORARY CORRESPONDING MEMBER.

The MONTHLY BULLETIN takes great pleasure in announcing that Señor Don JOSÉ G. GARCIA has accepted the position of Honorary Corresponding Member of the International Union of American Republics, and assures its readers that they will be favored with information from Santo Domingo from the pen of this gentleman. Señor GARCIA resides in the city of Santo Domingo, is a man of great learning, and the most eminent historiographer in the Dominican Republic.

Bull. No. 2—5

UNITED STATES.

TRADE WITH LATIN AMERICA.

STATEMENT OF IMPORTS AND EXPORTS.

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

IMPORTS OF MERCHANDISE.

Articles and countries.	December—		Twelve months ending December—	
	1898.	1899.	1898.	1899.
Chemicals:				
Logwood (<i>Palo campeche; Páu campeche; Campeche</i>)—				
Mexico.....	\$1,190	\$676	\$14,100	\$12,671
Coal, bituminous (<i>Carbón bituminoso; Carvão betuminoso; Charbon de terre</i>):				
Mexico.....	21,637	15,004	220,622	203,702
Cocoa (<i>Cacao; Caco ou Cacao cri; Cacao</i>):				
Central America.....	375	490	7,788	1,621
Brazil.....	112,140	75,654	532,400	508,177
Other South America.....	167,344	143,189	1,337,647	1,584,846
Coffee (<i>Café; Cafè; Cafè</i>):				
Central America.....	149,817	147,683	4,314,997	5,244,797
Mexico.....	157,179	134,412	3,010,893	3,026,624
Brazil.....	2,230,189	2,744,207	33,153,935	36,285,817
Other South America.....	505,788	174,100	7,513,089	6,235,620
Cotton, unmanufactured (<i>Algodón en rama; Algodão en rama; Coton, non manufacturé</i>):				
South America.....	13,359	31,422	158,830	159,629
Fibers:				
Sisal grass (<i>Henequén; Henequen; Hennequen</i>)—				
Mexico.....	386,226	779,196	7,521,237	8,727,226
Philippine Islands.....	221,413	26,275	2,797,254	3,955,305
Fruits:				
Bananas (<i>Plátanos; Bananas; Bananes</i>)—				
Central America.....	112,473	179,540	1,740,953	2,083,064
South America.....	50,167	68,999	508,157	999,518
Oranges (<i>Naranjas; Laranjas; Oranges</i>)—				
Mexico.....	43,789	30,017	136,453	187,426
Fur skins (<i>Pieles finas; Pelles; Fourrures</i>):				
South America.....	4,816	13,444	96,132	191,266
Hides and skins (<i>Cueros y pieles; Couros e pelles; Cuirs et peaux</i>):				
Central America.....	35,680	45,249	236,676	367,423
Mexico.....	243,091	254,831	1,771,116	2,102,194
South America.....	1,293,013	787,906	9,793,530	10,674,348

IMPORTS OF MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1898.	1899.	1898.	1899.
India rubber, crude (<i>Goma elástica; Borracha crua;</i> <i>Caoutchouc brut</i>):				
Central America	\$95,292	\$80,012	\$588,474	\$853,095
Mexico	10,421	16,865	69,499	186,642
Brazil	1,733,817	1,563,862	13,356,725	18,427,858
Other South America	71,562	101,142	771,342	1,096,115
Lead, in pigs, bars, etc. (<i>Plomo en galápagos, barras,</i> <i>etc.; Chumbo em linguados, barras, etc.; Plombs</i> <i>en saumons, en barres, etc.):</i>				
Mexico	192,312	248,882	1,683,063	2,436,296
Sugar, not above No. 16 Dutch standard (<i>Azúcar, no</i> <i>superior de la escala holandesa; Açúcar não</i> <i>superior ao No. 16 de padrão holandês; Sucre, pas</i> <i>au dessus du type hollandais No. 16):</i>				
Central America	802	3,219	217,622	176,697
Mexico	2,061	1,669	46,913	76,716
Cuba	811,292	82,421	13,094,196	17,746,966
Brazil	44,438	.....	2,431,324	681,865
Other South America	888,571	837,909	5,558,054	5,549,197
Hawaiian Islands	105,480	477,312	16,184,944	21,717,480
Philippine Islands .....	.....	.....	1,086,499	910,313
Tobacco, leaf (<i>Tabaco en rama; Tabaco em folha;</i> <i>Tabac en feuilles</i>):				
Mexico	11,403	21,078	285,817	62,974
Cuba	301,389	794,312	2,832,497	6,891,038
Wood, mahogany (<i>Caoba; Mogno; Acajou</i>):				
Central America	43,560	49,060	261,218	333,480
Mexico	21,947	19,963	286,538	417,415
Cuba .....	.....	16,185	8,133	80,753
South America	1,375	3,480	40,478	22,617
Wool (<i>Lana; Lã; Laine</i>):				
South America—				
Class 1 (clothing)	3,140	3,108	513,457	544,593
Class 2 (combing) .....	.....	.....	19,126	101
Class 3 (carpet)	10,843	44,933	857,399	575,877

EXPORTS OF DOMESTIC MERCHANDISE.

Agricultural implements (<i>Instrumentos de agricul-</i> <i>tura; Instrumentos de agricultura; Machines</i> <i>agricoles</i>):				
Central America	\$562	\$369	\$6,657	\$6,391
Mexico	15,604	20,101	153,805	306,731
Santo Domingo	37	2,051	432	3,290
Cuba	2,390	9,880	8,179	114,324
Puerto Rico	50	730	847	6,311
Argentina	67,563	137,403	1,163,125	2,028,223
Brazil	1,163	4,432	26,294	35,956
Colombia	3	36	4,320	1,014
Other South America	19,612	27,129	270,580	313,023
Animals:				
Cattle (<i>Ganado vacuno; Gado; Bétail</i>)—				
Central America	1,575	.....	4,310	615
Mexico	2,998	10,185	94,404	138,223
South America .....	.....	.....	7,775	2,870
Hogs (<i>Cerdos; Porcos; Cochons</i>)—				
Mexico	29,123	4,837	36,014	107,341
Horses (<i>Caballos; Cavallos; Chevaux</i>)—				
Central America	120	250	11,665	2,008
Mexico	7,450	13,298	99,360	98,065
South America	500	550	4,289	3,950
Sheep (<i>Carneros; Carneiros; Moutons</i>)—				
Mexico	128	4,539	12,205	11,112
South America	1,360	510	10,653	8,252

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1898.	1899.	1898.	1899.
Books, maps, engravings, etc. (<i>Libros, mapas, grabados, etc.; Livros, mapas, gravuras, etc.; Livres, cartes de géographie, gravures, etc.</i>):				
Central America.....	\$1,528	\$15,461	\$28,984	\$58,671
Mexico.....	5,747	8,500	73,807	92,162
Santo Domingo.....	729	233	5,092	7,593
Cuba.....	2,707	4,555	12,402	61,088
Puerto Rico.....	1,617	409	6,337	17,300
Argentina.....	686	4,082	22,660	28,725
Brazil.....	7,689	2,735	53,792	62,500
Colombia.....	11,101	11,513	20,255	74,560
Other South America.....	12,419	2,158	109,714	59,923
Breadstuffs:				
Corn (<i>Maíz; Milho; Maïs</i>)—				
Central America.....	2,086	10,671	54,229	44,264
Mexico.....	6,341	24,337	21,551	178,719
Santo Domingo.....			63	315
Cuba.....	8,003	43,269	258,937	477,550
Puerto Rico.....		544		1,923
South America.....	2,377	695	19,871	73,007
Wheat flour (<i>Harina de trigo; Farinha de trigo; Farine de blé</i>)—				
Central America.....	79,208	92,242	1,165,768	891,240
Mexico.....	13,101	9,719	109,884	154,262
Santo Domingo.....	9,073	21,496	171,413	142,533
Cuba.....	159,114	178,612	1,340,766	2,053,405
Puerto Rico.....	29,433	66,027	366,389	642,696
Brazil.....	330,402	267,963	3,245,731	2,581,242
Colombia.....	43,033	16,381	374,012	423,910
Other South America.....	140,680	100,686	1,508,535	1,574,599
Wheat (<i>Trigo; Trigo; Blé</i>)—				
Central America.....	3,835	1,800	41,663	19,144
South America.....	46,226	11,445	509,323	87,231
Carriages, cars, etc., and parts of (<i>Carruages, carros y sus accesorios; Carruagens, carros e partes de carros; Voitures, wagons et leurs parties</i>):				
Central America.....	2,037	4,919	48,851	21,209
Mexico.....	35,367	80,218	286,182	874,290
Santo Domingo.....	5,794	753	20,743	16,263
Cuba.....	28,189	38,278	72,777	293,277
Puerto Rico.....	90	1,165	2,242	23,224
Argentina.....	63,286	29,284	571,673	341,704
Brazil.....	1,944	16,305	561,146	214,624
Colombia.....	1,992	1,864	43,068	23,087
Other South America.....	4,586	274	79,944	47,147
Cycles and parts of (<i>Biciclos y sus accesorios; Bicyclos e accesorios; Bicyclettes et leurs parties</i>):				
Central America.....	404	178	7,091	4,820
Mexico.....	3,129	2,075	57,947	41,897
Santo Domingo.....	33	7	631	330
Cuba.....	790	20,400	5,286	111,702
Puerto Rico.....	79	123	2,631	2,771
Argentina.....	18,568	8,661	131,624	275,985
Brazil.....	5,494	3,752	90,232	35,065
Colombia.....	614	82	7,986	7,814
Other South America.....	6,916	4,648	54,104	65,365
Clocks and watches (<i>Relojes de pared y de bolsillo; Relogios de parede e de bolso; Pendules et montres</i>):				
Central America.....	485	254	5,435	2,575
Mexico.....	2,847	1,697	23,747	30,619
Argentina.....	3,446	1,252	29,134	26,022
Brazil.....	14,260	8,852	60,073	62,561
Other South America.....	12,808	3,801	98,110	73,936
Coal (<i>Carbón; Carvão; Charbon</i>):				
Central America.....	1,177	2,930	10,054	19,454
Mexico.....	74,429	86,056	1,076,174	1,424,103
Santo Domingo.....	1,827	2,392	11,714	10,758
Cuba.....	75,144	41,904	497,363	637,103
Puerto Rico.....	2,895	2,391	20,543	45,640
Brazil.....	19,066		154,353	99,785
Colombia.....		10,613	17,671	60,547
Other South America.....	4,133	1,006	139,456	70,750

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1898.	1899.	1898.	1899.
Copper (Cobre; Cobre; Cuivre):				
Mexico	\$24,898		\$305,759	\$332,205
Cotton, unmanufactured (Algodón no manufacturado; Algodão não manufacturado; Coton, non manufacturé):				
Mexico	258,805	\$19,972	1,193,835	689,722
South America		1,780		1,780
Cotton cloths (Tejidos de algodón; Fazendas de algodão; Coton manufacture):				
Central America	48,193	53,928	484,588	649,700
Mexico	43,982	41,765	449,076	541,115
Santo Domingo	9,086	3,169	145,487	147,360
Cuba	35,315	23,404	64,478	707,373
Puerto Rico	1,931	5,562	6,768	252,433
Argentina	28,528	11,872	200,281	136,612
Brazil	82,501	44,926	633,130	467,201
Colombia	48,709	6,065	313,727	362,031
Other South America	187,462	34,610	1,402,039	1,030,258
Wearing apparel, cotton (Ropa de algodón; Roupa de algodão; Vêtements en coton):				
Central America	19,812	65,631	215,750	331,736
Mexico	20,448	23,772	359,841	432,250
Santo Domingo	1,655	2,922	23,609	18,139
Cuba	8,499	13,573	25,396	193,133
Puerto Rico	1,707	1,488	4,133	44,126
Argentina	7,207	1,053	56,897	39,231
Brazil	8,835	6,849	49,525	41,265
Colombia	12,592	4,233	49,504	44,539
Other South America	1,271	1,741	41,488	68,955
Fruits and nuts (Frutas y nueces; Frutas e nozes; Fruits et noixettes):				
Central America	3,348	5,869	28,016	32,688
Mexico	9,503	12,517	69,409	79,686
Santo Domingo	705	1,505	1,636	2,034
Cuba	16,616	16,881	50,160	85,709
Puerto Rico	742	2,258	2,442	10,313
Argentina	797	378	8,802	15,188
Brazil	1,218	3,761	14,801	20,648
Colombia	964	1,099	7,859	9,901
Other South America	2,689	3,371	21,933	21,418
Instruments:				
Electric and scientific apparatus (Aparatos eléctricos y científicos; Aparelhos electricos e scientificos; Appareils électriques et scientifiques)—				
Central America	17,398	2,251	83,550	59,783
Mexico	33,468	69,678	332,966	494,784
Argentina	11,140	25,722	172,450	307,305
Brazil	16,986	11,561	84,863	155,090
Other South America	9,526	14,941	112,091	137,716
Iron and steel, manufactures of:				
Steel rails (Carriles de acero; Trilhos de aço; Rails d'acier)—				
Central America	216		23,487	24,982
Mexico	102,139	54,364	711,175	499,700
South America	21,318	83,386	340,025	233,906
Builders' hardware, and saws and tools (Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, seies et outils)—				
Central America	11,780	8,552	78,957	94,049
Mexico	34,404	38,969	365,258	456,557
Santo Domingo	1,384	837	11,448	9,179
Cuba	22,425	24,435	87,993	396,168
Puerto Rico	673	2,435	6,575	30,640
Argentina	18,973	25,931	207,459	269,034
Brazil	23,743	29,418	191,462	262,773
Colombia	10,593	5,710	94,049	122,299
Other South America	27,280	14,353	208,515	257,257

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1898.	1899.	1898.	1899.
Iron and steel, manufactures of—Continued.				
Sewing machines and parts of (<i>Máquinas de coser y accesorios; Máquinas de coser e accesorios; Machines à coudre et leurs parties</i>)—				
Central America.....	\$2,634	\$1,162	\$24,749	\$20,538
Mexico.....	15,626	23,758	197,718	294,120
Santo Domingo.....	43	271	1,679	1,657
Cuba.....	160	4,315	849	48,120
Puerto Rico.....	100	67	1,863	4,536
Argentina.....	11,011	30,188	95,513	173,249
Brazil.....	5,685	19,387	88,990	143,909
Colombia.....	6,389	644	73,749	41,856
Other South America.....	16,092	10,111	116,673	140,601
Typewriting machines and parts of (<i>Máquinas de escribir y accesorios; Máquinas de escribir e accesorios; Machines à écrire et leurs parties</i>)—				
Central America.....	226	485	1,979	2,645
Mexico.....	2,685	4,531	30,914	57,228
Santo Domingo.....		45	80	232
Cuba.....	2,878	2,895	5,556	28,828
Puerto Rico.....	378	616	1,961	3,656
Argentina.....	225	2,692	25,919	40,618
Brazil.....	153	731	4,736	10,643
Colombia.....	470	273	3,578	2,994
Other South America.....	1,858	871	15,850	25,363
Leather, other than sole (<i>Cuero, distinto del de suela, Couro não para solas; Cuirs, autres que pour semelles</i>):				
Central America.....	559	697	8,864	13,525
Mexico.....	1,049	3,589	7,506	25,209
Santo Domingo.....			1,047	1,074
Cuba.....	668	2,337	2,638	31,797
Puerto Rico.....	1,003	331	3,266	8,203
Argentina.....	1,881	4,630	18,346	51,707
Brazil.....	5,366	14,159	53,088	78,439
Colombia.....	565	15	3,272	3,964
Other South America.....	2,205	1,314	20,995	38,577
Boots and shoes (<i>Calzado; Calçados; Chaussures</i>):				
Central America.....	15,998	22,327	84,881	143,402
Mexico.....	13,565	37,320	116,099	325,265
Colombia.....	4,466	4,683	36,027	46,660
Other South America.....	3,287	6,200	40,613	31,815
Naval stores:				
Rosin, tar, etc. (<i>Resina y alquitrán; Resina e alcatrão; Résine et goudron</i>)—				
Central America.....	768	295	15,974	13,413
Mexico.....	759	479	9,341	9,405
Santo Domingo.....	4	500	4,247	3,951
Cuba.....	309	1,956	5,426	13,913
Puerto Rico.....	300	355	995	1,690
Argentina.....		3,970	78,279	124,190
Brazil.....	10,227	29,109	168,103	222,648
Colombia.....	2,612	298	14,136	11,709
Other South America.....	5,495	25,698	95,055	87,893
Turpentine, spirits of (<i>Aguarrás; Agua-raz; Terebenthine</i>)—				
Central America.....	325	440	3,313	5,317
Mexico.....	363	257	4,268	4,432
Santo Domingo.....	66	25	487	556
Cuba.....	1,367	3,309	12,776	54,276
Puerto Rico.....	276	191	1,635	4,980
Argentina.....	1,165	17,031	107,216	101,607
Brazil.....	6,830	3,608	70,084	59,760
Colombia.....	776	94	5,232	6,014
Other South America.....	4,079	864	58,807	61,103
Oils, mineral, crude (<i>Aceites minerales, crudos, Oleos minerales, crus; Huiles minerales, brutes</i>):				
Mexico.....	32,693	40,237	306,902	433,803
Cuba.....	21,019	40,384	160,942	268,826
Puerto Rico.....		9,333	19,477	21,845

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1898.	1899.	1898.	1899.
Oils, mineral, refined or manufactured (<i>Aceites minerales refinados ó manufacturados; Huiles minerales, raffinées ou manufacturées</i>):				
Central America.....	\$13,172	\$11,460	\$123,839	\$135,645
Mexico.....	17,306	18,129	165,890	214,213
Santo Domingo.....	17,813	5,589	54,074	38,374
Cuba.....	11,635	11,687	69,096	114,280
Puerto Rico.....	4,508	3,326	36,692	52,392
Argentina.....	48,925	150,759	871,124	1,161,574
Brazil.....	219,522	150,321	1,622,984	1,628,484
Colombia.....	22,075	7,703	117,960	134,443
Other South America.....	52,547	43,583	901,970	1,133,531
Oils, vegetable (<i>Aceites vegetales; Oleos vegetales; Huiles végétales</i>):				
Central America.....	192	841	3,888	6,835
Mexico.....	28,174	75,600	379,739	701,148
Santo Domingo.....	1,584	3,147	30,999	30,890
Cuba.....	131	7,398	4,056	42,965
Argentina.....	425	3,760	11,774	36,684
Brazil.....	32,361	13,952	264,243	193,843
Other South America.....	5,747	8,328	100,634	123,224
Paraffin and paraffin wax (<i>Parafina y cera de parafina; Parafina y cera de paraffina; Paraffine et cire de cette substance</i>):				
Central America.....	1,141	2,735	27,466	28,318
Mexico.....	17,565	48,757	172,059	313,626
Brazil.....	1,947	1,482	12,166	15,720
Other South America.....	481	45	6,329	12,794
Provisions, comprising meat and dairy products:				
Beef, canned (<i>Carne de vaca en latas; Carne de vacca em latas; Bœuf conservé</i>):				
Central America.....	2,181	4,771	22,499	26,619
Mexico.....	2,189	2,046	15,006	22,800
Santo Domingo.....	8	20	45	118
Cuba.....	498	88	5,820	13,464
Argentina.....	.....	.....	581	1,484
Brazil.....	2,924	7,304	24,318	28,810
Colombia.....	366	972	5,160	8,297
Other South America.....	1,078	1,166	13,134	19,597
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.....	2,648	5,068	36,646	39,371
Mexico.....	101	24	291	2,151
Santo Domingo.....	142	494	3,478	5,800
Cuba.....	2,608	842	16,111	24,499
Puerto Rico.....	72	126	532	1,955
Brazil.....	249	605	2,082	4,410
Colombia.....	1,396	1,070	13,146	19,446
Other South America.....	21,874	11,178	194,387	166,454
Tallow (<i>Sebo; Sebo; Suif</i>):				
Central America.....	4,841	5,060	93,477	86,527
Mexico.....	6,794	1,795	27,542	27,896
Santo Domingo.....	1,477	1,558	20,274	17,725
Cuba.....	429	772	24,722	3,330
Puerto Rico.....	.....	325	404	702
Brazil.....	1,755	479	25,740	24,847
Colombia.....	357	130	8,563	18,426
Other South America.....	1,163	720	26,124	49,909
Bacon (<i>Tocino; Toucinho; Lard fumé</i>):				
Central America.....	1,746	2,918	16,425	21,909
Mexico.....	1,854	1,703	12,667	21,743
Santo Domingo.....	93	200	2,122	2,190
Cuba.....	21,388	59,931	524,717	902,091
Puerto Rico.....	8,624	5,611	49,215	78,456
Brazil.....	35,656	16,629	476,884	191,939
Colombia.....	133	538	1,384	2,156
Other South America.....	2,355	269	19,151	12,382

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December--		Twelve months ending December--	
	1898.	1899.	1898.	1899.
Provisions, comprising meat and dairy products—				
Continued.				
Hams (Jamones; Presunto; Jambons)—				
Central America.....	\$2,487	\$3,504	\$24,325	\$27,819
Mexico.....	3,912	5,123	29,530	40,591
Santo Domingo.....	881	923	7,061	6,707
Cuba.....	48,502	54,190	355,622	722,314
Puerto Rico.....	338	1,753	16,761	26,521
Brazil.....	550	523	4,207	3,958
Colombia.....	1,289	1,143	13,793	18,588
Other South America.....	9,453	8,545	76,972	84,930
Pork (Carne de puerco; Carne de porco; Porc)—				
Central America.....	5,716	8,661	72,778	68,086
Santo Domingo.....	324	1,065	6,519	7,548
Cuba.....	2,023	44,159	17,748	182,549
Puerto Rico.....	9,835	14,694	138,005	205,606
Brazil.....	2,838	.....	7,152	3,063
Colombia.....	709	836	8,420	32,032
Other South America.....	29,088	15,125	238,290	199,963
Lard (Manteca; Banha; Saindour)—				
Central America.....	8,967	15,103	169,805	172,991
Mexico.....	13,865	40,302	148,287	329,480
Santo Domingo.....	1,526	1,433	32,145	24,392
Cuba.....	92,601	155,191	1,058,055	1,809,799
Puerto Rico.....	14,228	21,424	211,379	250,976
Argentina.....	.....	400	3,655	4,961
Brazil.....	75,305	73,177	1,146,359	992,515
Colombia.....	8,843	6,396	93,274	137,541
Other South America.....	50,998	52,169	644,628	711,978
Oleo and oleomargarine (Grasa y oleomargarina; Oleo é oleomargarina; Oleo et oleomargarine)—				
Central America.....	68	450	1,695	4,685
Mexico.....	.....	127	1,102	984
Colombia.....	1,104	335	9,194	11,925
Other South America.....	1,632	270	13,816	24,006
Butter (Mantequilla; Manteiga; Beurre)—				
Central America.....	5,423	5,480	47,881	50,420
Mexico.....	5,802	3,580	46,530	50,132
Santo Domingo.....	496	1,105	10,531	8,205
Cuba.....	12,081	4,564	28,653	99,120
Puerto Rico.....	476	148	4,689	5,050
Brazil.....	24,619	21,284	130,585	226,109
Colombia.....	2,205	1,002	15,511	16,006
Other South America.....	10,818	5,114	108,162	173,470
Cheese (Queso; Queijo; Fromage)—				
Central America.....	1,580	2,686	17,553	20,445
Mexico.....	1,714	2,825	15,419	26,006
Santo Domingo.....	426	1,175	4,631	5,304
Cuba.....	17,112	3,310	46,890	62,590
Puerto Rico.....	1,644	2,675	5,335	36,942
Brazil.....	31	.....	521	252
Colombia.....	764	692	8,974	8,443
Other South America.....	2,250	1,189	16,484	13,725
Sugar, refined (Azúcar refinado; Assucar refinado; Sucre raffiné):				
Central America.....	2,369	4,624	32,447	26,550
Mexico.....	1,057	355	14,180	56,530
Santo Domingo.....	165	102	1,205	834
Colombia.....	1,272	731	17,138	15,536
Other South America.....	219	.....	1,565	2,128
Tobacco, unmanufactured (Tabaco no manufacturado; Tabaco não manufacturado; Tabac non manufacturé):				
Central America.....	3,496	1,140	27,259	26,340
Mexico.....	20,088	16,246	142,613	166,098
Argentina.....	3,860	.....	19,794	22,425
Colombia.....	996	1,461	7,742	7,761
Other South America.....	7,693	3,224	103,517	97,987
Tobacco, manufactures of (Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué):				
Central America.....	6,032	5,851	56,544	54,320
Mexico.....	499	389	27,164	15,805
Cuba.....	9,864	16,533	120,153	189,383

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	December—		Twelve months ending December—	
	1898.	1899.	1898.	1899.
Tobacco, manufactures of—Continued.				
Argentina	\$776	\$3,159	\$3,621	\$20,988
Brazil	500	.....	1,050	352
Colombia	421	773	5,833	7,428
Other South America.....	9,234	4,751	86,384	57,469
Wood, unmanufactured (<i>Madera no manufacturado; Madeira não manufacturado; Bois brut</i>):				
Central America.....	1,155	2,893	25,817	24,550
Mexico	23,426	5,903	391,706	138,456
Cuba	507	4,966	29,098	53,011
Argentina	2,295	3,400	16,699	17,651
Brazil .....	.....	.....	4,359	240
Colombia .....	.....	.....	26,033	15,584
Other South America.....	3,185	9,792	34,213	70,876
Lumber (<i>Maderas; Madeiras; Bois de construction</i>):				
Central America.....	6,776	3,063	47,660	55,701
Mexico	60,474	58,784	733,423	61,859
Santo Domingo	739	2,823	28,837	36,704
Cuba	89,756	60,834	334,355	916,472
Puerto Rico.....	.....	24,411	25,725	145,594
Argentina	95,180	111,362	975,226	1,015,418
Brazil	54,089	76,136	578,154	483,035
Colombia	1,781	6,981	44,889	68,354
Other South America.....	38,320	45,434	529,722	599,075
Furniture (<i>Muebles; Mobilia; Meubles</i>):				
Central America.....	6,530	5,160	44,046	39,384
Mexico	9,289	26,824	177,115	324,912
Santo Domingo	291	1,308	8,361	7,917
Cuba	6,212	27,191	21,184	218,221
Puerto Rico.....	1,715	1,840	6,282	40,744
Argentina	1,884	21,452	53,671	117,655
Brazil	3,759	3,395	29,009	41,562
Colombia	3,848	1,240	26,736	27,221
Other South America.....	5,935	1,263	73,732	66,504

THE STEEL CAR INDUSTRY.

Up to 1896 there was practically no steel car industry in the United States. At the beginning of 1900, however, there are 10,000 men and boys employed in the manufacture of steel freight cars, and the prospects are bright for a great increase during the year. Steel cars of United States manufacture are to be found in various parts of the Western Hemisphere, in Europe, and even in Africa and other regions in which, for obvious reasons, they are preferred to the ordinary wooden cars. A load that would crush the ordinary wooden vehicle is carried with ease by its steel successor. One hundred thousand pounds is a common specification for their capacity. Only recently, 2,500 cars, each capable of carrying this immense weight, were ordered from "The Pressed Steel Car Company," at Pittsburg by three of the leading railroads of the United States, the value of the order amounting to \$2,750,000. During December, 1899, the French Government ordered from the company named, 100 steel freight cars for the Paris, Lyons and Mediterranean Railroad. About 70 cars are being made for the use of the British Government on the Egyptian Railroad—a narrow-gauge road in Egypt. Skilled workmen will be sent from the United States to put them together, as they are shipped in sections.

The greater the carrying capacity of the steel car, the smaller is the ratio of its weight to the load carried. The steel car carrying 100,000 pounds weighs 35,000 pounds, the same weight as a wooden car carrying only 70,000 pounds. The life of the wooden car averages fifteen years, and it costs \$35 a year, on an average, to keep it in repair. The steel car, it is estimated, will run for fifty years and its repair bill amount to but \$10 to \$15 a year.

NEW RAILROAD FOR PUERTO RICO.

A new railroad is to be built with United States capital in Puerto Rico, and Pennsylvania firms will supply most of the equipment. The road will eventually connect Mayaguez with the capital, San Juan, which cities are some 70 miles apart. At the present the line will be constructed between San Juan and a point about 40 miles distant from that city. The order for rails, which will comprise about 36 miles of 36-inch gauge track and 4½ miles of portable track, will be executed by the Pennsylvania Steel Company. Two locomotives will be manufactured in Pennsylvania for this road. The "American Car and Foundry Company" will furnish 30 cars and R. S. NEWBOLD & Co. will supply two steel water tanks. The company will build a dock at San Juan to facilitate the handling of freight.

COMMERCE OF PUERTO RICO.

According to the report of the War Department of the United States the total value of the imports into the island of Puerto Rico from the date of its occupation by the United States forces to December 31, 1899, was \$12,191,829, while the total value of the exports for the period named was \$11,696,807, or a total foreign commerce of \$23,888,636.

The value of the imports from the United States was \$4,687,826, or 38½ per cent of the total, while the value of the exports to the United States was \$3,502,766, or 30 per cent of the total.

PROPOSED BREEDERS' EXPORT ASSOCIATION.

Recent changes in the interstate tariff laws of Mexico have given Mexicans a long sought market in the United States and the open markets of the world for their horses, cattle, sheep, swine, and wool, at prices much more remunerative than farmers had previously enjoyed. This has also created a demand for improved breeding stock in Mexico, and ranchmen are stocking their *haciendas* with blooded animals. It is stated that great numbers have been bought in Kansas and sent to Mexico by the carload. To those familiar with stock breeding, there is a demand for more extensive knowledge on local conditions in Mexico, and they unanimously agree that some great movement should be set on foot to popularize United States stock in the Mexican Republic. With this in view a number of the leading breeders in Kansas and Missouri propose to organize an "American Breeders' Export Association,"

which will acquire an improved farm by lease or purchase in the great alfalfa, corn, and grazing district of Mexico, placing it under the care of a permanent manager, who will receive the stock consigned by the members, prepare it for sale, or retain it as a nucleus of a greater breeding establishment, as desired.

The association will be incorporated under the laws of the State of Kansas and capitalized at \$10,000, with shares of \$100 each. Mr. A. B. HULIT, of Kansas City, Mo., has been asked to interest breeders throughout the States named in the movement.

It is believed that such an organization will lend prestige and give standing to the stock sold through the association, for the Mexican breeder will at once understand that animals bearing the association's ear tag will have its moral guarantee.

It is also proposed that there be published under the auspices of the association a live-stock journal in the Spanish language, this paper to contain a permanent list of the members, with the post-office address and class of stock raised by each. It is further intended that the association will receive a commission on all stock sold through it, and that annual public sales of stock offered will be held in Mexico.

COMMERCE WITH HAITI.

The Consul-General of Haiti at New York reports the exports to his country for October, November, and December, 1899, to have been valued as follows: Merchandise, \$694,472.59; specie, \$231,636.50; total, \$976,109.09. The imports from Haiti to the United States during the same period were 11,164,671 pounds in weight, of a value of \$193,970.

EXPORTS OF COFFEE FROM PUERTO RICO.

Respecting the coffee trade of the island of Puerto Rico, the War Department of the United States has furnished the following statistics of the exports from the date of the occupation of the country by the United States: Number of pounds, 53,243,025, valued at \$6,139,955.

Of the exports France received 21,501,479 pounds; Spain, 8,102,696 pounds; Italy, 5,727,557 pounds; Cuba, 5,455,067 pounds; Germany, 4,764,661 pounds; United States, 2,608,642 pounds; Great Britain, 115,234 pounds; the West Indies, 9,488 pounds; other countries, 4,958,201 pounds.

The annual average exports of coffee during the years 1887-1891 was 40,349,000 pounds, valued at \$4,945,000 on an average for each year. The annual average value of coffee exported during the years 1892 to 1896 was \$10,872,000. This was a period prior to the great depreciation in the value of coffee everywhere. The annual average quantity of coffee exported in this period was 49,229,000 pounds.

SUGAR EXPORTS FROM PUERTO RICO.

The reports transmitted to the War Department from Puerto Rico show that the total amount of sugar exported from that island from the

date of its occupation to December 31, 1899, was \$5,923,784 pounds, valued at \$1,998,031. Of this amount the United States received 84,409,256 pounds, valued at \$1,917,572. Of the remainder Germany took 374,445 pounds; the West Indies, 413,746 pounds; Spain, 265,724 pounds; Cuba, 66,424 pounds; Italy, 1,249 pounds; France, 303 pounds; other countries, 1,392,637 pounds.

PRINTED MATTER AT THE PARIS EXPOSITION.

Hon. F. W. PECK, the head of the United States Commission to the Paris Exposition, has received a message from Paris stating that the customs laws of France imposing a high duty on printed matter to be circulated for advertising purposes at the Paris Exposition have been repealed by the French Government. These laws are prohibitive of an important and valuable adjunct to Exposition work unless the exhibitors have their printing done in France, which is found impracticable. Mr. PECK had been seeking for several months to relieve the exhibitors of the United States of this heavy tax, and in his effort was assisted by the Secretary of State at Washington and by Ambassador PORTER at Paris.

RAILWAY CONSTRUCTION IN HAWAII.

Plans for railway construction in Hawaii will be carried on very extensively in 1900, according to Mr. R. E. CONDON, a railway contractor, who recently returned to the United States from Honolulu. Messrs. T. L. & A. JOHNSON, of Cleveland, Ohio, will probably construct about 300 miles of road during the season. Their project includes several lines of electric road in Honolulu and other places on the island of Oahu. Work is to begin early in March, and the Messrs. JOHNSON are at present placing orders for material. The Kohala and Hilo Railway Company will soon let contracts for the first section of its electric road from Honolulu to Kohala. This road will be 130 miles in length.

MILL CONSTRUCTION IN 1899.

The "Textile World" for January, 1900, contains a report on the construction of textile mills in the United States during the year 1899. By this it can be seen that during the year there were erected 91 cotton, 49 woolen, 57 knitting, 32 silk, and 16 miscellaneous mills, or 245 in all, against a grand total of 134 in 1898. Two-thirds of the cotton mills were erected in Southern States, while the increase in the number of woolen mills is greater in New England than elsewhere in the country. Of the silk mills constructed, the larger number were in the States of Pennsylvania and New Jersey. The miscellaneous mills include the following: Bleaching and dyeing, crash toweling, linen, absorbent linen, twine, and cordage. The total number of new spindles in 1899 in cotton factories was 1,390,884. Two carpet mills were built, one in the State of Alabama and one in the State of South Carolina.

Two of the new woollen mills in New England are for fine worsted goods and yarns, one of them being on the French system of spinning.

FARM STOCK STATISTICS.

The "Orange Judd Farmer," in its annual farm stock report, says:

"As compared with a year ago there is an increase in the number of every class of farm animals in the United States except mules, and coincident with this increase in numbers is a very substantial advance in the average price per head of all animals. The returns show that not only has the lawful shrinkage in this form of wealth between 1892 and 1896 been recovered, but the aggregate valuation of all farm stock now passes any previous record.

"The low point in the valuation of farm animals was in January, 1896, when the aggregate had fallen to \$1,860,420,000. In 1899 the total valuation is reported at \$2,558,111,000. The advance in value during the past year was the largest in any twelve months since the tide turned upward, amounting to \$343,058,000.

"The number of horses is reported at 14,886,000, an increase of one-half of 1 per cent during the past year; mules at 2,240,000, a decrease of 1.2 per cent; cows at 19,308,000, an increase of 2.1 per cent; other cattle at 32,075,000, an increase of 1.3 per cent; sheep at 42,820,000 and hogs at 49,242,000, an increase of six-tenths per cent.

"The advance in the average price per head from the low point reached at the depth of the depression amounts to 36 per cent for horses, 23 for mules, 50 for cows, 76 for other cattle, 86 for sheep, and 21 for hogs. In the upward swing only cattle and sheep have passed the previous record of prices per head."

RECEIPTS OF MILD COFFEES IN 1899.

The total receipts of mild-grade coffees in the United States during 1899, as compiled by a New York firm, show an increase in Savanilla grades over the preceding year of 16,044 bags. The increase in the other mild grades was 49,093 bags, made up of 15,448 Mexican, 28,166 La Guayra, 870 Coro, and 4,609 Jamaica sorts. A decrease is shown in Maracaibo grades of 96,677 bags, compared with those of 1898. Total receipts of all kinds of mild coffee show a decrease of 2,318 bags, compared with those of 1898. The number of bags of each kind was as follows:

	1899.	1898.
Maracaibo	329,507	426,184
Savanilla	208,271	192,227
Central America.....	78,126	165,517
Mexican	141,244	125,796
La Guayra.....	73,288	45,122
Coro	7,915	7,145
Jamaica.....	29,749	25,140
Costa Rica.....	116,713	.....
Total	984,813	987,131

In 1898 the receipts from Costa Rica were included in the Central American column, but in 1899 Costa Rica coffee was graded as a separate product.

URUGUAY.

MINISTER RESIDENT IN THE UNITED STATES.

According to "La Nación," of a recent date, Dr. JUAN L. CUESTAS has been named for Minister Resident in the United States by the President. The decree is dated January 15, 1900, and it is believed that the nomination will be confirmed by Congress.

FOREIGN COMMERCE FOR NINE MONTHS.

Recently published statistics of the custom-house in regard to the imports and exports for the nine months from January to September, 1899, are as follows:

Articles.	1899.	1898.
IMPORTS.		
Beverages	\$1,759,730	\$2,096,383
Articles of nutriment.....	3,574,152	3,344,561
Tobacco and cigars.....	174,683	171,421
Dry goods.....	3,975,523	4,181,207
Clothing.....	1,043,236	1,110,208
Raw material.....	4,692,893	4,872,156
Miscellaneous products.....	2,007,813	2,086,736
Live stock.....	2,031,367	1,977,253
Total.....	19,259,397	19,839,925
EXPORTS.		
Live stock.....	242,490	264,537
Beeves and their products.....	22,697,394	18,311,556
Agricultural products.....	1,943,481	3,084,324
Miscellaneous.....	203,060	200,193
Miscellaneous articles.....	3,006	2,681
Ship stores.....	67,333	58,677
Total.....	25,156,724	21,921,968

IMPORTANT GEOGRAPHICAL CHART.

Señor MELITÓN GONZÁLEZ is now about putting the finishing touches on the Geographical Chart of the Republic of Uruguay. When finished, this important work will represent the labor of ten years and will be the record of accumulated data and antecedents acquired from trustworthy sources and personal observations. "El Siglo," of Montevideo, states that the map or chart is not perfect, as it is not based upon a perfect triangulation of the territory of the country—the only way of making an absolutely correct map—but it is the most accurate graphic representation which has been made up to date. It is drawn on a scale of 1:500,000. The perimeter of the Republic from Salto to Colonia agrees generally with the hydrographic charts of the English Admiralty.

From Salto to Santa Rosa it has followed other antecedents and operations of the author.

The southern boundary—that is, the River Plate, has been drawn following the lines of the Hydrographic Bureau of Madrid, Lobo, and Riudavetes, partial plans of lands, and surveys of telegraph and railway lines, etc. The western boundary as far as Chuy has been drawn from the hydrographic charts and recent surveys made of the coast of the Department of Rocha, Port of Coronilla, Port of Paloma, Maldonado, the reclaiming of the Maravillas, Santa Teresa, and other marshes. From Chuy to Artigas, and then from Artigas to the mouth of the Cnareim, the only geodetic operation performed in the country, which is the triangulation made for determining the boundary between Uruguay and Brazil, has been followed, comparing the Uruguayan and Brazilian antecedents and correcting the errors found therein. There are departments, like that of Rocha, which will appear on the map for the first time, and the author in delineating its boundaries has made use of the surveys made by the parties carrying out the reclamation of the marshes surrounding the Negra and San Miguel Lagoons in the said department, where very delicate topographical operations were conducted. The map, when finished, will be printed in Paris.

CLASSIFICATION OF BOTANICAL SPECIMENS.

Prof. JOSÉ ARECHAVALA, of Montevideo, who during the month of November last made a botanical excursion through the Departments of Rivera and Cuchilla Negra, has recently finished the preparation and classification of the important botanical specimens secured. These numbered 263 species, represented by about 800 specimens. Of the 263 species 20 are absolutely new to botanists, 6 belonging to the *graminaceous* family, 2 to the *leguminosæ*, 1 to the *viola*, 6 to the *compositæ*, etc. Some of the species heretofore unknown are especially interesting to pharmacopœia, for example, those belonging to the genus *paulinia*, as they contain a tonic-stimulating substance similar to the kola, with the new species of the *graminaceous* family the collection now in the National Museum will be augmented to 304 species, 254 of which have been described by Professor ARECHAVALA, who from this fact draws the conclusion that the agricultural lands of the Republic are exceptionally adapted to the cultivation of cereals. As a fact the *graminaceous* plants occupy over half of the vegetable belt of the Republic. It is contended that the botanical collection in the Uruguayan Museum is the largest and most important of any in South America.

SUBSTITUTION OF NICKEL FOR COPPER COINS.

A bill relating to the substitution of nickel for minor copper coins, recently forwarded to Congress by the President, has been published. The amount proposed is \$500,000. The message accompanying the bill dwells on the great advantage of nickel over copper for small currency;

points out that such coins were adopted by Belgium in 1860, by Germany, Switzerland, and the United States in 1866, for Jamaica in 1869, by Brazil in 1872, by Chile in 1873, by Venezuela in 1877, and by Greece, Italy, and the Argentine Republic in 1896. The copper money now in circulation in the country is estimated at \$376,000, but it is not thought that a larger sum in nickel coins will cause any inconvenience or depreciation of the currency. The President does not give any estimate of the probable profits accruing to the Government (which will certainly be considerable), but states that if there be any such they will be devoted to the establishment of schools and the building and repairing of schoolhouses and roads in the interior.

COMMERCE WITH THE UNITED STATES IN 1899.

The Consul-General of the Republic of Uruguay reports from Baltimore that the exports to Uruguay from July 1 to December 31, 1899, from the United States were valued at \$1,187,054.21; for the same period the imports from Uruguay amounted to \$813,958.33. The total exports from the United States to Uruguay for the year 1899 were valued at \$1,815,257.13; for 1898 they were valued at \$1,349,816.15; showing an increase for the first-named year of \$465,440.98. The imports into the United States from Uruguay for 1899 amounted in value to \$2,011,543.31; for 1898 they were valued at \$1,927,297.53; showing an increase for 1899 of only \$84,245.78. Of this amount, however, \$63,067.73 was the value of *tasajo*, or jerked beef, reshipped to Cuba in bond. During the first half year of 1899 not one foot of yellow pine was exported from Southern ports, while from July 1 to December 31 of that year there was shipped from Savannah pine lumber to the value of \$27,917; from Mobile, \$89,396.27 worth; from Ship Island, \$35,991.75 worth, giving a total of \$153,305.02.

There was also shipped from Savannah during the same period resin to the value of \$9,600.93, and from Brunswick to the value of \$13,041.50; making a total of \$22,642.43. The total shipments from the Southern ports of the United States to Uruguay for the last half year of 1899 were valued at \$175,947.45. The increased duties charged on imports into Uruguay from January 1, 1900, which amounts to 3 per cent, to create a fund for the port works at Montevideo, no doubt had much to do with the increased exports to Uruguay. Not one bale of wool—one of the largest products of Uruguay—was imported into the United States during the entire year 1899. The shipments of this article to Europe, where it is imported free, were largely increased, and the prices realized were higher than for many years past.

GENERAL CENSUS ORDERED.

President CUESTAS has issued a decree providing for the taking of a general census of the Republic on March 1, 1900. This will be the first general census taken since 1860. The census of the capital was

taken a year or two ago and will not be again taken this year; but all the rest of the Republic will be covered by the provisions of the law referred to.

As no census has been taken in Uruguay for forty years, consequently the present ideas concerning the population, industry, the existence of cattle, etc., are simply estimates. A law ordering a general census was passed in 1873, but was not executed. The last effort was made during the Administration of President BORDA, but this also failed.

MISCELLANEOUS NOTES.

The contract agreed upon between the Municipal Council of Montevideo and the representative of the Reducto, Este, Pocitos, Buceo and Union Tramway Company, calling for the change of traction from animal to electric, was signed on December 7, 1899. This contract will have to be submitted to the Uruguayan Congress, and should the delay in obtaining its sanction not be excessive it is stated electric cars will be running in the capital soon.

According to statistics recently collected in several Departments of the Republic of Uruguay during the year 1899, there were 805,530 kilos of grapes, and 218,800 liters of wine produced in the Department of Montevideo; the production in the Department of Canelones was 150,800 kilos of grapes and 83,700 liters of wine; in the Department of Salto there were produced 244,250 kilos of grapes and 160,500 liters of wine.

The Bureau of Live Stock and Agriculture is endeavoring to organize a congress of horticulturists with a view of discovering means to combat the diseases of fruit trees, which are threatened with total extinction in the Republic, where in October of last year the pear and apple trees were almost entirely destroyed by pests.

The "Siglo" is advocating the holding of a South American Exposition in Montevideo during the year 1901 or 1902. This journal believes that the time is propitious and that such an exhibition will be of vast benefit to all the South American Republics, demonstrating to the world their development and progress.

The Government has issued a decree, important in these days when the plague is prevalent in the countries along the Plate and Paraguay rivers, approving the convention signed by the Sanitary Council of Montevideo, by which Uruguay joins the sanitary league already established between Brazil and the Argentine Republic.

The National Department of Engineers reports that during the year 1898 there were extracted 5,235,520 kilos of gold quartz, which produced 74,708 grams of gold, thus constituting an average yield of 14.29 grams of gold, or \$6.35 per ton.

It is reported that an Argentine syndicate is endeavoring to acquire 200 hectares along the shores of the Department of Soriano, which it purposes converting into a fine park (with buildings) to serve as recreation grounds for the people of Montevideo.

The Italian Government has determined to create a separate legation at Montevideo. Heretofore the Italian Government has maintained one legation for the Argentine Republic in Uruguay, with a residence at Buenos Ayres.

The question of the construction of a railroad to Trinidad from Montevideo is again being agitated, and a company is being formed with local capital to carry out the project.

Very rich and numerous deposits of coal and iron have been discovered in the Department of Treinta y Tres.

VENEZUELA.

INCREASED CUSTOMS DUTIES.

According to the "Gaceta Oficial" of January 5, 1900, the following executive tariff decree went into effect the day of its publication, the additional rate being reduced to United States currency values:

"ARTICLE I. The following articles which are shipped to this Republic will bear an additional duty, which will be called 'war duty:'

Articles.	Duty per kilogram (2.2046 pounds).	
	Bolivars.	Cents.
Flour from wheat imported into the country.....	.15	2.90
Tobacco (plcadura).....	.60	11.58
Brandy, or cognac and essences, up to 22° Cartier.....	3.00	57.90
Wine, red or white.....	.60	11.58
Stearin, unmanufactured, pure as well as mixed with paraffin (commercial stearin).....	.20	3.96
"Batisage," or felts, without trimmings, for hats.....	1.50	28.95
Leather, manufactured.....	4.00	77.20
Perfumery, all kinds.....	1.50	28.95
Oil not perfumed, except kerosene.....	.20	3.86
Butter, pure.....	.60	11.58
Cheese.....	.75	14.48
Alimentary preserves.....	.75	14.48
Hams, untinned.....	.75	14.48
Sausages.....	.75	14.48
Cassimere, woolen or mixed with cotton.....	3.00	57.90
Biscuits, of whatever kind, and packing.....	.75	14.48
Rice, in grain or flour.....	.10	1.93

"ART. II. Articles and merchandise not comprised in the preceding enumeration will undergo an increase of 20 per cent upon the tariff duties declared by decree of November 7 last past.

"ART. III. The 'war duty' will also be effective upon articles and merchandise exported to foreign countries, as follows:

Articles.	Duty.	
	<i>Bolivars.</i>	
Hides of cattle, deer, or goats, per 50 kilograms (110.23 pounds).....	8	\$1. 544
Coffee, per 46 kilograms (101.412 pounds).....	1	. 193
Cacao, sweet Ocumare and the like, per 50 kilograms (110.23 pounds).....	8	1. 544
Cacao, tuy, and the like, per 50 kilograms (110.23 pounds).....	6	1. 158
Cacao, trinitario, and the like, per 50 kilograms (110.23 pounds).....	4	. 772

In order to meet the urgent demands of the public service in Venezuela, growing out of the recent political disturbances in that country, an export duty of 10 *bolivars* per head is imposed on cattle shipped from any port of the Republic. The duty is a temporary one and is to be repealed so soon as the causes requiring it shall disappear

COMMERCE WITH THE UNITED STATES.

The Consul-General of Venezuela at New York reports the total exports to all ports of his country during the month of December, 1899, as follows: Packages, 30,344; weight, 1,639,473.60 kilos; value, \$125,432.87, showing a net falling off of \$250,000.36 as compared with the same month of 1898.

GREAT BRITAIN'S ALL-AMERICAN COMMERCE.

The December issue of the "Monthly Accounts of Trade and Navigation" of Great Britain contains preliminary information of the commercial transactions of the country for the year 1899. Full particulars of the import and export trade of the United Kingdom, in each article and with each foreign country and British possession, for the period of five years are contained in the "Annual Statement of the Trade of the United Kingdom," which will not be ready for publication for some time. In the tables in these "Accounts" the imports are generally classified as received from the countries whence they were shipped. In a great majority of cases the country of shipment is also the country of origin; but this is not always the case, for, to a greater or smaller extent, merchandise originating in one country is credited in the tables to that country at whose ports it has been transshipped. Paraguay and Bolivia, in South America, are countries having no seaboard, and therefore do not figure in the returns. The exports are, as a rule, credited to the country of ultimate destination, as declared by the exporters in their entries. However, exports to those countries which possess no seaboard are credited to the country in which the port of discharge is situated. For example, if a shipment of goods is made to Paraguay it would be credited either to the Argentine Republic or to Uruguay.

In 1899 there was a considerable increase in the commerce of Great Britain as compared with 1898. The imports from foreign countries and British possessions are valued at £485,075,574 in the calendar year 1899, against £470,378,583 in 1898; or, reduced to United States currency values—£1 equaling \$4.8665—the amount for 1899 was \$2,360,619,988.88, against \$2,289,097,374.17 in 1898, an increase of \$71,522,614.71.

The exports of British and Irish products and manufactures amounted to £264,660,647 in 1899 and £233,359,240 in 1898; the foreign and colonial merchandise exported is valued at £65,019,549 in 1899, against £60,654,748 in 1898; the total value of exports in 1899 is therefore £329,680,196, against £294,013,988 in 1898; or, reduced to United States currency values, the exports in the years named amounted to \$1,604,378,673.83 and \$1,430,819,072.62, respectively. The exports for 1899 include the value of new ships not registered as British (£9,195,192 = \$44,748,401.87), which was wholly an item of increase. Without this item the increase in exports amounted to \$128,711,199.36.

I.—COMMERCE WITH THE UNITED STATES.

In this connection a comparison of the commercial statistics of Great Britain and those of the United States for a quarter of a century shows some interesting facts. Great Britain's imports in 1875 were worth \$1,319,799,000, and in 1899 had increased to \$2,360,620,000; the imports of the United States were valued at \$503,152,936 in 1875, and at \$798,845,571 in 1899. For every year of the twenty-five under comparison, except 1888, there was an excess of exports by the United States, while in the case of the United Kingdom there was an excess of imports for every year of the period. In 1875 the excess of exports by the United States was \$7,794,486, and in 1899 it was \$476,654,100, while on the part of Great Britain the excess of imports in 1875 was \$449,314,000, with an excess in 1899 of \$756,231,315.

During the twenty-five years named the foreign-commerce account of the United States shows a total excess of exports over imports of \$3,971,566,000, while that of Great Britain shows a total excess of imports over exports of \$14,489,004,000.

The exports of domestic merchandise from the United Kingdom were \$1,287,971,038.63 in 1899, against \$1,135,642,741.46 in 1898, an increase of \$152,328,297.17. The chief contribution to the year's increase appears to have been in metals and articles manufactured therefrom, and in regard to this item it is notable that the gain has been owing to an increase in prices rather than to additional shipments.

From 1875 to 1899 Great Britain's domestic exports increased from \$1,087,497,000 to \$1,287,971,000, or 19 per cent, while, including "colonial and foreign" exports, the increase from 1875 to 1899 was from \$1,370,465,000 to \$1,640,388,674, an increase of 20 per cent. The exports of domestic products from the United States increased from

\$497,263,737 in 1875 to \$1,253,486,000 in 1899, or 152 per cent. Including foreign articles, the exports from the United States in 1875 amounted to \$510,947,422, and in 1899 to \$1,275,486,641, an increase of 150 per cent.

The imports from all American countries, so far as they can be ascertained from the December issue of the "Monthly Accounts," amounted to \$478,618,012.77 in 1899, against \$515,488,724.29 in 1898. The exports to these countries are valued at \$120,053,367.58, against \$106,961,995.67 in 1898, more than half of which went to the United States. The greater part of the imports were from the United States. The summary of the imports from and exports to the United States is contained in the following tables:

Articles.	1899.	1898.
IMPORTS.		
Cattle.....	\$284,446	\$219,706
Horses.....	791,410	779,058
Wheat.....	11,811,700	15,394,763
Flour.....	8,553,884	9,470,433
Barley.....	572,321	794,867
Oats.....	1,841,347	2,290,368
Corn.....	8,105,167	7,314,935
Bacon.....	6,552,180	6,438,239
Beef:		
Fresh.....	5,712,251	4,677,431
Salted.....	226,842	266,660
Hams.....	3,781,007	3,651,414
Salted pork.....	199,850	224,534
Lard.....	2,909,132	2,796,308
Other meats.....	214,283	156,766
Butter.....	704,061	285,309
Cheese.....	1,380,699	1,006,586
Tallow and stearin.....	600,128	538,243
Fish, cured or salted.....	558,580	515,937
Hops.....	587,536	838,074
Sugar, refined.....	9,587	8,212
Linseed.....	183,976	65,138
Copper ore, etc.....	218,823	315,921
Pig and puddled iron.....	219,715	180,615
Pig and sheet lead.....	475,777	399,257
Raw cotton.....	19,164,130	27,513,032
Wood pulp.....	62,922	68,189
New timber.....	808,365	654,604
Sawed or split timber.....	1,612,884	1,423,408
Clocks, and parts of.....	109,893	91,466
Leather.....	3,362,539	3,036,811
Paper:		
Unprinted.....	291,364	396,913
Printed.....	36,887	34,956
Petroleum.....	3,437,937	3,023,786
Total.....	85,291,467	94,671,883
U. S. currency values.....	\$415,070,924.16	\$461,694,018.62

A notable instance of the decrease of Great Britain's imports from the United States was raw cotton, and it does not appear that the diminution was made up elsewhere, for the number of pounds imported into the United Kingdom from all countries in 1899 was 1,452,039,100 as against 1,900,489,600 in 1898. This would indicate either that there was not so much manufacturing or that the present supply of raw cotton on hand was much less than usual.

The value of the imports of United States wheat and wheat flour was much less in 1899 than 1898, but for the former this appears to be partly

due to the increased imports from the Argentine Republic, Russia, and British East India. There was an increased amount of flour imported from the United States, but it was valued at a much lower figure than in 1898. The number of pounds imported was 1,840,579,600, against 1,744,589,000 in 1898. The total number of pounds imported from all countries was 2,294,570,800, against 2,101,710,900 in 1898, which shows that Great Britain is dependent on the United States for the greater part of its supply.

The exports to the United States included the following items:

Articles.	1899.	1898.
Beer and ale	2173, 319	2146, 193
Salt	85, 501	81, 146
Spirits	186, 078	176, 505
Cotton manufactures	1, 806, 116	1, 248, 812
Jute yarn and piece goods	343, 676	210, 399
Linen yarn and piece goods	1, 931, 053	1, 673, 341
Silk thread and manufactures	187, 305	162, 751
Woolen and worsted yarn	16, 004	13, 948
Woolen tissues	363, 457	286, 532
Worsted tissues	785, 597	764, 661
Carpets	62, 891	.....
Hardware and cutlery	122, 107	253, 827
Iron, including pig iron	459, 183	253, 822
Steel:		
Unwrought	330, 152	250, 405
Manufactured	83, 472	85, 537
Lead	807	1, 178
Tin, unwrought	11, 340	5, 944
Tin plates	755, 322	683, 913
Locomotives and machinery	464, 536	335, 379
Apparel	84, 845	77, 000
Chemicals	336, 851	363, 597
Cement	74, 697	87, 895
Earthen and china ware	651, 215	534, 223
Paper, all kinds	105, 144	111, 306
Saddlery and harness	49, 828	38, 557
Skins and furs	921, 604	709, 173
Cotton	1, 329, 080	900, 799
Tea	119, 957	146, 646
Wool	1, 556, 569	1, 463, 326
Sacks for merchandise	4, 245	2, 303
Total	13, 401, 961	10, 965, 042
U. S. currency	\$65, 220, 643. 21	\$53, 361, 376. 89

II. COMMERCE WITH LATIN AMERICA.

MEXICO.

Though there were undoubtedly some imports from Mexico, none appear in the preliminary report. Exports to that country were as follows:

Articles.	1899.	1898.
Cotton piece goods:		
Unbleached	\$10, 813. 36	\$11, 012. 89
Bleached	918, 264. 75	922, 883. 06
Printed	714, 154. 00	595, 737. 46
Dyed	496, 334. 34	412, 761. 93
Linen piece goods	198, 076. 28	200, 353. 81
Railroad iron	460, 906. 22	207, 103. 64
Galvanized iron	377, 046. 69	257, 666. 58
Total	3, 175, 595. 64	2, 607, 519. 37

CENTRAL AMERICA.

The imports from Central America are not specified as to countries, and the value of only one item—coffee—is given. This amounted in 1899 to \$2,549,598.28, against \$5,307,278 in 1898.

The exports included the following:

Articles.	1899.	1898.
EXPORTS.		
Cotton goods:		
Unbleached	\$369,907.53	\$333,885.70
Bleached	406,907.53	322,454.29
Printed	516,987.76	301,727.87
Dyed	244,741.15	178,381.56
Galvanized sheet iron	88,005.79	67,396.16
Total	1,626,549.76	1,203,845.58

SOUTH AMERICA.

Regarding South America as a whole, the imports and exports were as follows, in United States currency values:

	1899.	1898.
IMPORTS.		
Countries not specified.....	\$3,935,368.22	\$4,510,685.85
Argentine Republic	46,296,282.68	31,905,820.31
Brazil	1,645,509.91	2,443,782.11
Chile	7,201,930.89	6,231,416.99
Peru	1,918,398.63	3,395,722.04
Total	60,997,490.33	48,487,427.30
EXPORTS.		
Countries not specified.....	5,377,606.53	4,328,396.50
Argentine Republic	15,838,471.98	14,277,152.78
Brazil	14,824,695.67	18,440,906.03
Chile	5,198,582.65	4,178,045.71
Colombia	1,850,155.70	2,029,812.29
Peru	2,299,333.67	2,197,536.22
Uruguay.....	3,111,111.46	3,020,305.53
Venezuela	1,530,621.31	1,317,098.77
Total	50,030,578.97	49,789,253.83

Taken singly, the figures are according to the following tables, no imports appearing for several of the countries:

ARGENTINE REPUBLIC.

Articles.	1899.	1898.
IMPORTS.		
Cattle	\$6,777,083.03	\$6,575,926.26
Sheep and lambs.....	2,912,288.79	3,101,848.70
Fresh mutton	7,251,892.84	6,608,346.88
Tallow and stearin	747,197.54	868,485.32
Wheat	17,626,769.59	8,535,373.82
Corn	7,782,441.56	3,507,953.26
Linseed	2,983,962.61	2,158,618.81
Wet hides	214,646.72	549,267.26
Total	46,296,282.68	31,905,820.31

a Including value of those received from Uruguay.

ARGENTINE REPUBLIC—Continued.

Articles.	1899.	1898.
EXPORTS.		
Cotton piece goods:		
Unbleached.....	\$740,326.05	\$895,231.61
Bleached.....	1,898,577.38	2,082,798.74
Printed.....	2,235,820.83	1,840,177.14
Dyed.....	1,786,574.88	1,343,426.52
Jute piece goods.....	1,641,037.33	1,055,501.63
Linen piece goods.....	249,996.97	215,581.00
Woolen tissues.....	720,251.73	749,621.06
Worsted tissues.....	1,492,156.50	1,210,566.21
Carpets.....	271,010.52	206,573.19
Hardware.....	162,687.10	159,319.48
Cutlery.....	83,295.01	78,169.86
Railroad iron.....	642,193.07	1,269,781.78
Galvanized sheet iron.....	1,378,708.65	1,086,718.65
All other iron.....	1,941,543.71	1,540,991.82
Tin plates and sheets.....	226,881.10	241,164.27
Cement.....	143,459.55	151,791.00
China and earthen ware.....	225,951.60	159,747.73
Total.....	15,838,471.98	14,277,152.78

The number of bushels (60 pounds each) of wheat imported from the Argentine Republic in 1899 was 18,947,167 against 6,639,000 bushels in 1898 and 1,555,167 bushels in 1897.

BRAZIL.

Articles.	1899.	1898.
IMPORTS.		
Unrefined sugar.....	\$310,721.16	\$1,021,147.43
Coffee.....	706,469.81	828,156.64
Raw cotton.....	472,517.68	476,392.42
Wet hides.....	155,791.26	118,085.62
Total.....	1,645,509.91	2,443,782.11
EXPORTS.		
Coal, coke, etc.....	3,016,801.75	2,952,500.67
Cotton goods:		
Unbleached.....	254,127.72	393,804.81
Bleached.....	1,421,917.38	2,317,806.89
Printed.....	2,930,036.92	4,667,611.01
Dyed.....	1,948,011.29	2,118,294.72
Jute piece goods.....	112,323.69	344,840.19
Jute yarn.....	1,030,505.71	1,074,469.67
Linen piece goods.....	341,370.38	380,133.58
Woolen tissues.....	384,847.69	473,588.31
Worsted tissues.....	594,102.32	681,305.13
Copper manufactures.....	249,724.45	256,852.80
Hardware.....	170,736.29	148,914.90
Cutlery.....	200,100.75	182,162.83
Railroad iron.....	454,462.97	693,140.46
Galvanized sheet iron.....	227,552.20	241,139.94
Steel, manufactured.....	109,067.08	206,762.99
Tin plate and sheets.....	347,828.22	312,117.84
Leather, boots, and shoes.....	239,212.81	355,636.96
Cement.....	166,210.44	141,576.22
Earthenware and chinaware.....	294,321.05	283,142.70
Seed oil.....	211,444.56	210,101.41
Total.....	14,824,695.67	18,440,906.03

CHILE.

IMPORTS.		
Wheat.....	\$413,321.58	\$1,607,171.36
Copper ore.....	2,013,392.71	974,988.68
Copper regulins and precipitates.....	790,553.19	594,642.50
Copper unwrought and part wrought.....	3,984,663.41	3,054,614.45
Total.....	7,201,930.89	6,231,416.99
EXPORTS.		
Cotton piece goods:		
Unbleached.....	435,585.82	332,016.96
Bleached.....	884,447.44	843,875.43
Printed.....	831,714.92	576,412.59
Dyed.....	834,560.95	505,264.36
Woolen tissues.....	460,200.57	490,259.89
Worsted tissues.....	500,524.39	301,080.62
Carpets.....	127,818.62	89,436.54
Hardware.....	36,617.97	49,287.91
Cutlery.....	34,839.27	32,050.77
Railroad iron.....	256,245.56	29,753.78
Galvanized iron.....	272,241.74	264,182.82
All other manufactured iron.....	523,781.40	454,424.04
Total.....	5,198,582.65	4,178,045.71

Under the head of "Manures," the "Accounts" show an import of 140,851 tons of nitrates in 1899, against 130,327 tons in 1898. The valuations of this product in the years under comparison were respectively \$5,206,040.57 and \$4,734,136.07. If all of the imports were from Chile, as was undoubtedly the case to a great extent, then these amounts must be added to the totals for that country for the years named.

COLOMBIA.

Articles.	1899.	1898.
EXPORTS.		
Cotton piece goods:		
Unbleached.....	\$130,504.93	\$149,902.80
Bleached.....	596,462.57	620,910.74
Printed.....	679,733.25	764,984.60
Dyed.....	329,145.73	349,473.10
Linen piece goods.....	114,309.22	144,535.05
Total.....	1,850,155.70	2,029,812.29

PERU.

IMPORTS.		
Unrefined sugar.....	\$909,256.86	\$2,496,874.62
Alpaca, vicuna, and llama wool.....	1,009,141.77	898,847.42
Total.....	1,918,398.63	3,395,722.04
EXPORTS.		
Cotton piece goods:		
Unbleached.....	146,734.71	238,025.38
Bleached.....	509,357.09	510,286.59
Printed.....	641,102.98	536,497.56
Dyed.....	387,042.48	372,496.51
Woolen tissues.....	319,403.00	233,069.35
Worsted tissues.....	167,052.35	164,969.43
Railroad iron and steel.....	21,242.27	21,106.00
All other iron manufactures.....	107,398.79	101,145.35
Total.....	2,299,333.67	2,197,536.22

URUGUAY.

Articles.	1899.	1898.
EXPORTS.		
Cotton piece goods:		
Unbleached.....	\$234,752.03	\$317,315.27
Bleached.....	615,884.77	626,975.53
Printed.....	727,867.81	654,471.25
Dyed.....	572,971.98	582,218.33
Woolen tissues.....	196,314.61	220,282.12
Worsted tissues.....	420,942.52	334,942.52
Railroad iron.....	29,880.31	35,384.32
Galvanized iron.....	214,812.18	179,719.85
Bar iron.....	97,685.25	69,877.97
Total.....	3,111,111.46	3,020,305.53

VENEZUELA.

Articles.	1899.	1898.
EXPORTS.		
Cotton piece goods:		
Unbleached.....	\$72,345.39	\$79,703.54
Bleached.....	560,226.61	524,681.70
Printed.....	551,934.10	520,525.71
Dyed.....	346,115.21	192,187.82
Total.....	1,530,621.31	1,317,098.77

TRADE OPPORTUNITIES IN LATIN AMERICA.

Consul RUFFIN says that what is most needed in machinery in Paraguay is an invention which can remove the pulp and break the hulls of the cocoa fruit without cracking the kernel. A number of machines have been invented for this purpose, but none of them have proved satisfactory. The Agricultural Bank has tried a French apparatus, but the cost is too great (\$850) to permit of its general adoption. What is needed is a machine costing about \$35.

The Monterey and Mexican Gulf Railway, according to the statement of the "Mexican Herald," will soon be in the market for 100 box cars. The offices of the company are located in Monterey, with Mr. ARTHUR MORMON, general manager of the road, in charge.

The Mexican Central Railway is to extend its line from Guadalajara southward to Colima and afterwards to Manzanillo. It is said that the road will need a considerable amount of new material. All contracts will be awarded by Mr. W. R. ANDREWS, City of Mexico.

Mr. JOHN N. RUFFIN, United States Consul at Asunción, states that there is a demand for "ponchos" in South America, and especially in Paraguay. These articles are of woven cotton or woolen material of about the length of an ordinary blanket, but not quite so wide, with a slit in the center about 12 inches long, through which the head is passed. The best ponchos are of a dark russet color, the ends ornamented with knotted work from 1.5 to 3.15 inches in depth, and a fringe of from 4.7 to 6.3 inches. Others are woven with longitudinal

stripes 2 inches in width of alternate white and brown threads. The latter are most in use. The woven part of the wool ponchos measure 7.2 by 4.84 feet. The cotton ponchos are 6.56 long by 4.6 feet wide, with knotted work of 1.5 inches and fringe of 6.3 inches depth on the ends. In 1898 Paraguay imported \$15,470 worth of cotton and \$28,113.80 worth of woolen ponchos.

In the State of São Paulo, Brazil, so the French Consul reports, the only machines which could be profitably imported are: First, those employed in the preparation of coffee, such as pulpers (for green coffee), decorticators (for dry coffee), ventilators, separators, and graders—machinery of this class is sent in part by the United States and England, and the rest is manufactured in the country and is very good and cheap; second, locomobile motors of 6, 8, and 10 horsepower for putting the above machines in motion; and third, all the accessories, such as belts, pulleys, shafts, etc.

The Belgian Consul at Merida, Mexico, says the importation of the following articles would meet with great favor:

Fire bricks; Portland cement; tiles for flooring (these are much used in Merida, and superior qualities are demanded, for the climate being such as to prevent the use of carpets, very rich tiles are required for apartments); ceramic tiles for covering walls; enameled tiles; French tiles; canned meats and vegetables (large quantities of these are consumed here); preserved butter (in Yucatan cattle are only raised for beef and for breeding purposes; at a *hacienda* containing 350 head of cattle the only butter used came from Denmark); ordinary guns (the Indians of Yucatan are very fond of firearms, and almost everyone has his gun). At Merida a very inferior quality of the single muzzle-loading gun of Spanish make is sold at prices ranging from \$15 to \$18 silver (\$7.40 to \$9). The entry duties are not heavy and it would be easy for the United States manufacturers to furnish guns of better quality which could be sold at the same price; woolen goods (although much of the woolen goods sold in Yucatan is now of home manufacture, yet foreign goods are still bought; the city of Merida imports nearly \$100,000 worth from England); building material, especially soft wood, which is scarce in many parts of the peninsula. There would no doubt be a good opening for iron structural material, if it were of a type suitable to the needs of the country.

The following cablegram, dated January 30, 1900, was received by the Department of State, at Washington, from Minister BRYAN, at Petropolis, Brazil:

"San Francisco Railroad requests bids [for] 5,000 tons soft coal yearly. Also all catalogues [of] iron structure."

According to a report from the British Consul-General to his Government in 1897, the San Francisco Railroad (Estrada de Ferro de São Francisco) is in the State of Bahia, and had at that date 281 miles

under traffic. To obviate delay, bids for coal and all catalogues relative to iron structure should be addressed and mailed direct to Hon. CHARLES PAGE BRYAN, Envoy Extraordinary and Minister Plenipotentiary of the United States, Petropolis, Brazil.

The Board of Trade of Great Britain has received a communication from the "Fifth Company of Firemen," at Valparaiso, Chile, stating that the company requires a steam fire engine of a capacity of from 400 to 500 gallons, with various appurtenances. Tenders will be received for the same by E. DREYFUS, secretary to the company, up to March 31, 1900. No doubt the company would also favorably entertain propositions from manufacturers of fire engines and equipments in the United States.

The date for the receipt of bids for the improvement works of the port of Manãos, Brazil (see MONTHLY BULLETIN of November, p. 609), has been extended from December 6, 1899, to March 6, 1900.

The United States Consul at Progreso, Mexico, Mr. EDWARD H. THOMPSON, gives the following list of railway companies that are purchasing or are intending to purchase material for their respective roads: "Merida á Peto Ferrocarril," RODOLFO CANTON, president; "Merida á Progreso via Ancha" and "Merida á Tamal," JOAQUÍN PEON, president; "Merida á Valladolid via Augosta," Gen. FRANCISCO CANTON, president; "Sud Oriental de Yucatan," RAFAEL PEON Y LOSA, president. The "Compañía de Luz Eléctrica de Merida" (Electric Light Company of Merida), RAFAEL PEON, president, is also in the market for supplies.

Señor JUSTIANO SOTOMAYO, Minister of the Treasury, Calle Santo Domingo, No. 145, Santiago de Chile, wants bids until April, 1900, for two years' supply of linen paper of the size and quality used for stamp paper. The size of stamp paper used in Chile is about the size of foolscap and the consumption is large. Heretofore this paper has been bought in Germany and England.

HOPKINS, GARDOM & TETLEY, engineers, of Calle 25 de Mayo No. 130, Buenos Ayres, Argentina, have obtained a contract for the completion of the Transandine Railway. This road will be on the Argentine side of the Andes about 20 miles, and on the Chilean side about 22 miles in length, most of the route being through the mountains. The work includes several large tunnels, and considerable machinery and supplies will be required at an early date.

CONFERENCE OF SOUTH AMERICAN PRESIDENTS.

"La República," of Guatemala City, is authority for the statement that the Legation of Ecuador, in the Republic of Uruguay, has informed the Ministry of Foreign Relations of Quito of the details of the visit of General ROCA, President of the Argentine Republic, to Montevideo. And the Minister adds that it is the general belief that by the end of this year (1900) there will be held in Buenos Ayres a conference of the Presidents of Brazil, Chile, the Argentine Republic, and Uruguay for the purpose of looking to the assurance of peace among those countries and to agree upon the bases for future commercial treaties. That the European press has already expressed its opinion upon the subject and has stated that the Governments of Berlin, Rome, Vienna, and Paris would be disposed to support the South American alliance against any aggression. The interest of the European nations in granting this support lies in their desire to defend their commercial supremacy in South American markets. It is further stated that the nations entering into the alliance will establish arbitration for every conflict that may arise, as well as the obligation to reduce their naval and land armaments proportionately.

IMPORTS OF BANANAS AT NEW ORLEANS.

The following tables give the imports of bananas, and their value in gold, into the port of New Orleans from Central America and Colombia for the second half of the year 1899, according to the data communicated by the Consul of Costa Rica in that port to the Costa Rican Legation in Washington:

Country.	July.		August.		September.	
	Bunches.	Value.	Bunches.	Value.	Bunches.	Value.
Costa Rica.....	147,800	\$51,730	159,500	\$57,470	159,500	\$60,150
British Honduras.....	14,600	3,650	20,000	5,000	10,400	2,600
Guatemala.....	6,500	1,459	3,200	2,039	7,600	1,651
Honduras.....	174,217	41,543	184,823	41,027	169,560	38,927
Nicaragua.....	192,000	50,801	157,000	42,351	109,000	21,707
Colombia.....	43,000	16,856	72,000	11,626	25,000	5,892
Total.....	578,117	166,024	562,523	159,793	480,460	130,927

Country.	October.		November.		December.	
	Bunches.	Value.	Bunches.	Value.	Bunches.	Value.
Costa Rica.....	182,900	\$76,060	165,500	\$56,671	173,200	\$67,523
British Honduras.....	13,500	3,375	9,000	2,250	8,200	2,050
Guatemala.....	3,500	770	2,105	459	1,100	241
Honduras.....	151,559	33,190	104,242	22,728	122,200	26,639
Nicaragua.....	118,000	24,136	88,000	16,438	79,000	19,305
Colombia.....	35,000	8,326	16,000	3,531	62,000	18,996
Total.....	504,459	145,857	384,947	102,077	445,700	134,754

RÉSUMÉ.

	Bunches.	Value.
Costa Rica.....	988,400	\$369,584
British Honduras.....	75,700	18,925
Guatemala.....	29,405	6,590
Honduras.....	906,601	204,059
Nicaragua.....	752,000	174,738
Colombia.....	213,000	65,527
Total.....	2,965,106	839,432

BOOK NOTICES.

Books and pamphlets sent to the Bureau of the American Republics, and containing subject-matter bearing upon the countries of the International Union of American Republics, will be treated under this caption in the Monthly Bulletin.

The Report of the Nicaragua Canal Commission, 1897-1899, issued by the Friedenwald Company, of Baltimore, Md., has just been received by this Bureau. This Commission, appointed by the President under act approved June 4, 1897, was instructed to continue the surveys and commissions authorized by the act approved March 2, 1895, with a view to make complete plans for the entire work of constructing the Nicaragua Canal. As finally formed, the Commission consisted of Rear-Admiral JOHN G. WALKER, U. S. N., president; Col. PETER C. HAINS, Corps of Engineers, U. S. A., and Prof. LEWIS M. HAUPT. The report of the Commission itself, together with those of the assistant engineers, makes a book of 502 pages, which contains numerous illustrations and diagrams explanatory of the text. Accompanying it is an atlas containing the following maps and profiles:

MAPS.

No. 1.—In 4 sheets:

Sheet No. 1.—General Map of the Nicaragua Canal Region.

Sheet No. 2.—Geology of Canal Region.

Sheets Nos. 3. and 4.—Hydrology of Canal Region.

No. 2.—In 3 sheets, showing the projected lines of the Nicaragua Canal on the scale 5,000 feet to 1 inch.

No. 3.—In 20 sheets and Index sheet, showing the projected lines of the Nicaragua Canal on a scale of 1,500 feet to 1 inch.

No. 4.—Greytown Harbor.

No. 5.—Brito Harbor, showing Hydrography.

No. 6.—Hydrography Caribbean Coast from Indio River to the mouth of the Colorado River.

No. 7.—Lake Nicaragua.

PROFILES.

No. 1.—In 2 sheets, showing Lull route, Variant 1, East Side.

No. 2.—In 2 sheets, showing Menocal route, East Side.

No. 3.—Showing Childs route, Variant 1, West Side.

No. 4.—Showing Childs route, Variant II, West Side.

No. 5.—Showing proposed railroad from Greytown to Rio Savalos.

No. 6.—Showing proposed railroad from Lake Nicaragua to the Pacific Ocean.

Table of quantities for various Nicaragua Canal routes.

Plate XIXa.—Diagram of Lake Level regulation.

A brochure recently issued by the Department of Agriculture of the United States, prepared by Mr. ALMONT BARNES, is entitled "Keeping Goats for Profit." This is a reprint from the "Yearbook" of the Department for 1898. The subject is equally as important for the agriculturist and stock raiser in 1900, as when their attention was first called to the subject. The greatest amount of the profits of goat keeping is derived from the skins of the animal. Prior to 1864 there was so small a demand for goatskins in the United States that they were not separately classified for duty on importation. In 1898 the invoice valuation of the goatskins imported was \$15,776,601, which was an average of 24.3 cents per pound on 64,906,485 pounds. The average market price to consumers for home use was 39.3 cents per pound, or 62 per cent above the invoice valuation, or \$25,508,249. The number of goats which are returned for taxation in several of the States and Territories is 374,980, and in other States which do not tax these animals, or which make no distinction in their tax lists between sheep and goats, or which include them in the item "other stock," is estimated to bring the total up to 500,000.

The total number of Angora goats in the United States is estimated by a quoted authority to be 247,775, ranging from 50 each in several States to 75,000 in the State of Texas. But, whether the estimate of the number be too great or too small, the domestic supply is far short of the demand. If all the goats in the country were kept with the single object of supplying skins for market, which is not the case, they would fail to supply a small fraction of the present demand and at the same time remain at their present number. At 4 pounds to the skin, the slaughter of 16,226,621 goats would be required to yield the weight of the skins of these animals imported in 1898. In the course of his valuable report, Mr. BARNES points out what sections of the country are climatically suited for different varieties of goat, the available pasturage, the improvement of the lands upon which they browse, the supply and suitability of laborers, the objects of goat keeping, and the number of goats in the world.

A summary of the conclusions arrived at by the writer includes the following: That the United States requires at least \$25,000,000 worth of goatskins annually; that the market would be supplied by home production; that a greater part of present area of 265,000,000 acres of unimproved farm land is suitable for the maintenance of goats; that these lands are located principally where negro labor could be utilized; that the by-products—flesh of kids, milk, hair, etc.—could be made to more than cover the value of the goat products now imported, leaving the value of the skins as a net profit for the producers; that the

goatskins demanded year after year by manufacturers in the United States are furnished by countries which buy little from this country.

"Voyage entre Tocantines et Xingu, 3 Avril, 1898-3 Novembre, 1898" (Voyage between Tocantines and Xingu, April 3 to November 3, 1898), by HENRY COUDREAU, 78 illustrations and 15 maps. Paris, 1899. This is a report of a journey along the rivers flowing into the bay of Marajo through the extended labyrinth of streams in that vicinity, thence to the Amazon. This territory has heretofore been *terra incognita*. The most important geographical novelty discovered is that the principal river in this territory, the Anapu, does not correspond with that given in STEILERS'S map as Uanapu, but is identical with the Jacitara, the so-called southern tributary of that chain of bays which flows from north to south along the fifty-fourth meridian west to Paris. AZEVEDOSCH, the authority upon which STEILERS'S map is based, calls these the Bahia de Camoin, Cachnana, and Pracupy. The latter COUDREAU calls Bahia dos Botos. According to him these bayous are to be regarded as widenings of the Anapu, which then becomes narrower at about 1' 40" south latitude, flowing southeast through a side channel (Furo) which forms the northern boundary of the island of Pacajahy, at last entering into the bay of Portel northerly from the Pacaja. Its resources are the Carupnhy and Tuere. An important tributary of the Anapu is the Pracuru. The Pracupy flows into the Bahia dos Botos. The Uanapu on STEILERS'S map is identical with COUDREAU'S Pacaja, whose tributary Camaraipy is really the Pacaja of that map.

In all, fourteen rivers were explored, of which only two have heretofore been mentioned on the maps. Further, ten channels (Furos) were traveled over, two being entirely new, and six lakes were discovered. The territory is almost entirely covered by a virgin forest. At four different places perfect meadow land was found. Mr. COUDREAU does not consider the climatic dangers unsurmountable, and thinks European colonization desirable. He is sanguine upon this point. At present the settlements are scarce. The inhabitants follow the culture of rubber and cacao. Indians were found. The tribe of Peuas who were there some thirty years ago seem now to be extinct. The illustrations in the book give a good idea of the scenery and vegetation.

The editor of the "Ceylon Observer and Tropical Agriculturist," Mr. J. FERGUSON, has issued a revised edition of his manual, entitled "All About Rubber and Gutta-Percha." The first compilation was prepared sixteen years ago, a second but enlarged edition appeared in 1887, and the present edition in 1899. In this the author has brought together all the available and latest information regarding rubber, utilizing especially the valuable circulars issued by the Director of the Royal Botanical Gardens at Ceylon. An appendix affords a large amount of varied reading from a scientific and practical point of view

on plants yielding india rubber and gutta-percha in all countries where they exist. Reports as to important experiments in coagulation and rubber preparation are also given, as well as interesting translations from French periodicals devoted to tropical agriculture.

Mr. FERGUSON'S summary of the world's supply and consumption of rubber is contained in the following figures:

Production.—Pará rubber (Brazil, Peru), 45,000,000 pounds; Ceará rubber, etc. (Brazil), 9,400,000 pounds; Mangabeira rubber (Brazil), 6,500,000 pounds; Guiana product, 600,000 pounds; Bolivian, 3,000,000 pounds; other South American, 4,000,000 pounds; total South America, 68,500,000 pounds. The number of pounds from other countries was as follows: Central America and Mexico, 5,000,000; Java, Borneo, and Eastern Archipelago, 2,000,000; East and West Africa, 48,000,000; Madagascar and Mauritius, 1,000,000; India and Burma, 800,000; Ceylon, 15,000. Grand total, 125,315,000 pounds.

Consumption.—America (United States and Canada), 40,000,000 pounds; United Kingdom and dependencies (except Canada), 45,000,000 pounds; Continental Europe, 40,000,000 pounds; grand total, 125,000,000 pounds.

“Die Deutsche Kolonie Hansa in Südbrasilien” (The German Colony Hansa in Southern Brazil), by FRANZ GIESEBRECHT (second edition, HERMANN PLETTEL, Berlin, 1899). The author has been engaged in the investigation of matters concerning German colonies and the question of German emigration. He is of the opinion that German Africa can not be considered at all in this regard, excepting, perhaps, in the south-western portion, and says that it is beyond question a necessity for Germany, in connection with her colonial policy, to also keep in view the question of emigration. There are not many countries in which German settlements may be established without loss to the mother country, and fewer still where the opening up, by means of German colonial material, will prove useful to Germany. The South American continent, according to Mr. GIESEBRECHT, presents the best opportunities for German emigrants; not all the countries, however, are to be thought of in this connection. Southern Brazil offers by far the best inducements, and on this account the author gives it undivided attention. In the relatively short time of fifteen years the German colonist may become firmly established and prosperous, and own a farm yielding a larger revenue than he and his family need for their existence. Only 100 acres are necessary. Four hundred thousand Germans have found a livelihood in Southern Brazil, and there is room for a further 100,000. The author lays stress upon the fact that the Germans have preserved their language and customs, which are handed down to their progeny; a fact which firmly attaches them to the mother country.

“Note sur les gisement d'or du Mexique” (Note upon the gold deposits of Mexico), by M. EZEKIEL ORDOÑEZ, Mexico, 1898. Published in Bull. No. 2—7

the "Memorias de la Sociedad Científica 'Autorio Alzate,' XI." The author presents a sketch to precede a more elaborate work which he is preparing, the subject being the production of gold in Mexico. The output of gold has largely increased during the last decade. In the fiscal year 1886-87, 418.63 kilos of gold were exported, while during the fiscal year 1896-97 it reached 10,409.53 kilos. The increase is due chiefly to the better working of the silver ore in which gold is found, relatively only a small amount being obtained from the special gold deposits. The number of the latter, however, has been augmented through new discoveries. Owing to the difficulties due to lack of means of communication they are as yet of small consequence, and only after these obstacles have been overcome will Mexico attain her deserved important position as a gold producer. The principal gold deposits are found on the Pacific slope in the States of Sonora, Sinaloa, Tepic, Jalisco, Durango, and in Lower California, as well as in the mountain chain which may be considered an extension of the Sierra Nevada.

The presence of gold in these mountains in Mexico make it probable that they are of the same age and formation as those of the Sierras. However, such enormous discoveries of gold as has been the case in the United States have not been made on the Mexican side. This is chiefly owing to the fact that the mountains of Mexico run directly to the sea, and on the whole west coast the most important condition for the existence of gold—a broad level along the coast—does not obtain.

"Under Three Flags in Cuba" is a record of the observations and experiences of Capt. GEORGE MUSGRAVE, who was sent to Cuba by an English newspaper as a war correspondent previous to the war between the United States and Spain, where he remained until the capture of Santiago. As the title suggests, Captain MUSGRAVE was, in turn, with Spanish, Cuban, and United States troops, and he writes very entertainingly of what he observed under the three régimes. He went to Cuba prejudiced in favor of Spain, but he quickly changed his mind. He began work as a correspondent among the Cubans, and explains much of their style of warfare. Later, while among the Spanish, he met and studied General WEYLER. These, naturally, are very interesting pages, as they contain one of the very few Anglo-Saxon estimates, based on personal acquaintance with that Spanish commander. Captain MUSGRAVE has much praise and some censure for the Cubans. As he saw a great deal of the campaign before Santiago he bestows great praise on the United States soldiers. Of their fearlessness in action and of the courage and nerve of the wounded men, to say nothing of the truly heroic efforts of the handful of physicians, nurses, and chaplains who struggled ceaselessly and patiently against fearful odds thrown against them by the general lack of preparedness, Mr. MUSGRAVE gives many vivid pictures.

"Die Insel Haiti" (The Island of Haiti), by L. GENTIL TIPPENHAUER (F. A. Brockhaus, Leipsic, 1893). This valuable book has recently been

obtained by the library of this Bureau. The author has long been known as an explorer of and writer upon Haiti, and especially of the geology of the island, of which he is a native. He explains that the object in publishing this book—and in the German language—is to present the conditions, and explain them fully and in an impartial manner, with the desire to awaken the interest of foreigners in this wonderful country.

The work is separated into three general divisions, which are again divided into parts, and these into chapters. In this way every detail is carefully recorded and indexed, and the data is most useful for ready reference. The history, oro-hydrographic, meteorological, and physical conditions, the fauna and flora, commerce and industry, are all treated succinctly. The people, their language, religion, social and political institutions, are subjected to a critical analysis by the author, whose endeavor has been to chronicle the situation as it exists to-day. The large volume of 693 pages is profusely illustrated, and is supplied with a number of geological charts and statistical tables, to all of which is added a complete bibliography from the year 1500 to date.

Issues of the "Verhandlungen der Gesellschaft für Erdkunde zu Berlin" (Geographical Society, Berlin) recently added to the library of this Bureau, contain several interesting articles upon a number of the countries of the American continent. Among them a description of the journey of Dr. EDUARD SELER in Mexico (Vol. XXIII, 1896, No. 3), and of the journey of the same gentleman in Guatemala (Vol. XXIV, 1897, No. 7). Dr. CARL SAPPER has several letters upon investigations in Honduras and other countries of Central America (Vol. XXIV, 1897, No. 7, Vol. XXV, 1898, No. 5-6). Mr. WILHELM SIEVERS has a most important paper (Vol. XXXIII, 1898, No. 5) prepared by him from the notes left by the late RICHARD LUDWIG upon Santo Domingo. Mr. LUDWIG, who was an indefatigable explorer, died before he had opportunity to put the result of his work into form for publication. Mr. SIEVERS states that journeys of exploration in Santo Domingo are of such rarity that he feels that he has rendered a service in collating this data. A SCHOMBURK map of Central Haiti, upon which Mr. SIEVERS has indicated the routes traveled over by Mr. LUDWIG, forms part of the article.

A writer in "Ainslie's Magazine" says that the Great Lakes have become the main artery of the richest commercial blood of the United States. He asserts that one-third of the population of the country is dependent on these lakes for its export and import trade. These waterways are in touch with the richest and most prosperous agricultural territory of the Western Hemisphere, together with the most productive mines, and it is worthy of note that within a radius of 400 miles from the city of Cleveland one-half of the population of the United States is located. It is a fact well established, and necessarily must be so, that deep-water transportation is far below the cost of

transportation by rail. In fact, it is computed that the cost of water transportation by steam, when the voyage is of any considerable length, is about one-fourth the average cost of transportation by rail, while by sailboat it is only about one-eighth of the latter. In the year 1898 there passed through Sault Ste. Marie Canal not less than 21,234,664 tons of Canadian freight, valued at \$200,000,000, while United States vessels moved over 168,000,000 tons through the same waters during the same period. The total traffic through the "Soo" Canal for less than eight months is five times as great in the number of vessels and slightly less than twice as much in actual tonnage as passes through the Suez Canal during the entire year.

An elaborate treatise on the subject of the bubonic plague, a disease that is now giving the medical authorities of the United States in Hawaii much concern, as well as the authorities of the Central and South American Republics, has been prepared by Surgeon-General WYMAN, of the Marine-Hospital Service of the United States. This is probably the most complete study on the subject ever prepared for publication by a Government official, and represents the results of two years of research. Dr. WYMAN hopes to be able to prevent the plague from gaining entrance into the United States, but he says: "Should this misfortune occur, science has the aid of effective weapons to prevent the spread of the disease." The writer gives an interesting account of the plague from its origin, tells how it is spread, and what measures should be taken to prevent contagion. He calls attention to the fact that the epidemic is slowly but surely extending, and that for the first time in history it has invaded the Western Hemisphere. The information and warnings given by Dr. WYMAN will be of the greatest value to the public.

In the course of an article on the Twelfth Census of the United States, contributed to the "North American Review," Hon. WILLIAM R. MERRIAM, Director of the United States Census, says: "The census taken at the dawn of the twentieth century marks the greatest epoch in our national life. The age of iron has come to a climax with a force almost dynamic. The world has witnessed the golden age of Augustus, the silver age of Elizabeth, the era of great wars and of wonderful progress in art and science, but as the nineteenth century culminates behold the age of iron and steam and electricity, telegraphs, sewing machines, telephones, and automobiles—an age which is devoted to material development, to the accumulation of wealth, and to the upbuilding of vast enterprises, and which hails the advent of the mercurial king of commerce, the consolidation of great corporate interests. High-water mark in our commercial and industrial life has been attained, and to that fact the vast enumeration to be taken in 1900 will add its testimony. The work of the Twelfth Census will mark the industrial growth of the nation and be another milestone in its marvelous history."

The United States Department of Agriculture has issued a leaflet (Circular No. 21) regarding "Yams in the West Indies," by DAVID G. FAIRCHILD, agricultural explorer. In January, 1899, collections of yams (*Discorea* spp.) were imported by the Department from Jamaica and Barbados for distribution mainly in Florida, where they have been tried by a number of experimenters during the past season. Several varieties of yams are already cultivated in the Southern States, but not so many nor so good as those grown in the West Indies. The several varieties of the latter are described and the conclusions deduced are that the West Indian yam is not a crop that will supplant the sweet potato, but the different varieties will form a welcome addition to subtropical agriculture in the United States and in the new insular dependencies. The finer varieties, possessing a characteristic flavor, undoubtedly will fill an important place in the Northern markets of the United States.

Under the caption "A Great Mexican State Capital" Mr. SYLVESTER BAXTER contributes an article to "Harper's Weekly" of January 27, 1900, descriptive of the city of Guadalajara. This municipality is spoken of as the metropolis of Western Mexico, or "La Reina del Occidente" (The Queen of the West), as the natives are wont to exclaim. The writer says that up to 1888, before the Mexican Central Railway reached the city, the isolation of Guadalajara from the outside world was almost as complete as if it were situated in mid ocean. The article in "Harper's," which is fully illustrated, tells of the various attractions and buildings of the city, the latter comparing favorably with those of almost any other capital in the world. Guadalajara is the most important educational center in Mexico outside of the national capital, there being schools of law, medicine, engineering, and fine arts, besides other technical and trade schools and institutions of learning for both sexes.

Mrs. HARRIET WRIGHT SHERRAT recently made a somewhat extended journey in Mexico, and, impressed with the novelty and variety which that Republic presents to the tourist, has put the results of her observations in a volume to which she has given the title "Mexican Vistas." Mrs. SHERRAT had the courage in many instances to travel out of the beaten lines of travel, and was amply rewarded with many quaint and curious aspects of Mexican life and character. Her itinerary also included most of the large towns along the line of the Mexican Central Railway. A most interesting chapter is devoted to the author's trip to the ancient Aztec ruins at Mitla. The work is about 300 pages and is illustrated by photographic reproductions. Rand, McNally & Co., of Chicago, are the publishers.

The Office of Experiment Stations of the United States Agricultural Department has issued a bulletin describing irrigation in the Rocky Mountain States. It is written by Mr. J. C. ULRICH, an irrigation

engineer of Denver, Colorado. He describes the agricultural conditions of the Rocky Mountain regions, covering more particularly the States of Colorado, Idaho, Montana, Utah, and Wyoming. Beginning with the climate, resources, and appearance of this region, the bulletin describes how ditches are built, rights to water established, and the water divided into canals and ditches and applied to the land. The main purpose of this work is to instruct those to whom the subject is new, and thus enable them to avoid the costly mistakes which novices in irrigation farming are liable to make.

Mr. AUSTIN FRYERS, in the January issue of "Pearson's Magazine," gives an interesting account of some marvelously successful experiments in increasing the produce of ears of wheat. It is shown that agricultural experiments continued through a period of close upon twenty years have resulted in producing cereals not only considerably larger in grain, but also in much more abundant ears than those with which ordinary agriculture is acquainted. As an instance of the thoroughness of the investigations, Mr. FRYERS cites the fact that to secure improved grades of wheat there were collected nearly 400 cultivated varieties, including 104 Greek, 65 Italian, 60 Indian, 45 American, 36 English, 26 French, 25 German, 15 Hungarian, and 12 Australian.

One of the most valuable publications issued by the Interior Department during the fiscal year 1898-99 was a wall map of the United States, prepared under the direction of the Commissioner of the General Land Office. In addition to other features usually characteristic of such maps, the several acquisitions of territory upon the Western Continent by the United States Government, as ascertained after an exhaustive investigation, are shown by clearly defined boundary lines. The Secretary of the Interior, in commenting upon this, says that a copy "might well find a place in every educational institution, and especially in every public school in the country." The maps attached to rollers, ready for immediate use, is sold by the Department at a very moderate price—80 cents per copy.

"Santiago Roth: Apuntes sobre la geología y la paleontología de los territorios del Rio Negro y Nuequen, diciembre de 1895 á junio de 1896" (Notes on the Geology and Paleontology of the Rio Negro and Neuquen Territories, December, 1895, to June, 1896). Published in the "Revista del Museo de la Plata," 1898. The author visited the territories of Neuquen, Rio Negro, Chubut, and Santa Cruz in 1895-96, ascending the river Carmen de Patagonas from the mouth of the Rio Negro to the lake region south of the Junin de los Andes. This expedition was rich in topographical and geological results. A map and a number of excellent photographs vividly illustrate the character of the country.

Señor WASHINGTON BERMÚDEZ, of Montevideo, Uruguay, has compiled a dictionary of Argentinisms which he intends offering for sale

to the Government of the Argentine Republic. It is a well-known fact that nearly all of the Spanish-American Republics have idioms, localisms, colloquialisms, etc., which render the work of the translator extremely difficult in the absence of any one publication containing them all, and the appearance of works of this character is always hailed with delight by those whose inclinations or employment lead them to converting one language into another. It is to be hoped that in case the Argentine Government does not purchase Señor BERMÚDEZ'S work that he will find a publisher to place it upon the market.

Mr. WILLIAM BULFIN, the editor of the "Southern Cross," whose sketches of Argentine life, written over the signature "Che Buono," have become very well known in Buenos Ayres within the past ten years, has in preparation a book of similar sketches and folk lore. Many of these have never before been published, and are looked for with interest. The book will be one of the volumes of the "Over-Sea Library," published by Mr. Fisher Unwin, in London.

"Boletín de la Sociedad Geográfica de Lima," No. 3 (Bulletin of the Geographical Society of Lima, 1898), contains information by ANTONIO RAIMONDIS and much important and useful geographical data in regard to the country; further, a monograph by NEMESIO A. RAEZ, touching the practical conditions, and chapters upon the flora, fauna, and minerals. There is also a compilation on the earthquakes and volcanic eruptions in Peru, from the Conquest to 1806, to be completed in a later publication. Valuable climatological observations in Callao from October to December, 1898, and weather reports for the year are also given.

"Rapport préliminaire sur une expédition géologique dans la région andine située entre Las Lajas, Argentine, et Curacautin, Chile." (Preliminary Report of a Geological Expedition in the Andean Region between Las Lajas, Argentine, and Curacautin, Chile), by C. BURCKHARDT. Published in the Revista del Museo de la Plata, IX, 1898. The author accomplished a very tedious but very successful expedition along the territory between Chile and the Argentine Republic. Complete topographical and geological investigations were made, beginning in the western portion of the mountain chain of Vaca Muerta and the northern of Las Lajas. The result of this journey has been the work of Mr. BURCKHARDT, which is of the highest scientific value. A number of maps and good illustrations accompany the text.

"Notice sur le territoire compris entre Pisagua et Antofagasta, avec la région des hauts plateaux Boliviens" (Notes of the territory comprised between Pisagua and Antofagasta, together with the region of the high plateaus of Bolivia), by LATRILLE ROCH (Bulletin of the Geographical Society of Paris, 1899, 1 map, 1: $\frac{1}{2}$ M). The map of the territory between Pisagua and Antofagasta is rich in detail, and a supple-

mentary one (1:750,000) shows the Pisagna-Iquique Railroad, and a second one (1:4,000,000) is a survey of Bolivia between the volcano of Ollagua, Potosi, and Tupiza. The text treats of these maps, and especially of the water sources of the territory covered by them.

"Rio Grande do Sul," by GUSTAV KÖNIGSWALD (D. Reimer, Berlin, 1898). The author of this work resided twelve years in Brazil, and during this period traveled extensively throughout the country. His present effort is the result of careful study and is by all means a valuable addition to the literature upon the subject. The book treats of the position and boundaries of the State, its soil, minerals, waters, climate, plants, and animals. In regard to the latter the scientific as well as the local designation is given. Chapters are devoted to the people, agriculture, and historical and statistical data, as well as to commerce, transportation, government, and literature.

The exportation of California fruit to Germany will be appreciably promoted by the prize essay written by Professor KRÜGER on the "American Insect Pests in Germany." He says in effect that hitherto no insect of any importance or danger has ever been introduced into his country from America. He adds that this does not justify any such panic over the "San José scale" as was foolishly excited by the Colorado potato beetle. He believes that this more recent alarm is as groundless as the other proved to be, owing to the difference in the climates of the two countries.

Dr. EDUARD SELER, who was recently appointed Professor of American Ethnology and Archaeology at the University of Berlin, Germany, is one of the most prominent authorities on such studies in that country. He made his chief reputation in his investigations of "Old Mexican Life" in the States of Puebla, Oaxaca, and Chiapas. In 1893 the Academy of Science awarded him the LOUBAT prize for his work entitled "Aztec Hieroglyphics of VON HUMBOLDT" in the Royal Library of Berlin. Dr. SELER has also published valuable works on the life of the ancient Peruvians.

"Collier's Weekly" for January 13 contains an interesting discussion by Hon. W. P. HEBBURN, Member of Congress from Iowa, and Rear-Admiral ENDICOTT on one of the most important questions to be dealt with by the United States Congress—the construction of the Panama or of the Nicaragua Canal. The illustrations which accompany the articles show the method of excavating which was pursued by the French Panama Canal Company; also the route of the proposed Nicaraguan waterway.

A German monograph, recently published, draws attention to the fact that the Philippine Islands are adapted to the production of gutta-percha trees. This is important, as the trees of Sumatra and Borneo,

from which the supply has hitherto been drawn, are almost exhausted, and as the demand for gutta-percha is steadily increasing for submarine cables, for the isolating covering of electrical wires, and for the manufacture of golf balls, for which no other material seems so well adapted.

"Report on the navigability of the eastern rivers of Peru," by MELITON CARVAJAL, Lima, Peter Lira, 1896. This interesting report, with map, embraces the territory from the equator to the 14° south latitude, from the Pacific coast to the mouth of the Madeira in the Amazon. As eastern boundary of Peru the river Madidi is given. All the more important streams are shown on the map and the heads of navigation are marked by means of red anchors.

"Meine Reise nach den deutschen Kolonien in Rio Grande do Sul" (My Journey to the German Colonies in Rio Grande do Sul), by HERMAN MEYER (Leipzig, Carl Meyer's Graphisches Institut, 1899). The book is a well-written description of the Colonial district of Rio Grande do Sul. The information which the author gives in regard to railroads built and projected is particularly interesting.

Peruvian Meteorology, 1888-1890, by SOLON J. BAILEY. (Annual of the Astronomical Observatory of Harvard College, Cambridge, 1899.) Professor BAILEY established a meteorological station on the volcano of Arequipa in 1893, and the results of his observations are described by him in this paper.

A map of the Republic of Colombia, by L. ROBERLIN (A. Roger and F. Chernoviez, Paris, 1899). This map is drawn on the scale of 1:2,000,000, with a plan of the city of Bogotá, scale 1:30,000, with a collection of statistical data.

With the issue of December 9, 1899, "The Review of the River Plate," an English journal published in Buenos Ayres, Argentine Republic, entered on the ninth year of its existence.

A new fortnightly review of sociology, science, and letters has recently appeared in the city of Buenos Ayres, under the direction of Señor SANTIAGO LOCASCIO.

"The "Nuova Antologia" of Rome is publishing an interesting series of articles on the Argentine Republic, by Señor PEDRO BARRERA.

LIBRARY ACCESSIONS DURING JANUARY, 1900.

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

- American Review of Reviews. New York. Monthly.
 Anales del Departamento de Ganadería y Agricultura. Montevideo. Monthly.
 Anglo (The) American Magazine. New York and London. Monthly.
 Argentinisches Wochenblatt. Buenos Ayres, Argentine Republic. Weekly.
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 Boletín de Agricultura, Minería é Industrias. City of Mexico. Monthly.
 Boletín Postal de la Administración General de Correos de los Estados Unidos Mexicanos. City of Mexico. Monthly.
 Boletín de la Sociedad Geográfica de Lima. Lima, Peru.
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 Boletín Demográfico Argentino. Buenos Ayres. Monthly.
 Boletín del Instituto Científico y Literario. Toluca, Mexico.
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 Diario Oficial de la Republica de Chile. Santiago. Daily.
 Diario del Salvador. San Salvador, Salvador. Daily.
 Diplomatic and Consular Reports. London, England.
 El Agricultor Mexicano. City of Mexico. Monthly.
 El Comercio. La Paz, Bolivia.
 El Comercio. Lima, Peru.
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 El Correo Nacional. Bogotá, Colombia.
 El Economista. Lima, Peru. Weekly.
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 El Estado de Colima. Colima, Mexico. Weekly.
 El Guatemalteco. Guatemala, Guatemala. Weekly.
 El Mensajero. Santo Domingo. Three times a month.
 El Progreso de México. City of Mexico, Mexico. Weekly.
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 El Siglo. Montevideo, Uruguay. Daily.
 Export Implement Age. Philadelphia, Pennsylvania. Monthly.

- Feilden's Magazine. London, England. Monthly.
 Field Columbian Museum Publications. Chicago, Illinois.
 Freir's Colonial and Foreign Register. London. Quarterly.
 Gaceta Municipal. Guayaquil, Ecuador. Weekly.
 Gaceta Oficial. Caracas, Venezuela. Daily.
 Gaceta Oficial. Santo Domingo. Weekly.
 Geographical Journal. London, England. Monthly.
 Handel's Kammer zur Hanover. Hanover, Germany.
 Japan-American Commercial Journal. Tokio, Japan. Monthly.
 Jornal do Commercio. Rio de Janeiro, Brazil. Daily.
 Journal of the Board of Agriculture. London, England. Quarterly.
 La Escuela Cubana. Habana, Cuba. Weekly.
 La Enseñanza. Asunción, Paraguay. Semimonthly.
 La Gaceta. (Official.) Costa Rica. Daily.
 La Gaceta. Tegucigalpa, Honduras. Weekly.
 La Gaceta Comercial. City of Mexico, Mexico. Daily.
 La Patria. León, Nicaragua.
 La Plata Post. Buenos Ayres, Argentine Republic. Weekly.
 La Plata Zeitung. Buenos Ayres, Argentine Republic.
 La Producción Argentina. Buenos Ayres, Argentine Republic.
 La Producción Nacional. Buenos Ayres, Argentine Republic. Semimonthly.
 Lavoura (A). Rio de Janeiro, Brazil. Monthly.
 Le Commerce Extérieur Argentin. Buenos Ayres, Argentine Republic.
 Le Nouveau Monde. Paris, France. Weekly.
 Modern Machinery. Chicago, Illinois. Monthly.
 Modern Mexico. St. Louis, Missouri, and City of Mexico, Mexico. Monthly.
 Moniteur Officiel. Paris, France. Weekly.
 Novedades (Las). New York City. Weekly.
 Pan-American Magazine. Buffalo, New York. Monthly.
 Petermann's Mitteilungen. Gotha, Germany. Monthly.
 Resumen de la Importación y de la Exportación. City of Mexico, Mexico. Monthly.
 Revista Brasileira. Rio de Janeiro, Brazil. Monthly.
 Revista de la Instrucción Pública de Colombia. Bogotá, Colombia. Monthly.
 Revista Económica y Financiera. La Paz, Bolivia. Monthly.
 Revista del Faro. Habana, Cuba. Quarterly.
 Revista del Instituto Paraguayo. Asunción, Paraguay. Monthly.
 Revista Marítima Brasileira. Rio de Janeiro, Brazil. Monthly.
 Revue du Commerce Extérieur. Paris. Semimonthly.
 Revue Politique et Parlementaire. Paris. Monthly.
 Semana Mercantil. City of Mexico, Mexico. Weekly.
 Südamerikanische Rundschau. Berlin, Germany. Monthly.
 Tableaux Mensuels de Statistique Municipale de la Ville de Paris. Paris. Monthly.
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BOLETÍN MENSUAL

DE LA

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COMERCIO EXTERIOR DE LOS ESTADOS UNIDOS EN 1899.

El comercio exterior de los Estados Unidos durante el año civil de 1899 ascendió á \$2,074,345,242, y de esta enorme suma más de las tres quintas partes corresponden á la exportación y menos de dos quintas á la importación.

Las cifras exactas publicadas por la Oficina de Estadística del Departamento de Hacienda son las siguientes: importaciones, \$798,845,571; exportaciones, \$1,275,499,671; exceso de la exportación sobre la importación, \$476,654,100. El exceso de la exportación fué mayor que en cualquiera de los años anteriores, fuera de 1898, cuando subió á \$620,581,818. De los artículos exportados las manufacturas aparecen en mayor proporción que en cualquier otro año, mientras que de los objetos importados los materiales crudos para fábricas están en mayor proporción que antes. De las exportaciones exclusivamente de productos nacionales, más de 30 por ciento se compuso de artículos manufacturados, contra 25 por ciento en 1898, 26 por ciento en el año económico de 1897, 23 por ciento en 1895, 20 por ciento en 1885, 16 por ciento en 1879 y 12 por ciento en 1860. De las importaciones, 33 por ciento fué de artículos en estado crudo para usarse en las diversas industrias, contra 32 por ciento en 1898, 26 por ciento en 1895, 24 por ciento en 1892, 23 por ciento en 1889 y 20 por ciento en 1885.

Los productos agrícolas constituyeron como 62½ por ciento de la exportación, contra 69 por ciento en 1898, 72 por ciento en 1894, 74 por ciento en 1884 y 83 por ciento en 1880. Los productos clasificados con este título: "Artículos de alimentación y animales vivos," formaron

28.75 por ciento de las importaciones, contra 29.58 por ciento en 1898, 30 por ciento en 1896, 31 por ciento en 1886 y 34 por ciento en 1884.

Un estudio de las importaciones y exportaciones en 1899, comparadas con las de años anteriores, ofrece algunos puntos de importancia. De 1869 á 1899 las importaciones se duplicaron y las exportaciones se cuadruplicaron. Las importaciones en 1869 fueron por valor de \$438,455,984 y las exportaciones ascendieron á \$337,375,988, lo cual muestra que las importaciones excedieron á las exportaciones en \$101,079,906, mientras que en 1899 estas últimas excedieron á las primeras en la cantidad de \$476,654,100. La proporción relativa entre los artículos que pagaron derechos y los que entraron libres difiere notablemente en los años de 1869 y 1899. En el primero solamente se admitieron libres de derecho artículos por valor de \$21,775,643, mientras que en el segundo los efectos que no pagaron derechos representaron la suma de \$350,813,954.

La exportación de mercancías extranjeras se reduce cada año en comparación con la exportación del país, lo cual se debe al aumento rápido de la exportación de productos nacionales. El valor de las mercancías extranjeras exportadas en 1899 fué casi dos veces mayor que en 1869, pero el de las exportaciones de artículos nacionales en 1899 fué cuatro veces mayor que en 1869.

Las importaciones en 1899 fueron clasificadas como sigue:

Importaciones.	Libres de derecho.	Gravadas con derechos.	Total.
Artículos de alimentación y animales	\$96,289,513	\$133,681,872	\$229,971,385
Artículos en estado crudo para uso en las industrias nacionales.....	209,879,608	57,614,351	267,493,959
Artículos en todo ó parcialmente manufacturados para ser usados como materiales en las manufacturas y artes mecánicas.....	27,362,123	48,013,882	75,376,005
Artículos manufacturados listos para el consumo	10,960,590	107,679,466	118,339,856
Artículos de lujo.....	6,622,320	101,042,046	107,664,366
Total.....	350,813,954	448,031,617	798,845,571

La cantidad total de los derechos recaudados fué de \$224,077,131, contra \$182,810,559 en 1898.

Las exportaciones fueron como sigue:

Exportaciones.	Valor.	Por ciento.
Nacionales:		
Productos agrícolas.....	\$782,105,048	62.42
Productos de las fábricas.....	380,787,891	30.39
Productos de las minas.....	33,279,187	2.66
Productos de los bosques.....	47,562,121	3.80
Productos de las pesquerías.....	5,637,077	.45
Productos misceláneos.....	3,532,663	.28
Total.....	1,233,558,140	100
Extranjeras:		
Libres de derecho.....	9,233,468	42.26
Gravadas con derechos.....	13,047,216	57.74
Total.....	22,595,684	100
Gran total.....	1,275,498,671	

Las importaciones y exportaciones, divididas en grandes secciones, fueron como sigue en los años de 1899 y 1898:

	1899.	1898.
IMPORTACIONES.		
Europa	\$402,507,267	\$324,726,482
América del Norte.....	123,348,804	97,830,811
América del Sur.....	91,728,852	83,075,415
Asia.....	136,851,919	94,310,501
Oceania.....	32,656,083	26,883,893
África.....	11,740,636	8,137,346
EXPORTACIONES.		
Europa	950,234,520	981,230,370
América del Norte.....	168,854,567	119,164,257
América del Sur.....	37,421,700	35,105,408
Asia.....	53,843,554	46,956,598
Oceania.....	37,542,936	24,981,163
África.....	18,602,394	18,111,470

El valor total de las importaciones de los varios países de la América latina y de las exportaciones á aquellas repúblicas en 1898, en comparación con el año anterior, fué como sigue:

	1899.	1898.
IMPORTACIONES.		
México	\$24,625,000	\$19,650,099
Haití	862,051	839,753
Santo Domingo	3,367,958	2,382,170
Costa Rica.....	3,549,468	3,225,401
Guatemala.....	2,197,641	1,598,296
Honduras.....	880,287	923,858
Nicaragua	1,594,719	1,179,993
Salvador	1,082,964	748,571
República Argentina	5,997,373	5,569,842
Brasil.....	59,580,868	53,374,743
Chile.....	5,232,702	3,064,972
Colombia	5,462,432	4,810,465
Ecuador	1,098,081	1,064,567
Paraguay	160	.....
Perú.....	2,096,575	1,121,024
Uruguay.....	1,512,605	1,487,503
Venezuela	5,669,925	6,609,919
Total	124,810,809	107,651,076
EXPORTACIONES.		
México	29,309,802	23,113,850
Haití	2,357,562	2,604,307
Santo Domingo	1,118,933	1,089,193
Costa Rica.....	1,282,797	1,325,878
Guatemala.....	843,565	1,177,229
Honduras.....	1,038,904	784,020
Nicaragua	1,486,352	1,100,767
Salvador	634,591	698,146
República Argentina	11,325,257	8,012,615
Bolivia	27,448	36,008
Brasil.....	11,453,997	13,210,859
Chile.....	2,240,104	2,262,375
Colombia	2,985,801	2,923,404
Ecuador	1,179,619	819,063
Paraguay.....	11,159	.....
Perú.....	1,395,046	1,383,880
Uruguay.....	1,702,009	1,392,774
Venezuela	2,611,396	2,736,726
Total	73,034,336	64,671,194

TRÁFICO DE LA GRAN BRETAÑA CON LA AMÉRICA LATINA.

La publicación inglesa conocida con el nombre de "Monthly Accounts of Trade and Navigation" contiene informes preliminares relativos al comercio de la Gran Bretaña durante el año de 1899. Dicha publicación no dice cosa alguna acerca de las importaciones de México, aunque debe de haber habido algunas. En cuanto á las exportaciones del Reino Unido para aquel país, fueron como sigue:

Artículos.	1899.	1898.
Géneros de algodón en pieza:		
No blanqueados	\$10,813.36	\$11,012.89
Blanqueados	918,264.75	922,883.06
Estampados	714,154.00	595,737.46
Teñidos	496,334.34	412,761.93
Géneros de lino en pieza:		
Hierro para ferrocarriles	198,076.28	200,553.81
Hierro galvanizado	460,906.22	207,103.64
Hierro galvanizado	377,046.69	257,666.58
Total	3,175,595.64	2,607,519.37

Las importaciones de la América Central no se especifican, y solamente se da el valor de un artículo, el café, que en 1899 ascendió á la suma de \$2,549,598.28, contra \$5,307,278 en 1898. Las exportaciones á las repúblicas centroamericanas fueron las siguientes:

Artículos.	1899.	1898.
Géneros de algodón:		
No blanqueados	\$369,907.53	\$333,885.70
Blanqueados	406,907.53	322,454.29
Estampados	516,987.76	301,727.87
Teñidos	244,741.15	178,381.56
Hierro galvanizado en bojas	88,005.79	67,396.16
Total	1,626,549.76	1,203,845.58

Las importaciones á la América del Sur y las exportaciones de aquellos países, calculadas en moneda de los Estados Unidos, fueron las siguientes:

Artículos.	1899.	1898.
IMPORTACIONES.		
Países no especificados	\$3,935,368.22	\$4,510,685.85
República Argentina	46,296,282.68	31,905,820.31
Brasil	1,645,509.91	2,443,782.11
Cbile	7,201,920.89	6,231,416.99
Perú	1,918,398.63	3,395,722.04
Total	60,997,490.33	48,487,427.30
EXPORTACIONES.		
Países no especificados	5,377,606.53	4,328,396.50
República Argentina	15,833,471.98	14,277,152.78
Brasil	14,824,695.67	18,440,906.03
Cbile	5,198,582.65	4,178,045.71
Colombia	1,850,155.70	2,029,812.29
Perú	2,299,333.67	2,197,536.22
Uruguay	3,111,111.46	3,020,305.53
Venezuela	1,530,621.31	1,317,098.77
Total	50,030,578.97	49,789,253.83

Tomando cada país por separado, las cifras son las que aparecen en las tablas que vienen á continuación, pero no se dan las importaciones de varias de las repúblicas.

REPUBLICA ARGENTINA.

Artículos.	1899.	1898.
IMPORTACIONES.		
Ganado vacuno.....	\$6,777,083.03	\$6,575,926.26
Carneros y corderos.....	2,912,288.79	3,101,848.70
Carnero fresco.....	7,251,892.81	6,608,346.83
Sebo y estearina.....	747,197.54	868,485.32
Trigo.....	17,626,769.59	8,535,373.82
Maíz.....	7,782,441.56	3,507,953.26
Linaza.....	2,983,962.61	2,158,618.81
Cueros salados a.....	214,646.72	549,267.26
Total.....	46,296,282.68	31,905,820.31
EXPORTACIONES.		
Géneros de algodón en piezas:		
No blanqueados.....	740,326.05	895,231.61
Blanqueados.....	1,898,577.33	2,082,798.74
Estampados.....	2,359,820.81	1,880,177.14
Teñidos.....	1,786,574.88	1,343,425.52
Yute.....	1,641,037.33	1,905,501.63
Lino.....	249,996.97	215,581.09
Tejidos de lana.....	720,251.73	749,621.06
Tejidos de estambre.....	1,492,156.50	1,210,566.21
Alfombras.....	271,010.52	296,573.19
Ferretoria.....	192,687.19	159,319.48
Cuchillería.....	83,295.01	78,160.86
Hierro para ferrocarriles.....	612,193.07	1,269,781.78
Hierro galvanizado en hojas.....	1,378,708.65	1,086,718.65
Otras clases de hierro.....	1,941,543.71	1,540,991.82
Planchas y hojas de estaño.....	226,881.10	241,164.27
Cemento.....	143,459.55	151,791.00
Porcelana y loza común.....	225,951.60	159,747.73
Total.....	15,828,471.98	14,277,152.78

a Incluyendo el valor de los que fueron importados del Uruguay.

El número de *bushels* de trigo, de 60 libras cada uno, importados de la República Argentina en 1899 fué de 18,947,167, contra 6,639,000 *bushels* en 1898 y 1,555,167 *bushels* en 1897.

Las importaciones del Brasil y las exportaciones á aquel país fueron las que aparecen en las siguientes tablas:

Artículos.	1899.	1898.
IMPORTACIONES.		
Azúcar sin refinar.....	\$310,721.16	\$1,021,147.43
Café.....	708,469.81	828,156.64
Algodón en rama.....	472,517.68	476,392.42
Cueros salados.....	155,791.26	118,085.62
Total.....	1,645,509.91	2,443,782.11
EXPORTACIONES.		
Carbon de piedra, cok, etc.....	3,016,801.75	2,952,500.67
Géneros de algodón:		
No blanqueados.....	254,127.72	398,804.81
Blanqueados.....	1,481,917.38	2,317,806.80
Estampados.....	2,930,036.92	4,667,611.01
Teñidos.....	1,948,011.29	2,118,294.72
Géneros de yute en piezas.....	112,323.69	344,840.19
Hilaza de yute.....	1,030,505.71	1,074,469.67
Géneros de lino en piezas.....	341,370.38	380,133.58
Tejidos de lana.....	384,847.69	473,588.31
Tejidos de estambre.....	594,102.32	681,305.13

Artículos.	1899.	1898.
EXPORTACIONES—continued.		
Efectos de cobre	\$249,724.45	\$256,852.80
Ferretería	170,736.29	148,914.90
Cuchillería	200,100.75	182,162.83
Hierro para ferrocarriles	454,462.97	693,140.46
Hierro galvanizado en hojas	227,552.20	241,139.94
Artículos de acero	169,067.08	206,762.99
Planchas y hojas de estaño	347,828.22	312,117.84
Cuero y calzado	219,212.81	355,638.96
Cemento	166,210.44	141,576.22
Loza común y porcelana	204,321.05	283,142.70
Aceite de semillas	291,444.56	210,101.41
Total	14,824,695.67	18,440,906.03

Lo que se importó de Chile y lo que se exportó para aquella república se verá en las siguientes tablas:

Artículos.	1899.	1898.
IMPORTACIONES.		
Trigo	\$413,321.58	\$1,607,171.36
Mineral de cobre	2,013,392.71	974,988.68
Régulo y precipitado de cobre	790,553.19	594,642.50
Cobre sin labrar y parcialmente labrado	3,984,663.41	3,054,614.45
Total	7,201,930.89	6,231,416.99
EXPORTACIONES.		
Géneros de algodón en piezas:		
No blanqueados	435,585.82	332,016.06
Blanqueados	884,447.44	843,875.43
Estampados	831,718.92	576,412.59
Teñidos	834,560.95	505,264.36
Tejidos de lana	400,200.57	400,259.89
Tejidos de estambre	560,524.59	301,080.62
Alfombras	127,818.62	89,436.54
Ferretería	36,617.97	49,287.91
Cuchillería	34,839.27	32,050.77
Hierro para ferrocarriles	256,245.56	29,753.78
Hierro galvanizado	272,241.74	264,182.82
Otras manufacturas de hierro	523,781.40	454,424.04
Total	5,198,582.65	4,178,045.71

Bajo el encabezamiento de Abonos, la publicación atrás citada da la importación de salitre en 1899, la cual ascendió á 140,851 toneladas, contra 130,327 en 1898. El valor de este producto en los dos años mencionados fué, respectivamente, de \$5,206,040.57 y de \$4,734,136.07. Si todas las importaciones de salitre provinieron de Chile, como probablemente sucedió, estas cantidades deben agregarse á los totales correspondientes á los años en referencia.

Lo que se exportó para Colombia fué como sigue:

Artículos.	1899.	1898.
Géneros de algodón en piezas:		
No blanqueados	\$130,504.93	\$149,902.80
Blanqueados	596,462.57	620,916.74
Estampados	679,733.25	764,984.60
Teñidos	329,145.73	349,473.10
Géneros de lino en piezas	114,309.22	144,535.05
Total	1,850,155.70	2,029,812.29

En los cuadros siguientes se ven las cantidades importadas del Perú y las que fueron exportadas á aquel país:

Artículos.	1899.	1898.
IMPORTACIONES.		
Azúcar sin refinar	\$909,256.86	\$2,496,874.62
Lana de alpaca, de vicuña y de llama	1,009,141.77	898,847.42
Total	1,918,398.63	3,395,722.04
EXPORTACIONES.		
Géneros de algodón en piezas:		
No blanqueados	146,734.71	238,025.38
Blanqueados	509,357.09	510,286.59
Estampados	641,102.93	536,497.56
Tefidos	387,042.48	372,496.51
Tejidos de lana	319,403.00	253,009.35
Tejidos de estambre	167,052.35	164,969.48
Hierro y acero para ferrocarriles	21,242.27	21,106.00
Otras manufacturas de hierro	197,398.79	101,145.25
Total	2,299,333.67	2,197,536.22

Las exportaciones de la Gran Bretaña al Uruguay fueron las siguientes:

Artículos.	1899.	1898.
Géneros de algodón en piezas:		
No blanqueados	\$234,752.03	\$317,315.27
Blanqueados	615,884.77	626,975.53
Estampados	727,867.81	654,471.25
Tefidos	572,971.98	582,218.33
Tejidos de lana	196,314.61	220,282.12
Tejidos de estambre	420,942.52	334,942.52
Hierro para ferrocarriles	29,880.31	35,384.32
Hierro galvanizado	214,812.18	179,719.85
Hierro en barras	97,685.25	69,877.97
Total	3,111,111.46	3,020,305.53

En la siguiente tabla se dan las exportaciones para Venezuela:

Artículos.	1899.	1898.
Géneros de algodón en piezas:		
No blanqueados	\$72,345.39	\$79,703.54
Blanqueados	560,226.61	524,681.70
Estampados	551,934.10	520,525.71
Tefidos	346,115.21	192,187.82
Total	1,530,621.31	1,317,098.77

LOS ESTADOS UNIDOS COMO PAÍS PRODUCTOR DE CARBÓN.

Parece que ya las naciones de Europa miran á los Estados Unidos como el país que en lo futuro les suplirá el carbón que van á necesitar. Por muchos años Inglaterra ha tenido el monopolio de este artículo y ha provisto de él á las naciones que no lo producen. Últimamente, sin

embargo, la Inglaterra no solamente no ha podido proveer de carbón al continente, sino que apenas ha producido lo necesario para su propio consumo. Informes recibidos de fuentes fidedignas prueban que el carbón se vuelve cada día más escaso y, por consiguiente, más caro. Esto último se ha visto aun en los Estados Unidos, donde las minas de carbón parecen inagotables.

En una comunicación que el Cónsul-General de la Gran Bretaña en Hamburgo dirigió á su Gobierno, relativa á la importación de carbón en aquel puerto, se expresa así:

“Se ha llamado la atención de los importadores de este artículo en Alemania y en otras partes á la posibilidad de introducir carbón de los Estados Unidos. Se asegura que considerables cantidades de carbón americano se envían anualmente á algunos puertos del Mediterráneo, donde antes no se introducía más que carbón de Gales y Newcastle.”

Hace poco M. BRETON, Diputado del Departamento de Cher, introdujo en la Cámara de Diputados de Francia un proyecto de ley proponiendo la suspensión temporal de los derechos de aduana sobre el carbón, porque los industriales franceses sufrían grave perjuicio á causa del elevado precio de este combustible.

MERCADO PARA LOS PRODUCTOS AMERICANOS.

Dice el periódico “Leslie's Weekly” que en ninguna parte del mundo se conocen tan bien como en China los principios que sirven de base á las operaciones bancarias. Los chinos fueron los primeros que acañaron moneda, y desde hace largo tiempo resolvieron el problema del papel moneda. El comercio del interior de la China se ha desarrollado mucho y, sin embargo, este país, que es el más grande del mundo, no cuenta con los medios modernos de transporte. Su inmenso tráfico se hace todavía de la manera más primitiva, esto es, por medio de camellos y de mulas que se usan como bestias de carga.

Aquel inmenso imperio ha menester de medios de transporte, y esto significa la construcción del mayor sistema de ferrocarriles que el mundo ha visto jamás. Con una población de setenta millones de habitantes, ó algo más, los Estados Unidos mantienen 186,000 millas de ferrocarril, ó sea un promedio de 26 millas por cada diez mil habitantes. En la misma proporción la China necesitaría 1,000,000 millas de ferrocarril. Los Estados Unidos han empleado como cien años para construir su actual sistema ferrocarrilero. Si este país comenzara ahora á construir las vías férreas que la China necesita, de acuerdo con su población y con su tráfico, tendría un mercado para toda su producción de hierro y acero, carros y locomotoras durante doseientos años. Y no es esto todo. La China, á semejanza de los otros países donde ha habido por siglos gran acumulación de habitantes, carece de árboles y sus bosques casi han desaparecido por completo. La construcción de los ferrocarriles chinos ofrecería un gran mercado para durmientes, pilotes y otra clase de

objetos de madera, que los Estados del Pacífico podrían suplir. Para llevar esta inmensa cantidad de carga habría necesidad de una enorme flota en el Pacífico, lo cual daría extraordinario incremento á la marina mercante de los Estados Unidos.

En la construcción de los ferrocarriles de los Estados Unidos se han gastado más de \$12,000,000,000. En los de China habría que gastar \$25,000,000,000. Y la construcción de este gigantesco sistema de vías férreas tiene que ser una empresa americana. Ninguna otra nación puede ofrecer á China material de ferrocarril tan barato y tan bueno como pueden ofrecérselo los Estados Unidos, y los ingenieros de este país están llamados, por su habilidad y experiencia en esta clase de trabajos, á llevar á efecto la construcción del gran sistema ferrocarrilero de aquel vasto imperio.

IMPORTACIÓN DE BANANOS EN NUEVA ORLEANS.

Importación de bananos en Nueva Orleans, procedentes de Centro América y Colombia, durante el segundo semestre del año de 1899, según los datos comunicados por el Consulado de Costa Rica en aquel puerto á la Legación del mismo país en Washington:

Procedencia.	Mes de julio.		Mes de agosto.		Mes de setiembre.	
	Racimos.	Valor en oro.	Racimos.	Valor en oro.	Racimos.	Valor en oro.
Costa Rica.....	147,800	\$51,730	159,500	\$57,450	159,500	\$60,150
Belice.....	14,600	3,650	20,000	5,000	10,400	2,600
Guatemala.....	6,500	1,439	9,200	2,039	7,900	1,651
Honduras.....	174,217	41,548	184,823	41,027	169,500	38,927
Nicaragua.....	192,000	50,801	157,000	42,351	109,000	21,707
Colombia.....	43,000	16,836	32,000	11,926	25,000	5,892
Total.....	578,117	166,024	562,523	159,793	480,460	130,927

Procedencia.	Mes de octubre.		Mes de noviembre.		Mes de diciembre.	
	Racimos.	Valor en oro.	Racimos.	Valor en oro.	Racimos.	Valor en oro.
Costa Rica.....	182,900	\$76,060	165,500	\$56,671	172,200	\$67,523
Belice.....	13,500	3,375	9,000	2,250	8,200	2,050
Guatemala.....	3,500	770	2,105	459	1,100	241
Honduras.....	151,559	33,190	104,242	22,728	122,200	25,639
Nicaragua.....	118,000	24,136	88,000	16,438	79,000	19,305
Colombia.....	35,000	8,328	16,000	3,531	62,000	18,996
Total.....	504,459	145,857	384,947	102,077	445,700	134,754

RESUMEN.

	Racimos.	Valor en oro.
Costa Rica.....	988,400	\$369,584
Belice.....	75,700	18,925
Guatemala.....	29,405	6,599
Honduras.....	906,601	204,059
Nicaragua.....	752,000	174,738
Colombia.....	213,000	65,527
Total.....	2,965,106	839,432

COSTA RICA.

MINAS Y MINERALES DE LA REPÚBLICA.

Á solicitud de la Legación de los Estados Unidos en San José, la Dirección del Departamento Nacional de Estadística de aquella capital ha preparado el informe acerca de las minas del país, que va á continuación. Dicho trabajo va acompañado de la traducción al castellano de la obra sobre minas de Costa Rica, publicada en 1891 por el Doctor ERNEST MELLIS, Ingeniero de Minas, la cual se encuentra en la biblioteca de esta Oficina.

El Director del Departamento Nacional de Estadística, con fecha reciente, informa que, con motivo de la alza del precio del cobre, el interés en las minas de este metal que existen en Costa Rica, es muy grande al presente y que algunas de estas minas están produciendo grandes utilidades. Relativamente á la famosa mina de cobre "Las Cóncavas," situada á inmediaciones de la ciudad de Cartago, dice que se ha formado una compañía entre Don EZEQUIEL GUTIÉRREZ, propietario de ella, los Señores WALTER J. FORD y ROBERT A. CRESPI, de Londres, y W. STAINFORD, de Hamburgo, con capital suficiente para emprender trabajos en grande; que han rehabilitado los cañones antiguos y emprendido obras nuevas, habiendo logrado encontrar la veta principal, y que ésta es tan rica que los Señores FORD y CRESPI, que son empresarios de minas de oro en explotación, aseguran que los productos de "Las Cóncavas" serán mayores que los de aquéllas. Otra mina de cobre muy rica ha sido descubierta hace poco en el trazado de un camino en construcción entre Orosi y las llanuras del General, hacia el Pacífico. El Señor MATAMOROS, propietario de la mina, que es un mecánico inteligente é ilustrado, ha preparado sin dificultad en sus talleres, y utilizado en piezas de maquinaria, el metal extraído de esta otra rica mina.

Léase á continuación el referido informe, una copia del cual fué remitida á esta Oficina por la Legación de Costa Rica en Washington:

"Tengo el honor de corresponder á la nota de esa Secretaría fecha de ayer, cuya nota se refiere á la recibida con fecha 13 del próximo pasado abril, ordenando ambas suministrar informes acerca de la explotación de minas, sus productos, procedimientos de laboreo y legislación vigente sobre la materia.

"En cuanto á este último punto (legislación vigente) el Señor Juez de lo Contencioso-Administrativo, ante quien se tramitan todos los expedientes relativos á minas, informa que cuanto rige se reduce á las disposiciones que comprenden la ordenanza de minería de 26 de junio de 1830, y las leyes de 10 de julio de 1848, de 16 de octubre de 1855, de 8 de junio de 1864, de 28 de julio de 1868 y de 10 de mayo de 1869.

"En cuanto á procedimientos en los expedientes de denuncia, se siguen los fijados por la citada ordenanza, sin que las otras leyes de que se ha hecho mérito los varíen, puesto que casi todas ellas se refieren puramente á la administración.

“La ley de 1869 dispone que los minerales de cobre, hierro y plomo quedan sujetos, en cuanto á la medida de sus pertenencias, á las prescripciones de la ordenanza de minería, derogando la modificación hecha por la ley de 1855; dispone que sólo podrán denunciarse y concederse en terrenos de propiedad particular, las vetas, placeres ó depósitos de metales, semimetales y piedras preciosas, y en su artículo 11 aumenta y prorroga los términos fijados en los 42, 48 y 88 de la ordenanza. La ley de 1869 permite que los extranjeros denuncien minas bajo las mismas condiciones que los nacionales, lo que antes no se permitía.

“El registro y examen de las leyes anteriores hace concurrir con el Señor Juez de lo Contencioso-Administrativo en la opinión de que es preciso decretar una nueva ley de minas que atendiendo á las necesidades actuales, reglamente tanto la manera de adquirir las minas como las obligaciones de los mineros y los derechos de los propietarios de los terrenos en que las minas se encuentran.

“Son muchos los denuncios que se han hecho de minas en distintos lugares del país, especialmente en la vertiente del Pacífico; fácil sería hacer un extracto de los denuncios hechos de 1893 para acá, pero para que ese trabajo fuera de algún provecho en esta ocasión sería preciso averiguar cuales de esos denuncios están en vigor y se explotan, pues muchos han debido caducar por la misma fuerza de la ley que obliga á trabajar esas minas dentro de un año para mantener la propiedad de las adjudicaciones. Cuando la explotación de esas empresas mineras tiene alguna importancia en seguida se conoce, por lo que si alguno de esos denuncios significa algo, ha de estar comprendido en la lista de las minas en explotación, que se encontrará adelante.

“La Oficina de Estadística publicó en 1895 una lista de las minas conocidas hasta 1892, y por eso se habló antes de los denuncios presentados de 1893, inclusive, para acá. Había en ese año (1892) en la República las minas siguientes:

Nombres.	Situación.	Clase de mineral.
La Trinidad.....	Ciruelitas.....	Oro y plata.
La Unión.....	idem.....	Idem.
Santa Rita.....	idem.....	Idem.
Bella Vista.....	idem.....	Idem.
Costa Rica.....	idem.....	Idem.
La Zagala.....	idem.....	Idem.
La Zamora.....	idem.....	Idem.
Buenaventura.....	idem.....	Idem.
San José.....	idem.....	Idem.
Suera Familia.....	Monte Aguacate.....	Idem.
La Minita.....	idem.....	Idem.
Mina de los Castro.....	Corralillo.....	Idem.
San Rafael.....	idem.....	Idem.
Mina de los Oreamunos.....	idem.....	Idem.
Machuca.....	idem.....	Idem.
Trinidad del Aguacate.....	idem.....	Idem.
Quebrada Honda.....	Quebrada Honda.....	Idem.
Peña Grande.....	Cerros de San Ramón.....	Idem.
Mina de Acosta.....	Márgenes del Río Jesús.....	Idem.
Las Concavas.....	Cartago.....	Cobre.
Palmares.....	Cordillera del Aguacate.....	Oro, plata y plomo.
Mancuerná.....	Costa del Sardinal.....	Cobre.
Mata Palo.....	idem.....	Idem.
Puerta de Palacio.....	idem.....	Idem.
Hoja Chigües.....	Chajernal.....	Idem.

“Las minas que hay en explotación, según los informes hasta ahora obtenidos, son las siguientes:

Nombre de la mina.	Localidad.
Tres Amigos.....	Abangares.
La Trinidad.....	Miramar.
Minas Monte Aguacate.....	Monte Aguacate.
Thayer Mining and Milling Co.:	
Bella Vista.....	Miramar.
Montezuma.....	Idem.
Costa Rica Union Mining Co., "La Unión".....	Ciruelitas.

“Otras empresas mineras están en proyecto ó ya preparando las instalaciones, tales como: Sindicato de Macacona, Minas de cobre del Sardinal, Sindicato del Guanacaste, Boston and C. A. Mines and Development Co., Minas de Machuca Alta, Costa Rica Pacific Gold Mining Co., y Mina San Gerardo.

“Acerea de estas empresas en proyecto no puede esta Oficina ofrecer informes positivos por no haberlos recibido aún de los interesados.

“Acerea de las minas en explotación los datos recogidos son los siguientes:

“La mina Tres Amigos está situada en Abangares, cantón de Cañas, Provincia de Guanacaste, como á 40 millas de Punta Arenas, y tiene además de enantiosos yacimientos minerales, cuyo rendimiento da un promedio de 1 oz. 10 dwt. 8 grs. de oro y 3 oz. 16 dwt. 4 grs. plata por tonelada, dos mil hectáreas de terrenos bastante fértiles cubiertos en su mayor parte de bosques.

“Esta mina comenzó á trabajarse desde hace tres á cuatro años, pero con tal escasez de recursos que apenas pudieron montar diez mazos pequeños para moler metal y una modesta instalación para tratar el mineral por el antiguo sistema de mercurio.

“Á pesar de esto, se han producido en élla de tres á cuatro mil pesos oro por mes, los que han servido para habilitar la mina con varios y extensísimos cañones; descubrir nuevas vetas; construir una carretera de 50 kilómetros de longitud, una buena casa de alto para habitación, varias pequeñas para peones, y por último 5 kilómetros de tranvía de tracción animal para la conducción de minerales.

“Últimamente se ha conseguido un crédito que se está empleando en montar lo necesario para el tratamiento de los metales por medio del cianuro de potasio, tratamiento del que se espera obtener pingües resultados, si ha de juzgarse por los ensayos hechos hasta ahora en pequeña escala. Con la nueva instalación podrán beneficiarse novecientas toneladas de lamas mensualmente.

“La Trinidad (Miramar) y Minas del Aguacate (región del mismo nombre). Acerea de estas empresas dice el Señor WALTER J. FORD:

““En cuanto á la mina La Trinidad que pertenece á una compañía inglesa, se está esperando á un experto que viene á examinarla, pues por ahora los trabajos en esta propiedad son de poca consideración y encaminados solamente á conservarla.

“Lo mismo se puede decir respecto á las minas del Monte del Aguacate, pues los metales en general son rebeldes y necesitan una instalación costosa para su beneficio, la cual se trata de conseguir por medio de una compañía extranjera.

“Es de desearse, tanto por los intereses del país como por las personas directamente interesadas, que tengan buen éxito los beneficios para el empleo del cianuro, que están casi listos en la mina Tres Amigos y en el distrito de Miramar, pues por medio de este sistema la industria minera en el Transvaal ha podido alcanzar la prosperidad de que está gozando hoy día.”

“Sobre la mina Bella Vista (Miramar), Thayer Mining and Milling Co., dice su administrador, el Señor F. W. CONN:

“Tengo el gusto de someter á Ud. los datos siguientes sobre Bella Vista Mining and Milling Co. (mina Bella Vista): Empleados, 137. Minas: Bella Vista, 2,500 pies de taladros; Ojoche, 150 pies de taladros; Primera Extensión Bella Vista, 50 pies de taladros. Fuerzas: Agua, poder de 80 caballos. Maquinaria: 20 mazos, 250 libras cada uno; tratamiento de cianuro, 30 toneladas por día; tranvía aéreo, 1,200 pies. Varias vetas que dan de cinco pesos (\$5) á quinientos pesos (\$500) en oro y plata.

“El Señor F. W. CONN es el administrador de la mina Montezuma (Miramar), Thayer Mining and Milling Co., acerca de la cual suministra los informes que siguen:

“Tengo el gusto de someter á Ud. los datos siguientes sobre Thayer Mining and Milling Co. (mina Montezuma): Empleados, 151. Minas: Montezuma, 1,027 pies de taladros; San Antonio, 305 pies de taladros; San Rafael, 250 pies de taladros; Quien Sabe, 78 pies de taladros; Segunda Extensión Bella Vista, 60 pies de taladros; Popenoe, Cowdery, 110 pies de taladros. Fuerza: Agua, poder de 150 caballos. Maquinaria: 20 mazos, 850 libras cada uno (edificado); tratamiento de cianuro, 50 toneladas por día (proyectado). Varias vetas que dan de cinco pesos (\$5) á doscientos pesos (\$200) en oro y plata.”

“Acercas de la Costa Rica Union Mining Company dice su administrador, el Señor O. H. COLBURN, lo que sigue:

“El trabajo principal se ha limitado á la mina de Santa Rita, que es una veta muy fuerte; mide de 12 á 15 pies de ancho y cuya dirección es de noroeste á sudeste á cerca de 40°.

“Esa mina ha sido trabajada antes por medio de 4 túneles, con los que se ha profundizado á más de 300 pies, y por las excavaciones y detenidas que aun se ven, se juzga que debe haberse extraído de allí una gran cantidad de mineral.

“El valor de la brosa no es alto, va de \$8 á \$10 la tonelada; con todo, en una veta tan ancha, con las facilidades necesarias para la extracción, la riqueza es suficiente para explotar la empresa satisfactoriamente.

“El metal es rebelde al tratamiento de simple trituración, pero se

están ensayando métodos de tratamiento más satisfactorios, acerca de los cuales daré informes cuando hayan terminado los experimentos que están en práctica.

“La mayor parte de los trabajos que se hacen son de reparación. Se está colocando una batería de 40 mazos; 20 están ya en acción y los otros quedarán instalados dentro de corto tiempo.

“Debido á escasez de agua la maquinaria no ha trabajado bastante tiempo para dar una estimación satisfactoria del producto.

“El agua que mueve toda la maquinaria se ha tomado de una quebrada al norte y se lleva por una zanja que rodea la montaña hasta llegar á una tubería de hierro de 14 pulgadas de diámetro, obteniendo una caída de 350 pies. Esta fuerza es suficiente para todos los trabajos por (á lo menos) diez meses en el año.

“Hay además muchas otras vetas llamadas San Lucas, Los Angeles, San Nicolas y otras que representan muestras de ser valiosas; se están haciendo estudios y en cuanto éstos den indicios positivos acerca de la riqueza de esas vetas se darán informes concretos.

“Hay ahora de 75 á 100 trabajadores empleados, pero á medida que se vayan abriendo nuevos trabajos se enganhará la gente necesaria.

“Lo que hasta ahora se ha hecho en la mina Unión ha servido para dar las más alentadoras seguridades de que una explotación enérgica dará amplia recompensa y de que la industria minera de Costa Rica obtendrá la fama y el nombre que justamente merece.

“Estos son, Señor Ministro, los informes que hasta ahora he podido obtener acerca de las minas en explotación.

“En cuanto al laboreo parece ser que la extracción de los metales es en general difícil para hacerla por los procedimientos ordinarios, pero se tiene esperanza de que el tratamiento por medio del cianuro resuelva la dificultad.

“La cuenta de los productos de las minas no se ha llevado con esmerulosidad, debido á que con ser libre la exportación de las pastas, éstas se embarcan en la mayoría de los casos sin conocimiento de la Oficina de Estadística, pero personas conocedoras del rendimiento de nuestras minas valían la exportación de oro en barras en no menos de \$400,000 oro al año.”

“No se han publicado los ensayos de las pastas extraídas de muestras; por esto no se acompañan datos acerca de la ley del oro y plata exportados.

“En la Tipografía Nacional se publicó en 1891 un informe que sobre las minas del Aguaate y de Los Castros escribió el Ingeniero de minas Mr. MELLISS. Este informe traducido del inglés por Don MANUEL CARAZO PERALTA y anotado por Don FRANCISCO MARÍA IGLESIAS, comprende muchos datos preciosos sobre nuestra riqueza minera. Muy útil sería que al trasmitir estos apuntes á la Legación americana se acompañara un ejemplar de aquel informe, del cual ha de haber algunos en la Oficina de Canjes y Publicaciones anexa á la Biblioteca Nacional.”

CUBA.

RECAUDACIÓN DE LAS RENTAS EN LA HABANA EN 1899.

Según los datos estadísticos suministrados por el Departamento de la Guerra de los Estados Unidos, la cantidad recaudada en la Habana durante los 301 días hábiles del año de 1899, fué de \$11,097,154.41, ó sea un promedio de \$36,867.62 diariamente. La cantidad total colectada provino de las fuentes siguientes: derechos de importación, \$9,867,930.67; derechos de exportación, \$752,349.19; derechos de tonelaje, \$250,957.09; impuesto especial para la mejora de la bahía, \$129,645.71; derechos de inspección de ganado, \$31,846.19; impuesto de almacenaje y carretaje, \$12,492.01; capitación, \$23,709; multas, confiscaciones, etc., \$6,353.31; por trabajo de los empleados de aduana, además de lo prescrito por el reglamento, \$8,124.09; derechos consulares, \$700.50; otras fuentes, \$13,106.45. El monto total de las cantidades restituidas durante el año fué de \$51,577.18. El total de los derechos recaudados como impuestos postales sobre mercancías fué en 1899, de \$1,169.88. No se recaudó nada en los meses de enero, febrero y marzo de 1899.

DESCUBRIMIENTO DE RICAS MINAS DE CARBÓN DE PIEDRA.

La noticia de que se han descubierto minas muy ricas de carbón de piedra de excelente calidad en el distrito de Mayarí puede ejercer gran influencia en el desarrollo futuro de la isla, y además servir para resolver el problema relativo á la manera de utilizar los depósitos de mineral de hierro y manganeso, que se asegura son muy abundantes en aquella parte de la isla.

El examen que se ha hecho de este carbón demuestra que es de la mejor calidad y muy parecido al que se conoce en los Estados Unidos con el nombre de "cannel coal." Según los informes de ingenieros de minas, el descubrimiento de carbón de piedra en Cuba significa un gran aumento en el valor de las propiedades mineras.

INTRODUCCIÓN DE ANIMALES DOMÉSTICOS.

Según los datos estadísticos recibidos por el Departamento de la Guerra de los Estados Unidos, el número total de animales domésticos importados por el puerto de la Habana durante el año de 1899, fué de 315,468, á saber: ganado vacuno, 271,207 cabezas; caballos, 4,190; mulos, 4,065; burros, 129; carneros, 2,625; cerdos, 33,027; cabras, 32; otros animales, 193. Del ganado vacuno importado, 84,459 cabezas llegaron de los Estados Unidos.

EL SALVADOR.

FRANQUICIA POSTAL PARA LA OFICINA DE LAS REPÚBLICAS AMERICANAS.

En una comunicación que de San José de Costa Rica dirigió á esta Oficina, con fecha 12 de enero del año corriente, el Honorable WILLIAM LAURENCE MERRY, Ministro de los Estados Unidos ante los Gobiernos de Costa Rica, Nicaragua y El Salvador, dice lo siguiente:

“Tengo el placer de anunciar á usted que con fecha 28 de diciembre de 1899, el Ministro de Relaciones Exteriores de la República de El Salvador me informó de que se había dado aviso á todas las autoridades postales del país de que la franquicia postal había sido otorgada á todas las publicaciones de la Oficina de las Repúblicas Americanas.”

ESTADOS UNIDOS.

COMERCIO CON LA AMÉRICA LATINA.

IMPORTACIONES Y EXPORTACIONES.

En la página 262 aparece la última relación del comercio entre los Estados Unidos y la América latina, tomado de la compilación hecha por la Oficina de Estadística del Departamento de Hacienda de los Estados Unidos. Estos datos se refieren al valor del comercio arriba mencionado. La estadística corresponde al mes de diciembre de 1899, comparada con la del mes correspondiente del año anterior, y también comprende los datos referentes á los doce meses que terminaron en diciembre de 1899, comparados con igual período de 1898. Debe explicarse que las estadísticas de las importaciones y exportaciones de las diversas aduanas referentes á un mes cualquiera no se reciben en el Departamento de Hacienda hasta el 20 del próximo mes, necesitándose algún tiempo para su compilación é impresión, de suerte que los datos estadísticos correspondientes al mes de diciembre, por ejemplo, no se publican sino en febrero.

OFICINA DE ESTUDIOS GEODÉSICOS Y DE LAS COSTAS.

El informe anual de esta oficina, correspondiente al año que terminó el 30 de junio de 1899, fué presentado al Congreso á principios de este año. Refiriéndose á las cartas hidrográficas de los puertos de Puerto Rico, el informe dice que un buque fué enviado á aquella isla y que durante la estación levantó con muy buen éxito una carta hidrográfica que abraza 60 millas de costa, incluyendo la bahía de Jobos, que parece ser muy segura para embarcaciones de cualquier calado. Ya se han publicado mapas referentes á este trabajo, que estará terminado en todo el año de 1900.

En cuanto á los estudios hechos en Alaska, se dice que se emplearon en ellos varios cuerpos de ingenieros y que se extendieron desde el principio del canal de Lynn y el distrito aurífero denominado "Porcupine," hasta los famosos depósitos de oro del Cabo Nome. El enorme aumento en el número de buques que van á los puertos de Alaska hace indispensable un estudio inmediato de la costa por una extensión de 10,000 millas, y la publicación de cartas hidrográficas.

Probablemente en toda la historia de los estudios hechos en aquella región, no se habían visto nunca trabajos más importantes que los que se llevaron á cabo en la desembocadura del Yukon, en la Bahía de Golovin, en el Puerto Safety y en el Cabo Nome. Toda la parte del delta del Yukon que da al mar aparece ya en los mapas, lo cual reduce los peligros de la navegación en aquellas costas. El Puerto Safety, que es una bahía muy segura, queda como doce millas al este del Cabo Nome. La Bahía de Golovin ofrece también buen asilo á las embarcaciones.

Otros de los trabajos hechos durante el año por la oficina atrás mencionada, fueron los nuevos estudios en las bahías de San Francisco y Chesapeake, en partes de la costa atlántica y en el Golfo de México. La línea divisoria entre los Estados de California y Nevada, desde el lago Tahoe hasta el río Colorado, una distancia de 400 millas, fué terminada. Varios cuerpos de ingenieros estuvieron empleados en hacer triangulaciones, nivelaciones y observaciones magnéticas.

La publicación de mapas ha aumentado más de 50 por ciento, y se han dado á luz como 60,000.

EL SISTEMA MÉTRICO DECIMAL.

El movimiento que se ha desarrollado para que los Estados Unidos adopten el sistema métrico decimal cuenta con el apoyo del Secretario de Hacienda, el Honorable LYMAN J. GAGE, quien, en su último informe sobre la condición económica del país, llama la atención del Congreso á lo conveniente que seria un sistema igual al que ha sido adoptado por México, las repúblicas de la América Central y del Sur, las Islas Filipinas, Puerto Rico y otros países. El Secretario GAGE hace notar que la inmensa rivalidad comercial entre las naciones debería ser motivo para que el Congreso adoptase el sistema métrico decimal, como un medio de facilitar más el comercio exterior, y agrega que los Estados Unidos se han comprometido ya á dar ese paso.

Hasta hoy la principal razón que se aducía en favor de dicho sistema era su mayor sencillez, comparado con los otros; pero hay otros argumentos más poderosos para sostenerlo, siendo uno de ellos la conveniencia de evitar la confusión é incertidumbre que resulta de la existencia de dos clases ó más de libras, de dos clases de toneladas, dos clases de galones, etc. El sistema métrico decimal en cuanto á pesas y medidas pondría término á esta confusión.

Aunque los fabricantes é ingenieros de los Estados Unidos no se han decidido todavía en favor de la adopción inmediata del sistema en referencia, es indudable que cada día se manifiesta con más fuerza en su favor el sentimiento público. En Alemania se efectuó hace treinta años

con la mayor facilidad la sustitución del sistema antiguo con el nuevo, y otro tanto podría hacerse sin gran dificultad en los Estados Unidos.

FABRICACIÓN DE CARROS DE ACERO.

Hasta el año de 1896 no existía la industria de carros de acero en los Estados Unidos. Sin embargo, á principios de este año hay 10,000 hombres empleados en la manufactura de dichos carros, y es indudable que dicha industria se desarrollará más y más cada día. Ya los carros de acero para carga hechos en los Estados Unidos se encuentran en varias partes de Europa y aun de África. Existen muchas razones para que sean preferidos á los de madera. Un carro de acero resiste mucho más que un carro de madera. Uno de estos últimos puede llevar con facilidad cien mil libras de carga. Últimamente tres de los principales ferrocarriles de los Estados Unidos pidieron á la "Pressed Steel Car Company," de Pitisburgo, 2,500 carros capaces de llevar cada uno cien mil libras de carga. El valor total del pedido asciende á \$2,750,000. En el mes de diciembre del año pasado, el gobierno francés pidió á la misma compañía 100 carros de acero para el ferrocarril "Paris, Lyon, Méditerranée." Como 70 de estos carros están en construcción para el gobierno británico, que los usará en el "Egyptian Railroad." Se enviarán operarios de los Estados Unidos con el objeto de armarlos.

Mientras mayor es la capacidad de un carro de acero, menor es la relación de su peso á la carga que lleva. Un carro de acero capaz de llevar 100,000 libras pesa 35,000, esto es, el mismo peso que tiene un carro de madera que solamente puede llevar 70,000 libras de carga. Un carro de madera dura por término medio quince años, y se gastan como \$35 al año para mantenerlo en buena condición. Se calcula que un carro de acero puede durar cincuenta años y que bastan de \$10 á \$15 al año para repararlo.

PRODUCCIÓN DE HIERRO EN LINGOTES DURANTE EL AÑO DE 1899.

La "American Iron and Steel Association" ha recibido de los fabricantes de los Estados Unidos estadísticas completas relativas á la producción de toda clase de hierro en lingotes en 1899. También le han llegado informes sobre la cantidad de hierro en lingotes que había disponible y lista para el mercado el 31 de diciembre de 1899.

En 1899 los estados que produjeron hierro en lingotes fueron 21, contra 19 en 1897 y 1898. La producción total en 1899 fué de 13,620,703 toneladas, contra 11,773,934 toneladas en 1898, ó sea un aumento de 1,846,769 toneladas. La producción de hierro en lingotes de Bessemer fué de 8,202,778 toneladas, contra 7,337,384 toneladas en 1898. La producción de hierro básico en lingotes fué de 985,033 toneladas, contra 785,444 toneladas en 1898. La cantidad de hierro especular y de ferromanganeso producida ascendió á 219,768 toneladas, contra 213,769 toneladas en el año anterior. La producción de hierro en lingotes, fundido al carbón de madera, fué de 284,766 toneladas en 1899 y de 296,750 toneladas en 1898.

La cantidad de hierro en lingotes que aun permanecía en manos de los fabricantes al terminar el año ascendía á 63,429 toneladas, contra 291,233 toneladas el 31 de diciembre de 1898. El número total de hornos funcionando al terminar el año de 1899 era de 289, contra 240 en la misma fecha de 1898.

CÁLCULOS FINALES SOBRE LAS COSECHAS EN 1899.

La Oficina de Estadística del Departamento de Agricultura de los Estados Unidos ha completado y publicado sus últimos cálculos relativos á las cosechas en 1899. Los valores que se dan reconocen por base el promedio de los precios el 1º de diciembre, siguiendo lo que se ha practicado siempre en dicho Departamento.

Según las cifras oficiales, se ve que la extensión de terreno sembrado de trigo era de 44,592,516 acres, la producción de 547,303,846 *bushels*, y el valor de éstos de \$319,545,259. El promedio de la producción por acre fué de 12.3 *bushels* y el promedio del precio por *bushel* de 58.4 centavos.

La extensión sembrada de maíz fué de 82,108,387 acres, la producción de 2,078,143,933 *bushels*, y el valor de éstos \$629,210,110. El promedio de la producción por acre fué de 25.3 *bushels* y el promedio de precio por *bushel* de 30.3 centavos.

La extensión sembrada de avena era de 26,341,380, la producción de 796,177,713 *bushels*, y el valor de éstos de \$198,167,975. El promedio de producción por acre fué de 30.02 *bushels* y el promedio de valor por *bushel* de 24.9 centavos. La cosecha de cebada fué calculada en 73,381,563 *bushels*; la de centeno, en 23,961,741 *bushels*; la de trigo sarraceno, en 11,094,473 *bushels*; la de patatas, en 228,783,232 *bushels*, y la de heno en 56,653,756 toneladas.

INTRODUCCIÓN DE CAFÉ EN 1899.

Según los datos compilados por una casa de Nueva York, hubo en 1899 un aumento de 16,044 sacos en la introducción de café conocido con el nombre de "Savanilla grade," sobre el año precedente. En cuanto al café conocido con el nombre de "Maracaibo grade" hubo una disminución de 96,677 sacos, en comparación con 1898. El número de sacos de cada clase en los dos años mencionados fué como sigue:

	1899.	1898.
Maracaibo	329,507	426,184
Savanilla	208,271	192,227
Centroamericano ^a	78,126	165,517
Mexicano	141,244	125,796
De La Guayra	73,288	45,122
Coro	7,915	7,145
De Jamaica	29,749	25,140
De Costa Rica	116,713	.....
Total	984,813	987,131

^a En 1898 el café de Costa Rica figuró como café centroamericano, pero en 1899 ocupó un puesto especial.

CIRCULACIÓN TOTAL DE DINERO Y POR CABEZA.

La cantidad de dinero circulante el 1° de enero de este año era de \$1,980,398,170, cantidad que no se había visto antes. El 1° de febrero había habido un aumento de cerca de \$23,000,000, lo cual elevó la cantidad total de dinero circulante en los Estados Unidos á \$2,033,149,355. La circulación por cabeza, calculada sobre una población de 77,116,000 habitantes, era de \$25.98. Un hecho notable es que casi la mitad de la moneda circulante era en oro acuñado ó certificados de oro, pagaderos en este metal en la Tesorería de los Estados Unidos. Se calcula que la moneda de oro en circulación el 1° de febrero de este año ascendía á \$619,447,176, y los certificados de oro á \$184,882,889. El valor total de la moneda de oro circulante en el país el 1° de enero, era de \$1,016,009,877, y el 1° de febrero ascendía á la suma de \$1,022,943,682.

EXPORTACIÓN DE HIERRO Y ACERO.

Nada hace tan palpable el maravilloso aumento del comercio exterior de los Estados Unidos como la exportación de hierro y acero. En el año de 1890 la exportación total de ambos artículos fué de \$27,000,000, y en 1899 ascendió á \$105,689,645. Al mismo tiempo, la importación de manufacturas de hierro y acero ha disminuido con igual rapidez, pues en 1890 fué de \$44,544,140, y en 1899 bajó á \$15,799,206.

En la siguiente tabla se ven las principales clases de manufacturas de hierro y acero exportadas en el año de 1899, en comparación con 1889:

	1889.	1899.
Maquinaria	\$8,222,904	\$37,064,168
Ferretería para constructores	4,052,136	8,943,530
Rieles de acero	279,485	6,122,382
Alambre	679,969	5,526,990
Locomotoras	1,586,746	4,767,850
Otras máquinas de vapor	335,646	4,103,828
Máquinas de coser	2,575,539	3,282,241
Hierro en lingotes	227,048	2,047,301
Planchas y hojas	32,720	1,955,773
Clavos y tachuelas de alambre	169,313	1,348,133
Fundiciones	432,621	1,038,336
Barras de acero		1,037,644
Prensas de imprimir	277,800	892,620
Arimas de fuego	9,229	516,787
Romanas y balanzas	216,346	487,117
Clavos con tados	282,458	482,882
Cuchillería	105,245	252,156
Otros artículos	3,127,299	25,818,671
Total	23,712,814	105,689,645

ESTATUA DEL GENERAL WASHINGTON PARA LA CIUDAD DE PARÍS.

Una sociedad de señoras de los Estados Unidos va á presentar á la ciudad de París dentro de pocos meses una hermosa estatua del General JORGE WASHINGTON, la cual será colocada en un lugar prominente. La estatua es obra de los Señores DANIEL C. FRENCH y E. C. POTTER.

El trabajo de los escultores está ya terminado, y el vaciado está á cargo de la Henry Bonnard Company. La estatua medirá 15 pies desde la parte superior de la base hasta la parte superior de la cabeza, pero el brazo levantado, con la espada en la mano, le agrega unos 6 pies más, y así es que desde la parte inferior de la base hasta la punta de la espada medirá la estatua cosa de 22 pies.

La estatua representa al General WASHINGTON vestido de uniforme y montado en un hermoso caballo. Para la cabeza de la estatua se tomó por modelo el busto de WASHINGTON por HOUDON, y también se emplearon algunos retratos del mismo que se consideran auténticos.

La estatua será erigida en la Place d'Iéna sobre un pedestal que ha sido diseñado por MCKIM, MEAD y WHITE.

DERECHOS DE IMPORTACION EN LA ISLA DE GUAM.

El Subsecretario de Marina de los Estados Unidos, Mr. CHARLES H. ALLEN, ha promulgado una orden del Presidente MCKINLEY relativa á los derechos de importación en la isla de Guam. En la lista de artículos libres de derechos figuran animales, ladrillos, carretones, carretas de mano, cemento, carbón de leña, eromo-litografías, algodón en rama, hilazas ó hilo de algodón, guantes de algodón, grabados, abonos, cal, maquinaria de toda clase, carruajes, quinina, efectos de teatro, artículos de uso personal que los viajeros introduzcan con su equipaje, artículos para escuelas, carbón de piedra y cok. Generalmente hablando, los derechos son iguales á los establecidos en las Islas Filipinas y, en algunos casos, menores.

NUEVO FERROCARRIL EN PUERTO RICO.

Está para construirse un nuevo ferrocarril en Puerto Rico con capital de los Estados Unidos. La línea irá de San Juan á un punto distante 40 millas de dicha ciudad. Más tarde mirá á Mayagüez con San Juan. Los rieles serán hechos por la Pennsylvania Steel Company y las locomotoras serán también construidas en el mismo Estado. La American Car and Foundry Co. fabricará 30 carros para este ferrocarril, y R. S. NEWBOLD & Co. dos aljibes de acero. La compañía construirá un muelle en San Juan para facilitar el manejo de la carga.

EL AMIANTO.

Este mineral se encuentra generalmente en una roca serpentina, de la que se extrae haciendo saltar la roca y separando después á martillazos las vetas de amianto. Hasta estos últimos años el empleo del amianto era muy reducido, pero á causa de las grandes presiones en los motores de vapor ha sido preciso encontrar guarniciones más resistentes que las de cáñamo y caucho. El amianto es uno de los mejores aisladores que pueden emplearse en los acumuladores, y además, por ser incombustible, es la garantía más eficaz contra los incendios.

Este mineral se encuentra en el Canadá, en el Cabo de Buena Espe-

rauza, Siberia, Italia, Hungría y algunas partes de los Estados Unidos. Su uso aumenta de día en día en este país y ha llegado á ser indispensable en algunas clases de artes.

EL ESPARTO.

Dice el "Scientific American" correspondiente al mes de enero, que del esparto, planta abundante, rebelde á todo cultivo, que crece al azar en los terrenos más pobres, se ha extraído alcohol y pasta para fabricar papel y fibra textil.

El alcohol de esparto posee las calidades necesarias para ser utilizado en la farmacia. Cien kilos de esparto producen 14 litros de alcohol y 60 kilos de pasta para papel.

La fabricación de papel de esparto no es nueva, y hasta ahora era el único fin á que esta planta se dedicaba; pero se ignoraba que pudiera extraerse de ella alcohol, y, sobre todo, que la producción de este último, en vez de perjudicar la pasta para papel, le fuera favorable. Esto depende de que en el esparto la goma y la celulosa en formación son las que dan el alcohol, y la extracción de estas substancias facilita el blanqueo de la pasta. Todo el procedimiento es muy sencillo.

La extremada abundancia del esparto en ciertas regiones y la facilidad con que se produce lo hacían considerar en otro tiempo como una plaga; pero sus propiedades para la producción de la mencionada pasta han hecho que se le mire como planta útil. Antes de muchos años será visto como una gran fuente de riqueza.

PRODUCCIÓN DE HOJALATA.

El periódico "Tin and Terne" calcula, apoyado en datos fidedignos, que la producción total de hojalata y mate durante el año pasado ascendió á 8,250,000 eajas, que contenían 112 hojas cada una. Esto muestra un gran aumento sobre la producción de 1898, pero no es posible hacer un cálculo en libras á fin de establecer una comparación exacta.

INGRESOS EN LAS ISLAS FILIPINAS DURANTE EL MES DE ENERO.

El 6 de febrero de este año el Departamento de la Guerra de los Estados Unidos publicó un informe en que aparecen los ingresos totales en las Islas Filipinas durante el mes de enero, los cuales ascendieron á \$557,308.50. Los ingresos provinieron de las fuentes siguientes: aduanas, \$420,500; renta interior, \$97,000; otras fuentes, \$39,808.50.

GRAN CONTRATO PARA CONSTRUCCIONES NAVALES.

La compañía conocida con el nombre de William Cramp & Sons Shipbuilding Co. ha hecho un contrato para la construcción de dos vapores destinados á la casa de SPRECKELS, de San Francisco. La misma compañía va á construir diez vapores correos que, en caso de guerra, po-

drán usarse como cruceros auxiliares. Tres de éstos son para la "New York and Cuba Mail S. S. Co.," dos para la "Oceanic S. S. Co.," dos para la "International Navigation Co.," que serán iguales al San Luis y al San Pablo, y dos para la línea Clyde.

AUTOMÓVILES PARA EL SERVICIO DEL CORREO.

La Electric Vehicle Co. está ahora tratando con la Administración General de Correos sobre la enestión de fabricar automóviles para recoger y distribuir la correspondencia en las principales ciudades del país. Se dice que los empleados de correo toman gran interés en el asunto. El proyecto se ha sometido á prueba con excelentes resultados en la ciudad de Wáshington y se ensayará también en Nueva York. Si se obtienen buenos resultados, se recomendará al Congreso el uso de automóviles y se le pedirá que señale una cantidad para la compra de los mismos á fin de ponerlos en servicio en Nueva York, Filadelfia, Boston, Wáshington, Chicago y San Luis.

UN MAPA GIGANTESCO.

Uno de los objetos más interesantes que se enviarán de los Estados Unidos á la Exposición de Paris será un enorme mapa de la ciudad de Nueva York, que está ahora en vía de construcción. Medirá 28 pies de largo y 24 de ancho, y la escala será de 600 pies por pulgada. Abarcará todos los distritos de la gran ciudad y una parte considerable del territorio adyacente. En él se verán los parques, muelles, líneas de ferrocarril, etc., así como los edificios de alguna importancia. Abrazará el mapa más de mil millas cuadradas de territorio. En cada esquina del mismo habrá dibujos de 12 por 18 pulgadas que mostrarán algunas vistas notables de la ciudad, y alrededor del mapa se verán grabados más pequeños representando edificios públicos. El mapa estará muy bien montado. Al mismo tiempo se exhibirá una copia de un mapa en relieve que actualmente se encuentra en el Museo de Albany, y que muestra á la isla de Manhattan tal como era en 1776, y también dos cartas de la ciudad que la representan en 1641 y en 1800. Los cuatro mapas ofrecerán una buena oportunidad para estudiar el crecimiento de Nueva York durante los últimos trescientos años.

POSIBLE PROTECCIÓN FEDERAL Á LOS PÁJAROS.

El más antiguo de los dos Senadores del Estado de Massachusetts ha presentado al Senado de los Estados Unidos un *bill* que, si llega á ser ley, impedirá la importación de pájaros, partes de los mismos ó plumas para objetos de ornamentación; pero se permitirá la importación de aquéllos para alimentación, para museos y para colecciones científicos, así como los pájaros vivos cuyas plumas puedan ser removidas, ó estas últimas, siempre que hayan sido tomadas de aves vivas á las cuales no se haya causado ningún daño. La segunda sección del proyecto de ley dispone que no será permitida la transportación de partes de pájaros ó

plumas de éstos á ningún Estado ó Territorio de los Estados Unidos ó á través de los mismos para ser usadas ó vendidas excepto con los fines expresados atrás.

NUEVO PARQUE NACIONAL PROYECTADO.

Se ha nombrado una comisión especial para que dé un informe sobre las ruinas prehistóricas en la vecindad de Mancos y Cortés, en el estado de Colorado, así como acerca de las que quedan próximas á Aztec, en el territorio de Nuevo México, con el objeto de establecer allí un parque nacional. Esta resolución ha sido adoptada como resultado de la actitud de una parte de los habitantes del estado de Colorado relativa á la protección de dichas ruinas contra las personas que andan en busca de curiosidades. Algunas de las mejor preservadas de estas ruinas han sido deterioradas de tiempo en tiempo por las mencionadas personas, sin miramiento alguno, y por eso se ha creído que es conveniente ponerlas bajo la protección del Gobierno á fin de que puedan ser examinadas por peritos.

EL PALO DE CATALPA PARA DURMIENTES DE FERROCARRIL.

La compañía del ferrocarril Big Four Railroad ha establecido cerca de la parte central del Estado de Indiana una plantación de 50,000 árboles de catalpa. En la actualidad dicho ferrocarril usa durmientes de roble blanco, que duran por término medio de nueve á diez años. Los durmientes de catalpa no han sido probados en gran escala, aunque algunos han estado en uso por quince años, y cuando se les removió se hallaban bastante bien conservados, aunque un tanto maltratados por la acción de los rieles. El costo de la plantación á que se ha hecho referencia, incluyendo todos los gastos, ha sido como de un centavo por árbol.

EL DIQUE FLOTANTE MÁS GRANDE DEL MUNDO.

El dique flotante que se está construyendo para el Gobierno de los Estados Unidos en Algiers, que forma parte del puerto de Nueva Orleans, será el más grande del mundo. Este dique podrá levantar cualquier buque de los que hay construidos ó están por construirse. Tiene el citado dique 525 pies de largo y 100 de ancho, y cala 20 pies. Podrá levantar en tres horas y media 18,000 toneladas. El costo total de la obra será más de \$1,000,000 y estará terminada en el otoño del año corriente.

PRODUCCIÓN DE AZÚCAR DE REMOLACHA.

La cantidad de azúcar de remolacha producida en los Estados Unidos en 1899 fué como de 95,000 toneladas, lo cual muestra un rápido aumento sobre las 40,000 que se produjeron en el año anterior. Esta última cantidad se obtuvo después de esfuerzos que duraron un cuarto de siglo. Si la sequía no hubiera presentado en el estado de California las difícil-

tades que presentó, la producción total habría sido de más de cien mil toneladas. El azúcar que sale de las fábricas de Illinois y Michigan ocupa ya un lugar importante en los mercados del oeste. Durante el año corriente se establecerán tres nuevas fábricas en la costa del Pacífico. La Golden Gate Beet Sugar Company ha comprado mil acres de terrenos que se adaptan muy bien al cultivo de remolacha, y piensa desarrollarlo con actividad. Esta compañía fué formada por capitalistas de San Francisco. También se va á fundar una fábrica en Los Angeles y otra 25 millas al norte de Las Vegas, Nuevo Mexico.

INMIGRACIÓN EN EL PUERTO DE NUEVA YORK.

El Comisionado de la Inmigración en el puerto de Nueva York ha terminado su informe anual correspondiente á 1899, y por ese trabajo se ve que el año pasado vinieron más inmigrantes que en cualquier otro año desde 1893. Diez y seis vapores de diferentes compañías trajeron á Nueva York un total de 303,762. Dichos inmigrantes llegaron de los puertos siguientes: puertos del Mediterráneo, 66,316; Bremen, 53,646; Liverpool, 46,061; Hamburgo, 41,787; el Havre, 22,883; Amberes, 20,126; Rotterdam, 17,219; Southampton, 11,341; Glasgow, 6,759; Copenhague, 3,465; Oporto, 1,515; Lisboa, 1,369; Amsterdam, 892; de otros puertos, 351. El aumento en 1899 sobre 1898 fué de 84,111.

NO MÁS PELIGROS EN EL USO DEL CLOROFORMO.

El 25 de enero proximo pasado los médicos del Cook County Hospital, en Chicago, hicieron con muy buen éxito un experimento con un aparato inventado por el Dr. W. B. HEDDER, de Boston, por medio del cual se evitan los malos resultados que puede producir el uso del cloroformo como anestésico. Lo principal en dicho aparato es que permite la respiración del aire junto con el cloroformo, lo cual, según se dice, impide que el paciente sufra náuseas. Se espera que el empleo de este nuevo aparato acabará con los peligros que acompañan á la anestesia.

EL MAYOR DEPÓSITO DE SAL EN EL MUNDO.

Se ha averiguado, mediante observaciones prácticas, que el nivel del lago Salado de Utah descende de día en día, debido al hecho de que una gran cantidad de agua que lo alimentaba se usa ahora para riego. La desaparición de este lago le quitaría al Estado de Utah uno de sus más grandes atractivos, pero dejaría en su lugar uno de los mayores depósitos de sal en el mundo. Hombres científicos han calculado que las aguas de dicho lago contienen como 400,000,000 toneladas de sal. Si se acepta este cálculo como correcto, se ve que todos los otros depósitos de sal en el mundo serían insignificantes comparados con éste, una vez que las aguas hubieran desaparecido, y el artículo se obtendría más fácilmente y más barato que en cualquier otro lugar.

Los Estados Unidos produjeron en el año pasado 2,450,000 toneladas de sal. En esta proporción se necesitarían ciento sesenta y dos años

para agotar la cantidad que dejaría el lago Salado, una vez que se hubiera secado.

IMPRESOS EN LA EXPOSICIÓN DE PARÍS.

El Honorable F. W. PECK, Presidente de la Comisión de los Estados Unidos en la Exposición de París, ha recibido noticia de que el Gobierno francés ha derogado las leyes aduaneras que imponían altos derechos sobre los impresos que han de circular durante la Exposición, á manera de anuncios. Mr. PECK ha estado tratando por algunos meses de eximir á los expositores americanos de dichos derechos, y en sus esfuerzos con este fin tuvo el apoyo del Departamento de Estado y del Señor Embajador PORTER.

CONSTRUCCIÓN DE FERROCARRILES EN HAWAI.

Mr. R. E. CONDON, contratista de ferrocarril, que acaba de regresar de Honolulu á los Estados Unidos, se propone llevar á efecto sus proyectos para la construcción de vías férreas en Hawai durante el año de 1900. Los Señores T. L. y A. JOHNSON, de Cleveland, Ohio, construirán probablemente como 300 millas de ferrocarril durante la estación. Sus proyectos incluyen varias líneas de ferrocarril eléctrico en Honolulu y otros lugares. La Kohala and Hilo Railway Company celebrará contratos antes de mucho tiempo para la primera sección de su ferrocarril eléctrico de Honolulu á Kohala. Esta línea tendrá 130 millas de largo.

GANADOS EN LOS ESTADOS UNIDOS.

El periódico "Orange Judd Farmer" dice lo siguiente: comparando la condición actual con la de hace un año, se nota un aumento en todas las clases de animales, con excepción de mulos, asimismo que una alza en el precio de los mismos. Según los informes obtenidos, el número de caballos existentes en el país era de 14,886,000, lo cual muestra un aumento de medio por ciento sobre el año anterior. El número de mulos era de 2,240,000, ó sea una disminución de 1.2 por ciento. En cuanto á las vacas, su número ascendía á 32,075,000, lo cual representa un aumento de 1.3 por ciento. Había 42,820,000 carneros y 49,242,000 cerdos.

EL TRABAJO MANUAL Y EL TRABAJO MECÁNICO.

De conformidad con una resolución del Congreso, el Departamento del Trabajo de los Estados Unidos ha estado haciendo investigaciones acerca de los resultados producidos por la sustitución del trabajo manual con el mecánico, especialmente en las manufacturas de hierro y acero. Por el informe de dicho Departamento, se ve que una lima se hace con máquina en la tercera parte del tiempo que se empleaba para hacerla á mano. En 1857 se necesitaban noventa y ocho horas para hacer el cañon de un rifle, mientras que ahora solamente se requieren poco más de tres horas. Valiéndose de maquinaria se pueden hacer 500 pernos de media pulgada de diámetro y seis de largo, con sus tuercas,

en ocho horas. Antes se necesitaban cuarenta y tres horas para hacer la misma cantidad. La fabricación de 100 pies de tubos de hierro de cuatro pulgadas requería más de ochenta y cinco y un tercio horas de trabajo en 1835, mientras que la misma cantidad se puede hacer ahora en menos de cinco horas.

ESTABLECIMIENTO DE FÁBRICAS EN 1899.

El periódico "Textile World," correspondiente al mes de enero de este año, contiene un informe relativo al establecimiento de fábricas de tejidos en los Estados Unidos durante el año de 1899, por el cual se puede ver que se fundaron 91 de tejidos de algodón, 49 de tejidos de lana, 57 de tejidos de malla, 32 de tejidos de seda, y 16 de otras clases, ó sean 245 en todo, contra un gran total de 134 en 1898. Las dos terceras partes de las fábricas de tejidos de algodón fueron establecidas en los estados del Sur, mientras que el aumento en el número de fábricas de tejidos de lana fué mayor en Nueva Inglaterra que en cualquier otra parte del país. En los estados de Pennsylvania y New Jersey se fundó el mayor número de fábricas de tejidos de seda. Dos fábricas de alfombra fueron establecidas, una en el estado de Alabama y la otra en la Carolina del Sur. Dos de las fábricas establecidas en Nueva Inglaterra son para la producción de tejidos ó hilazas de estambre de fina calidad. En una de ellas se ha adoptado el sistema francés.

NOTAS MISCELÁNEAS.

Dice el periódico "Engineer" que se ha construido un termostato que sirve para indicar la combustión espontánea que suele ocurrir en los depósitos de carbón. Se colocan estos instrumentos, bien protegidos por tubos de hierro, horizontal y verticalmente en el centro de cada diez pies cúbicos de carbón. El termostato tiene dos puntos de operación, uno á 155° y el otro á 236°, y cuando se llega á estos dos puntos suenan campanas que anuncian la aproximación del fuego.

La industria de petróleo en el estado de California está llamando la atención por lo mucho que ha aumentado. En la actualidad la producción asciende á 15,000 barriles al día, ó sea cerca de 6,000,000 de barriles al año. Esto les deja á los productores entre \$7,000,000 y \$8,000,000 anualmente. El valor del oro que California produce es apenas algo más del doble de esta cantidad.

Un minero de California que ha estado haciendo exploraciones en las costas de la bahía de Disenchantment, en Alaska, declara que ha descubierto platino, metal cuya producción es muy escasa. El platino está mezclado con oro y se le encuentra como á 45 millas al noroeste de Sitka. De los dos metales el platino es el más valioso.

La compañía denominada Steel and Shipping Company of Alabama, ha puesto en operación en Birmingham sus nuevos talleres

para la fabricación de acero. Estos talleres pueden producir como 1,000 toneladas al día, de las cuales 600 serán consumidas por la fábrica de clavos, alambre y varillas de la Alabama Steel and Wire Company. El resto de la cantidad entrará al tráfico general del país, y una considerable parte de ella será exportada. La fábrica de varillas también exportará una gran parte de sus productos. En este establecimiento se emplea maquinaria especial para hacer piezas de tal figura y tamaño que se adapten al comercio exterior. La cantidad de dinero invertida en ambas fábricas asciende á más de \$3,000,000.

BIBLIOGRAFÍA.

En esta sección del Boletín Mensual se tratará de los libros y folletos enviados á la Oficina de las Repúblicas Americanas, que se refieren á asuntos relacionados con los países de la Unión Internacional de Repúblicas Americanas.

El canje de publicaciones de Centro y Sud América puede efectuarse por conducto de la "Smithsonian Institution," Wáshington, D. C., por medio de las agencias de distribución que tiene en aquellos países, y que son las siguientes:

Argentina: Museo Nacional, Buenos Aires.

Bolivia: Oficina Nacional de Inmigración, Estadística y Propaganda Geográfica, La Paz.

Chile: Universidad de Chile, Santiago.

Colombia: Biblioteca Nacional, Bogotá.

Costa Rica: Oficina de Depósito, Reparto y Canje Internacional, San José.

Guatemala: Instituto Nacional de Guatemala, Guatemala.

Honduras: Biblioteca Nacional, Tegucigalpa.

México: Todos los envíos gozan de la franquicia del correo.

Nicaragua: Ministerio de Relaciones Exteriores, Managua.

Paraguay: Oficina General de Informaciones y Canje y Comisaría General de Inmigración, Asunción.

Perú: Biblioteca Nacional, Lima.

El Salvador: Museo Nacional, San Salvador.

Uruguay: Oficina de Depósito, Reparto y Canje Internacional, Montevideo.

Venezuela: Museo Nacional, Caracas.

El informe de la Comisión de Canal de Nicaragua, 1897-1899, publicado por la Friedenwald Company, de Baltimore, Maryland, acaba de ser recibido en esta Oficina. Esta Comisión, nombrada por el Presidente de los Estados Unidos, de conformidad con la ley de 4 de junio de 1897, recibió instrucciones de continuar los estudios autorizados por la ley de 2 de marzo de 1895, con el objeto de hacer los planos necesarios para

la construcción del Canal de Nicaragua. Componían la Comisión el Contraalmirante JOHN G. WALKER, de la Armada de los Estados Unidos, Presidente; el Coronel PETER C. HAINS, del Cuerpo de Ingenieros del Ejército de los Estados Unidos, y el Profesor LEWIS M. HAUPT. El informe de la Comisión, junto con los de los subingenieros, forma un volumen de 502 páginas, con numerosas ilustraciones y diagramas explicatorios del texto. Acompaña al informe un atlas que contiene los siguientes mapas:

MAPAS.

No. 1, en 4 hojas:

Hoja No. 1.—Mapa general de la región del Canal de Nicaragua.

Hoja No. 2.—Geología de la región del Canal.

Hojas Nos. 3 y 4.—Hidrología de la región del Canal.

No. 2, en 3 hojas, mostrando las líneas proyectadas para el Canal de Nicaragua sobre una escala de 5,000 pies á la pulgada.

No. 3, en 20 hojas y un índice, muestra las líneas proyectadas para el Canal de Nicaragua sobre una escala de 1,500 pies á la pulgada.

No. 4.—La bahía de San Juan del Norte.

No. 5.—La bahía de Brito, mostrando la hidrografía.

No. 6.—Hidrografía de la costa del mar Caribe, desde el río Indio hasta la boca del Colorado.

No. 7.—El lago de Nicaragua.

PERFILES.

No. 1, en dos hojas, mostrando la ruta de Lull, Variante I, lado oriental.

No. 2, en dos hojas, mostrando la ruta de Menocal, lado oriental.

No. 3.—Mostrando la ruta de Childs, Variante I, lado occidental.

No. 4.—Mostrando la ruta de Childs, Variante II, lado occidental.

No. 5.—Mostrando el proyectado ferrocarril de San Juan del Norte al río Sábalo.

No. 6.—Mostrando el proyectado ferrocarril del lago de Nicaragua al océano Pacífico.

Tabla de cantidades para las varias rutas del Canal de Nicaragua.

Grabado XIX^a.—Diagrama de la Regulación del nivel del lago.

“Voyage entre Tocantins et Xingú, 3 avril 1898—3 novembre 1898” (Viaje entre Tocantins y Xingú, del 3 de abril al 3 de noviembre de 1898), por HENRY COUDREAU, con 78 ilustraciones y 15 mapas; París, 1899. Este trabajo es la relación de un viaje á lo largo de los ríos que desaguan en la bahía de Marajó, y de los otros muchos que existen en aquella región, pasando de allí al Amazonas. Hasta hoy dicho territorio había sido *terra incognita*. El descubrimiento geográfico más notable que se hizo durante el viaje es que el Río Anapu, el principal en aquella parte del país, no es el que aparece en el mapa de STIELERS con el nombre de Unapu, sino el Jacitara, que corre del norte al sur por el meridiano 54 oeste de París, y que se supone tributario de tres bahías, á las que AZEVEDOSCH, que es la autoridad en que se funda el mapa de STIELERS, llama bahías de Camoin, de Cachuana y de Pracupy. Á esta última COUDREAU le da el nombre de Bahía dos Botos. Según él, estas bahías deben ser vistas como ensanches del Anapu, que se angosta cuando llega á 1° 40' de latitud sud, y corre después hacia el sudeste, formando el límite septentrional de la isla de Pacajahy. Por último, desagua en la bahía de Portel, al norte del Pacaja. Las fuentes del Anapu son el

Carupuhy y el There. Un afluente importante del Anapu es el Pracuru, que desagua en la Bahía dos Botos. El Uanapuque aparece en el mapa de STIELERS es el mismo Pacaja de que habla COUDREAU, cuyo tributario, el Camaraipy, es realmente el Pacaja de dicho mapa.

Catorce ríos fueron explorados, de los cuales solamente dos han aparecido hasta ahora en los mapas. También fueron examinados diez canales, y de éstos dos eran enteramente desconocidos antes. Seis lagos fueron descubiertos. Casi toda aquella región está cubierta de selvas vírgenes, pero en algunas partes existen praderas. Opina M. COUDREAU que es posible vencer los peligros que presenta el clima y que convendría establecer allí colonias europeas, y abriga muchas esperanzas á este respecto. En la actualidad aquel territorio está poco habitado. Los habitantes se dedican al cultivo del cacao y la goma elástica. Hay todavía algunos indios en aquella parte del Brasil, pero la tribu de los Penas, que hace treinta años existía allí, parece que ha desaparecido. Las ilustraciones que el libro contiene dan una buena idea de aquella región.

El editor del "Ceylon Observer and Tropical Agriculturist," Mr. J. FERGUSON, ha publicado una edición revisada de su manual titulado "All About Rubber and Gutta Percha." La primera edición apareció hace diez y seis años, la segunda en 1887, y la actual en 1899. En esta última el autor ha incluido todos los informes más recientes relativos á la goma elástica, para lo cual se ha servido especialmente de las valiosas circulares que publica el Director de los Reales Jardines Botánicos de Ceilán. Hay un apéndice que contiene datos importantes sobre las plantas que producen la goma elástica.

Mr. FERGUSON da las siguientes cifras acerca de la producción y consumo de goma elástica en el mundo:

Producción.—Goma elástica de Pará, 45,000,000 libras; de Ceará, etc., 9,400,000 libras. de Mangabeira, 6,500,000 libras; de Guayana, 600,000 libras; de Bolivia, 3,000,000 libras; de otros países de la América del Sur, 4,000,000 libras; total de la América del Sur, 68,500,000 libras. El número de libras producidas por otros países fué como sigue: la América Central y México, 5,000,000 libras; Java, Borneo y el Archipiélago Oriental, 2,000,000 libras; África oriental y occidental, 48,000,000 libras; Madagascar é Islas de Mauricio, 1,000,000 libras; India y Birmania, 800,000 libras; Ceilán, 15,000 libras; total, 125,315,000 libras.

Consumo.—América (Estados Unidos y Canadá), 40,000,000 libras; Gran Bretaña y sus dependencias, con excepción del Canadá, 45,000,000 libras; Europa continental, 40,000,000 libras; gran total, 125,000,000 de libras.

El Departamento de Agricultura de los Estados Unidos ha publicado un trabajo preparado por Mr. ALMONT BARNES, con este título: "Keeping Goats for Profit." Dicho trabajo había aparecido ya en la obra denominada "Yearbook of the Department of Agriculture," corres-

pondiente al año de 1898. El asunto es de tanto interés en este año como cuando por primera vez fué presentado al público. La principal ganancia en la cría de cabras se obtiene de las pieles de las mismas. Antes de 1864 había tan poca demanda de pieles de cabra en los Estados Unidos, que no estaban clasificadas separadamente para el efecto de imponerles derechos de importación. En 1898 la valuación, según meturas, de dichas pieles ascendió á \$15,776,601, lo cual equivale á un promedio de 24.3 centavos por libra sobre 64,906,485 libras. El número de cabras que pagan impuestos en varios estados y territorios es de 374,980. Agregando esta cantidad á la que existe en otros estados donde estos animales no son clasificados especialmente, se calcula que hay en el país como 500,000.

El número total de cabras de Angora existente en los Estados Unidos es, según autoridades competentes, de 247,775. Si todas las cabras que hay en el país se utilizaran con el único objeto de proveer de pieles al mercado, lo cual no es el caso, no bastarían para suplir una pequeña parte de la demanda. Calculando que cada piel pesa 4 libras, sería necesario matar 16,226,621 cabras á fin de producir la cantidad total de las pieles de estos animales importadas en 1898. Mr. BARNES hace referencia en su trabajo á las secciones del país que son adecuadas para la cría de las diferentes razas de cabras, así como á otros asuntos de interés relativos á esta industria. El autor llega á las siguientes conclusiones: que los Estados Unidos necesitan á lo menos por valor de \$25,000,000 de pieles de cabra al año; que esta cantidad debería ser producida por el país; que hay cosa de 265,000,000 acres adecuados para la cría de cabras; que estas tierras están situadas en regiones donde se podría utilizar el trabajo de los negros, y que las pieles de cabra importadas en los Estados Unidos vienen de países que compran muy poco en estos mercados.

“Note sur les gisements d'or du Mexique” (Noticia sobre los depósitos de oro en México), por EZEQUIEL ORDÓÑEZ; México, 1898. Publicada en las “Memorias de la Sociedad Científica ‘Antonio Alzate,’” XI. El autor de esta ligera noticia sobre la producción de oro en México está preparando un trabajo más serio sobre este particular. La producción de dicho metal ha aumentado considerablemente durante la última década. En el año económico de 1886-87 se exportaron 418.63 kilogramos de oro, mientras que en el año económico de 1896-97 la exportación ascendió á 10,409.53 kilogramos. El aumento se debe principalmente á que ha mejorado mucho el beneficio del mineral de plata, en el cual se encuentra oro, pues solamente una pequeña cantidad de este metal se extrae de los depósitos de oro, propiamente hablando. Estos últimos, sin embargo, han aumentado considerablemente. Debido á las dificultades de comunicaciones dichos depósitos son de poca importancia, y mientras no se hayan venido aquellas, México no ocupará la posición que le corresponde como país productor de oro.

Las principales minas de este metal se encuentran hacia el declive del Pacífico, en los estados de Sonora, Sinaloa, Jalisco y Durango y en

los territorios de Baja California y Tepic, así como en la cadena de montañas que puede considerarse como una extensión de la Sierra Nevada. Es probable que estos depósitos de oro datan de la misma época que los que se encuentran en dicha Sierra, aunque no son tan grandes como los que se han descubierto en los Estados Unidos.

En uno de los números de la revista titulada "Ainslie's Magazine" aparece un artículo en el cual se dice que los grandes lagos forman la principal arteria del comercio en los Estados Unidos. El autor asegura que una tercera parte de la población del país está dependiente de dichos lagos para su tráfico de exportación ó importación. Bañan estos lagos el territorio agrícola más prospero y rico del hemisferio occidental, y donde se encuentran las minas más productivas. Es de notar el hecho de que dentro de un círculo con un radio de 400 millas, y cuyo centro es la ciudad de Cleveland, se halla la mitad de la población de los Estados Unidos. Es una verdad reconocida que la transportación por agua cuesta mucho menos que por ferrocarril. Se calcula que cuando el viaje es bastante largo la transportación por buques de vapor cuesta como la cuarta parte de lo que exige la transportación por ferrocarril, y por buques de vela no pasa de la octava parte de lo que cuesta la última.

En el año de 1898 pasaron por el Canal de Sault Ste. Marie como 21,234,664 toneladas de carga proveniente del Canadá, valoradas en \$200,000,000, mientras que buques de los Estados Unidos llevaron en el mismo período y en las mismas aguas más de 168,000,000 de toneladas. El tráfico total por el canal de "Soo" durante menos de ocho meses, es cinco veces mayor en cuanto al número de embareaciones, y casi dos veces mayor en cuanto al tonelaje que el que pasa por el Canal de Suez durante todo el año.

"Die Deutsche Kolonie Hansa in Südbrasilien" (La colonia alemana de Hausa en el sur del Brasil), por FRANZ GIESEBRECHT. Segunda edición publicada por Hermann Paetel, Berlin, 1899. El autor se ha ocupado en la investigación de asuntos concernientes á las colonias alemanas y á la cuestión de emigración alemana. Opina que el África alemana no debe ser tomada en consideración al tratarse de este particular, con excepción, quizá, de la parte sudoeste, y afirma que Alemania no debe perder de vista, en conexión con su política colonial, todo aquello que se roce con la cuestión de emigración. Dice que no hay muchos países en que pueden establecerse colonos alemanes sin pérdida para la madre patria, y que son menos aun aquellos cuyo desarrollo por medio de elementos alemanes pudiera ser útil á Alemania. Cree Mr. GIESEBRECHT que la América del Sur ofrece las mejores condiciones para el establecimiento de emigrantes alemanes. No son, sin embargo, todos los países de aquel continente los que ofrecen dichas condiciones. El Brasil es la República que presenta mejor campo para la colonización, y por este motivo el autor le dedica especial atención.

En el término de quince años un colono alemán puede llegar en aquel país á ser dueño de una hacienda que le produzca más de lo necesario para él y su familia. Hay 400,000 alemanes establecidos en el sur del Brasil, y podrían establecerse 100,000 más.

El autor llama la atención al hecho de que los alemanes han conservado su lengua y costumbres y que las transmiten á sus descendientes, lo cual hace que permanezcan fieles á la madre patria.

"Die Insel Haiti" (La Isla de Haití), por L. GENTIL TIPPENHAUER y F. A. BROCKHAUS, Leipzig, 1893. Este importante libro ha sido obtenido últimamente por la biblioteca de la Oficina. Su autor ha sido por muchos años conocido como escritor sobre asuntos que se refieren á Haití, especialmente sobre las formaciones geológicas de la isla, donde nació. Dice que el objeto que tiene en mira al publicar esta obra en alemán es dar á conocer las condiciones del país á fin de que los extranjeros se interesen en él. La obra está dividida en tres partes, y contiene numerosos detalles cuidadosamente obtenidos referentes á la historia, clima, condiciones físicas, comercio, industria, etc. El escritor hace un análisis crítico de la población, el idioma, la religión y las instituciones políticas y sociales. El libro contiene 693 páginas y numerosas ilustraciones. Tiene cartas geológicas y cuadros estadísticos, así como una relación bibliográfica desde el año de 1500 hasta la fecha.

Los últimos números del "Verhandlungen der Gesellschaft für Erdkunde zu Berlin" (Sociedad Geográfica de Berlín), que han llegado últimamente á la biblioteca de esta Oficina, contienen artículos muy interesantes sobre algunos de los países americanos. Entre ellos hay la descripción de un viaje del Dr. EDUARD SELER en México (Vol. XXIII, 1896, No. 3), y de otro que el mismo caballero hizo en Guatemala (Vol. XXIV, 1897, No. 7). También se publican varias cartas relativas á investigaciones que el Dr. CARL SAPPER hizo en Honduras y otras partes de la América Central (Vol. XXIV, 1897, No. 7, Vol. XXV, 1898, Nos. 5-6). Aparece asimismo un importante artículo de WILHELM SIEVERS (Vol. XXXIII, 1898, No. 5), preparado con noticias que sobre Santo Domingo dejó RICHARD LUDWIG, quien murió antes de poder publicar el resultado de sus investigaciones. Hay un mapa de la parte central de Haití anexo al artículo.

"Rapport préliminaire sur une expedition géologique dans la région andine située entre Las Lajas, Argentine, et Curacautin, Chile" (Informe preliminar de la expedición geológica á la región andina entre Las Lajas, República Argentina, y Curacautin, Chile), por C. BURCKHARDT, publicado en la Revista del Museo de La Plata, IX, 1898. El autor de este trabajo hizo un viaje de exploración muy penoso, pero que dió muy buenos resultados, á lo largo del territorio entre Chile y la República Argentina. Hizo observaciones topográficas y geológicas, comenzando en la parte occidental de la cadena de montañas de Vaca

Muerta y de la parte septentrional de Las Lajas. El resultado de esta expedición es de gran valor científico. La obra contiene varios mapas é ilustraciones.

El Cirujano en Jefe, Dr. WYMAN, del Marine-Hospital Service de los Estados Unidos, ha escrito un interesante tratado sobre la peste bubónica, enfermedad que está causando mucha alarma tanto en la América Central y del Sur como en Hawai. El trabajo del Dr. WYMAN es un estudio completo de la materia y representa el resultado de dos años de investigaciones. Opina él que se puede impedir la introducción de la peste en los Estados Unidos, y agrega que si llegase á aparecer en este país, la ciencia cuenta con los medios necesarios para impedir que se desarrolle. El escritor hace una relación interesante relativa al origen de la peste bubónica, de la manera como se extiende y de las medidas que deben adoptarse para impedir el contagio. El trabajo del Dr. WYMAN es del mayor interés para el público.

La Oficina de Estaciones Experimentales del Departamento de Agricultura ha publicado un boletín, en el cual describe el sistema de riego en los estados que tocan con las Montañas Roqueñas. El autor es Mr. J. C. ULRICH, ingeniero de Denver, Colorado. Describe en su trabajo las condiciones agrícolas de las Montañas Roqueñas, refiriéndose particularmente á los estados de Colorado, Idaho, Montana, Utah y Wyoming. Principia hablando del clima de los recursos y del aspecto general de esta región, y luego explica como se construyen las zanjas para el riego, dando una relación completa de cuanto se relaciona con éste. El objeto de este trabajo es poner al corriente del asunto sobre que trata á aquéllos que aun no lo conocen, á fin de que eviten errores que podrían costarles caro.

“Notice sur le territoire compris entre Pisagua et Antofagasta, avec la region des hauts plateaux Boliviens” (Noticias relativas al territorio comprendido entre Pisagua y Antofagasta, así como sobre la región de las altas mesetas de Bolivia), por LATRILLE ROCH (Boletín de la Sociedad Geográfica de París, 1899). El mapa del territorio entre Pisagua y Antofagasta anexo á esta obra contiene detalles minuciosos. Hay otros dos, uno en que se expone el ferrocarril de Pisagua á Iquique y el otro que representa un estudio del país entre Ollagna, Potosí y Tupiza. La obra trata de estos mapas y especialmente de los ríos y otras aguas que existen en la parte del territorio boliviano que dichos mapas abarcan.

“Report on the navigability of the eastern rivers of Peru” (Informe sobre los ríos navegables en la parte oriental del Perú), por MELITON CARVAJAL, Lima. Publicado por Pedro Lira en 1896. Este interesante informe contiene un mapa y abarca todo el territorio comprendido desde el ecuador hasta los 14° de latitud sur, y desde la costa del Pacífico hasta la desembocadura del río Madeira en el Amazonas. El Río Madidi

aparece como el límite oriental del Perú. También se ven en el mapa todos los otros ríos de importancia, y por medio de anclas de color rojo se marcan en dicho mapa los puntos hasta donde los mencionados ríos son navegables.

El Departamento de Agricultura de los Estados Unidos ha publicado una circular que lleva el No. 21 y el siguiente título: "Ñames en Las Antillas," obra de DAVID G. FAIRCHILD. En el mes de enero de 1889 dicho Departamento importó una cantidad de ñames de Jamaica y la Barbada, los cuales fueron enviados principalmente á Florida, donde se ha ensayado su cultivo. Varias clases de ñame se cultivan en los estados del Sur, pero no son tan numerosas ni tan buenas como las que se dan en las Antillas. Mr. FAIRCHILD describe las diferentes clases de ñames producidas en aquellas islas, y opina que serán un valioso cultivo en los Estados Unidos y sus dependencias.

El Dr. EDUARD SELER, que acaba de ser nombrado Profesor de Etnología y Arqueología Americanas en la Universidad de Berlín, es una de las autoridades más notables en estas materias, y debe principalmente su reputación á su obra titulada "Old Mexican Life" en los Estados de Puebla, Oaxaca y Chiapas. En 1893 la Academia de Ciencias le otorgó el premio Lombart por un trabajo que lleva este nombre: "Aztec Hieroglyphics of Von Humboldt." El Dr. SELER ha publicado también algunas obras importantes acerca de los antiguos habitantes del Perú.

"El Boletín de la Sociedad Geográfica de Lima," No. 3, 1898, contiene noticias importantes relativas al Perú por ANTONIO RAIMONDIS, y además datos de interés que da el Señor Don NEMESIO A. RAEZ sobre la flora, la fauna y los minerales del país. Hay también una relación referente á los terremotos y erupciones volcánicas que se han verificado desde la época de la conquista hasta el año de 1806. Esta relación continuará publicándose en los números venideros del Boletín. Contiene asimismo la mencionada publicación observaciones climatológicas hechas en el Callao desde el mes de octubre hasta el de diciembre de 1898.

La exportación de frutas de California á Alemania va á ser fomentada con la publicación de un ensayo del Profesor KRUGER, que lleva este título: "American Insect Pests in Germany." Dice que hasta la fecha ningún insecto dañino ha sido llevado de América á su país, y agrega que no hubo razón para el pánico ocasionado por el insecto conocido con el nombre de "San José scale," y por el destructor de las patatas que lleva el nombre de "Colorado potato beetle." Opina que en ninguno de los dos casos hubo motivo de alarma, debido á la diferencia del clima entre los dos países.

La revista denominada "Collier's Weekly" contiene, en su número correspondiente al 13 de enero, una interesante disensión entre el

Honorable W. P. HEPBURN, Diputado al Congreso Nacional por el estado de Iowa, y el Contraalmirante ENDICOTT sobre una de las cuestiones más importantes que han de ser tratadas por el Congreso de los Estados Unidos, á saber: la construcción del canal de Panamá ó la del de Nicaragua. Las ilustraciones que acompañan á estos artículos muestran el método de excavación empleado por los franceses en Panamá y la ruta del proyectado canal de Nicaragua.

Una de las obras más valiosas que dió á luz el Departamento de lo Interior durante el año económico de 1898-99, fué un mapa de los Estados Unidos. En él aparecen los territorios adquiridos por los Estados Unidos en el hemisferio occidental. El Secretario de lo Interior, al referirse á este trabajo, dice que un ejemplar de dicho mapa debería encontrarse en todo plantel de educación, y especialmente en las escuelas públicas del país. Estos mapas se venden en el mencionado Departamento por la módica suma de 80 centavos cada uno.

"Río Grande do Sul" por GUSTAV KÖNIGSWALD (D. Reimer, Berlín, 1898). El autor de esta obra residió doce años en el Brasil y durante este período viajó mucho en el país. Su trabajo es el resultado de cuidadoso estudio. En él se da una descripción completa del estado, su suelo, minerales, clima, vegetación, etc., y hay capítulos dedicados á la población, agricultura, historia, estadística y otros puntos importantes.

"Meine Reise nach den deutschen Kolonien in Río Grande do Sul" (Viaje á las colonias alemanas de Río Grande do Sul), por HERMAN MYER. Publicado por el Carl Meyers Graphisches Institut, Leipzig, 1899. Este trabajo es una excelente descripción del distrito colonial de Río Grande do Sul. Es, sobre todo, muy interesante la relación que el autor hace de los ferrocarriles construidos y proyectados.

Una monografía publicada últimamente en Alemania llama la atención al hecho de que en las Islas Filipinas se pueden cultivar los árboles que producen la goma elástica. Esto es de la mayor importancia, porque la producción de Sumatra y Borneo, que antes era muy grande, está casi agotada, y la demanda por el artículo aumenta de día en día de un modo extraordinario.

"Observaciones meteorológicas en el Perú," 1888-1890, por SOLAN J. BAILEY (Informe Anual del Observatorio Astronómico de la Universidad de Harvard, Cambridge, 1899). En este trabajo el Profesor BAILEY, que estableció una estación meteorológica el año de 1893 en el volcán de Arequipa, expone los resultados de sus observaciones.

Mapa de la República de Colombia, por L. ROBERLIN, publicado por A. Roger y F. Chernoviez, París, 1899. Este mapa ha sido hecho sobre una escala de 1:2,000,000, con un plano de la ciudad de Bogotá, escala de 1:30,000. Contiene una colección de datos estadísticos.

BOLETIM MENSAL

DA

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União Internacional das Republicas Americanas.

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No. 2.

COMMERCIO EXTERIOR DOS ESTADOS UNIDOS EM 1899.

O commercio exterior dos Estados Unidos durante o anno eivil de 1899, ascendeu a \$2,074,345,242, e desta enorme somma mais das tres quintas partes correspondem á exportação, e menos de duas quintas á importação.

Os algarismos exactos publicados pela Repartição de Estatistica da Secretaria do Thesouro são os seguintes: Importações, \$798,845,571; exportações, \$1,275,499,671; excesso da exportação sobre a importação, \$476,654,100. O excesso da exportação foi maior que em qualquer dos annos anteriores, fora de 1898, quando subiu a \$620,581,818. Dos artigos exportados as manufacturas apparecem em maior proporção que em qualquer outro anno, emquanto que dos objectos importados os materiaes crus para fabricas estão em maior proporção que antes. Das exportações exclusivamente de productos nacionaes, mais de 30 por cento se compoz de artigos manufacturados, contra 25 por cento em 1898, 26 por cento no anno financeiro de 1897, 23 por cento em 1895, 20 por cento em 1885, 16 por cento em 1879 e 12 por cento em 1860. Das importações 33 por cento foi de artigos em estado cru para empregar-se nas diversas industrias, contra 32 por cento em 1898, 26 por cento em 1895, 24 por cento em 1892, 23 por cento em 1889 e 20 por cento em 1885.

Os productos agricolas constituiram como 62½ por cento da exportação, contra 69 por cento em 1898, 72 por cento em 1894, 74 por cento em 1884 e 83 por cento em 1880. Os productos classificados com este titulo: "Artigos alimenticios e animaes vivos," formaram 28.75 por

cento das importações, contra 29.58 em 1898, 30 por cento em 1896, 31 por cento em 1886 e 34 por cento em 1884.

Um estudo das importações e exportações em 1899, comparadas com as de annos anteriores, offerece alguns pontos de importancia. De 1869 a 1899 as importações se duplicaram e as exportações se quadruplicaram. As importações em 1869 foram por valor de \$438,455,984, e as exportações ascenderam a \$337,375,988, o qual mostra que as importações excederam ás exportações em \$101,079,906, enquanto que em 1899 estas ultimas excederam ás primeiras em \$476,654,100. A proporção relativa entre os artigos que pagaram direitos e os que entraram livres differe notavelmente nos annos de 1869 e 1899. No primeiro sómente admitiram-se livres de direitos artigos por valor de \$21,775,643, enquanto que no segundo os artigos que não pagaram direitos representaram a somma de \$350,813,954.

A exportação de mercadorias estrangeiras reduz-se cada anno em comparação com a exportação do paiz, o qual se deve ao augmento rapido da exportação de productos nacionaes. O valor das mercadorias estrangeiras exportadas em 1899 foi quasi duas vezes maior que em 1869, mas o das exportações de artigos nacionaes em 1899 foi quatro vezes maior que em 1869.

As importações em 1899 foram classificadas como segue:

Artigos alimenticios e annuaes.	Livres de direitos.	Gravadas com direitos.	Total.
Artigos em estado crú para uso nas industrias nacionaes.....	\$209,879,608	\$57,614,351	\$267,493,959
Artigos em todo ou parcialmente manufacturados para ser usados como materiaes nas manufacturas e artes mechanicas.....	27,362,123	48,013,882	75,376,005
Artigos manufacturados promptos para o consumo.....	10,660,390	107,679,466	118,339,856
Artigos de luxo, etc.....	6,622,320	101,042,046	107,664,366
Total.....	350,813,954	448,031,617	798,845,571

A quantia total dos direitos arrecadados foi de \$224,077,131, contra \$182,810,559 em 1898.

As exportações foram como segue:

Exportações.	Valor.	Por cento.
Nacionaes:		
Productos agricolas.....	\$782,105,048	62.42
Productos das fabricas.....	389,787,891	30.39
Productos das minas.....	34,279,187	2.66
Productos das florestas.....	47,562,121	3.80
Productos das pescarias.....	5,637,077	.45
Productos miscellaneos.....	3,532,663	.28
Total.....	1,233,558,140	100
Estrangeiras:		
Livres de direitos.....	9,233,468	42.26
Gravadas com direitos.....	13,047,216	57.74
Total.....	22,595,684	100
Grande total.....	1,275,499,671	

As importações e exportações, por paizes, foram como segue nos annos de 1899 e 1898:

	1899.	1898.
IMPORTAÇÕES.		
Europa	\$402,507,267	\$324,726,482
America do Norte	123,348,804	97,830,811
America do Sul	91,728,862	83,075,415
Asia	136,893,919	94,910,501
Oceania	32,656,083	26,883,893
Africa	11,740,636	8,137,946
EXPORTAÇÕES.		
Europa	959,224,520	981,230,370
America do Norte	168,854,567	149,114,257
America do Sul	37,421,700	35,105,408
Asia	53,843,554	46,956,508
Oceania	37,542,936	24,981,163
Africa	18,602,394	18,111,470

O valor total das importações dos varios paizes da America latina e das exportações para aquellas republicas em 1898, em comparação com o anno anterior, foi como segue:

	1899.	1898.
IMPORTAÇÕES.		
Mexico	\$24,625,000	\$19,650,099
Haiti	862,051	819,753
Santo Domingo	3,367,958	2,382,170
Costa Rica	3,549,468	3,225,401
Guatemala	2,197,641	1,598,296
Honduras	880,287	923,858
Nicaragua	1,594,719	1,179,993
Salvador	1,082,964	748,571
Republica Argentina	5,997,373	5,569,842
Brazil	59,580,868	53,374,743
Chile	5,232,702	3,064,972
Colombia	5,462,432	4,810,465
Ecuador	1,698,081	1,064,567
Paraguay	160	-----
Peru	2,066,575	1,121,024
Uruguay	1,512,605	1,487,503
Venezuela	5,669,925	6,609,919
Total	124,810,809	107,651,076
EXPORTAÇÕES.		
Mexico	29,300,802	23,113,850
Haiti	2,357,562	2,604,307
Santo Domingo	1,118,933	1,089,193
Costa Rica	1,282,797	1,325,878
Guatemala	843,565	1,177,229
Honduras	1,038,904	784,020
Nicaragua	1,486,352	1,100,767
Salvador	634,591	698,146
Republica Argentina	11,325,257	8,012,615
Bolivia	27,448	36,008
Brazil	11,453,997	13,210,959
Chile	2,240,104	2,262,375
Colombia	2,985,801	2,923,404
Ecuador	1,179,619	819,063
Paraguay	11,159	-----
Peru	1,395,046	1,383,880
Uruguay	1,702,009	1,392,774
Venezuela	2,641,390	2,736,726
Total	73,034,336	64,671,194

COMMERCIO DA GRÃ BRETANHA COM OS PAIZES DA AMERICA.

I.—COMMERCIO COM OS ESTADOS UNIDOS.

O numero do "Monthly Accounts of Trade and Navigation" correspondente ao mez de Dezembro contem informações preliminares relativas ao commercio deste paiz em 1899. Dados detalhados do commercio do Reino Unido, tanto da importação como da exportação, com os varios paizes e as colonias britannicas nos ultimos cinco annos, dão-se na "Annual Statement of the Trade of the United Kingdom," publicação que não sahirá á luz por algum tempo. Nos quadros dados no "Monthly Accounnts," as importações classificam-se geralmente na lista dos paizes de onde foram embarcadas.

Na maioria dos casos o paiz de embarque e o paiz de procedencia são identicos; mas não é sempre assim, pois, em maior ou menor escala, as mercadorias procedentes de um paiz classificam-se na lista do paiz de cujos portos foram reembarcadas. Como o Paraguay e a Bolivia não tem portos de mar, estes paizes não figuram nos quadros estatisticos. As exportações, em geral, classificam-se na lista dos paizes de destino como ficam declarados nas facturas dos exportadores, mas as exportações para os paizes que não tem portos de mar são acreditadas ao paiz em que está situado o porto de descarga. Por exemplo, mercadorias enviadas ao Paraguay são acreditadas ou á Republica Argentina ou ao Urngnay.

No commercio da Grã Bretanha em 1899 houve um augmento consideravel sobre o de 1898. As importações de paizes estrangeiros e das colonias britannicas avaliam-se em £485,075,574 no anno de 1899, contra £470,378,583 em 1898, ou em \$2,360,619,988.88 em 1899, contra \$2,289,097,374.17 em 1898, mostrando um augmento de \$71,522,614.71.

Os productos e manufacturas exportados pela Grã Bretanha e Irlanda montaram a £264,660,647 em 1899 e a £233,359,240 em 1898; as mercadorias exportadas pelas possessões britannicas montaram a £65,019,549 em 1899, contra £60,654,748 em 1898; o valor total das exportações em 1899 foi de £329,680,196, contra £294,013,988 em 1898. Nas exportações para 1899 comprehende-se o valor dos novos navios de registro estrangeiro, que foi de £9,195,192, ou de \$44,748,401.87 em moeda americana. Sem inclnir esta verba, o augmento nas exportações montou a \$128,711,199.36.

Nesta connexão é interessante fazer uma comparação das estatisticas do commercio da Grã Bretanha com as dos Estados Unidos durante o ultimo quarto do seculo. As importações da Grã Bretanha em 1875 foram no valor de \$1,319,799,000 e em 1899 haviam subido a \$2,360,620,000; o valor das importações dos Estados Unidos em 1875 foi de \$503,152,936, e de \$798,845,571 em 1899. Em cada anno destes vinte e cinco

anos que se estão comparando, com excepção do de 1888, as exportações dos Estados Unidos excederam ás suas importações, ao passo que no Reino Unido houve um excesso de importações em cada anno deste periodo. No anno de 1875, as exportações dos Estados Unidos excederam ás importações em \$7,794,486, e em 1899 o excesso das exportações sobre as importações montou a \$476,654,100, ao passo que na Grã Bretanha o excesso das importações sobre as exportações montou, em 1875, a \$449,314,000, e em 1899 a \$756,231,315.

O total do commercio de exportação dos Estados Unidos nos vinte e cinco annos de que se trata excedeu ao do commercio de importação em \$3,971,566,000, ao passo que o total da importação da Grã Bretanha durante o mesmo periodo excedeu ao da exportação em \$14,489,004,000. O Reino Unido exportou em 1899 mercadorias nacionaes por valor de \$1,287,971,038.63, contra \$1,135,642,741.46, em 1898 o qual mostra um augmento de \$152,328,297.17. Parece que os metaes e suas manufacturas tem contribuido principalmente para este augmento.

De 1875 a 1899 as exportações nacionaes da Grã Bretanha ascenderam de \$1,087,497,000 a \$1,287,971,000, o qual mostra um augmento de 19 por cento, enquanto que o valor da exportação nacional junto com o da exportação colonial e da de mercadorias importadas de paizes estrangeiros subiu no mesmo periodo de \$1,370,465,000 a \$1,640,388,674, o que mostra um augmento de 20 por cento. A exportação de mercadorias nacionaes dos Estados Unidos augmentou de \$497,263,737 em 1875 a \$1,253,486,000 em 1899, o qual mostra um augmento de 152 por cento. A exportação de mercadorias nacionaes junta com as importadas de paizes estrangeiros montou em 1875 a \$510,947,422, e em 1899 a \$1,275,486,641, mostrando um augmento de 150 por cento.

O valor da importação de todos os paizes americanos, segundo o "Monthly Accounts" correspondente ao mez de Dezembro, foi de \$478,618,012.77 em 1899, e de \$515,488,724.29 em 1898. O valor da exportação para estes paizes foi calculado em \$120,653,367.58 em 1899, contra \$106,961,995.67 em 1898. Desta quantia mais que a metade corresponde a exportação para os Estados Unidos. A maior parte das mercadorias importadas procederam dos Estados Unidos. Nos seguintes quadros dão-se os artigos que a Grã Bretanha importou dos Estados Unidos, assim como os artigos exportados para este paiz:

IMPORTAÇÃO.

Artigos.	1899.	1898.
Gado.....	£184, 446	£219, 706
Cavallos.....	791, 410	779, 059
Trigo.....	11, 811, 700	15, 394, 766
Farinha de trigo.....	8, 563, 884	9, 470, 433
Cevada.....	572, 321	794, 867
Avella.....	1, 841, 347	2, 290, 368
Milho.....	8, 105, 167	7, 314, 935
Toucinho.....	6, 552, 180	6, 438, 239
Carne de vacca.....	5, 712, 251	4, 677, 431
Carne de vacca (salgada).....	226, 842	266, 660
Presunto.....	3, 781, 097	3, 651, 414
Carne de porco (salgada).....	199, 850	224, 534

IMPORTAÇÃO—Continued.

Artigos.	1899.	1898.
Banha	£2,969,132	£2,796,308
Todas as outras carnes	214,283	156,706
Manteiga	704,061	285,309
Queijo	1,380,609	1,006,586
Sebo e estearina	600,128	538,243
Peixe fumado ou salgado	558,580	515,947
Lúpulo	587,536	838,074
Assucar refinado	9,587	8,212
Linhaça	183,976	65,138
Minério de cobre, etc	218,823	315,921
Ferro guiza e ferro refinado	219,715	180,615
Chumbo em lingados e em chapas	475,777	399,257
Algodão em rama	19,464,130	27,513,032
Massa de madeira	62,922	68,189
Madeira falqueada	808,365	654,604
Madeira serrada	1,612,884	1,423,468
relogios de parede e partes d'elles	169,893	91,466
Conros	3,362,539	3,036,811
Papel sem imprimir	291,304	396,913
Papel impresso	36,887	34,956
Petroleo	3,437,937	3,023,786
Total	85,291,467	94,871,883
Moeda americana	\$415,070,924,16	\$461,694,018,62

Houve uma notavel diminuição nas importações de algodão em rama dos Estados Unidos, e parece que essa diminuição não foi contrabalançada por um augmento na importação deste artigo de outros paizes, pois a importação total em 1899 foi de 1,452,039,100 libras, contra 1,900,489,600 em 1898. Isto indicaria ou que a produção das fabricas foi reduzida ou que o *stock* de algodão em rama foi muito inferior ao que é ordinariamente.

O valor da importação de trigo e de farinha de trigo dos Estados Unidos em 1899 foi muito inferior ao da importação destes artigos em 1898, mas parece que a diminuição na importação do trigo se deve em parte ao augmento na importação de trigo da Republica Argentina, Russia e India. Houve um augmento na quantidade de trigo importado dos Estados Unidos, mas o seu valor foi inferior ao para 1898. A quantidade importada em 1899 foi de 1,840,579,600 libras, contra 1,744,589,000 em 1898. A importação total foi de 2,294,570,800 libras em 1899, contra 2,101,710,900 em 1898, o que mostra que a Grã Bretanha recebe a maior parte deste producto dos Estados Unidos.

EXPORTAÇÃO.

Artigos.	1899.	1898.
Cerveja	£173,319	£146,193
Sal	85,501	81,146
Bebidas espiritosas	186,078	176,505
Manufacturas de algodão	1,806,116	1,248,812
Filão e fazendas em peça de juta	343,676	210,399
Filão e fazendas de linho	1,931,053	1,673,341
Fios e manufacturas de seda	187,305	162,751
Filão de lã e de estambre	16,004	13,945
Tecidos de lã	363,457	286,532
Tecidos de estambre	785,597	764,601
Tapetes	62,891	.....
Ferragens e cutelaria	122,107	253,827
Ferro, inclusivo ferro guiza	459,183	253,822
Aço, sem forjar	330,152	250,405

EXPORTAÇÃO—Continued.

Artigos.	1899.	1898.
Aço manufacturado.....	£83,472	£85,517
Chumbo.....	807	1,178
Estanho, sem trabalhar.....	11,340	5,944
Folhas de estanho.....	755,322	683,913
Locomotivas e machinismos.....	464,536	355,379
Roupa.....	84,815	77,000
Produtos químicos.....	336,851	361,597
Cimento.....	74,697	87,895
Louça de barro e porcelana.....	651,215	534,223
Papel (de todas as classes).....	105,144	111,396
Sedins e arceios.....	49,828	38,557
Peltes.....	921,604	709,173
Algodão.....	1,329,080	900,799
Chá.....	119,957	146,646
Lã.....	1,556,569	1,463,326
Saccos para mercadorias.....	4,245	2,393
Total.....	13,401,961	10,965,042
Moeda americana.....	\$65,220,643.21	\$53,361,376.89

II.—COMMERCIO COM A AMERICA LATINA.

MEXICO.

Sem duvida, houve alguma importação do Mexico, ainda que não figura no relatório preliminar. As exportações para este paiz foram como segue:

Artigos.	1899.	1898.
Tecidos de algodão sem branquear.....	\$10,813.36	\$11,012.89
Tecidos de algodão branqueados.....	918,264.75	922,883.06
Tecidos de algodão estampados.....	714,154.00	595,737.46
Tecidos de algodão tingidos.....	496,334.34	412,761.93
Fazendas de linho.....	198,076.28	200,353.81
Ferro para estradas de ferro.....	460,906.22	207,103.64
Ferro galvanizado.....	377,046.69	257,666.58
Total.....	3,175,595.64	2,607,519.37

AMERICA CENTRAL.

As importações da America Central não são classificadas por paizes e dá-se o valor de um só producto—o do café—que foi de \$2,549,598.28 em 1899, contra \$5,307,278.00 em 1898.

Artigos.	1899.	1898.
EXPORTAÇÃO.		
Tecidos de algodão sem branquear.....	\$369,907.53	\$333,885.70
Tecidos de algodão branqueados.....	406,907.53	322,454.29
Tecidos de algodão estampados.....	516,987.76	301,727.87
Tecidos de algodão tingidos.....	244,741.15	178,381.56
Ferro galvanizado em folhas.....	88,005.79	67,396.16
Total.....	1,626,549.76	1,203,845.58

AMERICA DO SUL.

Quanto á America do Sul, o valor da importação e exportação foi como segue:

Paizes.	1899.	1898.
IMPORTAÇÃO.		
Paizes não especificados	\$3,935,368.22	\$4,510,085.85
Republica Argentina	46,296,282.68	31,905,820.31
Brazil	1,645,509.91	2,443,782.11
Chilo	7,201,930.89	6,251,416.99
Peru	1,918,398.63	3,395,722.04
Total	60,997,490.33	48,487,427.30
EXPORTAÇÃO.		
Paizes não especificados	5,377,606.53	4,328,396.50
Republica Argentina	15,838,471.98	14,277,152.78
Brazil	14,824,695.67	18,440,906.03
Chilo	5,198,582.65	4,178,045.71
Colombia	1,850,155.70	2,029,812.29
Peru	2,299,333.67	2,197,536.22
Uruguay	3,111,111.46	3,020,305.53
Venezuela	1,530,621.31	1,317,098.77
Total	50,030,578.97	49,789,253.83

Nos seguintes quadros são especificadas as importações e exportações. De alguns dos paizes não houve importações:

REPUBLICA ARGENTINA.

Artigos.	1899.	1898.
IMPORTAÇÃO.		
Gado	\$6,777,083.03	\$6,575,926.26
Carneiros e lampadas	2,912,288.79	3,101,848.70
Carne de carneiro fresca	7,251,892.84	6,698,346.88
Sebo e estearina	747,197.54	868,485.32
Trigo	17,626,769.59	8,535,373.82
Milho	7,782,441.56	3,507,933.26
Linhaça	2,983,962.61	2,158,618.81
Couros verdes	214,646.72	549,267.26
Total	46,296,282.68	31,905,820.31
EXPORTAÇÃO.		
Tecidos de algodão sem branquear	740,326.05	895,231.61
Tecidos de algodão branqueados	1,898,577.38	2,082,798.74
Tecidos de algodão estampados	2,233,820.83	1,880,177.14
Tecidos de algodão tingidos	1,786,574.88	1,343,426.52
Tecidos de juta	1,641,037.33	1,005,501.63
Tecidos de linho	249,899.97	215,581.09
Tecidos de lã	739,251.73	749,621.06
Tecidos de estambró	1,492,156.50	1,210,566.21
Tapetes	271,010.52	206,573.19
Ferragens	162,687.10	159,319.48
Cutalaria	83,295.01	78,160.86
Ferro para vinas ferreas	642,193.07	1,269,781.78
Ferro galvanizado em folhas	1,378,708.65	1,086,718.65
Ferro de todas as outras classes	1,941,543.71	1,540,991.82
Estanto em chapas e folhas	226,881.10	241,164.27
Cimento	143,439.55	151,791.00
Porcelana e louça de barro	225,951.60	159,747.73
Total	15,838,471.98	14,277,152.78

O numero de *bushels* de trigo de 60 libras importados da Republica Argentina em 1899 foi de 18,947,667, contra 6,639,000 *bushels* em 1898 e 1,555,167 *bushels* em 1897.

BRAZIL.

Artigos.	1899.	1898.
IMPORTAÇÃO.		
Assucar sem refinar.....	\$310,721.16	\$1,021,147.43
Café.....	706,469.81	828,156.64
Algodão em rama.....	472,517.68	476,392.42
Couros verdes.....	155,791.26	118,085.62
Total.....	1,645,509.91	2,443,782.11
EXPORTAÇÃO.		
Carvão de pedra, coke, etc.....	3,016,801.75	2,952,500.67
Tecidos de algodão sem branquear.....	254,127.72	398,804.81
Tecidos de algodão branqueados.....	1,481,917.38	2,317,806.89
Tecidos de algodão estampados.....	2,930,036.92	4,667,611.01
Tecidos de algodão tingidos.....	1,948,011.29	2,118,294.72
Tecidos de juta.....	112,323.69	344,840.19
Filaca de juta.....	1,030,505.71	1,074,469.67
Tecidos de linho.....	341,370.38	380,133.58
Tecidos de lã.....	384,847.69	473,588.31
Tecidos de estambre.....	594,102.32	681,305.13
Manufacturas de cobre.....	249,724.45	256,852.80
Ferragens.....	170,736.29	148,914.90
Cutelaria.....	200,100.75	182,162.83
Ferro para vias ferreas.....	454,462.97	693,140.46
Ferro galvanizado em folhas.....	227,532.20	241,139.94
Aço manufacturado.....	169,067.08	206,782.99
Estanho em chapas e folhas.....	347,828.22	312,117.84
Calçado.....	239,212.81	355,638.96
Cimento.....	166,210.44	141,576.22
Louça de barro e porcelana.....	204,321.05	283,142.70
Óleo de sementes.....	211,444.56	210,101.41
Total.....	14,824,695.67	18,440,906.03

CHILE.

Artigos.	1899.	1898.
IMPORTAÇÃO.		
Trigo.....	\$413,321.58	\$1,607,171.36
Mnerio de cobre.....	2,013,392.71	974,988.68
Regulo e precipitado de cobre.....	790,553.19	594,642.50
Cobre em parte forjado e cobre sem forjar.....	3,984,663.41	3,054,614.45
Total.....	7,201,930.89	6,231,416.99
EXPORTAÇÃO.		
Tecidos de algodão sem branquear.....	435,585.82	332,016.96
Tecidos de algodão branqueados.....	884,447.44	843,875.43
Tecidos de algodão estampados.....	831,718.92	576,412.59
Tecidos de algodão tingidos.....	834,560.95	505,264.36
Tecidos de lã.....	460,200.57	400,259.89
Tecidos de estambre.....	500,524.39	301,080.62
Tapetes.....	127,818.62	89,436.54
Ferragens.....	36,617.97	49,287.91
Cutelaria.....	34,839.27	32,050.77
Ferro para vias ferreas.....	256,245.56	29,753.78
Ferro galvanizado.....	272,241.74	264,182.62
Outras manufacturas de ferro.....	523,781.40	454,424.04
Total.....	5,198,582.65	4,178,045.71

Quanto aos adubos, o referido periodico mostra que a importação de nitrato em 1899 foi de 140,851 toneladas, contra 130,327 toneladas em 1898. O valor deste producto nos annos comparados foi de \$5,206,040.57 e \$4,734,136.07, respectivamente. Como a maior parte deste producto foi importada do Chile, essas sommas devem ser juntas ás importações totaes dos ditos annos.

COLOMBIA.

Artigos.	1899.	1898.
EXPORTAÇÃO.		
Tecidos de algodão sem branquear	\$130,504.93	\$149,902.80
Tecidos de algodão branqueados	596,462.57	620,916.74
Tecidos de algodão estampados	679,723.25	764,984.60
Tecidos de algodão tingidos	329,145.73	349,473.10
Tecidos de linho	114,309.22	144,535.65
Total	1,850,155.70	2,029,812.29

PERU.

IMPORTAÇÃO.		
Assucar sem retinar	\$909,256.86	\$2,496,874.62
La de alpaca de vicunha e lhama	1,009,141.77	898,847.42
Total	1,918,398.63	3,395,722.04
EXPORTAÇÃO.		
Tecidos de algodão sem branquear	116,734.71	238,025.38
Tecidos de algodão branqueados	509,357.09	510,286.59
Tecidos de algodão estampados	641,192.98	536,497.56
Tecidos de algodão tingidos	387,042.48	372,496.51
Tecidos de lã	319,403.00	253,069.35
Tecidos de estambre	167,052.35	164,909.48
Ferro e aço para vias ferreas	21,242.27	21,106.00
Outras manufacturas de ferro	107,398.79	101,145.35
Total	2,299,333.67	2,197,536.22

URUGUAY.

EXPORTAÇÃO.		
Tecidos de algodão sem branquear	\$234,752.03	\$317,315.27
Tecidos de algodão branqueados	615,884.77	626,975.53
Tecidos de algodão estampados	727,867.81	634,471.25
Tecidos de algodão tingidos	572,971.98	582,218.33
Tecidos de lã	196,314.61	220,282.12
Tecidos de estambre	420,942.52	334,942.52
Ferro para vias ferreas	29,880.31	35,384.32
Ferro galvanizado	214,812.18	179,719.85
Ferro em barras	97,685.25	69,877.97
Total	3,111,111.46	3,020,305.53

VENEZUELA.

EXPORTAÇÃO.		
Tecidos de algodão sem branquear	\$72,345.39	\$79,703.54
Tecidos de algodão branqueados	560,226.61	524,681.70
Tecidos de algodão estampados	531,934.10	520,325.71
Tecidos de algodão tingidos	346,115.21	192,187.82
Total	1,530,621.31	1,317,098.77

OS ESTADOS UNIDOS COMO UM FORNECEDOR DE CARVÃO DE PEDRA.

Parece que as nações da Europa dependem dos Estados Unidos para os suprimentos de carvão de pedra no futuro, e que este paiz e não a Inglaterra será, em tempo não muito longe, o fornecedor de carvão para o mundo. Por muitos annos a Inglaterra tem tido o monopolio do suprimento de carvão ás nações do mundo que não produzem este producto ou ás cuja produção de carvão é insufficiente. Mas ultimamente, e especialmente desde que rebentou a guerra do Transvaal, a Inglaterra não só não tem podido enviar ao continente os seus carregamentos ordinarios, mas tem descoberto que apenas produz carvão sufficiente para as exigencias do mercado domestico. Informações recebidas de muitas fontes confirmam o facto de que ha falta de carvão em diferentes paizes do Velho Mundo, especialmente nos da Europa, e que em toda a parte o preço do carvão vai augmentando se.

Com effeito, o preço do carvão tem augmentado substancialmente, mesmo nos Estados Unidos, onde existem immensas quantidades de carvão e milhares de geiras de terrenos de carvão que ainda não tem sido explorados. A alta do preço nos Estados Unidos se deve em parte ao grande augmento havido na produção das fabricas, mas a causa principal do augmento é a difficuldade de transportes. É difficil obter os carregamentos de carvão; o material rodante de todos os caminhos de ferro é insufficiente para fazer os transportes e por consequente os preços de frete tem sido augmentados. Os salarios tambem são maiores. A produção de carvão nos Estados Unidos nunca foi maior que é hoje, mas ha grande falta de carros para seu transporte.

O Consul-geral da Grã Bretanha em Hamburgo, n'um relatorio que dirigio ultimamente ao seu Governo sobre a importação do carvão naquelle porto, diz:

“A attenção dos importadores allemães, como os de outras nacionalidades, tem sido dirigida ultimamente ás oportunidades offerecidas para a importação de carvão americano. Diz-se que quantidades consideraveis de carvão americano já são enviadas annualmente para certos portos do Mediterraneo que outr'ora receberam seus suprimentos de carvão de Galles e Newcastle.”

M. BRETON, Deputado pelo Departamento de Cher, recentemente introduziu na Camara de Deputados da França um projecto de lei propondo a suspensão temporaria dos direitos aduaneiros sobre o carvão, por motivo dos enormes prejuizos que estão soffrendo as industrias francezas pelos altos preços deste combustivel naquelle paiz.

Um escriptor européo sobre a economia politica disse recentemente: “Felizmente a Inglaterra não tem o monopolio da produção de carvão. Os Estados Unidos produzem agora, na media, 197,000,000 de toneladas,

ou quasi a mesma quantidade que a Grã Bretanha. As minas de carvão dos Estados Unidos podem fazer concorrência com as da Inglaterra, quanto ao baixo preço do producto. Da America temos de depender para fazer lucta aos effeitos desastrosos da crise industrial produzida na França pelo augmento no preço do carvão inglez." Essas observações dos escriptores sobre assumptos economicos da Europa, e especialmente da França, tem attrahido para o assumpto a attenção dos periodicos technicos inglezes, como se evidencia n'um artigo recentemente publica—do no "Statist" de Londres, que admitte que "A America será no proximo futuro o nosso competidor mais activo no commercio de carvão do mundo."

O SYSTEMA METRICO.

A agitação pela adopção por parte dos Estados Unidos do systema metrico decimal conta com o apoio do Secretario da Fazenda, o Honrado LYMAN J. GAGE, quem em seu ultimo relatorio sobre a condição economica do paiz chama a attenção do Congresso á conveniencia de fazer o systema metrico dos Estados Unidos igual ao que tem sido adoptado pelo Mexico, as republicas da America Central e do Sul, as Ilhas Philippinas, Porto Rico e outros paizes. O Secretario GAGE faz notar que a immensa rivalidade commercial entre as nações deveria ser motivo para que o Congresso adoptasse o systema metrico decimal, como um meio de facilitar mais o commercio exterior, e acrescenta que os Estados Unidos tem-se compromettido já a dar esse passo.

Até hoje a principal razão que se apresentava em favor do dito systema era sua maior simplicidade comparado com os outros; mas ha outros argumentos mais poderosos para sustental-o, sendo um delles a conveniencia de evitar a confusão e incerteza que resulta da existencia de duas classes ou mais de libras, de duas classes de toneladas, duas classes de gallões, etc. O systema metrico decimal em quanto a pesos e medidas poria termo a esta confusão.

Ainda que os fabricantes e engenheiros dos Estados Unidos não se tem decidido todavia em favor da adopção immediata do systema em referencia, não ha duvida que cada dia se manifesta com mais força em seu favor o sentimento publico. Na Allemanha se effectuou ha trinta annos com a maior facilidade a substituição do systema antigo com o novo, e outro tanto poderia fazer-se sem grande difficuldade nos Estados Unidos.

ESTADOS UNIDOS.

ENTRADAS DE CAFÉ DE QUALIDADE SUPERIOR EM 1899.

As estatisticas compiladas por uma firma de Nova York sobre as entradas de café de qualidade superior nos Estados Unidos no anno de 1899 mostram que houve um augmento nas entradas de café de Saba-

nilla de 16,044 saccas sobre as do anno anterior. O augmento nas outras entradas de café de qualidade suave foi de 49,093 saccas, das quaes 15,448 representam o augmento havido no importação do café do Mexico, 28,166 saccas de La Guayra, 870 saccas de Coro e 4,609 saccas de Jamaica. As entradas de café de Maracaibo, comparadas com as de 1898, mostram uma diminuição de 96,677 saccas. As entradas totaes de café de todas as classes, comparadas com as de 1898, mostram uma diminuição de 2,318 saccas. As entradas de café foram como segue:

	1899.	1898.
	<i>Saccas.</i>	<i>Saccas.</i>
Maracaibo.....	329,507	426,184
Sabanilla.....	208,271	192,227
America Central.....	78,126	165,517
Mexico.....	141,244	125,796
La Guayra.....	73,288	45,122
Coro.....	7,915	7,145
Jamaica.....	29,749	25,140
Costa Rica.....	116,713	.....
Total.....	984,813	987,131

Em 1898 as entradas de café de Costa Rica classificaram-se na lista da America Central, mas em 1899 o café de Costa Rica foi classificado separadamente.

IMMIGRAÇÃO NO PORTO DE NOVA YORK.

O commissario da immigração no porto de Nova York tem acabado as tabellas estatisticas da immigração para o anno de 1899, e os algarismos mostram que entraram no anno passado maior numero de immigrants que em qualquer anno desde 1893. Passageiros de terceira classe no numero de 303,762 chegaram a Nova York em vapores pertencentes a dezeseis diferentes companhias. Vieram dos seguintes portos: Portos do Mediterraneo, 66,316; Bremen, 53,646; Liverpool, 46,061; Hamburgo, 41,787; Havre, 22,883; Antuerpia, 20,126; Rotterdam, 17,219; Southampton, 11,341; Glasgow, 6,759; Copenhague, 3,465; Porto, 1,515; Lisboa, 1,369; Amsterdam, 892; outros portos, 351. O augmento da immigração de 1899 sobre a de 1898 foi de 84,111.

PRODUÇÃO DO ASSUCAR DE BETERRABA.

A produção do assucar de beterraba nos Estados Unidos em 1899 foi de 95,000 toneladas, contra 40,000 toneladas no anno anterior, produção essa que foi attingida depois da cultura deste producto por um quarto de seculo. Si o Estado da California não tivesse soffrido a desvantagem de uma secca, a produção total teria excedido a 100,000 toneladas. O assucar das fabricas de Illinois e Michigan tem-se tornado um factor nos mercados do Oeste. Ha um projecto para a construcção, em 1900, de tres novas fabricas na costa do Pacifico. A "Golden Gate Beet Sugar Company" comprou, ha pouco, 1,000 geiras de terra na

California que é excellentemente adaptada ao cultivo da beterraba e propõe-se apressar com vigor esta industria. Essa companhia está sob a direcção de capitalistas de São Francisco. Outra fabrica vai ser construida em Los Angeles e outra ainda na vizinhança de Las Vegas, Novo Mexico.

O MAIOR DIQUE FLUCTUANTE DO MUNDO.

O dique fluctuante que se está actualmente construido no porto de Nova Orleans para o Governo dos Estados Unidos em Alger, será o maior dique desta classe do mundo. Poderá levantar qualquer navio já construido ou que se está construido. Tem 525 pés de comprimento, 100 pés de largura entre as paredes e 20 pés de fundo, e poderá levantar 18,000 toneladas em tres horas e meia. Seu custo total será mais de \$1,000,000, e espera-se que será concluido no outono de 1900.

CALCULOS DEFINITIVOS DAS COLHEITAS PARA 1899.

O Director da Repartição de Estatistica da Secretaria da Agricultura dos Estados Unidos tem publicado seus calculos definitivos relativos ás colheitas de 1899. Os valores são calculados sobre os preços médios dos productos obtidos nos terrenos de produção.

Segundo os calculos officiaes, a extensão de terreno dedicado ao cultivo do trigo foi de 44,592,516 geiras. A produção foi de 547,303,846 alqueires, no valor de \$319,545,259. A produção média por geira foi de 12.3 alqueires e o preço médio 58.4 centavos.

Quanto ao milho, a extensão de terreno em cultivo foi de 82,108,387 e sua produção 2,078,143,933 alqueires. O valor deste producto foi de \$629,210,110, sendo 25.3 alqueires sua produção média por geira, e 30.3 centavos o preço médio por geira.

A produção de aveia foi de 796,177,713 alqueires, no valor de \$198,167,975. A extensão de terreno dedicado a este cultivo foi de 26,341,380 geiras. A produção média por geira foi de 30.02 alqueires e o preço médio 24.9 centavos. Calcula-se em 73,381,563 alqueires a colheita de cevada: em 23,961,741 alqueires a de centeio; em 11,091,473 alqueires a colheita do trigo mourisco; em 228,783,232 alqueires a de batatas, e em 56,653,766 toneladas a de feno.

QUANTIA TOTAL E POR CABEÇA DA MOEDA CIRCULANTE.

A quantia de moeda em circulação no dia 1º de Janeiro de 1900 foi de \$1,980,398,170, quantia que jamais se tem attingido. No dia 1º de Fevereiro tinha ascendido a \$2,033,149,355, o que mostra um augmento de cerca de \$53,000,000. Para este grande augmento da circulação tem contribuido o systema adoptado pelo Thesouro de transferir para os bancos uma quantia de moeda que alias ficaria fechada nos cofres do Thesouro. Calculando-se a população em 77,116,000, a circulação por cabeça tem ascendido a \$25.98.

Um facto notavel da circulação é que a metade da moeda circulante consiste em moeda de ouro ou em notas de ouro garantidas por moeda

de ouro guardada no Thesouro. A importancia da moeda de ouro em circulaçãõ no dia 1º de Fevereiro foi de \$619,447,176, e a das notas de ouro em circulaçãõ foi de \$184,882,889. O total da moeda de ouro no paiz no dia 1º de Janeiro era de \$1,016,009,877 e em 1º de Fevereiro havia ascendido a \$1,022,943,682. O ouro hoje constitue a maior verba da circulaçãõ, occupando o segundo lugar as notas de prata no valor de \$396,519,045, seguindo lhes os bilhetes dos Estados Unidos no valor de \$317,500,312 e os bilhetes dos bancos nacionaes no valor de \$240,885,761. Os dollares de prata começam a desaparecer da circulaçãõ. A importancia delles em circulaçãõ no dia 1º de Janeiro era de \$70,420,047, e o 1º de Fevereiro havia baixado a \$67,888,019.

ESTATISTICA DO GADO.

O periodico "Orange Judd Farmer," no seu relatorio annual sobre o gado, diz o que segue:

Houve um augmento no numero dos animaes domesticos de todas as classes nos Estados Unidos, comparado com o anno passado, com excepção das mulas. Tambem houve um augmento consideravel no preço médio por cabeça de todas as classes de animaes. As estatisticas mostram que não só tem sido restabelecida esta industria, mas o valor total de todos os animaes domesticos excede hoje ao do qualquer anno anterior.

O valor total dos animaes domesticos em Janeiro de 1896 baixou a \$1,860,420,000, que é o valor mais baixo que se tem attingido. O valor total em 1899 foi calculado em \$2,558,111,000. O augmento do valor no anno passado foi o maior que se tem havido em qualquer anno desde que o valor começou a subir, montando a \$343,058,000.

O numero de cavallos é calculado em 14,886,000, ou um augmento de 0.5 por cento sobre o do anno passado; o de mulas, em 2,240,000, ou uma diminuição de 1.2 por cento; gado vaccum em 19,308,000, ou um augmento de 2.1 por cento; outro gado em 32,075,000, ou um augmento de 1.3 por cento; carneiros em 42,820,000, e porcos em 49,242,000, ou um augmento de 0.6 por cento.

O augmento no preço médio por cabeça sobre o preço mais baixo da depressão foi de 36 por cento para os cavallos, 23 por cento para as mulas, 50 para as vacas, 76 para outro gado, 86 para carneiros e 21 para porcos. Só os preços de gado vaccum e de carneiros por cabeça tem excedido aos de annos anteriores.

A PRODUÇÃO DO PETROLEO NO ESTADO DA CALIFORNIA.

A industria do petroleo no Estado da California está attrahindo a attenção por motivo do seu grande desenvolvimento. Na actualidade a produçãõ ascende a 15,000 barris por dia, ou perto de 6,000,000 barris por anno. Isto dá um rendimento aos productores de \$7,000,000 a \$8,000,000 annualmente. O valor da produçãõ do ouro na California é apenas mais que o dobro desta quantia.

DESCOBRIMENTO DE DEPOSITOS DE PLATINA.

Um mineiro da California que tem feito explorações nas costas da Disenchantment Bay declara que tem descoberto platina. O *stock* universal deste mineral não basta presentemente para as exigencias de consumo. Este metal encontra-se, em combinação com o ouro, a 45 milhas ao noroeste de Sitka. Os depositos de platina são, porem, os mais valiosos.

UMA NOVA FABRICA.

Uma nova fabrica de aço tem sido estabelecida em Birmingham, Alabama, pela "Steel and Shipping Company" de Alabama. A produção da fabrica é de umas 1,000 toneladas por dia, das quaes 600 toneladas serão usadas na fabrica de varetas de aço, de arame e pregos, que é propriedade da "Alabama Steel and Wire Company." O resto será consumido no paiz e uma parte consideravel exportada. A fabrica de varetas tambem exportará em grandes quantidades, empregando-se machinss especiaes para fabricar os tamanhos e formas appropriados ao commercio de exportação. As duas fabricas representam uma somma superior a \$3,000,000.

SALVADOR.**FRANQUIA DE PORTE CONCEDIDA ÀS PUBLICAÇÕES DA SECRETARIA DAS REPUBLICAS AMERICANAS.**

N'uma communicação dirigida á esta Secretaria, datada de San José, Costa Rica, 12 de Janeiro de 1900, o Honorado WILLIAM LAURENCE MERRY, Ministro dos Estados Unidos junto ao Governo de Costa Rica, Nicaragua e Salvador, diz o que segue:

"Tenho o prazer de comunicar-vos que em data de 28 de Dezembro de 1899 o Ministro de Relações Exteriores da Republica do Salvador me avisou que se tinham dado ordens ás auctoridades postaes para que se concedam privilegios de franqueamento a todas as publicações da Secretaria das Republicas Americanas."

BIBLIOGRAPHIA.

Nesta secção do Boletim Mensal se tratará dos livros e folhetos enviados á Secretaria das Republicas Americanas que se referem a assumptos de interesse aos paizes da União Internacional das Republicas Americanas.

"Voyage entre Tocantins et Xingú, 3 avril 1898-3 novembre 1898" (Viagem entre Tocantins e Xingú, de 3 de Abril até 3 de Novembro de 1898) por HENRY COUDREAU, com 78 illustrações e 15 mappas, Paris, 1899. Este trabalho é uma relação de uma viagem ao longo dos

rios que desembocam na bahia de Marajó, e dos outros muitos que existem naquella região, passando d'alli ao Amazonas. Até hoje o dito territorio havia sido *terra incognita*. O descobrimento geographico mais notavel que se fez durante a viagem é o Rio Anapú, o principal n'aquella parte do paiz. Este rio não é o que apparece no mappa de STIELER com o nome de Uanapu, mas o Jaetara, que corre do norte a sul pelo meridiano 54 oeste de Pariz, e que se suppõe tributario de tres bahias, as que AZEVEDOSCH, que é a autoridade em que se funda o mappa de STIELER, chama bahias de Camoim, de Cachana e de Pracopy.

A esta ultima COUDREAU dá o nome de Bahía dos Botos. Segundo elle, estas bahias devem ser vistas como alargamentos do Anapú, que se estreita quando chega a 1° 40' de latitude sul, e corre depois para o sudeste, formando o limite septentrional da ilha de Pacajahy. Por ultimo, desemboca na bahia de Portel, ao norte do Pacajá. As fontes do Anapú são o Carunhy e o Tuere. Um affluente importante do Anapú é o Praernu, que desemboca na Bahía dos Botos. O Uanapu que apparece no mappa de STIELER é o mesmo Pacaja de que falla COUDREAU, cujo tributario, o Camaraipy, é realmente o Pacaja do dito mappa.

Quatorze rios foram explorados, dos quaes sómente dons tem apparecido até agora nos mappas. Tambem foram examinados dez canaes, e destes dons eram inteiramente desconhecidos antes. Seis lagos foram descobertos. Quasi toda aquella região está coberta de mattas virgens, mas em algumas partes existem prados. Crê COUDREAU que é possivel vencer os perigos que apresenta o clima e que seria conveniente estabelecer alli colonias europeas, e abriga muitas esperanças a este respeito. Na actualidade aquelle territorio está pouco habitado. Os habitantes dedicam-se ao cultivo do caeio e a borracha. Ha todavia alguns indios n'aquella parte do Brazil, mas a tribu dos Penas, que ha trinta annos existia alli, parece que tem desaparecido. As illustrações que o livro contem dão uma boa idea daquella região.

Os ultimos numeros do "Verhandlungen der Gesellschaft für Erdkunde zu Berlin" (Sociedade Geographica de Berlin), que tem chegado ultimamente a bibliotheca desta Secretaria, contem artigos muito interessantes sobre alguns dos paizes americanos. Entre elles ha a descripção de uma viagem do Dr. EDWARD SEELER no Mexico (Vol. XXIII, 1896, No. 3), e de outro que o mesmo cavalheiro fez em Guatemala (Vol. XXIV, 1897, No. 7). Tambem se publicam varias cartas relativas a investigações que o Dr. CARL SAPPER fez em Honduras e outras partes da America Central (Vol. XXIV, 1897, No. 7; Vol. XXV, 1898, Nos. 5-6). Apparece assim mesmo um importante artigo de WILHELM SIEVERS (Vol. XXXIII, 1898, No. 5), preparado com noticias que sobre Santo Domingo deixou RICHARD LUDWIG, quem morreu

antes de poder publicar o resultado de suas investigações. Ha um mappa da parte central de Haiti annexo ao artigo.

“Die Insel Haiti” (a Ilha de Haiti), por L. GENTIL TIPPENHAUER e F. A. BROCKHAUS, Leipzig, 1893. Este importante livro tem sido obtido ultimamente pela bibliotheca da Secretaria. Sen autor tem sido por muitos annos conhecido como escriptor sobre assumptos que se referem a Haiti, especialmente sobre as formações geologicas da ilha, onde nasceu. Diz que o que tem em vista ao publicar esta obra em allemão é dar a conhecer as condições do paiz affim de que os estrangeiros se interessem n'elle. A obra está dividida em tres partes, e contem numerosos detalhes enidadosamente obtidos, referentes á historia, clima condições physicas, commercio, industria. etc. O escriptor faz uma analyse critica da população, o idioma, a religião e as instituições politicas e sociaes. O livro contem 693 paginas e numerosas illustrações. Tem cartas geologicas e quadros estatisticos assim como uma relação bibliographica desde o anno de 1500 até a data.

“Note sur les gisements d'or du Mexique” (Noticia sobre os depositos de ouro no Mexico), por EZEQUIEL ORDÓÑEZ, Mexico, 1898, publicada nas “Memorias da Sociedade Scientifica ‘Antonio Alzate,’” XI. O autor desta ligeira noticia sobre a produção de ouro no Mexico está preparando um trabalho mais serio sobre este particular. A produção do dito metal tem augmentado consideravelmente durante a ultima decada. No anno economico de 1886-87 se exportaram 418.63 kilogrammas de ouro, emquanto que no anno economico de 1896-97 a exportação aseenden a 10,409.53 kilogrammas. O augmento deve-se principalmente a que tem melhorado muito o beneficio do mineral de prata, no qual se encontra ouro, pois sómente uma pequena quantidade deste metal se extrae dos depositos de ouro, propriamente fallando.

“Die Deutsche Kolonie Hausa in Südbrasilien” (A colonia allemã de Hausa no sul do Brazil), por FRANZ GIESEBRECHT. Segunda edição publicada por Hermann Paetel, Berlin, 1899. O autor tem-se occupado na investigação de assumptos concernentes ás colonias allemãs e á questão de immigração allemã. Pensa que a Africa allemã não deve ser tomada em consideração ao tratar-se deste particular, com excepção talvez da parte sudoeste, e afirma que a Alemanha não deve perder de vista, em conexão com a sua politica colonial, tudo que se relaciona com a questão de emigração. Diz que não ha muitos paizes em que podem estabelecer-se colonos allemaes sem perda para a mãe patria, e que são menos ainda aquelles cujo desenvolvimento por meio de elementos allemães podesse ser util á Alemanha.

Crê Mr. GIESEBRECHT que a America do Sul offerece as melhores condições para o estabelecimento de emigrantes allemães. Não são, todavia, todos os paizes daquelle continente os que offerecem as ditas

condições. O Brazil é a Republica que apresenta melhor campo para a colonização, e por este motivo o autor lhe dedica especial attenção.

No periodo de quinze annos um colono allemão pode chegar naquelle paiz a ser dono de uma fazenda que lhe produza mais do necessario para elle e sua familia. Ha 400,000 allemães estabelecidos no sul do Brazil, e poderiam estabelecer-se mais 100,000.

O autor chama a attenção ao facto de que os allemães teem conservado sua lingua e costumes e que os transmittem a seus descendentes, o que faz que permaneçam fieis á mãi patria.

“Rapport préliminaire sur une expedition geologique dans la région andine située entre Las Lajas, Argentine, et Curacantin, Chile” (Relatorio preliminar da expedição geologica á região andina entre Las Lajas, Republica Argentina, e Curacantin, Chile), por C. BURCKHARDT, publicado na Revista do Musén da Prata, IX, 1898. O autor deste trabalho fez uma viagem de exploração muito penosa, mas que deu muito bons resultados, ao longo do territorio entre o Chile e a Republica Argentina. Fez observações topographicas e geologicas, começando na parte occidental da cadeia de montanhas de Vaca Muerta e da parte septentrional de Las Lajas. O resultado desta expedição é de grande valor seientifico. A obra contem varios mappas e illustrações.

“Notice sur le territoire compris entre Pisagua et Antofagasta, avec la region des hauts plateaux Boliviens” (Noticias relativas ao territorio comprehendido entre Pisagua e Antofagasta, assim como a região das altas mesas de Bolivia), por LATRILLE ROCH (Boletim da Sociedade Geographica de Pariz, 1899). O mappa do territorio entre Pisagua e Antofagasta que acompanha a esta obra contem detalhes minuciosos. Ha outros dons, um em que se expõe a estrada de ferro de Pisagua a Iquique e o outro que representa um estudo do paiz entre Ollagna, Potosí e Tupiza. A obra trata destes mappas e especialmente dos rios e outras agnas que existem na parte do territorio boliviano que os ditos mappas abrangem.

Estes ultimos, sem embargo, teem augmentado consideravelmente. Devido ás difficuldades de communicações os ditos depositos são de pouca importancia, e até que se tenham vencido aquellas, Mexico não occupará a posição que lhe corresponde como paiz produtor de ouro. As principaes minas deste metal encontram-se nos Estados de Sonora, Sinaloa, Jalisco, Durango e nos Territorios de Baixa California e Tepic, assim como na cadeia de montanhas que pode considerar-se como uma extensão da Serra Nevada. É provavel que estes depositos de ouro datam da mesma epocha que os que se encontram na dita Serra, ainda que não são tão grandes como os que se teem descoberto nos Estados Unidos.

“Report on the navigability of the eastern rivers of Peru” (Relatorio sobre os rios navegaveis na parte oriental do Peru), por MELITON

CARVAJAL, Lima. Publicado por Pedro Lira em 1896. Este interessante relatório contém um mappa e abrange todo o território comprehendido desde o equador até os 14° de latitude sul, e desde a costa do Pacifico até a desembocadura do Rio Madeira no Amazonas. O Rio Madridi apparece como o limite oriental do Peru. Também se vêem no mappa todos os outros rios de importancia, e por meio de ancoras de cor vermelha se marcam no mappa os poutos até onde os mencionados rios são navegaveis.

"El Boletín de la Sociedad Geográfica de Lima," No. 3, 1898, contém noticias importantes relativas ao Peru, por ANTONIO RAIMONDIS, assim como dados interessantes sobre a flora, a fauna e os mineraes do paiz, pelo Sr. Don NEMESIO A. RAEZ. Ha também uma relação referente aos terremotos e erupções volcanicas que se têm tido lugar desde a epocha da conquista até o anno de 1806. Esta relação continuará publicandose nos numeros vindouros do Boletim. Também contém a mencionada publicação observações meteorologicas feitas em Calláo desde o mez de Outubro até o de Dezembro de 1898.

"Rio Grande do Sul," por GUSTAV KÖNIGSWALD (D. Reimer, Berlin, 1898). O autor desta obra residiu doze annos no Brazil e durante este periodo fez muitas viagens no paiz. Seu trabalho é o resultado de cuidadoso estudo. Dá-se nelle uma descripção completa do Estado, seu solo, mineraes, clima, vegetação, etc., e ha capitulos dedicados á colonização, agricultura, historia, estatistica e outros pontos importantes.

"Meine Reise nach den deutschen Kolonien in Rio Grande do Sul" (Viagem ás colonias allemãs do Rio Grande do Sul), por HERMAN MYER. Publicado por Carl Meyers Graphisches Institut, Leipzig, 1899. Este trabalho é uma excellente descripção do districto colonial do Rio Grande do Sul. É, sobretudo, muito interessante a relação que o autor faz das vias ferreas construidas e projectadas.

Observações meteorologicas no Peru, 1889-1890, por SOLAN J. BAILEY (Relatório Anual do Observatorio Astronomico da Universidade de Harvard, Cambridge, 1899). Neste trabalho o Professor BAILEY, que estabelecem uma estação meteorologica no anno de 1893 no vulcão de Arequipa, dá os resultados de suas observações.

Mappa da Republica de Colombia, por L. ROBERLIN, publicado por A. Roger e F. Chernoviez, Paris, 1899. Este mappa tem sido feito sobre uma escala de 1:2,000,000, com um plano da cidade de Bogotá, escala de 1:30,000. Contém uma colleção de dados estatisticos.

BULLETIN MENSUEL

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COMMERCE EXTÉRIEUR DES ÉTATS-UNIS EN 1899

Le commerce extérieur des États-Unis pendant l'année 1899 s'est monté à \$2,074,345,242, les exportations étant comprises dans cette somme énorme pour plus des trois-cinquièmes et les importations pour moins des deux-cinquièmes.

Voici les chiffres exacts tels qu'ils ont été publiés par le Bureau des Statistiques du Ministère des Finances: Importations, \$798,845,571; exportations, \$1,275,499,671, soit un excédent d'exportations sur les importations de \$476,654,100, le plus fort qui ait jamais été constaté dans n'importe quelle année précédente, à l'exception de l'année 1898 quand cet excédent atteignait la somme de \$620,581,818. Les manufactures représentent, dans les exportations, la plus grande proportion qui ait jamais été constatée dans n'importe quelle autre année, tandis que les matières brutes employées dans les manufactures sont représentées dans les importations par une quantité plus grande que jamais. Parmi les produits du pays qui ont été exportés, plus de 30 pour cent provenaient des manufactures, au lieu de 25 pour cent en 1898, 26 pour cent pendant l'année fiscale 1897, 23 pour cent en 1895, 20 pour cent en 1885, 16 pour cent en 1879 et 12 pour cent en 1860. Parmi les importations, 33 pour cent étaient des articles à l'état brut entrant dans les différents procédés de l'industrie du pays, au lieu de 32 pour cent en 1898, 26 pour cent en 1895, 24 pour cent en 1892, 23 pour cent en 1889 et 20 pour cent en 1885.

Les produits agricoles représentent environ 62½ pour cent des exportations, au lieu de 69 pour cent en 1898, 72 pour cent en 1894, 74 pour cent en 1884 et 83 pour cent en 1880, tandis que les produits agricoles classés comme "denrées alimentaires et animaux vivants" repré-

sentent 28,75 pour cent des importations, au lieu de 29,58 en 1898, 30 pour cent en 1896, 31 pour cent en 1886 et 34 pour cent en 1884.

Si on compare les importations et les exportations de 1899 avec celles des années précédentes, on constatera quelques faits très intéressants. De 1869 à 1899 les importations ont doublé, tandis que les exportations ont quadruplé. En 1869, les importations se montaient à \$438,455,984 et les exportations à \$337,375,984, soit un excédent d'importations sur les exportations de \$101,079,906, tandis que, comme il a été indiqué ci-dessus, l'excédent des exportations en 1899 s'est élevé à \$476,654,100. Sur la liste des importations, il y a une très grande différence entre les chiffres de 1899 et ceux de 1869, relativement à la proportion des marchandises admises en franchise et celles taxées, \$21,775,643 seulement du total importé en 1869 ayant été exempts de droits, tandis qu'en 1899 les marchandises non taxées se montaient à \$350,813,954.

Les exportations des marchandises étrangères représentent, d'année en année, un plus petit pour cent du total des exportations du pays, et ceci est dû à l'augmentation très rapide des exportations des marchandises du pays, la valeur des marchandises étrangères exportées en 1889 étant environ le double de celle de 1869, tandis que les exportations des marchandises du pays en 1889 étaient quatre fois plus grandes qu'en 1869.

Les importations pour 1899 étaient classées comme suit:

	Marchandises exemptes de la taxe.	Marchandises taxées.	Totaux.
Denrées alimentaires et animaux.....	\$96,280,513	\$133,681,872	\$229,971,385
Articles bruts entrant dans les différents procédés de l'industrie du pays.....	209,879,608	57,614,351	267,493,959
Articles entièrement ou partiellement manufacturés destinés à être employés comme matériaux dans les manufactures et les arts mécaniques.....	27,362,123	48,013,882	75,376,005
Articles manufacturés pour la consommation.....	10,660,390	107,679,466	118,339,856
Articles de luxe.....	6,622,320	101,042,046	107,664,366
Totaux.....	350,813,954	448,031,617	798,845,571

Le total des droits perçus se montait à \$224,077,131, au lieu de \$182,810,559 en 1898.

Les exportations étaient comme suit:

Exportations du pays.		Pour cent.
Produits agricoles.....	\$782,105,048	62.42
Produits des manufactures.....	380,787,891	30.39
Produits des mines.....	33,279,187	2.66
Produits des forêts.....	47,562,121	3.80
Produits des pêches.....	5,637,077	.45
Produits divers.....	3,532,663	.28
Total des exportations du pays.....	1,233,538,140	100.00
Exportations étrangères:		
Marchandises exemptes de la taxe.....	9,233,468	42.26
Marchandises taxées.....	13,047,216	57.74
Total des exportations étrangères.....	22,595,684	100.00
Total général des exportations.....	1,275,499,671	.....

Pendant les années 1898 et 1899 les importations et les exportations, par grandes divisions, étaient les suivantes :

	1899.	1898.
IMPORTATIONS.		
Europe	\$402,507,267	\$324,726,482
Amérique du Sud.....	123,348,804	97,830,811
Amérique du Nord.....	91,728,862	83,075,415
Asie	136,863,919	94,310,501
Océanie.....	32,656,083	26,883,893
Afrique.....	11,740,636	8,137,346
EXPORTATIONS.		
Europe	959,234,520	981,230,370
Amérique du Nord.....	168,854,567	149,164,257
Amérique du Sud.....	37,421,700	35,105,408
Asie	53,843,554	46,956,598
Océanie.....	37,542,936	24,981,163
Afrique.....	18,602,394	18,111,470

Pendant l'année 1899 la valeur totale des importations des différentes Républiques Latines Américaines et celle des exportations dans ces Républiques, comparées avec celles des années antérieures, étaient comme suit :

	1899.	1898.
IMPORTATIONS.		
Mexique.....	\$24,625,000	\$19,650,099
Haïti.....	862,051	839,753
Saint-Domingue.....	3,367,958	2,382,170
Costa Rica.....	3,549,468	3,225,401
Guatemala.....	2,197,641	1,598,296
Honduras.....	890,287	923,858
Nicaragua.....	1,594,719	1,179,993
Salvador.....	1,082,964	748,571
République Argentine.....	5,997,373	5,569,842
Bresil.....	59,580,868	53,374,743
Chili.....	5,232,702	3,064,972
Colombie.....	5,462,432	4,810,465
Ecuador.....	1,098,081	1,064,567
Paraguay.....	160	.....
Pérou.....	2,096,575	1,121,024
Uruguay.....	1,512,605	1,487,503
Vénézuëla.....	5,669,925	6,609,919
Totaux	121,810,809	107,651,076
EXPORTATIONS.		
Mexique.....	29,369,802	23,113,850
Haïti.....	2,357,562	2,604,307
Saint-Domingue.....	1,118,933	1,089,193
Costa Rica.....	1,283,797	1,325,878
Guatemala.....	843,565	1,177,229
Honduras.....	1,036,904	784,020
Nicaragua.....	1,486,352	1,100,767
Salvador.....	614,591	698,146
République Argentine.....	11,325,257	8,012,615
Bolivie.....	27,448	36,008
Bresil.....	11,453,997	13,210,959
Chili.....	2,240,104	2,262,375
Colombie.....	2,985,801	2,921,404
Ecuador.....	1,179,619	819,063
Paraguay.....	11,159	.....
Pérou.....	1,395,046	1,383,880
Uruguay.....	1,702,069	1,392,774
Vénézuëla.....	2,641,390	2,736,726
Totaux	73,034,336	64,671,194

COMMERCE DE LA GRANDE-BRETAGNE AVEC L'AMÉRIQUE.

I.—Commerce avec les Etats-Unis.

Le "Monthly Accoumts of Trade and Navigation" de la Grande-Bretagne, du mois de décembre 1899, contient des renseignements préliminaires sur les transactions commerciales du pays pendant l'année 1899. Le "Annual Statement of the Trade of the United Kingdom" qui ne pourra pas être publié avant quelque temps donne, pour chaque article, des détails complets sur le commerce d'importation et d'exportation du Royaume-Uni, avec chaque pays étranger et Possessions Britanniques, pendant une période de cinq ans. Dans les tableaux donnés dans ces "accoumts," les articles importés sont généralement classés comme provenant des pays où ils ont été embarqués. Dans la plupart des cas, le pays d'embarquement est aussi le pays d'origine, mais ce n'est pas toujours le cas, les marchandises provenant d'un pays étant quelquefois créditées, dans les tableaux, au pays dans le port duquel elles ont été réembarquées.

Le Paraguay et la Bolivie, dans l'Amérique du Sud, sont des pays qui n'ont pas de port de mer et, pour cette raison, ne figurent pas dans les tableaux. Les exportations sont généralement créditées au pays de la dernière destination, comme il a été déclaré par les exportateurs dans leurs entrées; cependant les produits exportés dans ces pays qui ne sont pas situés sur les bords de la mer sont crédités au pays dans lequel le port de débarquement est situé. Par exemple, si un chargement de marchandises était fait au Paraguay il serait crédité à la République Argentine ou à l'Uruguay.

En 1889, le trafic de la Grande-Bretagne a augmenté considérablement en comparaison de celui de 1898. Les importations des pays étrangers et des Possessions Britanniques pendant l'année 1899 sont évaluées à 485,075,574 livres sterling, tandis qu'en 1898 elles ne se sont montées qu'à 470,378,583 livres sterling; soit en valeur courante des Etats-Unis (1 livre sterling équivalant à \$4.8665) une somme de \$2,360,619,988.88 en 1899 au lieu de \$2,289,097,374.17 en 1898, soit pour l'année 1899 une augmentation de \$71,522,614.71.

En 1899 les exportations des produits et des articles manufacturés anglais et irlandais se sont montées à 264,660,647 livres sterling, tandis qu'en 1898 elles ne se sont élevées qu'à 233,359,240 livres sterling; les exportations des marchandises étrangères et coloniales se sont élevées en 1899 à 65,019,549 livres sterling, tandis qu'en 1898 elles n'atteignaient qu'une valeur de 60,654,748 livres sterling; la valeur totale des exportations en 1899 est en conséquence 329,680,196 livres sterling au lieu de 294,013,988 livres sterling en 1898. En réduisant ces livres sterling en monnaie courante des Etats-Unis, les exportations pendant les

années nommées ci-dessus se sont élevées respectivement à \$1,604,378,673.83 et \$1,430,819,072.62. Les exportations de 1899 comprennent la valeur de nouveaux vaisseaux qui ne sont pas enregistrés comme anglais (9,195,192 livres sterling—\$44,748,401.87), laquelle valeur était entièrement un item d'augmentation. Sans cet item, l'augmentation dans les exportations s'est montée à \$128,711,199.36.

À ce sujet, si on compare les statistiques de la Grande-Bretagne avec celles des Etats-Unis pendant un quart de siècle on trouvera quelques faits intéressants. Les importations de la Grande-Bretagne en 1875 étaient évaluées à \$1,319,799,000 et en 1899 atteignaient une valeur de \$2,360,620,000; les importations des Etats-Unis en 1875 étaient évaluées à \$503,152,936 et en 1899 à \$798,845,571. Pendant les vingt-cinq années que nous comparons, à l'exception de l'année 1899, on a constaté une augmentation annuelle dans les exportations des Etats-Unis, tandis qu'au contraire les importations du Royaume-Uni ont augmenté annuellement pendant cette même période. En 1875 l'excédent des exportations des Etats-Unis se montait à \$7,794,486, et en 1899 il s'élevait à \$476,654,100, tandis que l'excédent des importations de la Grande-Bretagne était en 1875 \$449,314,000, avec un excédent en 1899 de \$756,231,315.

Pendant les vingt-cinq années ci-dessus mentionnées, les statistiques du commerce extérieur des Etats-Unis montrent que les exportations ont dépassé les importations de \$3,971,566,000, tandis que les statistiques de la Grande-Bretagne montrent que les importations ont excédé les exportations de \$14,489,004,000. En 1899 les exportations des marchandises des pays du Royaume-Uni se sont élevées à \$1,287,971,038.63, tandis qu'en 1898 elles n'atteignaient que la somme de \$1,135,642,741.46, soit une augmentation pour 1899 de \$152,328,297.17. Les métaux et les articles qui en sont manufacturés paraissent avoir été la principale cause de l'augmentation constatée cette année-là, et en ce qui concerne ces derniers il est à remarquer que le gain a été dû à l'augmentation des prix plutôt qu'aux embarquements additionnels.

De 1875 à 1899 les exportations des produits provenant des pays de la Grande-Bretagne ont augmenté de \$1,087,497,000 à \$1,287,971,000 ou de 19 pour cent, tandis que l'augmentation de 1875 à 1899, y compris les produits étrangers et ceux des colonies, était de \$1,370,465,000 à \$1,640,388,674, soit une augmentation de 20 pour cent. Les exportations des produits provenant des Etats-Unis ont augmenté de \$497,263,737 en 1875 à \$1,253,486,000 en 1899, soit une augmentation de 152 pour cent. Les exportations des Etats-Unis pendant l'année 1875, y compris les articles étrangers, se sont montées à \$510,947,422 et en 1899 à \$1,275,486,641, soit une augmentation de 150 pour cent.

Les importations de tous les pays américains, aussi loin qu'elles peuvent être constatées par le "Monthly Accounts" du mois de décembre, se sont montées en 1899 à \$478,618,012.77, tandis qu'en 1898 elles atteignaient la somme de \$515,488,724.29. Les exportations de ces

pays en 1899 sont évaluées à \$120,053,367.58 au lieu de \$106,961,995.67 en 1898, dont plus de la moitié est allée aux Etats-Unis. La plus grande partie des importations provenaient des Etats-Unis. La valeur des importations des Etats-Unis et des exportations aux Etats-Unis est indiquée sommairement dans les tableaux suivants :

Articles.	1899.	1898.
IMPORTATIONS.		
Retail.....	\$184,446	\$219,706
Chevaux.....	791,410	779,059
Blé.....	11,811,700	15,364,766
Farine.....	8,563,884	9,427,433
Orge.....	572,324	794,867
Avoine.....	1,841,347	2,290,368
Maïs.....	8,105,167	7,314,935
Lard.....	6,552,180	6,438,239
Bœuf frais.....	5,712,251	4,677,431
Bœuf salé.....	226,842	266,660
Jambons.....	3,781,007	3,651,414
Porc salé.....	199,850	224,534
Saindoux.....	2,909,132	2,796,308
Autres viandes.....	214,283	156,706
Beurre.....	704,061	285,309
Fromage.....	1,380,609	1,006,586
Suif et stéarino.....	600,128	538,243
Poisson salé et sauré.....	58,580	515,937
Houblon.....	587,536	838,074
Sucre raffiné.....	59,587	8,212
Graine de lin.....	83,976	65,138
Minéral de cuivre, etc.....	118,823	315,021
Saumon de fonte et fer puddlé.....	219,715	180,015
Plomb en saumon et feuilles de plomb.....	275,777	399,257
Coton brut.....	19,464,130	27,513,022
Pulpe de bois.....	162,322	68,169
Bois gisant.....	08,365	654,604
Bois de sciage.....	1,812,884	1,423,408
Pendules et leurs parties.....	609,893	91,466
Cuir.....	3,162,559	3,036,811
Papier blanc.....	391,304	396,913
Papier imprimé.....	236,887	34,956
Pétrole.....	3,437,937	3,023,786
Totaux.....	85,291,467	94,871,883
En valeur courante des Etats-Unis.....	\$415,070,924.16	\$461,694,018.62
EXPORTATIONS.		
Bière at alle.....	\$173,319	\$146,193
Sel.....	85,501	81,146
Spiriteux.....	186,078	176,505
Coton manufacturé.....	1,806,116	1,248,812
Fil de jute et tissus de jute (marchandises à la pièce).....	343,676	210,399
Fil de toile et tissus de toile (marchandises à la pièce).....	1,931,053	1,673,341
Fil de soie et soie manufacturée.....	187,305	162,751
Laine et laine filée.....	16,004	13,948
Tissus de laine.....	363,457	286,532
Tissus filés.....	785,597	764,661
Tapis.....	62,891	.....
Quincaillerie et coutellerie.....	422,107	253,827
Fer, y compris le saumon de fonte.....	459,183	253,822
Acier non manufacturé.....	330,152	250,405
Acier manufacturé.....	83,472	85,537
Plomb.....	807	1,178
Etain non manufacturé.....	11,340	5,944
Fer blanc.....	755,322	682,913
Locomotives et machines.....	464,536	355,379
Vêtements.....	84,845	77,000
Produits chimiques.....	336,851	363,597
Ciment.....	74,697	87,895
Poterie et porcelaine de Chine.....	651,215	534,223
Papier de toutes sortes.....	105,144	111,396
Sellerie et harnais.....	49,828	298,557
Peaux et fourrures.....	921,604	709,173
Coton.....	1,329,080	900,799
Thé.....	119,957	146,646
Laine.....	1,556,569	1,463,326
Sacs pour marchandise.....	4,245	2,303
Totaux.....	13,401,961	10,965,642
En valeur courante des Etats-Unis.....	\$65,220,643.21	\$53,361,376.89

Un exemple digne d'être noté de la diminution des importations de la Grande-Bretagne provenant des Etats-Unis a été le coton brut, et il ne paraît pas que cette diminution ait été suppléée ailleurs, car le nombre de livres importées de tous les pays au Royaume-Uni pendant l'année 1899 se montait à 1,452,039,100 livres au lieu de 1,900,489,600 en 1898. Ceci indiquerait ou que les manufactures étaient en plus petit nombre, ou que la provision actuelle de coton brut en magasin était moindre qu'à l'ordinaire. En 1899, la valeur des importations de blé et de la farine de blé des Etats-Unis était beaucoup moindre que celle de 1898, mais pour le blé, ceci paraît être dû en partie à l'augmentation des importations de la République Argentine, de la Russie et de l'Inde anglaise. On a constaté une augmentation dans la quantité de farine importée des Etats-Unis, mais la valeur a été bien moindre que celle de 1898. Le nombre de livres importées était 1,840,579,600, tandis qu'en 1898 il s'élevait à 1,744,589,000. Le total général des livres importées de tous les pays se montait en 1899 à 2,294,570,800 au lieu de 2,101,710,900 en 1898, ce qui montre que la Grande-Bretagne dépend des Etats-Unis pour la plus grande partie de ses approvisionnements.

II.—COMMERCE AVEC L'AMERIQUE LATINE.

MEXIQUE.

Quoiqu'il y ait en indubitablement des importations du Mexique, aucune n'est signalée dans le rapport préliminaire. Les exportations dans ce pays étant comme suit :

Articles.	1899.	1898.
Cotonnade écarlate (à la pièce).....	\$10, 813.36	\$11, 012.89
Cotonnade blanche (à la pièce).....	918, 264.75	922, 883.06
Cotonnade imprimée (à la pièce).....	714, 154.00	595, 737.46
Cotonnade teinte (à la pièce).....	496, 334.34	412, 761.93
Toile (à la pièce).....	198, 076.28	200, 353.81
Rails de fer.....	460, 906.22	207, 103.64
Fer galvanisé.....	377, 046.60	257, 666.58
Totaux.....	3, 175, 595.64	2, 607, 519.37

AMÉRIQUE CENTRALE.

Les importations de l'Amérique Centrale ne sont pas spécifiées par pays et seulement la valeur d'un article (le café) est mentionnée. L'importation de ce produit, en 1899, s'est montée à \$2,549,598.28 contre \$5,307,278 en 1898.

Articles.	1899.	1898.
EXPORTATIONS.		
Cotonnade écarlate.....	\$369, 907.53	\$333, 885.70
Cotonnade blanche.....	406, 907.53	322, 454.29
Cotonnade imprimée.....	516, 987.76	301, 727.87
Cotonnade teinte.....	244, 741.15	178, 381.56
Toile galvanisée.....	88, 005.79	67, 396.16
Totaux.....	1, 626, 549.76	1, 203, 845.58

AMÉRIQUE DU SUD.

En ce qui concerne l'Amérique du Sud toute entière, les importations et les exportations étaient comme suit, en valeur courante des Etats-Unis:

Articles.	1899.	1898.
IMPORTATIONS.		
Pays non spécifiés.....	\$3,935,368.22	\$4,510,685.85
République Argentine.....	46,296,282.68	31,905,820.31
Brazil.....	1,643,509.91	2,443,782.11
Chili.....	7,201,930.89	6,231,416.90
Pérou.....	1,918,398.63	3,395,722.04
Totaux	60,997,490.33	48,487,427.30
EXPORTATIONS.		
Pays non spécifiés.....	5,377,606.53	4,328,396.50
République Argentine.....	15,838,471.98	14,277,152.78
Brazil.....	14,824,695.67	18,440,906.03
Chili.....	5,198,582.05	4,178,045.71
Colombie.....	1,830,155.70	2,029,812.29
Pérou.....	2,299,339.67	2,197,536.22
Uruguay.....	3,111,111.46	3,020,305.53
Vénézuéla.....	1,530,621.31	1,317,098.77
Totaux	50,030,578.97	49,789,253.83

Pris séparément, les chiffres sont d'accord avec les tableaux suivants, aucune importation ne figurant pour plusieurs pays.

RÉPUBLIQUE ARGENTINE.

Articles.	1899.	1898.
IMPORTATIONS.		
Bétail.....	\$6,777,083.03	\$6,575,926.26
Mouton et agneau.....	2,912,288.79	3,101,818.70
Mouton frais.....	7,251,892.84	6,608,346.88
Suif et stéarine.....	747,197.54	868,485.32
Blé.....	17,626,769.59	8,535,373.82
Maïs.....	7,782,441.56	3,567,053.26
Graine de lin.....	2,683,962.61	2,158,618.81
Peaux salées a.....	214,646.72	549,267.26
Totaux	46,296,282.68	31,905,820.31

a Y compris la valeur de celles reçues de l'Uruguay.

La quantité de blé importé de la République Argentine pendant l'année 1899 s'est montée à 18,947,667 boisseaux de 60 livres chacun au lieu de 6,639,000 boisseaux en 1898 et 1,555,167 boisseaux en 1897.

Articles.	1899.	1898.
EXPORTATIONS.		
Cotonnade (marchandises à la pièce):		
Ecrue.....	\$740,326.05	\$895,231.61
Blanchie.....	1,898,577.38	2,082,798.74
Imprimée.....	2,233,820.83	1,880,177.14
Teinte.....	1,786,574.88	1,343,426.52
Jute (marchandises à la pièce).....	1,641,037.33	1,095,501.63
Toile (marchandises à la pièce).....	249,996.97	215,581.09
Tissus de laine.....	720,251.73	748,621.06
Laine filée.....	1,492,156.50	1,210,566.21

Articles.	1899.	1898.
EXPORTATIONS—continued.		
Tapis.....	\$271,010.52	\$206,573.19
Quincaillerie.....	162,687.10	159,319.48
Contellerie.....	83,295.01	78,160.86
Rails de fer.....	642,193.07	1,269,781.78
Tôle galvanisée.....	1,378,708.65	1,086,718.65
Tous les autres fers.....	1,941,543.71	1,540,991.82
Fer blanc et étain en feuilles.....	226,881.10	241,164.27
Ciment.....	143,459.55	151,791.00
Porcelaine de Chine et poterie.....	225,951.60	159,747.73
Totaux.....	15,838,471.98	14,277,152.78

BRÉSIL.

IMPORTATIONS.		
Sucre brut.....	\$310,721.16	\$1,021,147.43
Café.....	706,469.81	828,156.64
Coton brut.....	472,517.68	476,392.42
Peaux salées.....	153,791.26	118,085.62
Totaux.....	1,645,509.91	2,443,782.11
EXPORTATIONS.		
Charbon coke, etc.....	3,016,801.75	2,952,500.67
Cotonnade crue (marchandises à la pièce).....	254,127.72	398,804.81
Cotonnade blanchie (marchandises à la pièce).....	1,481,917.38	2,317,806.89
Cotonnade imprimée.....	2,930,056.92	4,667,611.01
Cotonnade teinte.....	1,948,011.29	2,118,294.72
Jute (marchandises à la pièce).....	112,323.69	344,840.19
Fil de jute.....	1,030,505.71	1,074,469.67
Toile (marchandises à la pièce).....	341,370.38	389,133.58
Tissus de laine.....	384,847.69	473,588.31
Laine filée.....	594,102.32	681,305.13
Cuivre manufacturé.....	249,724.45	256,852.80
Quincaillerie.....	170,736.29	148,914.90
Contellerie.....	200,100.75	182,162.83
Rails de fer.....	454,462.97	693,140.46
Tôle galvanisée.....	227,552.20	241,159.94
Acier manufacturé.....	169,067.08	206,762.99
Fer blanc et étain en feuilles.....	347,828.22	312,117.84
Cuir et chaussures.....	239,212.81	355,638.96
Ciment.....	166,210.44	141,576.22
Poterie et porcelaine de Chine.....	204,321.05	283,142.70
Huile de graines.....	211,444.56	210,101.41
Totaux.....	14,824,695.67	18,440,906.03

CHILI.

IMPORTATIONS.		
Blé.....	\$413,321.58	\$1,607,171.36
Minéral de cuivre.....	2,012,392.71	974,988.68
Régule de cuivre et cuivre précipité.....	790,553.19	594,642.50
Cuivre ouvré et à demi ouvré.....	3,984,665.41	3,054,614.45
Totaux.....	7,201,930.89	6,231,416.99
EXPORTATIONS.		
Cotonnade crue (marchandises à la pièce).....	435,585.82	332,016.96
Cotonnade blanchie (marchandises à la pièce).....	884,447.44	843,875.43
Cotonnade imprimée (marchandises à la pièce).....	831,718.92	576,412.59
Cotonnade teinte (marchandises à la pièce).....	834,560.95	505,264.36
Tissus de laine.....	460,200.57	400,259.89
Laine filée.....	500,524.39	301,080.62
Tapis.....	127,848.62	89,436.54
Quincaillerie.....	36,617.97	49,287.91
Contellerie.....	34,839.27	32,050.77
Rails de fer.....	256,245.56	29,753.73
Fer galvanisé.....	272,241.74	264,182.82
Tous les autres fers manufacturés.....	323,781.40	454,424.01
Totaux.....	5,198,582.65	4,178,045.71

Sous le titre de "Engrais," les "Accomts" montre en 1899 une importation de 140,851 tonnes de nitrate au lieu de 130,327 tonnes en 1898. Les évaluations de ce produit pendant les années comparées étaient respectivement \$5,206,040.57 et \$1,734,136.07. Si toutes les importations provenaient du Chili, comme c'était jusqu'à un certain point indubitablement le cas, alors ces totaux devraient être ajoutés à ceux des années nommées.

COLOMBIE.

	1899.	1898.
EXPORTATIONS.		
Cotonnade écrue (marchandises à la pièce).....	\$130,504.93	\$149,902.80
Cotonnade blanche (marchandises à la pièce).....	596,462.57	620,916.74
Cotonnade imprimée (marchandises à la pièce).....	679,733.25	761,984.60
Cotonnade teinte (marchandises à la pièce).....	329,145.73	349,473.10
Laine (marchandises à la pièce).....	114,309.22	144,535.05
Totaux	1,850,155.70	2,029,812.29

PÉROU.

IMPORTATIONS.		
Sucre non raffiné.....	\$909,256.86	\$2,496,874.62
Laine provenant de l'alpaca, de la vigogne et du lama	1,009,141.77	898,847.42
Totaux	1,918,398.63	3,395,722.04
EXPORTATIONS.		
Cotonnade écrue (marchandises à la pièce).....	146,734.71	238,025.38
Cotonnade blanche (marchandises à la pièce).....	509,357.09	510,286.59
Cotonnade imprimée (marchandises à la pièce).....	641,102.48	536,497.56
Cotonnade teinte (marchandises à la pièce).....	387,042.48	372,496.51
Tissus de laine	319,403.00	253,009.35
Laine filée	167,052.35	164,909.48
Rails de fer et acier.....	21,242.27	21,106.00
Tous les autres fers manufacturés.....	107,398.79	101,145.35
Totaux	2,299,333.67	2,197,536.22

URAGUAY.

EXPORTATIONS.		
Cotonnade écrue (marchandises à la pièce).....	\$234,752.03	\$317,315.27
Cotonnade blanche (marchandises à la pièce).....	615,884.77	624,975.53
Cotonnade imprimée (marchandises à la pièce).....	727,807.81	654,471.25
Cotonnade teinte (marchandises à la pièce).....	572,971.98	582,214.33
Tissus de laine	196,314.61	220,282.12
Laine filée	420,912.52	331,942.52
Rails de fer	29,880.31	35,384.32
Fer galvanisé.....	214,812.18	179,719.85
Fer en barres.....	97,685.25	69,877.97
Totaux	3,111,111.46	3,020,305.53

VÉNÉZUÉLA.

EXPORTATIONS.		
Cotonnade écrue (marchandises à la pièce).....	\$72,345.39	79,703.54
Cotonnade blanche (marchandises à la pièce).....	560,226.61	524,681.70
Cotonnade imprimée (marchandises à la pièce).....	551,934.10	520,525.71
Cotonnade teinte (marchandises à la pièce).....	346,115.21	192,187.82
Totaux	1,530,621.31	1,317,098.77

BOLIVIE.

PROJETS DE CHEMINS DE FER.

Il résulte d'une communication du chargé d'affaires de France à La Paz faite à son gouvernement, que le gouvernement bolivien proposerait d'insérer au budget de l'année courante un crédit de 120,000 boliviens pour les études de trois lignes de chemins de fer: d'Oruro à La Paz et au Titicaca; d'Oruro à Cochabamba et de Challapata à Colquechaca. Une somme de 50,000 boliviens serait accordée, en outre, pour l'étude d'une voie ferrée partant de Potosi et aboutissant à la frontière argentine.

BRÉSIL.

GRANDS SPECIMENS DE CAOUTCHOUC BRUT.

Le bateau à vapeur *Dominic* qui est arrivé à New York le 7 février, de Manaus et Para, a apporté une cargaison de caoutchouc brut. Dans ce chargement se trouvaient deux morceaux immenses de caoutchouc de forme sphérique, pesant chacun entre 800 et 900 livres. On dit que ce sont les plus grands spécimens de caoutchouc brut qui aient jamais été apportés aux États-Unis, et ils seront envoyés à l'Exposition Pan-Américaine, à Buffalo, pour y être exposés.

ADJUDICATION DES TRAVAUX D'AMÉLIORATION DU PORT DE MANAOS.

Le 6 mars 1900 aura lieu à Rio de Janeiro l'adjudication des "travaux d'amélioration du port de Manaus" (État d'Amazonas), comprenant: (1) La régularisation du lit et des rives du fleuve, la construction des rampes d'accès, quais, docks et tout ce qui sera nécessaire au service de l'abordage, du chargement, du déchargement et du magasinage; (2) travaux de dragage. Cautionnement provisoire: 10 contos de reis (environ 8,000 francs ou 1,600 dollars).

CUBA.

DÉCOUVERTE D'UN RICHE DÉPÔT DE CHARBON.

On rapporte que la découverte, dans le district de Mayari, près de la baie Nipi, de riches gisements de charbon de la meilleure qualité, peut exercer une influence considérable dans le développement futur de l'île et résoudra peut-être le problème d'utiliser les ressources des mines de fer et de manganèse que l'on dit être si abondantes et d'une si belle qualité.

Plusieurs tonnes de charbon recueillies des affleurements ont été examinées avec soin et ce produit a été trouvé être de première qualité et ressemblant au minerai connu sous le nom de "cannel coal," espèce de charbon de terre de la meilleure qualité. Jusqu'ici on n'avait fait que très peu de recherches, les géologues croyant, en toute probabilité, qu'on ne pouvait trouver aucun gisement dans l'île. D'après les rapports de plusieurs ingénieurs des mines, la découverte d'une provision suffisante de charbon indiquerait un haussement immédiat de la valeur de toutes les propriétés minières de Cuba. Le manque de combustibles a été jusqu'ici le plus grand obstacle au développement de l'industrie minière dans l'île.

ETATS-UNIS.

LE SYSTÈME MÉTRIQUE.

Le mouvement en faveur de l'adoption par les Etats-Unis du système métrique des poids et mesures a reçu la cordiale approbation d'une haute autorité, le Ministre des finances, l'Honorable LYMAN J. GAGE qui, dans son rapport sur la situation financière du pays, soumis récemment au Congrès, attire l'attention des législateurs sur l'importance d'avoir aux Etats-Unis le même système employé au Mexique, dans les Républiques du Sud et du centre de l'Amérique, aux Iles Philippines, à Puerto Rico et dans les autres pays. Le ministre fait remarquer que la grande rivalité commerciale des nations devrait faire sentir au Congrès la nécessité d'adopter le système métrique, démontrant qu'une telle mesure diminuerait sûrement les difficultés du commerce extérieur. Il ajoute que les Etats-Unis se sont déjà engagés à adopter ce système, et maintient que l'accomplissement de ces promesses facilitera considérablement les transactions commerciales internationales.

Un puissant argument en faveur de l'adoption du système métrique s'est présenté récemment; jusqu'ici les raisons principales sur lesquelles on a insisté, ont été que le nouveau système est beaucoup plus simple et plus uniforme que l'ancien. Il existe actuellement deux sortes de livre, deux sortes de tonne, deux sortes de quarte, deux sortes de gallon et deux ou trois genres de baril. Le système métrique évite non seulement cette incertitude confuse, mais encore, en substituant les fractions décimales aux moitiés, aux quarts, etc., rapproche davantage le système des poids et mesures de l'étalon des valeurs courantes.

Quoique les ingénieurs et les manufacturiers des Etats-Unis ne soient pas encore d'accord sur l'adoption immédiate de ce système, il existe néanmoins un grand mouvement et probablement une prépondérance de sentiment en sa faveur.

Il y a 30 ans que le changement s'est opéré en Allemagne avec une facilité surprenante. Une ou deux années furent employées à préparer

et à discuter ce projet avant que le système devint obligatoire, et quand la loi fut mise en vigueur on s'y soumit sans contrainte. Un des principaux manufacturiers d'Allemagne déclara qu'il n'avait eu besoin seulement que de deux semaines pour appliquer le système dans ses travaux, et qu'actuellement les ouvriers le préféraient, le trouvant plus facile que l'ancien. Les attestations de ces hommes ainsi que celles d'autres personnes produiraient l'impression que le système métrique pourrait être adopté aux Etats-Unis avec moins de difficulté que l'on a supposé.

PRODUCTION DU SAUMON DE FONTE EN 1899.

"The American Iron and Steel Association" a reçu des manufacturiers des statistiques complètes de la production de tous les genres de saumon de fonte dans les Etats-Unis pendant l'année 1899, ainsi que des statistiques complètes des stocks de saumon de fonte restant en magasin et à vendre le 31 décembre 1899.

Pendant l'année 1899 vingt et un états ont produit le saumon de fonte au lieu de 19 en 1897 et en 1898; Minnesota et la Caroline du Nord étant compris de nouveau dans la liste. La production totale du saumon de fonte se montait, en 1899, à 13,620,703 grandes tonnes, tandis qu'en 1898 elle n'atteignait que 11,773,934 tonnes, soit une augmentation de 1,846,769 tonnes.

Pendant le second semestre de l'année 1899, la production dépassait de plus d'un million de tonnes la quantité produite dans le premier semestre, se montant pour la première moitié de l'année à 6,289,167 tonnes et pour la seconde moitié à 7,331,536 tonnes. La production du saumon de fonte Bessemer était en 1899 de 8,202,778 tonnes, tandis qu'en 1898, elle n'était que de 7,337,384 tonnes. Le saumon de fonte basique, 985,023 tonnes contre 785,444 tonnes en 1898; le "spiegeleisen" et le ferromanganèse, 219,658 tonnes contre 213,769 tonnes en 1898. Le saumon de fonte, obtenu au moyen du charbon de bois, 284,766 tonnes contre 296,750 tonnes en 1898.

Les stocks de saumon de fonte qui n'étaient pas vendus et qui se trouvaient entre les mains des manufacturiers le 31 décembre 1899, se montaient à 63,429 tonnes contre 291,233 tonnes le 31 décembre 1898. A la date du 31 décembre 1899, il existait 289 hauts fourneaux en opération au lieu de 240 le 30 juin 1899, et 202 le 31 décembre 1898.

CIRCULATION DE LA MONNAIE.

A la date du 1^{er} janvier 1900, le total de la monnaie en circulation se montait à \$1,980,398,170, quantité qui n'avait jamais été atteinte auparavant. Les chiffres au 1^{er} février montrent une augmentation de près de \$23,000,000 et portent le total de la monnaie actuellement en circulation aux Etats-Unis à \$2,033,149,355. Cette circulation énorme est due à la politique du Trésor qui, au lieu de conserver cet argent dans ses caisses, l'a transféré aux banques pour être utilisé comme prêt. La

circulation, per capita, pour une population estimée à 77,116,000 âmes, a atteint \$25.98.

Un des faits les plus remarquables est que presque la moitié de la monnaie en circulation est en or, étant on de la monnaie d'or ou des certificats d'or (gold certificates) émis contre la monnaie d'or déposée au Trésor. La monnaie d'or reportée en circulation le 1^{er} février se montait à \$619,447,176 et les certificats d'or (gold certificates) à \$184,882,889. Ce rapport n'indique pas la quantité de monnaie d'or qui se trouve dans le pays, puisque \$218,613,617 en monnaie et en lingot d'or ont été réservés le 1^{er} février comme une partie de l'actif du Trésor. A la date du 1^{er} janvier 1900, le total de la monnaie d'or du pays était \$1,016,009,877, s'élevant le 1^{er} février 1900 à une somme plus forte, soit \$1,022,943,682. L'or est aujourd'hui le plus large item de la circulation, les certificats d'argent (silver certificates) venant après pour \$396,519,045, les billets des Etats-Unis (United States notes) venant ensuite pour \$317,500,312 et enfin les billets de la banque nationale pour \$240,885,761. A la fin de la récolte, la circulation des dollars d'argent, au titre droit, commence à diminuer. Le montant est tombé de \$70,420,047 le 1^{er} janvier à \$67,888,019 le 1^{er} février.

EXPORTATIONS DE FER ET D'ACIER.

Rien ne donne une preuve plus frappante des progrès merveilleux du commerce extérieur des Etats-Unis, que les exportations de fer et d'acier. Pendant l'année 1890, le total des exportations de fer et d'acier se montait à \$27,000,000, et en 1899 il atteignait la somme de \$105,689,645. Pendant ce temps, les importations de fer et d'acier ont diminué avec une rapidité presque équivalente, les importations en 1890 étant \$44,544,140 et celles de 1899 \$15,799,206.

Le tableau suivant montre les exportations des principales classes des manufactures de fer et d'acier pendant l'année 1899, comparées avec celles de 1889:

Articles.	1889.	1899.
Machines	\$8,222,904	\$37,064,168
Matériaux de construction en fer et en acier.....	4,052,136	8,943,530
Rails d'acier.....	279,485	6,122,382
Fds de métal.....	679,999	5,526,930
Locomotives.....	1,566,746	4,767,850
Autres machines.....	216,346	519,787
Machines à condre.....	2,575,539	4,103,828
Saumon de fer.....	227,048	3,282,241
Plaques et feuilles.....	32,720	2,047,301
Clous faits avec les fils de métal; broquettes.....	169,313	1,955,773
Fonte.....	432,621	1,748,133
Barres d'acier.....	.....	1,038,336
Presse typographique.....	277,800	1,057,644
Armes à feu.....	9,229	802,020
Balances de toutes espèces.....	335,646	487,117
Clous faits à la mécanique.....	282,458	482,882
Contellerie.....	105,215	252,156
Tous les autres articles.....	3,127,299	25,818,671
Totaux.....	23,712,814	105,689,645

PRODUCTION DU SUCRE DE BETTERAVE.

Pendant l'année 1899 les Etats-Unis ont produit 95,000 tonnes environ de sucre de betterave, quantité considérable si on la compare à celle produite l'année précédente (40,000 tonnes), ce dernier chiffre n'ayant été atteint seulement qu'après de nombreux efforts. Si la Californie n'avait pas été désolée par la sécheresse, le total aurait excédé 100,000 tonnes. Le sucre provenant des fabriques de l'Illinois et du Michigan est maintenant devenu un facteur sur les marchés de l'Ouest. On est en train de faire les plans pour la construction, dans le courant de l'année 1900, de trois nouvelles fabriques sur la côte du Pacifique. La "Golden Gate Beet Sugar Company" vient d'acheter dans la Californie 1,000 acres de la meilleure terre à betterave et a l'intention d'en activer vigoureusement la culture. Cette compagnie est sous le contrôle de capitalistes de San Francisco. Une autre fabrique sera construite à Los Angeles et la troisième sera érigée à 25 milles au nord de Las Vegas, Nouveau Mexique.

CONSTRUCTION D'UN CHEMIN DE FER À HAWAII (ILES SANDWICH).

D'après Mr. R. E. CONDON, un entrepreneur de chemin de fer, arrivé récemment d'Honolulu, les plans pour la construction d'une voie ferrée dans les Iles Sandwich seront poussés avec vigueur pendant l'année 1900. Messieurs T. L. & A. JOHNSON de Cleveland, Ohio, construiront probablement une ligne de 300 milles de longueur pendant la saison. Leur projet comprend plusieurs lignes électriques à Honolulu et dans d'autres places de l'Ile de Oahu. Les travaux commenceront dans les premiers jours du mois de mars et Messieurs JOHNSON sont en train de commander le matériel nécessaire. La Compagnie du chemin de fer Kohala et Hilo (the Kohala and Hilo Railway Co.) passera bientôt un contrat pour la première section de sa ligne électrique de Honolulu à Kohala. Cette ligne aura une longueur de 130 milles.

CONSTITUTION D'UNE SOCIÉTÉ INDUSTRIELLE POUR LA FABRICATION DE PARFUMS.

Il résulte des renseignements empruntés à l'"Evening Post" de Chicago, qu'une société industrielle serait en voie de formation, pour être incorporée sous les lois de l'Etat de l'Illinois, en vue de la culture des fleurs et de la distillerie de parfums sur une très grande échelle. Des capitalistes de Chicago et de New-York se seraient nuis pour cette entreprise. Ils auraient acheté de vastes étendues de terrain à Monrovia, dans la Californie. Jusqu'à ce jour les Etats-Unis ont été tributaires de l'étranger en ce qui concerne les parfums. L'importation de ces produits, qui viennent principalement du midi de la France et de l'Allemagne, est d'environ 8 à 9 millions de francs. Le compagnie en formation espère non seulement conquérir le marché indigène, mais encore étendre son action sur les marchés extérieurs. Un de ses agents

aurait déjà parcouru les principaux pays d'Europe et posé des bases auprès de grands fabricants de drogues et de parfumerie de ces contrées.

LE PLUS GRAND BASSIN À RADOUB DU MONDE.

Le nouveau bassin à radoub que les Etats-Unis font construire à Algiers, dans le port de la Nouvelle-Orléans, sera le plus grand du monde. Les navires construits maintenant ou en voie de construction pourront facilement flotter dans ce bassin dont les dimensions sont les suivantes: 525 pieds de longueur, 100 pieds de largeur d'un mur à l'autre, 20 pieds de tirage d'eau, pouvant mettre à flot, en 3 heures et demie, un poids de 18,000 tonnes. Quand il sera terminé, pendant l'automne de 1900, il coûtera près de \$1,000,000.

STATUE DE WASHINGTON POUR PARIS.

La ville de Paris (France) recevra dans quelques mois, comme don d'une société de femmes américaines, une statue magnifique de WASHINGTON, pour laquelle un bel emplacement a déjà été choisi. Cette statue est l'œuvre de DANIEL C. FRENCH et E. C. POTTER et fut commandée par l'Association de Femmes Américaines, pour être offerte à la France. L'œuvre des sculpteurs a été achevée et la Compagnie HENRY-BONNARD est en train de la couler. Cette statue, une fois complètement terminée, aura, de la base au sommet de la tête, une hauteur de 15 pieds, mais le bras et le sabre en l'air s'étendent 6 pieds plus haut, donnant à la statue, depuis la ligne la plus basse de la base jusqu'à la pointe du sabre, une hauteur de 22 pieds environ.

Elle montre WASHINGTON en grande tenue, monté sur un beau cheval de bataille, tenant dans sa main droite son sabre qu'il brandit au-dessus de sa tête, le consacrant au service de sa patrie, pendant que dans sa main gauche il tient la bride de son cheval plein de feu et impatient de s'élançer, mais obéissant néanmoins au grand cavalier. La figure a été modelée d'après le buste sculpté par HOUDON et d'autres portraits frappants de WASHINGTON.

Quand la statue sera complètement achevée, elle sera érigée sur la place d'Iéna et reposera sur un piédestal qui a été dessiné par MCKIM, MEAD & WHITE.

LES PLUS GRANDES SALINES DU MONDE.

D'après le enbage actuel, on a assuré que le niveau du Grand Lac Salé à Utah descend constamment à cause des entreprises d'irrigation qui absorbent maintenant le grand volume d'eau tributaire. La disparition du Lac enlèverait à l'Etat de Utah et à sa capitale, Salt Lake City, une des plus grandes attractions, mais rendrait plus facile l'accès d'une des plus grandes sources d'approvisionnement de sel du monde. D'après les calculs d'hommes savants considérés comme conservateurs, on estime que ce lac contient environ 400,000,000 tonnes de sel

ordinaire. Si on acceptait cette estimation comme approximativement correcte, toutes les autres salines du monde disparaîtraient devant les richesses que les Grands Lacs Salés offriraient si ses eaux tarissaient. Un tel événement rendrait l'accès du minéral plus facile et moins coûteux que dans n'importe quelle autre mine ou manufacture de sel du monde.

Les Etats-Unis ont produit l'année dernière 2,450,000 tonnes de sel. À ce taux, si tous les saliniers du pays allaient exploiter les dépôts de sel qui se trouvent dans le lit du Grand Lac Salé, il leur faudrait plus de 162 ans pour épuiser l'approvisionnement.

ESTIMATIONS FINALES DES RÉCOLTES DE 1899.

Le statisticien du Ministère de l'Agriculture à Washington a complété et publié ses estimations finales de la contenance, de la production et de la valeur des récoltes de 1899. Conformément à la méthode employée par le département, les valeurs sont basées sur la moyenne des prix reçus par les fermiers le 1^{er} décembre.

D'après les chiffres officiels, 44,592,516 acres étaient ensemencés de blé, la production étant 547,303,846 boisseaux et la valeur \$319,545,259; le rendement moyen étant 12.3 boisseaux et la moyenne du prix des fermes, par boisseau, 58.4 cents.

L'aire ensemencée de maïs était 82,108,387 acres, la production 2,078,143,933 boisseaux et la valeur \$629,210,110; le rendement moyen par acre étant 25.3 boisseaux et le prix moyen des fermes, par boisseau, 30.3 cents.

La superficie ensemencée d'avoine était 26,341,380 acres, la production 796,177,713 boisseaux et la valeur \$198,167,975; le rendement moyen par acre étant 30.02 boisseaux et le prix moyen des fermes, par boisseau, 24.9 cents.

La récolte de l'orge est estimée à 73,381,563 boisseaux; celle du seigle à 23,961,741 boisseaux; la récolte du blé sarrasin à 11,094,473 boisseaux; la récolte des pommes de terre à 228,783,232 boisseaux, et celle du foin à 56,653,756 tonnes.

COMPARAISON ENTRE LE TRAVAIL MANUEL ET LE TRAVAIL MÉCANIQUE.

Conformément à la décision prise par le Congrès, le Département du travail des Etats-Unis a fait des investigations sur le remplacement, dans les manufactures de fer et d'acier, du travail manuel par le travail mécanique. D'après ce rapport, on a constaté qu'avec les machines on pouvait fabriquer les limes en trois fois moins de temps que par le travail manuel employé en 1872. En 1857, un ouvrier mettait 98 heures à fabriquer un canon rayé pour fusil, tandis qu'aujourd'hui il peut le faire en 3 heures et 40 minutes. Un boulon à vis d'un demi-pouce d'épaisseur et 6 pouces de longueur, avec écrous, est fabriqué au moyen

de machines à raison de 500 en 8 heures, tandis que la même quantité faite manuellement requerrait jadis 43 heures de travail. La fabrication de tuyaux de fer, soudés à recouvrement, ayant une longueur de 100 pieds et 4 pouces de diamètre, demandait, en 1835, 85 heures et 20 minutes de travail manuel, tandis que le même produit est fabriqué maintenant en moins de 5 heures.

UNE CARTE GIGANTESQUE.

Une des choses intéressantes que les Etats-Unis euverront à l'Exposition universelle de Paris, sera une carte immense de la ville de New York, que l'on est en train de construire. Cette carte une fois achevée, aura une dimension de 28 pieds sur 24 et sera construite sur une échelle de 1 pouce pour 600 pieds. Elle contiendra tous les faubourgs de la grande ville et une partie considérable du territoire voisin. Tous les arbres, les parcs, les quais, les voies ferrées et fluviales seront indiqués sur cette carte; elle montrera l'Etat de New York divisé en comtés, les points élevés de la ville et embrassera plus de 1,000 milles carrés de territoire, indiquant en outre tous les édifices importants. Dans chaque coin de la carte, seront dessinées à la plume quelques vues remarquables de la ville, lesquelles auront une dimension de 12 pouces sur 18, et tout autour de la carte se trouveront de plus petits croquis représentant les différents édifices publics.

La carte sera placée sur une large plate-forme entourée d'une balustrade en bronze à hauteur d'appui et à jour. En même temps que cette carte seront exposées, une copie d'une carte qui se trouve actuellement dans le musée de la ville d'Albany et qui représente l'île de Manhattan en 1876, et aussi deux cartes de la ville comme elle existait en 1641 et 1800. Les quatre cartes réunies fourniront une belle occasion pour démontrer l'agrandissement de la ville pendant les trois siècles qui viennent de s'écouler.

RECETTES DES ILES PHILIPPINES PENDANT LE MOIS DE JANVIER 1900.

D'après un rapport publié par le Ministère de la guerre des Etats-Unis, le total des recettes des Iles Philippines pendant le mois de janvier 1900, s'est élevé à \$557,308.50.

Les recettes provenaient des sources suivantes:

Droits de douane.....	\$420,500.00
Impôts de l'intérieur.....	97,000.00
Diverses recettes.....	98,803.50
Total.....	557,308.50

INVENTION D'UN THERMOSTAT.

D'après le journal "The Engineer" on vient d'inventer un thermostat qui sert à prévenir la combustion spontanée dans les charbonneries.

On place au milieu de chaque cube de 10 pieds de charbon, soit horizontalement ou verticalement, un thermostat à soudure fondante protégé par un tuyau de fer. Le thermostat à deux points d'opération, l'un à 150° et l'autre à 286°, et quand ces deux points sont atteints une sonnerie annonce l'approche du feu.

MEXIQUE.

RÉFECTION DU CHEMIN DE FER INTEROCÉANIQUE DE TEHUANTEPEC.

En vertu de la convention conclue le 11 novembre dernier entre le Département des travaux publics et la maison PEARSON, cette dernière s'engage à mettre en bon état le chemin de fer de Tehuantepec et à construire les deux ports de Coatzacoalecos et Salina Cruz. En retour, elle obtient, pour une période de cinquante ans, à partir de l'achèvement des travaux, les produits de l'exportation du chemin de fer et les droits qui seront perçus dans les ports. Elle reçoit, en outre, une subvention de 5 millions de piastres.

Coatzacoalecos n'exigera pas des travaux très considérables; mais à Salina Cruz on ne pourra créer un port qu'en construisant deux môles immenses avec une dépense évaluée dès maintenant à 15 millions de piastres.

Quand cette entreprise sera terminée, ce qui exigera au moins quatre ou cinq ans, les relations commerciales entre l'Europe et les Etats mexicains situés sur le versant du Pacifique seront grandement facilitées.

TRAVAUX PUBLICS PROJÉTÉS.

Afin d'utiliser les 4,000,000 piastres qui restaient disponibles à la fin des exercices précédents, M. JOSÉ YVES LIMANTOUR, Ministre des affaires étrangères, propose de construire: Des édifices pour écoles primaires et le ministère de l'instruction publique, 1,000,000 piastres; achèvement de l'hôpital-général, 500,000 piastres; édifices pour les instituts de médecine et de géologie, 200,000 piastres; hôtels des postes à Mexico, à Vera-cruz et à Puebla, \$1,000,000; un cable sous-marin entre Sonora et la baie de Californie, 300,000 piastres; matériel naval et de guerre et Ecole navale, 1,000,000 piastres.

IMPORTANT CONTRAT.

M. le lie. JESÚS PESQUERA, agissant au nom de "La Cananea Consolidated Copper Co.," vient de signer un important contrat avec le gouvernement de l'Etat de Sonora.

Il s'agit de l'installation d'une grande usine pour le traitement des minerais. La compagnie est autorisée à construire une ligne de chemins de fer et à établir des lignes télégraphiques reliant ses mines à l'endroit où elle installera son usine. La compagnie est exempte de certains droits et jouit de certains privilèges. Elle devra justifier que dans les dix-huit mois qui suivront la signature de ce contrat, elle aura dépensé au moins \$300,000 pour la construction de la fonderie et dans les travaux des mines. Un dépôt de \$5,000 garantit l'exécution du contrat.

LES BANQUES DU MEXIQUE.

M. C. J. BLORKLUND, vice-consul d'Angleterre à Mexico (et qui exerce actuellement, par *intérim*, les fonctions de consul), vient d'adresser à son gouvernement un rapport très circonstancié sur la situation des banques établies au Mexique.

Ce rapport signale la solidité de ces établissements et la sagesse des lois qui les régissent.

LE PORT DE MANZANILLO.

Des travaux importants vont être entrepris dans le port de Manzanillo afin de le rendre accessible aux bateaux de fort tonnage. Le gouvernement a signé avec des entrepreneurs Américains un contrat pour l'exécution de ces travaux dont le coût s'élèvera à \$1,800,000. Le port sera approfondi et des môles seront construits pour permettre aux bateaux d'aborder à quai. En outre, d'importants travaux seront exécutés pour l'assainissement de la ville.

SANATORIUM POUR TUBERCULEUX.

Une compagnie des Etats-Unis a, paraît-il, formé le projet d'établir à Oaxaca un sanatorium pour tuberculeux. Le capital souscrit pour l'installation de cet établissement serait de 100,000 piastres. On sait que le climat de Oaxaca est un des plus favorables à la guérison de la tuberculose. Un médecin américain est actuellement à Oaxaca et se livre à des études sur les tuberculeux qui sont venus chercher la santé dans cette ville.

COMPAGNIE MINIÈRE.

Une compagnie minière vient de se former pour exploiter sur une grande échelle différentes mines de cuivre, de cinabre et de plomb. Cette compagnie s'est constituée au capital de deux millions de piastres. Plusieurs ingénieurs se trouvent actuellement sur les lieux pour dresser les plans en vue de l'exploitation.

NOUVELLE VOIE FERRÉE.

Plusieurs capitalistes et agriculteurs se sont réunis dernièrement à Apizaco, sous la présidence de Mr. le Colonel PROSPERO CAHUANTZI,

gouverneur de Tlaxcala, dans le but de former une société pour la construction d'un chemin de fer qui réunirait Apizaco à Tlaxco et desservirait les principales "haciendas."

EXPOSITION D'AUTOMOBILES.

Un américain a l'intention d'ouvrir à Mexico une exposition d'automobiles. Il est parti pour New-York où il va réunir tous les éléments de cette exposition et d'où il amènera un grand nombre de machines de différents systèmes.

MINE DE RUBIS.

On raconte qu'un indigène vient de découvrir au Cerro de la Cruz, Hidalgo del Parral, Oñihualna, un gisement de rubis.

VÉNEZUÈLA.

NOUVEAU DROIT D'EXPORTATION SUR LE BÉTAIL.

Il résulte d'une communication du Gérant du Vice-Consulat de France à Caracas que le gouvernement vénézuélien vient de frapper d'un droit de 10 bolivars par tête le bétail destiné à l'exportation.

FERMETURE DU PORT DE MARACAÏBO.

Le Vice-Consul de France au Vénézuéla vient de faire savoir à son gouvernement, qu'aux termes d'un décret récemment publié dans la "Gazette Officielle," le port de Maracaïbo est fermé au commerce d'importation et d'exportation. Le blocus sera rendu effectif par les vapeurs *Miranda* et *Zamora*.

BIBLIOGRAPHIE.

Les livres et les brochures qui seront envoyés au Bureau des Républiques Américaines et qui contiendront des sujets ou matières traitant des pays de l'Union internationale des Républiques Américaines, seront mentionnés dans le *Bulletin Mensuel* sous le titre "Bibliographie."

"Die Insel Haiti" (l'île d'Haïti), par L. GENTIL TIPPENHAUER, F. A. Brockhaus, Leipsic, 1893. La Bibliothèque du Bureau a dernièrement fait l'acquisition de cet ouvrage précieux dont l'auteur est depuis longtemps connu comme un explorateur de cette République, sur laquelle il a fait paraître de nombreux écrits traitant principalement de la géologie de cette île où il est né. Il explique que son but, en publiant ce livre en allemand, a été de donner, avec toute l'impartialité pos-

sible, des explications claires et précises sur les conditions existantes de l'île, afin d'éveiller l'intérêt des étrangers sur ce pays admirable. Ce travail est divisé en trois parties principales qui sont elles-mêmes subdivisées en parties et en chapitres. De cette façon, chaque détail est soigneusement mentionné et indiqué dans la table des matières, et les données sont des plus utiles et peuvent être trouvées facilement. L'histoire, l'orohydrographie, les conditions météorologiques et physiques, la faune et la flore, le commerce et l'industrie y sont tous traités d'une manière concise. Le peuple, leur langue, leur religion, les institutions sociales et politiques sont soumis à une analyse critique par l'auteur qui s'est efforcé de décrire la situation du pays telle qu'elle existe actuellement. Ce volume a 693 pages, contient une grande quantité d'illustrations, de nombreuses cartes géologiques et des tableaux statistiques auxquels est jointe une bibliographie complète, depuis l'année 1500 jusqu'à ce jour.

Les publications de la "Verhandlungen der Gesellschaft für Erdkunde zu Berlin" (Société géographique, Berlin) acquises récemment par la Bibliothèque du Bureau, contiennent plusieurs articles intéressants sur un nombre de pays du nouveau continent. Parmi eux est une description du voyage que M. le Dr. EDOUARD SELER a entrepris au Mexique (Vol. XXIII, 1896, No. 3) et aussi l'itinéraire de son voyage à Guatémala (Vol. XXIV, 1897, No. 7). Le Dr. CARL SAPPER a écrit plusieurs articles sur les investigations faites dans la République de Honduras et d'autres pays de l'Amérique Centrale (Vol. XXIV, 1897, No. 7; Vol. XXV, 1898, No. 56). M. WILHELM SIEVERS a fait paraître un article des plus importants sur Saint-Domingue (Vol. XXXIII, 1898, No. 5) qu'il a préparé au moyen de notes laissées par feu RICHARD LUDWIG. M. LUDWIG qui était un explorateur infatigable est mort avant de pouvoir publier le résultat de ses travaux. M. SIEVERS dit que les explorations tentées à Saint-Domingue sont tellement rares, qu'il sent qu'il a rendu un réel service en collationnant ces données. La carte SCHOMBURK de l'Haïti Central, sur laquelle M. SIEVERS a indiqué les routes parcourues par M. LUDWIG, forme une partie de l'article.

Le Département de l'Agriculture des États-Unis vient de publier une feuille volante (Circulaire No. 21) au sujet de "l'igname dans les Antilles" (Yams in the West Indies), par Mr. DAVID G. FAIRCHILD, explorateur agricole. Pendant le mois de janvier 1899, le Ministère de l'Agriculture importa de la Jamaïque et de Barbados une grande quantité d'igname (*Discorea* spp.) pour être distribuée principalement dans la Floride où elle fut semée, à titre d'essai, pendant la saison passée, par un nombre d'expérimentateurs. Dans les États du Sud on a déjà cultivé plusieurs variétés d'igname, mais en moins grande quantité et d'une qualité inférieure à celle des Antilles. L'auteur décrit les différentes espèces qui se trouvent dans les Antilles et ses conclusions sont que

l'igname des Antilles ne supplantera pas, comme légume, les patates, mais que les différentes variétés seront une excellente acquisition pour l'agriculture dans les régions tropicales, aux Etats-Unis et dans les nouvelles possessions insulaires. Les meilleures variétés qui possèdent une saveur caractéristique occuperont indubitablement une place importante sur les marchés des Etats du Nord des Etats-Unis.

Une des publications les plus précieuses qu'ait fait paraître le Département de l'Intérieur pendant l'année fiscale 1898-1899 a été la carte des Etats-Unis, dressée sous la direction du Directeur du Bureau du Cadastre. En outre, des autres détails qui caractérisent habituellement de telles cartes, ces dernières montrent, au moyen de lignes de démarcation clairement définies, après des investigations minutieuses, les divers territoires acquis par le Gouvernement des Etats-Unis, dans le Continent Occidental. Le Ministre de l'Intérieur, en discutant la question, dit qu'une copie de cette carte pourrait bien être placée dans chaque maison d'éducation et principalement dans chaque école publique du pays. Les cartes qui sont attachées à des rouleaux et prêtes à être consultées sont vendues par le Département, au prix modéré de 80 cents la copie.

M. HENRI JALHAY, ancien consul de la République majeure de l'Amérique Centrale, vient de publier une nouvelle brochure ayant pour titre: "La République de Nicaragua." Cette brochure contient des renseignements des plus intéressants sur une région généralement peu connue. La topographie avec indication des zones d'habitat, des différentes productions végétales; le régime des eaux, les principales richesses minières, y sont successivement étudiés. Cette brochure contient en outre l'exposé des grandes divisions administratives du pays, de ses voies de communications intérieures et des lignes de navigation qui le desservent. Elle donne enfin un aperçu de l'état de l'agriculture, du commerce et de l'industrie du Nicaragua.

Le rapport de la Commission du Canal de Nicaragua, 1897-1899, publié par la "Friedenwald Company," de Baltimore, Md., vient de parvenir au Bureau. Cette commission, nommée par le Président, en vertu d'un acte approuvé le 4 juin 1897, reçut les instructions nécessaires pour continuer les travaux d'arpentage et autres, conformément à l'acte approuvé le 2 mars 1795, dans le but de faire des études élaborées et soigneuses et terminer les plans pour l'entière construction du Canal de Nicaragua. Les membres qui faisaient partie de cette commission étaient: M. le Contre-Amiral JOHN G. WALKER, U. S. N., président; M. PETER C. HAINES, Colonel du Génie, U. S. A. et M. LEWIS M. HAUPT, professeur. Le rapport de la Commission joint à ceux des sous-ingénieurs, forme un ouvrage de 502 pages, renfermant de nombreuses illustrations et des diagrammes expliquant le texte. Un atlas qui contient les cartes suivantes est joint à cet ouvrage.

CARTES.

No. 1.—En 4 feuilles :

Feuille No. 1.—Carte générale de la région du Canal de Nicaragua.

Feuille No. 2.—Géologie de la région du Canal de Nicaragua.

Feuilles Nos. 3 et 4.—Hydrologie de la région du Canal.

No. 2.—En 3 feuilles, montrant les lignes projetées du Canal de Nicaragua sur une échelle de 1 pouce par 5,000 pieds.

No. 3.—En 20 feuilles et un index, montrant les lignes projetées du Canal de Nicaragua sur une échelle de 1 pouce par 1,500 pieds.

No. 4.—Le port de Greytown.

No. 5.—Hydrographie du port de Brito.

No. 6.—Hydrographie de la côte des Antilles depuis le fleuve Indio jusqu'à l'embouchure du fleuve Colorado.

No. 7.—Le lac Nicaragua.

PROFUS.

No. 1.—En 2 feuilles, montrant la route 4, null, variante No. 1, côté est.

No. 2.—En 2 feuilles, montrant la route Menocal, côté est.

No. 3.—Montrant la route Childs, variante I, côté ouest.

No. 4.—Montrant la route Childs, variante II, côté ouest.

No. 5.—Montrant les chemins de fer projetés depuis Greytown jusqu'à Rio Savalos.

No. 6.—Montrant les lignes de chemin de fer projetées depuis le lac Nicaragua jusqu'à l'Océan Pacifique.

Tableaux numériques pour les différentes routes du Canal de Nicaragua.

Planche XIXa.—Diagramme des niveaux du lac.

Le Ministère de l'Agriculture des Etats-Unis a publié récemment une brochure préparée par Mr. ALMONT BARNES, qui a pour titre: "Keeping Goats for Profit," et qui est une reproduction de l'annuaire du Département pour l'année 1898. Cette question est aussi importante aujourd'hui pour les agriculteurs et les éleveurs qu'elle l'était autrefois quand leur attention y fut attirée pour la première fois. Le plus grand profit de cette industrie est la peau de ces animaux. Avant 1864, les peaux de chèvres étaient si peu demandées qu'elles n'étaient pas classées séparément pour les droits d'importation. En 1898 la valeur des peaux de chèvres importées se montait, d'après les factures, à \$15,776,601, soit un prix moyen de 24.3 cents par livre pour 64,906,485 livres. Le prix moyen du marché payé par les consommateurs du pays, pour leur propre usage, était 39.3 cents par livre, soit 62 pour cent au-dessus du prix de facture ou \$25,508,249. Le nombre de chèvres taxées dans plusieurs Etats et Territoires s'est monté à 374,980 et dans les Etats où ces animaux sont exempts d'impôts ou qui ne font aucune distinction sur leurs tarifs des droits entre les montons et les chèvres, ou bien qui les comprennent dans l'item "autre bétail" (other stock), le nombre est estimé à 500,000. Le nombre de chèvres angora qui se trouvent aux Etats-Unis a été estimé, par une autorité compétente, à 247,775, variant de 50 dans quelques Etats à 75,000 dans l'Etat de Texas. Mais, que l'estimation du nombre soit trop grande ou trop petite, l'approvisionnement du pays ne satisfait pas aux demandes. Si toutes les chèvres du pays étaient élevées seulement dans le but d'approvisionner de peaux le marché, ce qui n'est pas le cas, elles

n'arriveraient pas à satisfaire une petite fraction des demandes actuelles. A quatre livres la peau, il faudrait que l'on égorgéât 16,226,621 chèvres pour arriver au poids des peaux de ces animaux importées en 1898. Dans son intéressant rapport, Mr. BARNES fait remarquer qu'il existe dans le pays certaines régions où différentes variétés de chèvres peuvent parfaitement bien s'acclimater; il parle du pâturage excellent, de l'amélioration des terres sur lesquelles elles broutent, du nombre et de l'habileté des laboureurs, du but de l'élevage de ces animaux et du nombre de chèvres qui existent dans le monde. L'auteur arrive aux conclusions suivantes: Que les Etats-Unis ont besoin annuellement de \$25,000,000 au moins de peaux de chèvres; que le marché pourrait être approvisionné par les produits du pays; que la plus grande partie de l'étendue actuelle, 265,000,000 acres de la terre inculte des fermes, est propre à l'élevage des chèvres; que ces terres sont situées principalement là où le travail des nègres peut être utilisé; que les produits qui en dérivent, tels que le lait, le poil, la peau des chevreaux, pourraient couvrir au delà la valeur des produits des chèvres actuellement importés, laissant au producteur la valeur des peaux comme profit net; que les peaux de chèvres dont les fabricants des Etats-Unis ont constamment besoin proviennent des pays qui achètent très peu aux Etats-Unis.

M. HENRI LECOMTE, agrégé de l'Université, professeur au Lycée Saint-Louis (France), vient de faire paraître un volume in-8vo de 342 pages, avec 60 figures et une carte dont le titre est: Le Café—Culture, Manipulation, Production. L'auteur dit dans sa préface qu'il n'a pas eu d'autre ambition que de réunir, de résumer et de classer les renseignements utiles aux planteurs. Et l'ouvrage est en effet un résumé méthodique et complet de nos connaissances sur le café au point de vue agricole et industriel. Le planteur désireux d'améliorer ses procédés de culture ou de manipulation y trouvera des documents précieux. Après un court historique, M. LECOMTE décrit les principales espèces du genre *coffea*, leur classification et leurs caractères botaniques. Il étudie ensuite les conditions de climat et d'altitude les plus favorables au caféier. M. LECOMTE insiste avec raison sur l'utilité qu'il y a, avant d'entreprendre une plantation de quelque importance, à faire l'analyse du sol, et non seulement l'analyse chimique mais aussi l'analyse mécanique et l'analyse physico-chimique. A cette question de composition du sol est en effet liée celle des engrais dont l'auteur préconise vivement l'emploi. La nature et la quantité des engrais qu'il faut donner aux caféiers dépend de la composition chimique du sol; mais elle doit être réglée aussi d'après le prélèvement opéré par les récoltes. L'épuisement du sol par la culture est loin d'être négligeable, puisque 3,880 kilos de café en cerises, correspondant à 1,000 kilos de café marchand, enlèvent au sol 29 kilos de potasse, 24 kilos d'azote et 4 kilos d'acide phosphorique. L'enfouissement des pulpes et des parches restituent

14 kilos de potasse, 7 kilos d'azote et 1 kilo d'acide phosphorique; le complément peut être donné par l'emploi de cendres de bois, de fumier de ferme et de phosphates. M. LECOMTE relate les expériences entreprises par DAFERT, à l'Institut agricole de Santo-Paulo (Brésil), qui ont mis en évidence le rôle important que jouent les matières organiques dans l'assimilation des engrais; ce qui explique l'action favorable du fumier, des tourteaux et des engrais verts. L'auteur traite ensuite de la préparation du café; il décrit les méthodes anciennes et les nouvelles. De nombreuses figures rendent claires les descriptions des diverses manutentions que nécessite la préparation du café par la méthode humide ou la méthode sèche. Les planteurs doivent lutter contre les ennemis et les maladies du caféier qui sont assez nombreux. Dans la maladie vermiculaire, les racines sont attaquées par des insectes; d'autres parasites attaquent le tronc et les branches; l'élacliste produit la rouille des feuilles, etc. Parmi les champignons parasites, l'*Hemilea* qui attaque les feuilles a causé la ruine des plantations de Ceylon, de l'Inde, de Java, etc. On combat maintenant cette maladie par des pulvérisations de bouillies cupriques, analogues à celles que l'on emploie pour les vignes.

L'auteur traite ensuite de la chimie et du caféier; il donne la composition chimique des différentes parties du caféier; il établit les comptes de culture; nous renseigne sur la production et le commerce des cafés, avec des indications statistiques abondantes; puis il décrit les succédanés du café.

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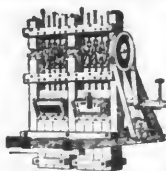
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VALUE OF AMERICAN COINS.

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 JANUARY 1, 1900.

Countries.	Standard.	Unit.	Value in U. S. gold or silver.	Coins.
ARGENTINE REPUBLIC.	Gold and silver.	Peso	\$0.905	{ Gold—Argentine (\$4.824) and ½ Argentine. Silver—Peso and divisions.
BOLIVIA	Silver	Boliviano . .	.427	Silver—Boliviano and divisions.
BRAZIL	Gold	Milreis . . .	.546	{ Gold—5, 10, and 20 milreis. Silver—½, 1, and 2 milreis.
CENTRAL AMERICAN STATES				{ Gold—2, 5, 10, and 20 colons (\$9.307). Silver—5, 10, 25, and 50 centimos.
Costa Rica	Gold	Colon . . . .	.495	
British Honduras .	Gold	Dollar	1.000	
Guatemala	Silver	Peso . . . .	.427	Silver—Peso and divisions.
Honduras				
Nicaragua				
Salvador				
CHILE	Gold	Peso . . . .	.365	{ Gold—Escudo (\$1.825), doub- loon (\$3.050), and condor (\$7.300). Silver—Peso and divisions.
COLOMBIA	Silver	Peso . . . .	.427	{ Gold—Condor (\$9.647) and double condor. Silver—Peso and divisions.
CUBA	Gold and silver.	Peso . . . .	.026	{ Gold—Centen (\$5.017). Silver—Peso.
ECUADOR	Silver	Sucre . . . .	.427	{ Gold—Condor (\$9.647) and divisions. Silver—Sucre and divisions.
HAITI	Gold and silver.	Gourde . . . .	.065	Silver—Gourde.
MEXICO	Silver	Dollar . . . .	.404	{ Gold—Dollar (\$0.983), 2½, 5, 10, and 20 dollars. Silver—Dollar (or peso) and divisions.
PERU	Silver	Sol . . . .	.427	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.

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.

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.
Acre	Metric	0.02471 acre.
Arroba	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	4.2031 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	1.599 bushels.
Do	Mexico	1.54728 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	1.013 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 (<i>see</i> Cuadra).
Vara	Argentine Republic	34.1208 inches.
Do	Central America	38.874 inches.
Do	Chile and Peru	33.367 inches.
Do	Cuba	33.384 inches.
Do	Mexico	33 inches
Do	Paraguay	34 inches.
Do	Venezuela	33.384 inches.

METRIC WEIGHTS AND MEASURES.

METRIC WEIGHTS.

Milligram ($1/1000$ gram) equals 0.0154 grain.
 Centigram ($1/100$ gram) equals 0.1543 grain.
 Decigram ($1/10$ gram) equals 1.5432 grains.
 Gram equals 15.432 grains.
 Decagram (10 grams) equals 0.3527 ounce.
 Hectogram (100 grams) equals 3.5274 ounces.
 Kilogram (1,000 grams) equals 2.2046 pounds.
 Myriagram (10,000 grams) equals 22.046 pounds.
 Quintal (100,000 grams) equals 220.46 pounds.
 Millier or tonneau—ton (1,000,000 grams) equals 2,204.6 pounds.

METRIC DRY MEASURE.

Milliliter ($1/1000$ liter) equals 0.061 cubic inch.
 Centiliter ($1/100$ liter) equals 0.6102 cubic inch.
 Deciliter ($1/10$ liter) equals 6.1022 cubic inches.
 Liter equals 0.908 quart.
 Decaliter (10 liters) equals 9.08 quarts.
 Hectoliter (100 liters) equals 2.838 bushels.
 Kiloliter (1,000 liters) equals 1.308 cubic yards.

METRIC LIQUID MEASURE.

Milliliter ($1/1000$ liter) equals 0.0388 fluid ounce.
 Centiliter ($1/100$ liter) equals 0.388 fluid ounce.
 Deciliter ($1/10$ liter) equals 0.845 gill.
 Liter equals 1.0567 quarts.
 Decaliter (10 liters) equals 2.6418 gallons.
 Hectoliter (100 liters) equals 26.418 gallons.
 Kiloliter (1,000 liters) equals 264.18 gallons.

METRIC MEASURES OF LENGTH.

Millimeter ($1/1000$ meter) equals 0.0394 inch.
 Centimeter ($1/100$ meter) equals 0.3937 inch.
 Decimeter ($1/10$ meter) equals 3.937 inches.
 Meter equals 39.37 inches.
 Decameter (10 meters) equals 393.7 inches.
 Hectometer (100 meters) equals 328 feet 1 inch.
 Kilometer (1,000 meters) equals 0.62137 mile (3,280 feet 10 inches).
 Myriameter (10,000 meters) equals 6.2137 miles.

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, Colombia, Costa Rica, Ecuador, Mexico, United States of America, and Venezuela.

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