

INTERNATIONAL UNION OF AMERICAN REPUBLICS

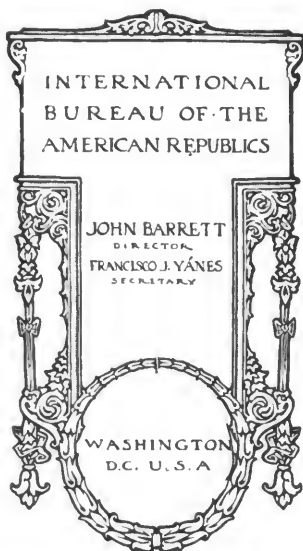
BULLETIN
OF THE INTERNATIONAL UNION OF THE
AMERICAN
REPUBLICS

SEPTEMBER

1909



NO. 2 JACKSON PLACE, WASHINGTON, D. C., U. S. A.
CABLE ADDRESS *for* BUREAU *and* BULLETIN, "IBAR," WASHINGTON



SUBSCRIPTION RATES FOR THE BULLETIN

English Section, \$2 per year in all countries of the International Union; in other countries, \$2.50 per year. Single number, 25 cents.

Spanish-Portuguese-French Section, \$2 per year in all countries of the International Union; in other countries, \$2.50 per year. Single number, 25 cents.

Double number (Bulletin in English, Spanish, Portuguese, and French), \$3 per year in all countries of the International Union; in other countries, \$4. Single number, 40 cents.

**GOVERNING BOARD OF THE
INTERNATIONAL BUREAU OF
AMERICAN REPUBLICS**

PHILANDER C. KNOX, Secretary of State of the United States,
Chairman ex officio.

AMBASSADORS EXTRAORDINARY AND PLENIPOTENTIARY.

Brazil Mr. JOAQUIM NABUCO,
Summer Office of Embassy, Manchester-by-the-Sea, Mass.
Mexico Señor DON FRANCISCO L. DE LA BARRA,^a
Office of Embassy, 1415 I street, Washington, D. C.

ENVOYS EXTRAORDINARY AND MINISTERS PLENIPOTENTIARY.

Argentine Republic ... Señor DON EPIFANIO PORTELA,
Summer Office of Legation, Magnolia, Massachusetts.
Bolivia Señor DON IGNACIO CALDERÓN,^a
Office of Legation, No. 2 Stone street, New York.
Chile Señor DON ANÍBAL CRUZ,
Office of Legation, 1529 New Hampshire avenue, Washington, D. C.
Costa Rica Señor DON JOAQUÍN BERNARDO CALVO,
Office of Legation, 1329 Eighteenth street, Washington, D. C.
Cuba Señor DON CARLOS GARCÍA VÉLEZ,
Office of Legation, "The Wyoming," Washington, D. C.
Ecuador Señor DON LUIS FELIPE CARBO,^a
Summer address, Blue Ridge Summit, Pennsylvania.
Guatemala Señor DR. LUIS TOLEDO HERRARTE,
Office of Legation, "The Highlands," Washington, D. C.
Haiti Mr. H. PAULÉTS SANNON,
Office of Legation, 1429 Rhode Island avenue, Washington, D. C.
Honduras Señor DR. LUIS LAZO ARRIAGA,
Summer Office of Legation, 66 Beaver street, New York, N. Y.
Nicaragua Señor DR. RODOLFO ESPINOSA R.,
Office of Legation, 2003 O street, Washington, D. C.
Panama Señor DON C. C. AROSEMENA,
Office of Legation, "The Highlands," Washington, D. C.
Peru Señor DON FELIPE PARDO,
The Shoreham, Washington, D. C.
Salvador Señor DON FEDERICO MEJÍA,
Office of Legation, "The Portland," Washington, D. C.
Uruguay Señor DR. LUIS MELIÁN LAFINUR.^a
Venezuela Señor DR. PEDRO EZEQUIEL ROJAS,
Office of Legation, care Venezuelan Consulate, New York City.

CHARGÉS D'AFFAIRES AD INTERIM.

Dominican Republic ... Señor DON ARTURO L. FIALLO,
Office of Legation, "The Burlington," Washington, D. C.
Mexico BALRINO DÁVALOS,
1415 I street, Washington, D. C.
Uruguay Señor DON ALBERTO NIN-FRIAS,
Summer Office of Legation, 430 West 118th street, New York, N. Y.
[Paraguay and Colombia have at present no representative on the Governing
Board.]

^aAbsent.



UNITED STATES
REPRESENTATIVES IN THE
LATIN AMERICAN REPUBLICS

AMBASSADORS EXTRAORDINARY AND PLENIPOTENTIARY.

Brazil..... IRVING B. DUDLEY, Rio de Janeiro.
Mexico DAVID E. THOMPSON, Mexico.

ENVOYS EXTRAORDINARY AND MINISTERS PLENIPOTENTIARY.

Argentine Republic..... CHARLES H. SIERRILL, Buenos Aires.
Bolivia..... JAMES F. STUTESMAN, La Paz.
Chile THOMAS C. DAWSON, Santiago.
Colombia ELLIOTT C. NORTHCOTT, Bogotá.
Costa Rica..... WILLIAM L. MERRY, San José.
Cuba EDWIN V. MORGAN, Havana.
Ecuador..... WILLIAMS C. FOX, Quito.
Guatemala WILLIAM F. SANDS, Guatemala City.
Haiti HENRY W. FURNISS, Port au Prince.
Honduras PHILIP M. BROWN, Tegucigalpa.
Nicaragua HORACE G. KNOWLES, Managua.
Panama..... HERBERT G. SQUERS, Panama.
Paraguay..... (Same as Uruguay.)
Peru..... LESLIE COMBS, Lima.
Salvador WILLIAM HELMKE, San Salvador.
Uruguay EDWARD C. O'BRIEN, Montevideo.
Venezuela..... WILLIAM W. RUSSELL, Caracas.

MINISTER RESIDENT AND CONSUL-GENERAL.

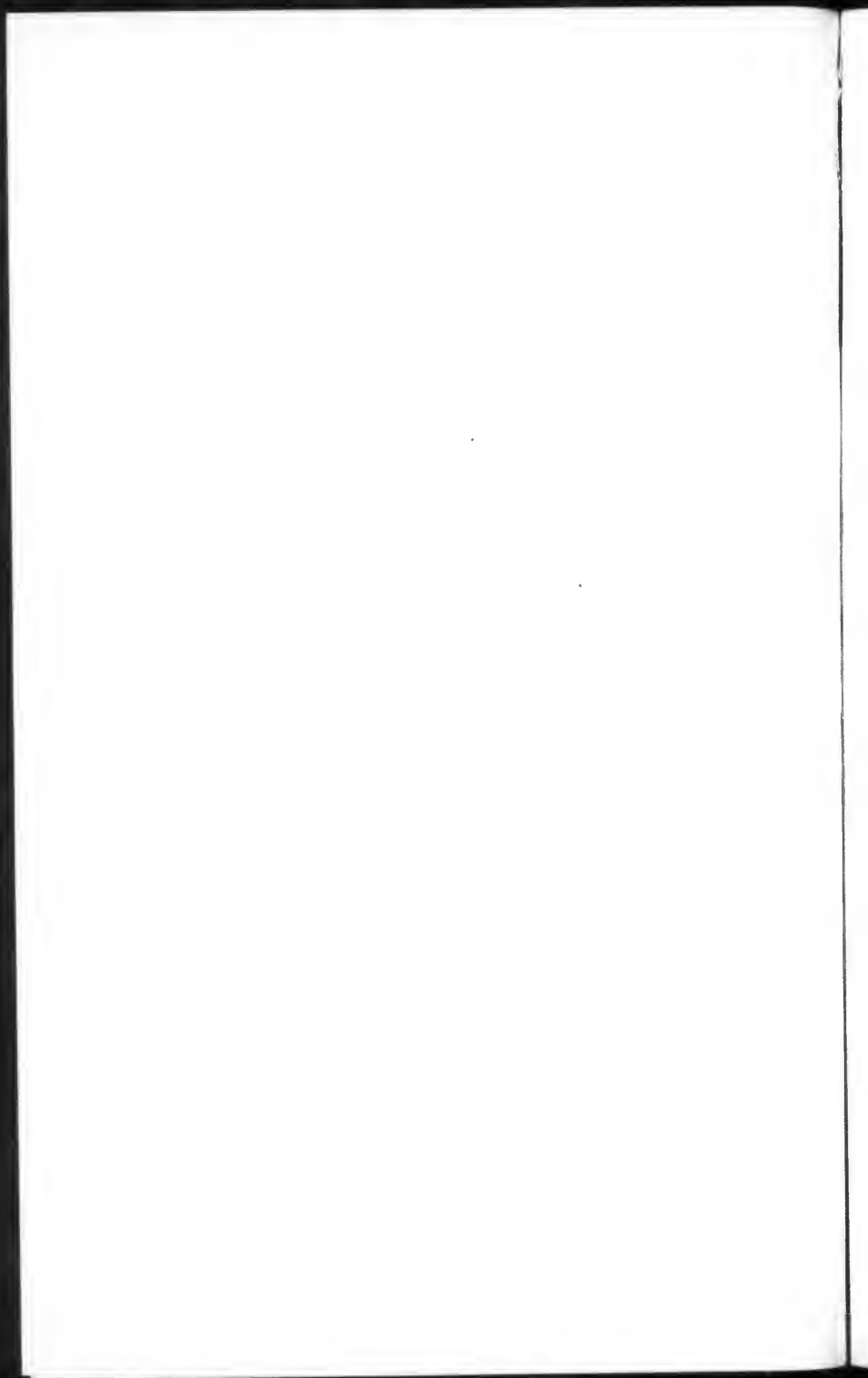
Dominican Republic..... FENTON R. MCCREERY, Santo Domingo.

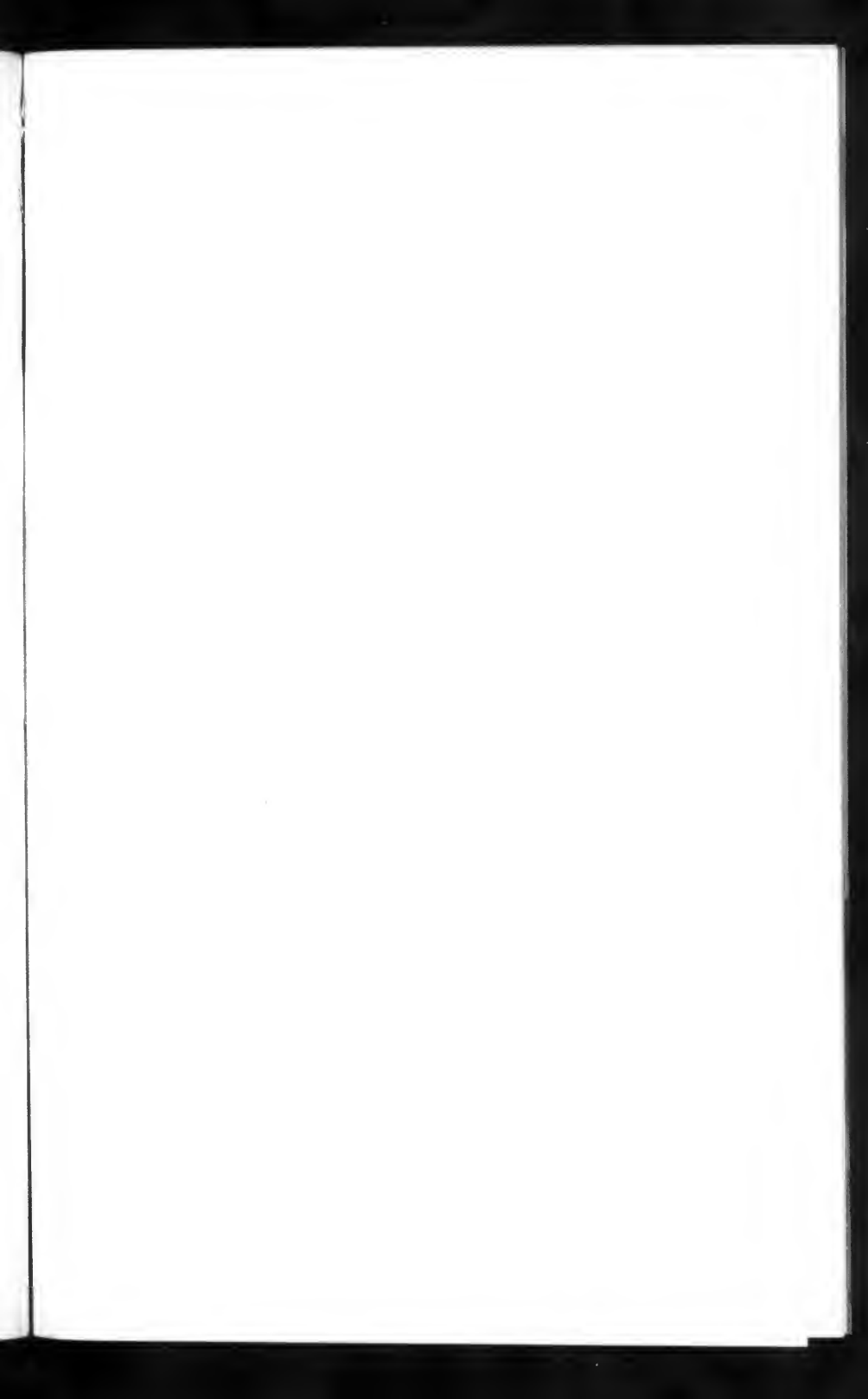
TABLE OF CONTENTS

	Page.
Editorial Section	477
<p>The United States tariff and Latin America—A journalist's opinion of the BULLETIN—Sketch of Hon. Thomas C. Dawson—The BULLETIN as viewed by the "Sun" of New York—The Minister of the United States in Salvador—Mobile as a port of foreign commerce—The address of the American Minister at Buenos Aires on July 4—The Minister of the United States in Guatemala—A Brooklyn editor's visit to Latin America—Pan-American speech of Congressman Sulzer—American Historical Association meeting—Consul-General of Paraguay in New York City—Opportunity for United States insurance companies in Chile—School of Archaeology in Mexico—Resolution of the Seventeenth Universal Peace Congress—The letters of Mr. Felix Aucaigne—Consul-General of Bolivia in New York City—New member of the Court of Justice in Central America—Pamphlet prepared by Mr. Quesada—Trade publications for the advancement of commerce—Consul of the United States at San Luis Potosi, Mexico—Tracy Robinson an authority on tropical countries—The share of America in civilization—Minister Calvo at the National Irrigation Congress—Consul of the United States at Managua—A British journalist in Latin America—Appointment of a Vice-Consul at Washington.</p>	
The Month of September in Pan-American History	495
Meetings of American Presidents	498
Memorandum on Effect of New Tariff	515
Effect of the act on trade with Latin America.	
Municipal Organization of the Capitals of Latin America	526
Quito.	
The Hard Woods of the Americas	538
Quebracho.	
Railways in Bolivia	561
The Ñanduti or Spiderweb Lace of Paraguay	570
Pineapples from Piñar de Rio	577
The scenery of Cuba, Haiti, and the Dominican Republic	582
Institutes of social science in Latin America	600
United States University Club in Buenos Aires	601
Flags and coats of arms of the American Republics	603
Ecuador.	
National holidays of the American Republics	605
Ecuador.	
Subject-matter of consular reports	608

	Page.
Argentine Republic	611
Paper imports in 1908—Rank as an exporter of agricultural products— New industrial school in Buenos Aires—Carlos Durand Hospital in Buenos Aires—Dockyard and workshops at La Plata—Foreign mem- orial of Argentine independence—Central Argentine Railroad station at Buenos Aires—Development of international trade—Population of Buenos Aires—The Mihanovich Steamship Company—Improvements at Mar del Plata—Argentine National Library Association—Architect of the Industrial Exhibition—Union of Argentine and Paraguayan railroads—Independence Hall—Transfers of real estate in Buenos Aires in 1908—Monument in honor of national independence—Centenary com- memorative stamps—Final date for application for space at Centennial Exposition—Competitive plans and bids of Polyclinic Institute.	
Bolivia	616
Navigation of Lake Titicaca.	
Brazil	616
Pernambuco as a field for investment—Diamantina Railway—Foreign trade, first five months of 1908—New port regulations at Rio de Janeiro—Electric railways and lighting at Para.	
Chile	621
Transandine Railway tunnel—Imports by parcels post—New map of the Republic—Railways under construction, April, 1909—Public works, 1908—Closer trade relations with the United States.	
Colombia	622
Development of the banana industry—Foreign trade in 1908 by custom- houses.	
Costa Rica	625
Fourth International Sanitary Conference—Message of the President— Modification of customs tariff—Arbitration treaty with the United States—Population of the Republic.	
Cuba	626
Introduction of caravonica cotton—The National Bank of Cuba.	
Dominican Republic	627
The tobacco industry.	
Ecuador	628
Receipts of cacao at Guayaquil, first half of 1909—Exports of hides, first half of 1909—Expenses of trade-mark registration—Vegetable-ivory con- cession—Lignite discovered—Railway from Port Vargas Torres to Ibarra.	
Guatemala	629
Railway from Zacapa to Salvador frontier—Banana culture near Puerto Barrios.	
Haiti	632
New cabinet members.	
Honduras	632
Commerce with Mobile in 1908—Jetties at the mouth of the Ulua River— Charges for recording deeds and documents—Prison regulations—Budget for 1909-10—Railway and wharf at Puerto Cortes—Escobales mining zone—Treaties with Brazil and Mexico.	
Mexico	634
Tobacco lands—Ramie fiber—New Mexican railway—Vanilla—Cotton cultivation in lower Rio Grande Valley—Tula iron mines and foundry— Naval academy at Veracruz—Railroad terminals at Veracruz—Wheat duty increased—Institute of mines and metallurgy—Centennial celebra-	

	Page.
tion—Through Pullman service from Salina Cruz to New York—Steel rails ordered—Model abattoir at Guadalajara—Mexico Northwestern Railroad—Concession for slaughterhouse—Electric light and power plant—Brick manufactory—Telephone line from Saltillo to Torreon—Commerce of Tampico in 1908.	
Nicaragua	640
Sanitary regulations—Consular invoices.	
Panama	641
The sugar industry—Bayano River agricultural concession—Tobacco industry—Exclusion of Orientals—Coal and petroleum deposits.	
Paraguay	643
Rapid transit to Buenos Ayres.	
Peru	643
Message of President Leguia.	
Salvador	644
Arbitration treaty with the United States—New steamer service to Mexican ports—Port movement, first quarter, 1909—Commercial Agricultural Bank—Exports in 1908—Improvements at the capital.	
Uruguay	647
Increased bank capital—New issue of nickel coin—Tramway returns of the capital.	
Venezuela	647
New constitution—Panama hat manufactory at Caracas.	



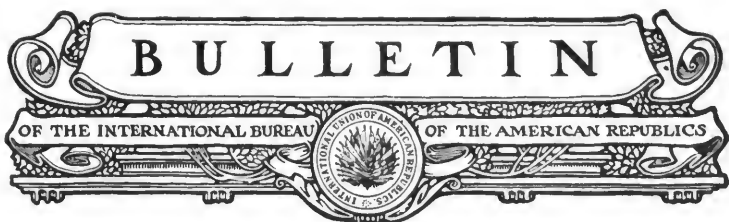




SEÑOR DON RICARDO JIMENEZ,
PRESIDENT-ELECT OF COSTA RICA.

Dr. Ricardo Jiménez, the elected President of Costa Rica for the new term, which begins on May 8, 1910, and which ends on May 8, 1914, is a very prominent lawyer and one of the most conspicuous men in Costa Rica. He is talented and highly educated. He has filled with great credit to himself and to the best advantage of the country the most elevated official positions. He has been Envoy Extraordinary and Minister Plenipotentiary to Mexico, President of the Supreme Court of Justice, President of Congress, Secretary of State, Secretary of Finance and of Commerce, President of the College of Lawyers, Vice-President of the Republic, member of the Commission of Codification of Laws of Costa Rica. He is a very powerful parliamentary orator and author of several works on law and education. He is of a high character and a man of very strong personality and most progressive in his principles. There is no doubt that Costa Rica will derive great benefits from his government.

Mr. Jiménez is not quite 50 years old and is a member of one of the oldest and most distinguished families of Costa Rica. His father, Mr. Jesús Jiménez, was twice President of Costa Rica, and his grandfather on his mother's side, Mr. Francisco M. Oreamuno, was also President.



VOL. XXIX.

SEPTEMBER, 1909.

No. 3.

IT is a source of satisfaction to all who are interested in the development of closer and more reciprocal trade relations between the United States and the Latin-American Republics that the general features of the PAYNE-ALDRICH tariff bill of the United States are not inimical to an increase in the exchange of commerce. In one important respect the new law is much more favorable to Latin America than the DINGLEY tariff. Under the latter hides of cattle paid an import duty of 15 per cent ad valorem; in the PAYNE-ALDRICH bill they are free. Considering the fact that two-thirds of the Latin-American countries ship hides to the United States, this is a feature that should be appreciated by those nations. Heretofore, when there has been any discussion of reciprocal treaties, Latin America has always asked for free hides, but has met with the flat refusal of the United States. The wording of the new law is, therefore, an important concession by the latter to the former. It is also worthy of note that the efforts to place a duty on coffee and cacao and an increased duty on quebracho wood failed of approval. The maximum and minimum provisions of the tariff law should not prove a burden to the countries of Latin America, because few, if any of them, have treaties with foreign countries other than the United States in which they give preferential rates of which the United States can not take advantage. While the new law is far from being what many would desire it to be as an aid to the development of foreign commerce, it is still a long step forward, and under its provisions there should be a marked increase in the exchange of exports and imports between the United States and her sister Republics.

THE OPINION OF AN EMINENT JOURNALIST.

One of the leading afternoon newspapers of the United States is the "Buffalo Evening News," and its editor, Mr. EDWARD H. BUTLER, stands high in the ranks of American journalists. It is gratifying evidence of the practical value of the BULLETIN when it is frequently quoted

by a paper of the quality of the "News" and is complimented by a man of Mr. BUTLER'S practical judgment. In a recent communication to the Director he says:

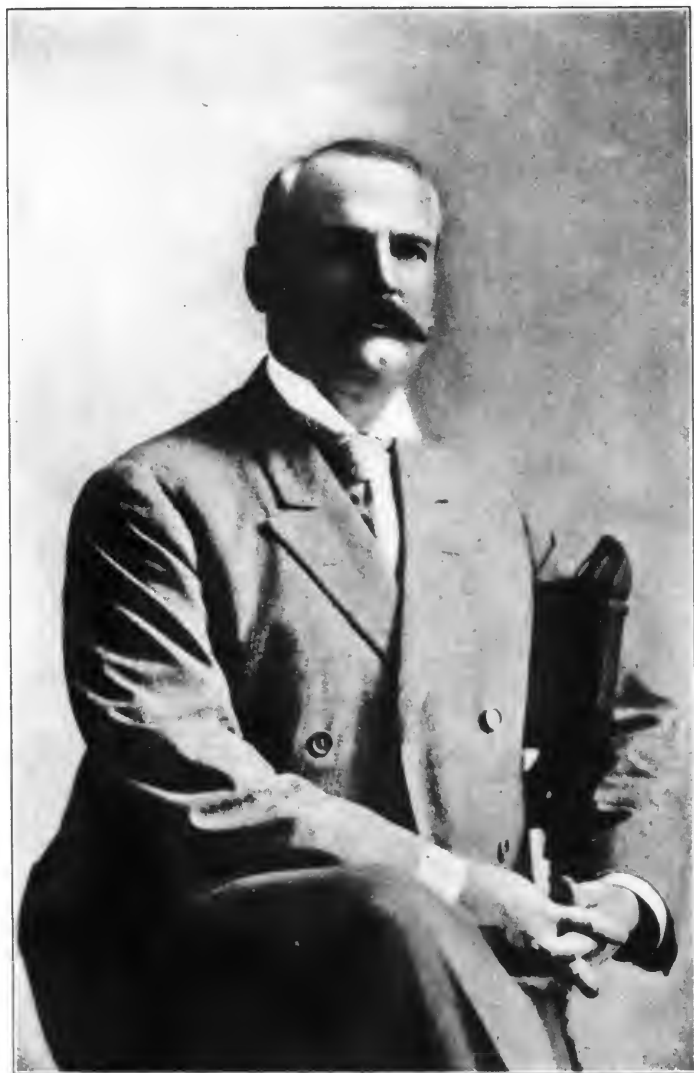
There is no warmer supporter of your Bureau, or one more appreciative, than myself. My staff make constant use of the BULLETIN in every number, and there are many articles of one kind or another from its contents which we never question as to reliability. I warmly congratulate you on the review number, and even more on the steady excellence of the regular issues with their unfailing advance in worth and in the timeliness of their articles and data.

CHIEF OF THE NEW LATIN-AMERICAN DIVISION OF THE STATE DEPARTMENT.

Hon. THOMAS C. DAWSON, the chief of the newly created division of the State Department, to be known as the Division of Latin-American Affairs, is at present the Minister of the United States to Chile. He has been in the diplomatic service for the past twelve years, having been appointed Secretary of Legation at Rio de Janeiro in June, 1897. Mr. DAWSON was born at Hudson, Wisconsin, July 30, 1865. He received his early education in the public schools of that city and Eau Claire, Wisconsin, and later attended Hanover College, Indiana, Harvard, and the Cincinnati Law School. In 1882 he published a country newspaper in Florida, and was later editor of a newspaper in Council Bluffs, Iowa, and was assistant attorney-general of Iowa from 1891 to 1894. He practiced law until 1897, in which year he became Secretary of the Legation at Rio de Janeiro, and later Chargé d'Affaires in the same city. In 1904 he was appointed Minister Resident and Consul-General to the Dominican Republic, and his important services in connection with the financial difficulties of that island Republic showed him to be a man of ability and initiative. In 1907 he was appointed Envoy Extraordinary and Minister Plenipotentiary to Colombia, a position which required a man of tact and diplomacy to fill on account of the differences between the United States and that country following the secession of Panama. Mr. DAWSON is the author of "South American Republics," published in two volumes in 1904.

APPRECIATION OF THE ANNUAL REVIEW NUMBER OF THE MONTHLY BULLETIN.

As evidence of the general appreciation of the value of the July, or annual review, number of the MONTHLY BULLETIN of the International Bureau, hundreds of newspaper notices and letters from diplomats, Members of Congress, business men, students, and travelers in all parts of the world could be quoted. If they were given in full they would occupy one whole issue of the BULLETIN. This is mentioned here, not with the object of praising what the Bureau is doing, but simply for the purpose of showing to those who do not fully understand the work and the purpose of the Bureau and BULLETIN, and hence are disposed to be unduly critical, that their labors, even though far from perfect, are not in vain. No one appreciates the shortcomings of the Bureau and the imperfections of the BULLETIN more than the Director, who is always pleased to receive suggestions for their improvement. He is, however, correspond-



Photograph by Harris-Ewing.

HON. THOMAS C. DAWSON,

Envoy Extraordinary and Minister Plenipotentiary from the United States of America to Chile, who has been appointed chief of the newly created division of the State Department—the Division of Latin American Affairs.

ingly glad to note that the efforts of the loyal staff of the Bureau in making the BULLETIN a genuinely valuable agency for the development of Pan-American comity and commerce have resulted in the publication of a review of Latin-American commercial, economic, and general conditions, which will make it a standard book of reference for those who wish succinct and reliable data concerning that part of the world. There is no more critical judge than the writer on the "New York Sun," who discusses from time to time in its editorial pages the subject of Pan-American relations. In the August 4, 1908, issue of the "Sun" is an extended review of the BULLETIN, from which a brief extract is quoted below:

The Bureau of the American Republics has recently issued a very valuable publication in the form of an annual review of conditions in Latin America. The Bureau has published such reviews for a number of years, but in the matter and treatment thereof the latest issue is far ahead of any of its predecessors. The reviews of 1904, 1905, and 1906 made pamphlets of about 100 pages. The review of 1907 covered 175 pages. The story of 1908 runs up to nearly 300 pages, with maps, diagrams, and illustrations. The commercial statements of all the countries reported are as complete as it has been possible to make them. The omissions are due to the fact that some of the Republics do not keep elaborate and up-to-date records of their trade with other lands. * * *

The foregoing quotation is only one from a large number of editorials which have appeared in the press of North and South America and Europe. As further actual proof of the value of the BULLETIN the remarkable fact can be noted that a large percentage of the Members of the United States Senate and House of Representatives have written to the Bureau expressing approval of the July issue and asking that they be provided with extra copies to forward to their constituents.

THE MINISTER OF THE UNITED STATES OF AMERICA TO SALVADOR.

Hon. WILLIAM HEIMKÉ, the newly appointed Minister to Salvador, is a native of France, having been born in that country in 1847, and naturalized in the United States. He came to America at a very early age and entered the Regular Army at the age of 15. He served with distinction during the civil war, being engaged in several important battles. After the war he served as headquarters clerk under Generals SHERMAN, POPE, HANCOCK, and SHERIDAN, and was also in the Quartermaster's and Commissary Departments. In 1881 he became purchasing agent for the Mexican Central Railroad and in 1883 was appointed general manager of the Chihuahua and Durango Telephone Company in Mexico. In 1887 he again entered the service of the United States as Vice-Consul at Chihuahua. He was advanced to Consul in 1892 and retired in 1893. In 1897 he became Second Secretary of the Legation in Mexico, and was promoted to First Secretary of the Legation at Bogota, Colombia, in 1906. He was appointed Envoy Extraordinary and Minister Plenipo-



Photograph by Harris-Ewing

HON. WILLIAM HEIMKE,

Envoy Extraordinary and Minister Plenipotentiary from the United States of America to Salvador.

tentiary to Guatemala March 10, 1908. Mr. HEIMKÉ is a member of the American Academy of Economic, Social, and Political Science of Philadelphia and of the International Folk Lore Society of Chicago.

MOBILE AS A PORT OF FOREIGN COMMERCE.

Mobile, Alabama, from its remarkable location on the Gulf of Mexico, has a great opportunity for the development of its commercial relations with the Latin-American countries bordering on the Gulf and the Caribbean Sea. A pamphlet recently issued entitled "Memorial and Map Prepared by the Mobile Basin and Tennessee River Association," has just been received by the Bureau. A recent editorial in the "Mobile Register," referring to the able letter addressed by Secretary KNOX to Congress in which he asked an appropriation of \$100,000 for the use of the State Department in looking after the promotion of closer trade relations of the United States with Latin America and the Orient, points out Mobile's opportunity of getting into closer touch with the business centers of Latin America and urges its people to awake to the value of this field. The more discussion of this character that goes on in the papers of representative southern cities like Mobile, the sooner will the Southern States realize the vast benefits that will accrue to them from trade with Latin America and the opening of the Panama Canal. Mr. L. C. IRVINE, who is well known as an advocate of increased trade of the United States with Latin America, is now located in Mobile and is bending his best efforts and energies to make that city take advantage of its advantageous position in obtaining its share of the commerce of the high seas.

MINISTER SHERRILL'S FOURTH OF JULY ADDRESS AT BUENOS AIRES.

The Buenos Aires papers give much space and attention to the address delivered by Hon. CHARLES H. SHERRILL, United States Minister to the Argentine Republic, on the occasion of the celebration of the Fourth of July by the American colony. Mr. SHERRILL'S remarks were forcible and diplomatic, and pointed out in a lucid manner the agencies which ought to develop closer relations between the United States and the Argentine Republic. If the kind of diplomacy and effort that he advocated are employed a much closer acquaintance between the United States and that progressive country in the southern end of South America should develop. Equal opportunities exist in other republics, and considering the able corps of Ambassadors and Ministers who now represent the United States in the Latin-American capitals and the competent Ambassadors and Ministers who, in turn, represent Latin America at Washington, the new feeling of closer friendship, started by Hon. ELIHU ROOR in his remarkable journey around the South American Continent, should be made stronger and consequent material benefits result to all the countries concerned.

THE MINISTER OF THE UNITED STATES OF AMERICA TO GUATEMALA.

WILLIAM F. SANDS, the newly appointed Minister to Guatemala, was born in Washington, District of Columbia, July 29, 1874. He studied at Feldkirch, Austria, and later attended the Georgetown (District of Columbia) Law School, from which he graduated in 1896, in which year he was appointed Second Secretary of the Legation at Tokyo. He was appointed Secretary of Legation at Seoul, Korea, in 1897, and resigned in 1899, while Chargé d'Affaires ad interim, to take effect January 15, 1900. In the latter year he was honored with the appointment of Adviser to the Emperor of Korea, which post he occupied until 1905, when he was appointed Secretary of the Legation at Panama. He was appointed Secretary of the Legation at Guatemala in 1907 and Secretary of the Embassy at Mexico City in 1908.

A BROOKLYN EDITOR'S VISIT TO LATIN AMERICA.

The International Bureau is glad to learn that Mr. HERBERT L. BRIDGMAN, prominently connected with the "Brooklyn Standard Union" and a great traveler, is planning an extended tour around South America. He undertakes this trip in order to acquaint himself with that part of the world, and says that he has been largely prompted to make the journey as a result of the propaganda of the Bureau. The more men of this kind visit the sister Republics the more quickly will correct information about those countries be disseminated throughout the United States. The "Standard Union" of July 25, 1909, contains an editorial under the caption "Value of the Bureau of American Republics," which expresses Mr. BRIDGMAN'S views in regard to this institution in such terms that the Bureau feels rewarded for its efforts to please critical observers of his experience and judgment.

PAN-AMERICAN SPEECH OF CONGRESSMAN SULZER.

On July 8, 1909, Hon. WILLIAM SULZER, Member of Congress from New York, made a notable speech in the House of Representatives in regard to Latin America. It was one of the best addresses on the subject ever delivered in that Chamber, and expressed a sincere and correct appreciation of the progress and possibilities of the southern Republics. On account of the demand for Mr. SULZER'S remarks the Bureau has distributed over 2,000 copies, the number placed at its disposal. Its supply is entirely exhausted, but if anybody wishes one he can obtain it by writing directly to Mr. SULZER. This address was the result of a recent trip which Mr. SULZER made to Guatemala and Honduras. So impressed was he with what he saw there that he is now reported to be planning a journey to South America proper.



Photograph by Harris-Ewing.

HON. WILLIAM F. SANDS,

Envoy Extraordinary and Minister Plenipotentiary from the United States of America to Guatemala.

AMERICAN HISTORICAL ASSOCIATION MEETING.

Prof. WILLIAM R. SHEPHERD, of Columbia University, New York City, who is greatly interested in Pan-American affairs and who has made several trips to South America, is now arranging for a special section devoted to "The History of the Romance Nations in America," in the sessions of the American Historical Association, which will be held in New York City during the week beginning December 27, 1909. The themes to be treated are the following: "The French Element in the History of America," "The Spanish Element in the History of America," "The Portuguese Element in the History of America," "The Broader View of American History," and "The United States and the Republics of Latin America." The Director of the Bureau has been asked to act as chairman of this section during the presentation of the several topics named. Among those invited to read papers are Ambassador NABUCCO, Prof. RAFAEL ALTAMIRA, of the University of Oviedo, and Prof. L. S. ROWE, of the University of Pennsylvania.

 CONSUL-GENERAL OF PARAGUAY IN NEW YORK CITY.

FÉLIX AUCAIGNE, the Consul-General of Paraguay in New York, was born in Paris in 1833, and is a graduate of the University of France and of the Law School of Paris. He came to the United States at the age of 18, but later returned to Paris, where he became a professor in several institutes, a correspondent of the "New York Nation," and one of the editors of "*Le Droit*," "*La Revue de Paris*," "*L'Illustration*," "*L'Avenir*," and other papers. In 1857 he was sentenced to imprisonment as being a leader in the Secret Society of the Free Judges. After spending some months in jail, Mr. AUCAIGNE returned to New York, and later went to Providence, Rhode Island, where he taught for four years. In 1864 he returned to Paris, became foreign editor of "*La Patrie*," "*L'Universal*," and "*L'International*," and served as a private in the National Guard during the German siege. He returned to this country in 1871 and served as foreign editor and correspondent of several American newspapers, finally locating in New York, where in 1894 he was appointed Consul of Paraguay and in 1896 Consul-General. Mr. AUCAIGNE is the American correspondent of "*La Prensa*," one of the largest newspapers of Buenos Ayres, Argentina, and takes an active interest in everything pertaining to the country he represents as well as to the other Republics of Latin America.

 OPPORTUNITY FOR UNITED STATES INSURANCE COMPANIES IN CHILE.

The attention of the International Bureau has been called by Mr. LEONARD C. HART, of Valparaiso, to the fact that there is a good opening



SEÑOR DON FÉLIX AUCAIGNE,
Consul-General of Paraguay to the United States in New York.

in Chile for United States insurance companies. At the present time there is practically no representation of such companies in that Republic, the business being almost entirely done by European and local corporations. Mr. HART has corresponded with the Bureau on this subject, and also through the late United States Minister to Chile, Hon. JOHN HICKS. From his statements there appears to be no question that the field is one which should be improved, and if any United States insurance company desires to know more of the opportunity it would be well for it to communicate directly with Mr. HART at Valparaiso, or through the International Bureau.

SCHOOL OF ARCHEOLOGY IN MEXICO.

President NICOLAS MURRAY BUTLER, of Columbia University, has for a long time taken an active interest in the movement to organize a school of archeology in Mexico City. It is, therefore, gratifying to note that the Mexican Government expresses its approval of the plan for the establishment of the school and has given assurances that it will contribute 6,000 pesos annually for its maintenance. The universities of Columbia, Harvard, Pennsylvania, and Paris, as well as the Institute of Archeology and the Hispanic Society of America, will also contribute to its support, and the indications are that great interest in its work will be awakened among archeological students the world over.

RESOLUTION OF THE SEVENTEENTH UNIVERSAL PEACE CONGRESS.

At the Seventeenth Universal Peace Congress, which assembled in London in the latter part of July, 1909, there was recognition of the new building which is being erected in Washington as the permanent home of this institution. The following appears under the subject "Peace Temple at Washington" in a pamphlet recently published, containing the resolutions of the Congress:

The Congress notes with high appreciation the laying of the corner stone of the Peace Temple at Washington—to which Mr. CARNEGIE has generously contributed \$750,000—to be used by the Bureau of American Republics to promote the common interests of the Latin-American States with each other, and with the United States of America.

THE LETTERS OF MR. FELIX AUCAIGNE.

Among the Latin-American newspaper correspondents who are trying to bring about a better understanding between North and South America, is Mr. FELIX AUCAIGNE, Consul-General of Paraguay in New York, and an interesting writer for the columns of "*LaPrensa*," of Buenos

Aires. Mr. AUCAIGNE has lived a long time in New York City and has become so familiar with conditions in that metropolis, and in this country generally, that he is able to speak with authority. He has been especially kind in his appreciative reference to the work of the International Bureau, and there is no doubt that his writings have tended to make the Bureau better understood in South America.

CONSUL-GENERAL OF BOLIVIA IN NEW YORK CITY.

JOSÉ AGUIRRE-ACHÁ was born in Cochabamba, Bolivia, in 1877. He is a son of NATANIEL AGUIRRE, one of the leading statesmen of the Republic, and a grandson of General ACHÁ, a former President. He received his education at the University of Cochabamba, taking the degree of bachelor of laws and entering commercial life soon after graduation. Mr. AGUIRRE has held successively the following positions in the Government: Secretary of the Commission to Revise the Census of the several Provinces; Inspector and Acting Collector of Customs at Oruro; Inspector of Custom-Houses and Fiscal Offices of Beni and Colonial Territory; Secretary of the Department of Public Works; Secretary of the Argentine Boundary Commission; Consul-General of Bolivia in San Francisco; Subsecretary of Government and Fomento, and Consul-General in New York. He served in the campaign of Acre, crossing the South American Continent from the Pacific to the mouth of the Amazon. Mr. AGUIRRE is a corresponding member of the Geographical Society of La Paz, and is the author of a book entitled "De los Andes al Amazonas." He is also preparing a handbook on Bolivia and a hypsometric map of that Republic.

NEW MEMBER OF COURT OF JUSTICE.

Official advices received by the International Bureau of the American Republics announce that Dr. SALVADOR GALLEGOS, the representative of the Republic of Salvador in the Central American Court of Justice, having resigned his office, Dr. MANUEL I. MORALES, a learned Salvadorian lawyer, has been appointed in his stead. Doctor MORALES has filled positions of the greatest importance, and has been Minister of Foreign Relations, and Minister Plenipotentiary of his country to Costa Rica, Honduras, Nicaragua, and the United States.

PAMPHLET PREPARED BY MR. QUESADA.

Among the different pamphlets of practical value which the International Bureau is publishing from time to time is one that has been extensively and favorably received by exporters. It is a compilation of consular fees and invoices of the Latin-American countries which must



SEÑOR DON JOSÉ AGUIRRE-ACHÁ,
Consul-General of Bolivia to the United States in New York.

be used by shippers of exports thereto. The data for this pamphlet were prepared by Mr. GONZALO DE QUESADA, late Minister of Cuba to the United States, who is a recognized authority on all commercial matters pertaining to Pan-American trade. Any exporter can secure a copy of this publication by addressing the International Bureau.

TRADE PUBLICATIONS FOR THE ADVANCEMENT OF COMMERCE.

Among the many publications devoted to the advancement of commerce and trade received by the International Bureau from all parts of the world one of the most interesting, practical, and best edited is the "Chicago Commerce," issued weekly by the Chicago Association of Commerce, a powerful organization of the representative men of that city, who are doing all in their power to advance its business and civic welfare. The editorial management is under the direction of WILLIAM HUDSON HARPER, a man of large experience in general publicity work. In this connection the International Bureau notes with pleasure the step that has been taken by the Chicago Association of Commerce to promote its interests in Latin America. It has made arrangements with Mr. LEOPOLD GRAHAME, of Buenos Aires, to establish an agency in the capital of the Argentine Republic for the purpose of building up trade between Chicago and that progressive country. Mr. GRAHAME has lived many years in the Argentine Republic, and is thoroughly familiar with the import and export trade. If the agency which he is establishing accomplishes what is desired a long step will be taken toward putting one of the leading manufacturing cities of the United States in close touch with the country that has the largest foreign trade of any Latin-American nation, and may lead to the opening of agencies in other Republics like Brazil, Chile, Peru, and Mexico. We wish Mr. GRAHAME success in his new line of commercial effort.

CONSUL OF THE UNITED STATES OF AMERICA AT SAN LUIS POTOSI, MEXICO.

GEORGE A. BUCKLIN, Jr., was born at West Hartford, Missouri, October 5, 1875. He had a common-school education and taught a district school at the age of 17. He studied law for two years, graduated with honors from the University of Oklahoma, and the following year went to Yale, where he secured the degree of master of arts in 1904. Later he was appointed to the faculty of the University of Oklahoma, and soon after was appointed Consul at Glauchau, Germany. In June, 1908, he was promoted to the newly created Consulate at San Luis Potosi. While at Yale, Mr. BUCKLIN pursued a course of study in International Law with special reference to the Consulate Service, and the knowledge of Spanish, French, and German gained at his alma mater will serve him in good stead in the Consular Service.



GEORGE A. BUCKLIN, JR.,
Consul of the United States of America at San Luis Potosi, Mexico.

TRACY ROBINSON AN AUTHORITY ON TROPICAL COUNTRIES.

The International Bureau has received an interesting pamphlet containing the address delivered at Colon, Panama, July 4, 1909, by TRACY ROBINSON, who has resided for many years on the Isthmus. Mr. ROBINSON is thoroughly familiar with the conditions of life, not only at Panama, but through the whole tropical belt, having made a careful study of the possibilities of these sections of the world which, in the past, have been looked upon as limited in their opportunities and attractions because of their location near the equator. His discourse points out the great changes that have come to Panama and the future possibilities of the countries which, heretofore, have seemed unsuited to population and industry. The closing paragraph of his address contains these eloquent and prophetic words in regard to Panama:

Her wild domain only awaits the advent of intelligent industrial pioneers as home makers to change the dark frown of impenetrable forests to a summer smile, jungle solitudes to gardens of fruit and flowers. Time, aided by intelligence and patience and faith and unflinching devotion, will in the end surely win the day. May the guardian gods that rule the realms of peace and plenty, forever and ever be her friends.

 THE SHARE OF AMERICA IN CIVILIZATION.

The Brazilian Ambassador, Mr. JOAQUIM NABUCO, has added to the long list of brilliant addresses he has delivered another on the subject "The Share of America in Civilization." This study of a great topic was prepared by him as a baccalaureate address to be delivered before the University of Wisconsin on June 20, 1909. The Ambassador was prevented by ill health from personally attending the Wisconsin commencement, but his address was read by President VAN HISE. It has been most favorably commented upon by those who heard or have read it, and is worthy of careful perusal by all who wish to profit by the erudition of a diplomat and historian of the high rank of the Brazilian Ambassador.

 MINISTER CALVO AT THE NATIONAL IRRIGATION CONGRESS.

One of the most interesting addresses delivered at the National Irrigation Congress held at Spokane in the State of Washington, August 9 to 14, was that of Sr. Don JOAQUIN BERNARDO CALVO, Minister of Costa Rica. There was present at this gathering a number of representatives of Latin-American countries, but Mr. CALVO was the only Minister Plenipotentiary in attendance. It was hoped that he could also speak at the Trans-Mississippi Congress in Denver and at the Seattle Exposition, but limitations on his time prevented.

CONSUL OF THE UNITED STATES OF AMERICA AT MANAGUA, NICARAGUA.

JOSÉ DE OLIVARES was born in California, but is a resident of St. Louis, Missouri. Most of his life prior to his appointment as Consul at Managua, in June, 1906, was spent in travel in European and Latin-American countries. During the Spanish-American war he served as war correspondent for the St. Louis "Globe-Democrat" in Cuba and Porto Rico, and his writings were subsequently reproduced in a two-volume work entitled "Our Islands and their People." Mr. OLIVARES was appointed one of the Commissioners of the St. Louis Exposition to secure the participation of foreign governments, and in that capacity was sent to various Spanish-speaking countries, one of these, Argentina, returning him to the United States as one of its Commissioners to the Exposition. Mr. OLIVARES is particularly well fitted for the position he occupies, speaking both English and Spanish fluently.

 A BRITISH JOURNALIST IN LATIN AMERICA.

That British interest in the South and Central American Republics is increasing is proved by the approaching departure of the experienced and well-known special press correspondent of England, PERCY F. MARTIN, F. R. G. S., who will visit Venezuela, Colombia, Panama, Peru, Chile, Ecuador, Paraguay, Brazil, the Argentine Republic, and all of the Central American States. Mr. MARTIN is regarded as an authority upon Latin-American matters, and has published the following works: "Through Five Republics of South America," "Mexico of the Twentieth Century," "Mexico's Treasure House," "Handbook to Latin-American Investments," etc., most of which have been reviewed in the pages of the MONTHLY BULLETIN. He will act as special correspondent for the "Central News," "The Times" (Engineering Supplement), "The Financial Times," "The Engineer," "The Railway Gazette," "The British Trade Journal," "American Industries," "The South American Journal," and some other publications. The Bureau wishes Mr. MARTIN success in his extended and important mission.

 APPOINTMENT OF A VICE-CONSUL IN WASHINGTON.

Mr. GONZALO LEDÓN, Chancellor of the Cuban Legation in Washington, has been appointed Vice-Consul, and is therefore authorized to issue all kinds of certificates in the Legation, thereby avoiding delays which formerly occurred because it was necessary to send documents for Cuba requiring certification to the Consul-General in New York.



JOSÉ DE OLIVARES,
Consul of the United States of America at Managua, Nicaragua.

MONTH OF SEPTEMBER IN PAN - AMERICAN HISTORY

- September 1, 1823.—Gen. SIMON BOLÍVAR enters Lima, Peru, where he is received in great triumph.
- 1, 1851.—The Cuban patriot, NARCISO LOPEZ, having been defeated in an attempt to liberate Cuba, is executed at Havana.
- 2, 1845.—Death of BERNARDINO RIVADAVIA, the first President of the Confederation of the United Provinces of the River Plata (now the Argentine Republic) at Cadiz, Spain.
- 2, 1904.—The Republic of Honduras adopts a new Constitution.
- 3, 1783.—Treaty of Peace between Great Britain and the United States of America signed at Paris, France.
- 5, 1847.—Gold mines discovered in the State of California, United States of America.
- 6, 1609.—HENRY HUDSON, in the service of the Dutch, sailed into Long Island Sound, and discovered the Hudson River.
- 7, 1904.—The International Geographical Congress meets at Washington, D. C.
- 7, 1906.—First International Geological Congress meets at Mexico City.
- 7, 1822.—Brazil declares its independence and separation from Portugal, to which the Prince Regent, DOM PEDRO, adheres, uttering the memorable words "Independencia o Muerte!"
- 10, 1906.—ELIHU ROOT, Secretary of State of the United States of America, arrives at Lima, Peru, on board the U. S. S. *Charleston* on an official visit to the Latin-American Republics.
- 10, 1812.—Battle of Lake Erie. Commodore PERRY defeats the English squadron.
- 10, 1862.—Death of DON CARLOS ANTONIO LOPEZ, first President of the Republic of Paraguay.
- 12, 1502.—CHRISTOPHER COLUMBUS, after having weathered a severe storm, finds and doubles "Cape Gracias á Dios (thanks to God) on the coast of Nicaragua.
- 12, 1905.—Boundary treaty between Colombia and Peru signed at Bogota.
- 14, 1805.—ROBERT FULTON successfully attempts steam navigation on the Hudson River.
- 14, 1863.—The railway between Valparaiso and Santiago, Chile, by HENRY MEIGGS, is opened to the public.
- 14, 1901.—Death of WILLIAM MCKINLEY, President of the United States, who was shot at Buffalo, New York, on September 9.
- 15, 1821.—Declaration of Independence of the Central American States declared at Guatemala.

September 15, 1829.—Slavery abolished in Mexico.

15, 1857.—WILLIAM HOWARD TAFT, the twenty-seventh President of the United States of America, born at Cincinnati, Ohio.

15, 1908.—Ratifications of the treaty between Brazil and Holland are exchanged at Rio de Janeiro, fixing the boundary line between Brazil and Dutch Guiana.

16, 1810.—The first movement for independence is initiated by the Mexicans at Dolores, led by the priest and patriot, DON MIGUEL HIDALGO Y CASTILLO.

17, 1787.—A convention at Philadelphia, Pennsylvania, adopts the Constitution of the United States of America.

18, 1810.—Chile elected its first "Junta Nacional de Gobierno" (National Governing Board), thus establishing an independent government but recognizing the authority of the King of Spain.

18, 1907.—A treaty of arbitration is signed between Italy and the Argentine Republic at The Hague, Holland.

19, 1807.—The British, having been defeated in their second attempt to conquer the La Plata countries, evacuate Montevideo.

19, 1881.—Death of President GARFIELD (twentieth President of the United States of America) at Long Branch, New Jersey.

20, 1519.—FERNANDO DE MAGALHÃES, a Portuguese navigator, sailed from San Lúcar, Spain, with three ships, on a voyage of exploration.

21, 1908.—Opening of the International Tuberculosis Congress at Washington, D. C., United States of America.

22, 1830.—The United States of Venezuela declare their separation from the Republic of Colombia and adopt a Constitution.

22, 1908.—An International Fisheries Congress meets at Washington, D. C., United States of America, at which delegates from Mexico, Guatemala, and Ecuador were present.

23, 1779.—The American Admiral, JOHN PAUL JONES, captures two English frigates off the coast of England.

24, 1789.—Organization of the Supreme Court of the United States of America.

25, 1493.—COLUMBUS sailed from Cadiz, Spain, on his second voyage of exploration and discovery, with a fleet of 17 ships and 1,500 persons on board, together with seeds, horses, and other domestic animals with which to found a new colony in the West Indies, previously discovered by him.

25, 1860.—The Constitution of the Argentine Republic is definitely framed and adopted by all the Provinces at a Convention held at Santa Fé.

26, 1513.—VASCO NUÑEZ DE BALBOA discovers the Pacific Ocean and takes possession of it and the lands adjoining it in the name of the King of Spain.

27, 1772.—DON AGUSTIN DE ITURBIDE, Emperor of Mexico, born at Valladolid, Mexico.

- September 27, 1821.—ITURBIDE entered Mexico City in triumph at the head of his troops, the Spanish forces having evacuated the city.
- 27, 1908.—Celebration of the two hundred and fiftieth anniversary of the city of Pittsburg, Pennsylvania, United States of America.
- 28, 1871.—The Congress of the United States of Brazil passes a bill providing for the gradual emancipation of slaves.
- 28, 1873.—Death of WILLIAM WHEELWRIGHT, North American captain of industry.
- 29, 1810.—Don MIGUEL HIDALGO Y CASTILLO, the Mexican patriot, defeats the Spanish troops and captures Guanajuato.
- 29, 1908.—Opening of the National Irrigation Congress at Albuquerque, New Mexico, United States of America.
- 30, 1765.—JOSÉ MARIA MORELOS Y PAVON, a Mexican priest, who took an active part in the revolution of independence and fought under Hidalgo, born at Apatzingan, Michoacan, Mexico.
- 30, 1877.—Death of HENRY MEIGGS, a North American captain of industry, at Lima, Peru. MEIGGS was the promoter and builder of a number of railways in Chile and Peru, among which the Pacific and Transandine Railway, connecting the port of Callao with Lima and Oroya (15,650 feet high), is one of the most daring feats of engineering.
- 30, 1907.—ELIHU ROOT, Secretary of State of the United States of America, arrives in Mexico City on an official visit, where he is received with great honors, residing during his short stay at the famous castle of Chapultepec.





Meetings of American Presidents



IN the year 1822 the port of Guayaquil, in Ecuador, was the scene of one of the most notable events in the history of America. BOLÍVAR, the liberator of the northern Provinces, and SAN MARTÍN, the liberator of the southern Provinces, met together for a conference that decided the destiny of South America. BOLÍVAR was certain that his genius would be rewarded by the honor of the election



MEETING BETWEEN SAN MARTIN AND BOLÍVAR.

This bas-relief by Isadore Konti depicts the memorable scene between San Martin and Bolivar at Guayaquil in 1822. It will form one of the two panels of the front of the new building of the International Bureau of the American Republics in Washington, D. C., now nearing completion.

to the first presidency of the country to which he had given freedom. SAN MARTÍN, had he but asked it, could have become the elected head of a new nation. SAN MARTÍN withdrew, however. The war against Spain had still months to run before a constitution could be made effective, and therefore this hoped-for first meeting of presidents was only a dream that might have been.

History shows that the struggle for liberty continued for a generation beyond the elections of the first presidents in many of the Republics of America. Early meetings may have taken place between some of them for the purpose of informal discussion concerning unsettled



MEETING IN THE STRAITS OF MAGELLAN BETWEEN THE PRESIDENTS OF ARGENTINA AND CHILE, LIEUTENANT-GENERAL JULIO A. ROCA AND DOCTOR FEDERICO ERRÁZURIZ, IN 1898.

policies of constitution and government, but there are scant evidences of any such personal communication. One meeting, however, is recorded, which was fruitful of results that influenced the future development of the whole region of the River Plate. This occurred in

the year 1865. At that time the war in Paraguay had reached a crisis. The Argentine Republic, Uruguay, and Brazil had decided to combine forces against President LOPEZ, of Paraguay, but at the moment harmony of action had been lacking because of indefiniteness of purpose among the three Republics. It was then that President FLORES, of Uruguay, crossed to Buenos Aires to confer with President BARTOLOME MITRE, of the Argentine Republic. He was received in state, but the council was one for military deliberation rather than for official and diplomatic ceremony. The Brazilian Minister was called to this meeting and these three agreed upon an offensive and defensive alliance, the consequences of which are seen in the national boundaries of to-day.

In disturbances of this nature, a President was apt to be not only the constitutional, but also the actual commander in chief of the army of his country. Experience on the field was an essential factor for success in the executive chair. A far-off reflection of the glories of Crecy might have been the ambition of many of these leaders, if the strong love for constitutional republicanism had not held them and the people in check.

Meetings of American Presidents, therefore, have in the great majority of cases taken place as a matter of neighborliness and to strengthen the ties of friendship which must, as time passes, draw closer to each other the Republics of the New World. Their purpose has been altogether one of peace. A notable instance of such a conference is shown by the meeting held at Corinto, on August 21, 1904, when the Presidents of Nicaragua, Honduras, and Salvador and a special delegate from the President of Guatemala assembled with the express intention of fostering by all honorable means the peace of Central America. The four Governments thus represented manifested a decided moral resolve to harmonize the ambitions of each for the good of all. Steps like this lead to beneficial consequences, and undoubtedly the sympathetic expression of regard between these neighbors made easier the brilliant Peace Conference held by the five Republics of Central America under Secretary Root's guidance in the closing months of 1907.



FACSIMILE OF MEDAL STRUCK IN COMMEMORATION OF THE MEETING BETWEEN PRESIDENT ROCA, OF ARGENTINA, AND PRESIDENT ERRÁZURIZ, OF CHILE, IN MAGELLAN STRAIT.



THE ROYAL BARGE OF DOM JOÃO VI,

In which President Bona, of Argentina, disembarked at Rio de Janeiro on his visit to the President of Brazil, Dr. Manuel Ferraz de Campos Sales, in August, 1900.

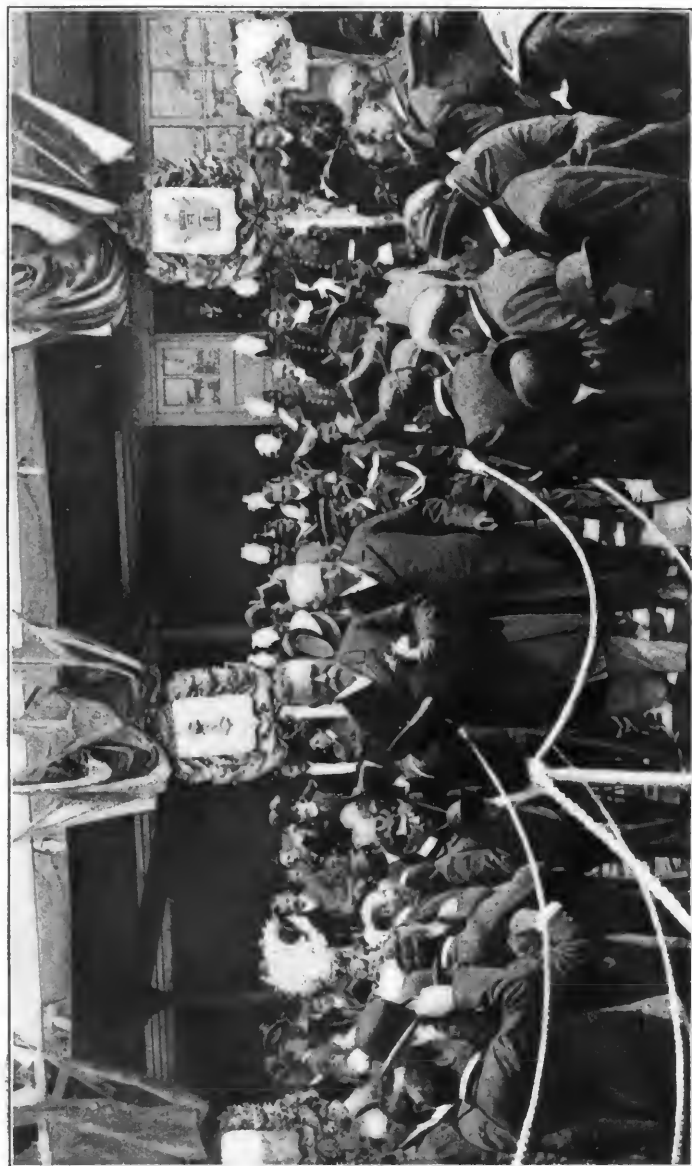
Central America probably leads in the number of cases when Presidents have grasped one another by the hand and discussed amongst themselves, by oral communication, affairs and policies they were elected to guard. It is not a long journey from one capital to another, and between contiguous seaports the distance is so short that informal meetings are easy of accomplishment. The President of Salvador and the President of Guatemala have more than once exchanged personal greetings. In fact, Gen. RUFINO BARRIOS, while



PRESIDENT ROCA, OF ARGENTINA, AND PRESIDENT CAMPOS SALLES, OF BRAZIL, SEATED IN THE GARDENS OF THE PALACE IN RIO DE JANEIRO.

Chief Executive of Guatemala, was an attentive host, for the Presidents of Costa Rica and of Honduras, during two administrations, visited him. The Presidents of Costa Rica and of Nicaragua once met on the frontiers of the Republics, and so rapidly are the means of communication being extended in this century that undoubtedly many similar meetings will be arranged in the future for the benefit of this Central American confraternity.

With the growing demand for mutual understanding and the absence of all that danger which has so frequently attended the



PRESIDENT CAMPOS SALLES, OF BRAZIL, AND PRESIDENT ROCA, OF ARGENTINA,
Bunting the cruiser *Riachuelo* on the former's departure from Buenos Aires, November 1, 1900.

visits of European rulers outside the confines of their own nations, these international visits are becoming more and more frequent. Sometimes they are of an informal nature, the President traveling in his private capacity, and being welcomed as a foreign guest simply. Some years ago President ZALDIVAR, of Salvador, came to the United



PRESIDENT ROOSEVELT REPLYING TO PRESIDENT AMADOR'S WELCOME AT PANAMA
IN NOVEMBER, 1906.

(Photo by Underwood & Underwood. Copyright 1906.)

States and was received as befitted his position. President IGLESIAS, of Costa Rica, just before his brother entered the Naval Academy at Annapolis, traveled incognito through the United States and was entertained by President MCKINLEY in Washington. He has always looked back upon that event with a kindly memory. Many years

before that, however, Gen. RUFINO BARRIOS, while President of Guatemala, visited the United States, and so cordial was his reception here that his Government made this event the subject of a special communication to the Government of the United States.

A President of the United States has also been a traveler into a foreign land, although it was at the time a favorite subject of argument whether he stepped on foreign soil. In November, 1906, President ROOSEVELT made his trip of inspection to Panama. He was formally received by President AMADOR, by officials of the Government, and informally he met the President of Panama on several occasions subsequently.



THE UNION DEPOT IN EL PASO.

El Paso is the terminus of a great system of railways, converging here from the north, east, and west, to receive and distribute traffic to and from Mexico.

What might be called a return visit of Presidents was made shortly after this by President AMADOR, of Panama, who came to the United States in November, 1907. He was not in good health, however, and could not receive the attention which would otherwise have been given him. Whatever meeting took place between him and President ROOSEVELT was of the simplest possible nature.

These occasions have not lacked in ceremony, although in most cases it has been the individual traveling in a quasi private capacity rather than the representative of a nation who was the recipient of the honors bestowed by a nation upon a distinguished guest. Although the personality of a President has always been a factor in his reception, the ceremony has been doubly impressive when he has been



BIRD'S-EYE VIEW OF EL PASO.

The city was established in 1827, although there had been a pass across the Rio Grande here for generations before. It lies at an elevation of 3,750 feet, and has a population of 40,000. El Paso is a busy commercial center, but is also favorably known for its dry and healthful climate.

formally and by premeditation invited to visit a foreign country and a different people from his own. Such visits have been rare, even in America, and when they occur are of more than passing interest. Especially in Latin America, too, where the people take delight in ceremony and where their artistic instinct appreciates the value of the event, an occasion of this kind becomes a wonderful agent in increasing friendship and mutual understanding.

It is pleasant, therefore, to record two brilliant instances of the meeting of two great Presidents of American Republics, arranged as an affair of state and carried out with all the pageantry for which



THE COURT-HOUSE IN EL PASO.

El Paso is the capital of one of the largest counties in the United States, and has constructed public buildings on a generous scale.

the scenes were so well fitted. Reference is made to the visit paid to the President of Brazil by the President of the Argentine Republic in August, 1899, and to the return visit paid to the President of the Argentine Republic by the President of Brazil in October, 1900.

Gen. JULIO A. ROCA was in his second term as President of the Argentine Republic. He had served his country long and faithfully in many positions of trust, and was recognized in Europe, where he had traveled extensively, as one of the most capable men of his generation. Dr. CAMPOS SALLES had assumed the presidency of Brazil in 1898. His early life has been passed under the empire,

but the spirit of the age had fired his republicanism, and, despite all the traditions of an hereditary aristocracy, he had devoted his genius and his energy to the establishment and perpetuation of the new Republic.

The Argentine Republic and Brazil have long been on friendly footing, but, separated as their capitals are, by 1,000 miles of ocean, or by an equal number of miles of almost untraveled forest, they have not always been able to find opportunity to meet in intimate friendship. For this reason, and because the times seemed favorable for expressions of personal and national regard, these visits were arranged between the two nations. It was the first time in the his-



EL PASO CHAMBER OF COMMERCE.

tory of South America that an official visit was paid by one President of a republic to another. A squadron of the navy escorted President Roca to Rio de Janeiro, where the Brazilians were lavish in their hospitality. The city was *en fête* for days, and the enthusiasm of the people was the best evidence of the success of the hitherto untried event. The Argentine Republic, not to be outdone in a display of hospitality and friendship, made even more elaborate preparations for the return visit of President CAMPOS SALLES the following year. Buenos Aires was decorated in all the perfection of which that beautiful city is capable. The people demonstrated that their friendship and hospitality was as sincere and spontaneous

as that of their neighbors, and the impressions of good will left on each other, however much it may be founded on sentiment, have undoubtedly carried far-reaching consequences in the hearts of the citizens of these two Republics.

Visits of courtesy of an informal nature are becoming more and more frequent as good-fellowship spreads from nation to nation. An instance well in point is seen in the proposed call at Rio de Janeiro, Brazil, of President MONTT of Chile who will pay his respects to the President of Brazil when he returns from Europe early in the coming year.



Meetings on the boundary between nations are of a somewhat different character and can not, from the very nature of the locality, be surrounded with the elaborateness of ceremony attainable in a nation's capital. They have a world-wide significance, however, since they show that presidents can shake hands across the border and that what they like to do in brotherly affection the neighboring people will do also. Another good result of such a meeting is the direct benefit upon the people of the region through which a president travels, for it brings him into touch with many persons and conditions he might not see otherwise, and carries evidence to all alike that he is their executive official as well as that of the residents of the capital of the nation.

Consequences of great benefit, for instance, followed the meeting, in 1899, between President Roca, of the Argentine Republic, and President ERRAZURIZ, of Chile, in the Strait of Magellan. They discussed practical affairs, the administration of their respective offices, and the mutual relation of their governments to the people's welfare, but more than that the visit furnished an object lesson to each President of the needs and requirements of the growing territory through which he had to pass.



THE COUNTRY CLUB AT EL PASO.

The two Presidents will be entertained in this building a short distance from the center of the city.

The inhabitants of the South and southwestern United States never cease to be grateful for the presidential visit paid to them in 1901. New Orleans, although once the capital of a vast territory acquired by a President of the United States one hundred years before, had never seen a head of the nation until President MCKINLEY came. This trip was continued, with equally lasting benefits, through Texas, New Mexico, Arizona, and California. It was in El Paso, Texas, that a meeting had been arranged between President MCKINLEY and President DIAZ, of Mexico, but the poor health of the latter prevented him from making such a long journey away from his home, and in his stead he delegated several high officials of the Mexican Government to meet and greet President MCKINLEY on the international bridge across the Rio Grande connecting the two Republics.

This year, during the visit of President TAFT to the South and Southwest, the city of New Orleans hopes to be honored not only by the presence of the chief executive of this nation, but also by the

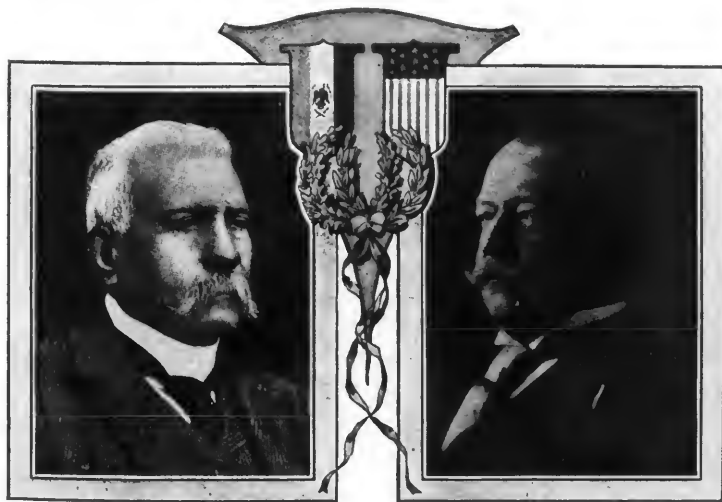
attendance, at the convention of the Lakes-to-the-Gulf Deep Waterway Association, of Presidents from one or more of the Central



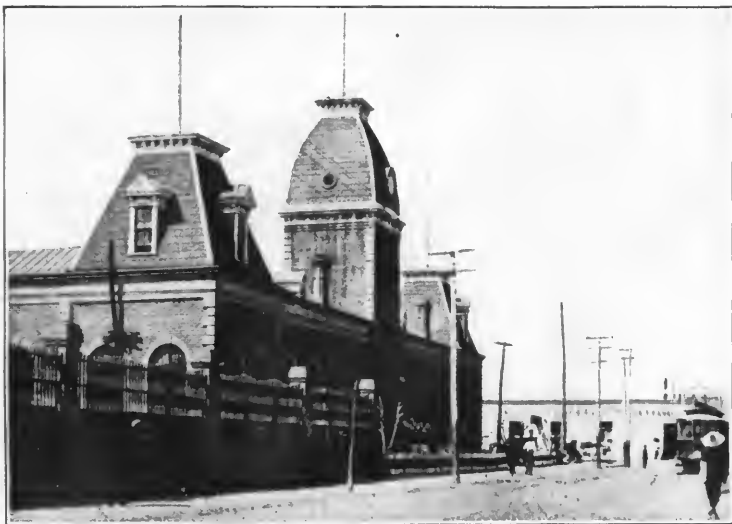
THE INTERNATIONAL BRIDGE OVER THE RIO GRANDE, OR THE RIO BRAVO.

The Rio Grande forms the boundary between the Republic of Mexico and the United States. It is nearly three-fourths of a mile wide at this point, but during the dry season of the year much of the bridge passes over dry ground. At the northern end is the city of El Paso, in Texas; at the southern end is Ciudad Juarez, in Chihuahua. The boundary line is marked at the center of the bridge, and it is here that the two Presidents will meet for the first time.

American and Island Republics. Several of them may send their chief executives to meet President TAFT there.



On the international bridge at El Paso, Texas, however, the eyes of the whole world will be focused on October 16, 1909, for then it is planned to bring together President TAFT, of the United States of America, and President DIAZ, of the Republic of Mexico. The two contiguous countries are looking forward with eagerness to such an event. It means more to them than a mere handshake; it means the moral pledge that the two Republics are and will continue to be neighbors on a footing of human and territorial friendship. Tradition has hitherto confined the President of the United States within the borders of his country. Mexico, too, has encouraged the same custom in regard to her President. But at El Paso these two officials



THE CUSTOM-HOUSE, CIUDAD JUAREZ.

The entries through this custom-house into Mexico from the United States are among the heaviest into the Republic. Ciudad Juarez is the northern terminus of the Mexican Central Railway, the first line to be constructed from the City of Mexico to the frontier of Texas.

can meet with no great violation of tradition or law. The boundary across the bridge is well defined. Hands may be joined while each remains firm footed within his own nation's territory. Indeed, there will be more than simple taking of hands; the bridge will be converted into an international garden, and for the time being Mexico and the United States will be common ground. The President of each country may be received and *fêted* by the citizens of the other.

What is said there will of course be of importance to the listeners in both Republics, but the fact of the meeting, the simple citizenship of the event, without the necessity of military protection or display, will be an object lesson in history.



OLD CHURCH IN CIUDAD JUAREZ.

The city at the Mexican end of the International Bridge was formerly called Paso del Norte, conforming to original use of the settlement for passage across the river at this point. The city is quite old, and had many interesting structures in distinctive Mexican architecture.



THE POST-OFFICE IN CIUDAD JUAREZ.

MR. ANDREW CARNEGIE, in his memorable speech at the laying of the corner stone for the new building of the International Bureau of the American Republics, drew three lessons to be given to the world concerning the true agents of peace. One was the compact between the Republics of Central America to submit to arbitration differences of any kind arising between them. Another was the beautiful symbol of Christ of the Andes between the Argentine Republic and Chile. A third was the unguarded boundary stretching for over 3,000 miles between the United States and Canada. He might have mentioned still a fourth; the equally unguarded boundary of nearly as many miles from the mouth of the Rio Grande in the Gulf of Mexico to the Gulf of California and the Pacific Ocean. The abandonment of the old frontier forts in Texas, the maintenance of scant garrisons over an area that half a century ago demanded thousands of troops for protection—all show that the United States and Mexico are daily practicing the lessons of peace. The two nations laugh at the thought of war, but they welcome, with a heartiness that is the truest echo of their sincerity, the thought that on their border may take place this latest and most felicitous meeting of Presidents.





MEMORANDUM ON EFFECT OF NEW TARIFF

THE special session of Congress called by President TART to consider a revision of the DINGLEY tariff law, act of July 24, 1897, met on March 4, 1909. A bill changing in a number of schedules the old law was reported in the House of Representatives by the Committee on Ways and Means, of which the Hon. SERENO E. PAYNE, of New York, is chairman. This bill passed the House on April 9, and went to the Senate for its approval. In the Senate it was considered first by the Committee on Finance, of which the Hon. NELSON W. ALDRICH, of Rhode Island, is chairman, and then by the Senate. The bill passed the Senate July 8, with 847 amendments. Some of these amendments were inconsequential, but a large number of them were material.

The conference committee selected from the two Chambers for the purpose of adjusting the differences in the bill as it passed the House and the Senate reported a compromise bill, which was accepted and became law by the President's signature on August 5, 1909.

EFFECT OF THE ACT ON TRADE WITH LATIN AMERICA.

COFFEE, CACAO, AND RUBBER.

The new law makes no changes in these articles, which remain on the free list.

The bill as it passed the House laid a duty of 3 cents per pound on crude cacao. In the Senate an amendment restoring cacao to the

free list was passed, and this amendment was accepted by the conference committee and became law.

The bill, as introduced in the House, in the coffee schedule contained the proviso that if any country shall impose an export duty or other export tax or charge of any kind whatsoever, directly or indirectly, upon coffee exported to the United States, a duty equal to such export duty, tax, or charge shall be levied, collected, and paid. This proviso was omitted from the bill as it passed the House and did not again reappear. The effect of such a provision, had it become law, would have been most disastrous to the coffee trade, especially to the trade with Brazil.

Using the figures for the fiscal year 1906-7 as representing a normal year's trade, the importance of the importation into the United States of rubber, coffee, and cacao will be noted:

Article.	Pounds.	Value.
India rubber, crude.....	76,963,838	\$58,919,981
Coffee.....	983,321,473	78,231,902
Cacao, crude.....	92,249,819	13,376,562

Of rubber, South America furnished 55 per cent (42,323,713 pounds) and Brazil alone 52 per cent (40,286,751 pounds). Other Latin-American countries contributed as follows:

Mexico, 7,175,097 pounds; Colombia, 738,208 pounds; Ecuador, 941,274 pounds; Peru, 165,346 pounds; Venezuela, 190,368 pounds; Nicaragua, 661,327 pounds; Panama, 212,003 pounds; and other Central American States less amounts. All together, Latin America furnished 50,668,158 pounds, or nearly 66 per cent of the total india-rubber importation into the United States. In addition, it (Venezuela) furnished a small quantity of balata, gutta-percha (Colombia and Ecuador), and over 1,000,000 pounds of the guayule shrub (Mexico).

Of coffee, South America furnished 90 per cent (883,835,068 pounds) and Brazil alone 79 per cent (778,609,591 pounds). Other Latin-American countries exported to the United States as follows: Costa Rica, 24,090,169 pounds; Guatemala, 27,732,521 pounds; Salvador, 11,213,571 pounds; Mexico, 14,726,450 pounds; Colombia, 43,398,453 pounds; Venezuela, 59,994,303 pounds; and Honduras, Nicaragua, Cuba, Haiti, Dominican Republic, Ecuador, and Peru lesser amounts.

Taken all together, Latin America furnished 98 per cent (966,665 pounds) of the total coffee importation into the United States.

In cacao, South America (excluding the Guianas) exported to the United States 32,200,592 pounds, or 35 per cent of the whole importation into this country. Brazil, with 19,945,743 pounds, was



HONORABLE NELSON W. ALDRICH,
Chairman of the Finance Committee of the United States Senate.

the second country in rank, following the British West Indies with a little over 3,000,000 pounds more. The Dominican Republic was fourth, with 9,902,943 pounds—about 540,000 pounds less than Portugal—and Ecuador fifth, with 8,280,950 pounds. Cuba shipped 3,710,383 pounds; Haiti, 2,301,918 pounds; Venezuela, 3,788,123 pounds; and other Latin-American countries smaller amounts.

As a whole, Latin America exported to the United States 48,557,256 pounds of crude cacao, or 52 per cent of the whole of the United States imports.

HIDES.

The financial panic beginning in October, 1907, produced an abnormal condition in the trade of the United States, so that any deduction arrived at from a comparison of the more recent statistics is more or less misleading. This is particularly true as to the figures representing values in hide imports.

For the calendar years 1906, 1907, and 1908 the imports of "Hides of cattle"—i. e., the heavier hides of the bovine species upon which the 15 per cent duty was laid—were as follows:

	Pounds.	Value.
1906.....	144,040,983	\$21,119,829
1907.....	122,932,034	18,120,638
1908.....	137,922,575	16,318,195

For the fiscal years 1905-6, 1906-7, and 1907-8:

	Pounds.	Value.
1905-6.....	156,155,300	\$21,862,060
1906-7.....	134,671,020	20,649,258
1907-8.....	98,353,249	12,044,435

Taking the fiscal year 1905-6, in which the trade was normal, the origin of the imports of hides of cattle was:

	Pounds.	Value.
Europe.....	25,366,484	\$3,519,383
North America.....	41,796,004	4,741,513
South America.....	49,697,269	9,574,598
Asia.....	16,409,285	2,582,139
Oceania.....	418,233	53,394
Africa.....	983,745	178,231

LATIN-AMERICAN COUNTRIES.

	Pounds.	Value.
Costa Rica	305,578	\$51,735
Guatemala.....	77,825	14,048
Honduras.....	388,920	45,617
Nicaragua.....	745,892	125,006
Panama.....	822,023	123,199
Salvador.....	63,800	10,485
Mexico.....	14,709,027	1,779,265
Cuba.....	3,340,173	346,615
Haiti.....	12,493	1,664
Dominican Republic.....	141,524	16,075
Argentine Republic.....	29,743,410	5,818,820
Brazil.....	1,460,742	284,999
Chile.....	6,874	1,068
Colombia.....	3,778,859	643,424
Ecuador.....	2,298,253	385,332
Peru.....	9,267	1,569
Uruguay.....	7,894,544	1,548,022
Venezuela.....	4,495,117	891,346

Nondutiable hides, classified as "Hides and skins, other than fur skins," were imported for the same year to the amount of 135,111,199 pounds, valued at \$30,841,987.

Of these the importation from Europe alone was 98,640,447 pounds, or 73 per cent in quantity, and \$23,549,037, or 76 per cent in value.

From Latin America the figures are 7,314,177 pounds, or 5.4 per cent in quantity, and \$1,683,040, or 5.4 per cent in value.

On the contrary, in dutiable hides—i. e., "Hides of cattle"—Latin America furnished 52 per cent in quantity—70,303,524 out of 134,671,020 pounds—and 58 per cent in value—\$12,088,297 out of \$20,649,258 in value of the total importation of the United States.

From these figures it will be seen that Latin America, and in particular the Argentine Republic, Mexico, Uruguay, Venezuela, Colombia, Ecuador, Cuba, and Brazil has furnished the great bulk, both in quantity and in value of dutiable hides, while the imports of free hides from these countries has been very small.

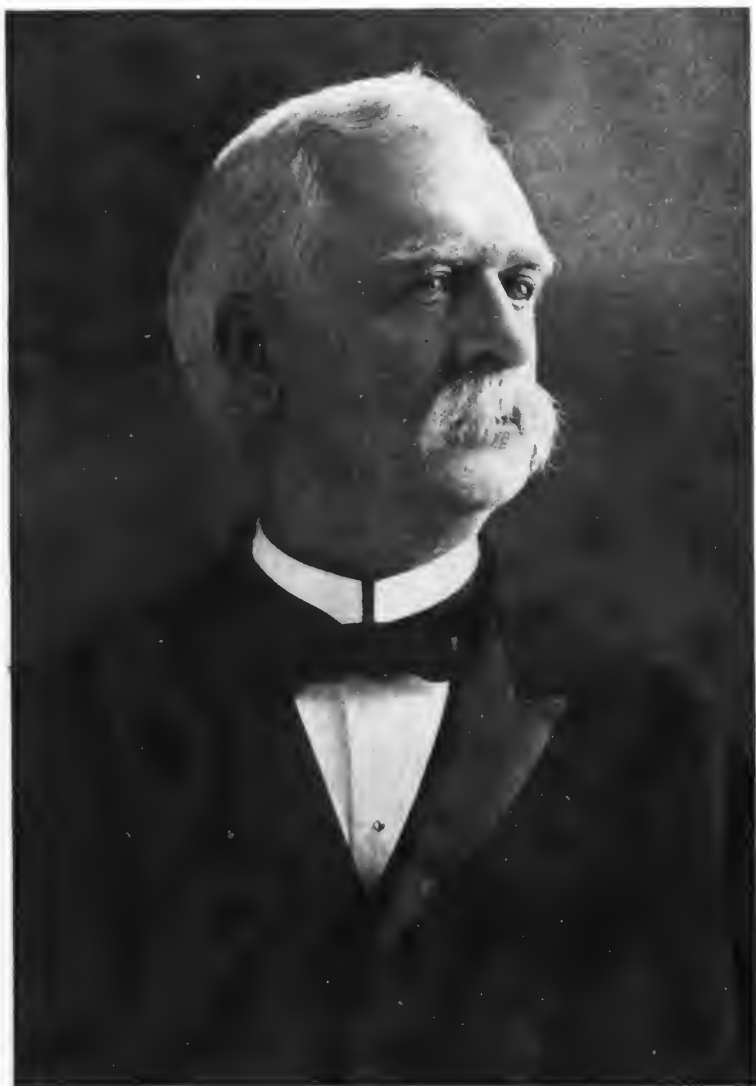
It will also be noticed that in the dutiable hides those from South America are the highest priced and the most valuable.

The new law (act of August 5, 1909), which abolishes the 15 per cent ad valorem duty on hides of cattle of the Dingley law (act of July 24, 1897), will necessarily have a greater effect on the hide trade with Latin America than with the rest of the world. It will undoubtedly stimulate the export of the heavier hides to the United States from these countries.

TOBACCO.

The importation of tobacco into the United States consists of first—

Leaf, suitable for cigar wrappers.—Of this class of tobacco nearly all of it is Sumatra tobacco imported from the Netherlands. Out of



Photograph by Harris-Ewing.

HONORABLE SERENO E. PAYNE,

Chairman of the Ways and Means Committee of the House of Representatives, author of the Payne
Tariff Bill.

a total importation of 7,576,325 pounds in 1906-7, and 5,943,714 in 1907-8, the Netherlands furnished 7,078,655 and 5,817,733 pounds, respectively. Cuba furnished only 38,274 and 42,653 pounds for the two years.

Leaf, all other.—This is for the most part cigar filler and Turkish smoking and cigarette tobacco, and the great bulk comes from Cuba, 20,335,769 out of 31,963,996 pounds in 1906-7, and 17,929,086 out of 26,112,329 pounds in 1907-8. There is a small trade with Mexico amounting to 255,410 and 269,705 pounds for the two years.

Cigars, cigarettes, and cheroots.—Practically the whole importation is from Cuba, although a few cigarettes come from Turkey, Germany, and England. The trade with Cuba in 1906-7 was 740,565 pounds, valued at \$3,889,520, out of a total of 775,078 pounds, valued at \$3,995,564, and for 1907-8, 734,357 pounds, valued at \$4,163,269, out of a total of 758,068 pounds, valued at \$4,245,451.

The only tobacco import from the Philippine Islands, with the exception of less than \$1,000 in value of cigar wrappers for five years, has been a small trade in cigars—\$6,508 in 1903-4, \$2,512 in 1904-5, \$4,149 in 1905-6, \$3,824 in 1906-7, and \$1,559 in 1907-8.

The duty on cigars, cigarettes, and cheroots under the old law was \$4.50 per pound and 25 per cent ad valorem. Cuba enjoyed a 20 per cent deduction from the rates under the treaty of December 27, 1903, and imports from the Philippine Islands under the act of March 8, 1902, paid 75 per cent of the regular duties. The effect of the treaty and the last-mentioned act was to put Cuba and the Philippines nearly on a parity so far as exports of cigars to the United States is concerned.

By the new law the rates on cigars remain unchanged, but by section 5 cigars from the Philippine Islands not in excess of 150,000,000 cigars a year are admitted free.

The effect of this provision will no doubt be in time to curtail to some extent the imports of Cuban cigars of the lower grades.

OTHER ARTICLES.

The duty on quebracho, of which the country imports 79,033,584 pounds (75,126,243 pounds from the Argentine Republic), remains unchanged at one-half cent per pound.

Crude asphaltum and bitumen also remains unchanged at \$1.50 per ton. The imports in 1906-7 were 111,015 tons, of which 33,988 tons were from Venezuela and 5,016 tons from Cuba. Practically all the remainder, except about 3,500 tons from Italy, came from the British island of Trinidad.

Chicle gum pays the same duty as under the old law, i. e., 10 cents per pound. Mexico's exports to the United States were about two



Copyright by Harris-Ewing, Washington, D. C.

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

and three quarter million pounds, worth \$532,800. Thirty or forty thousand pounds come from Honduras and less quantities from the other Central American States.

The duty on iron ore was reduced from 40 cents per ton in the DINGLEY law to 15 cents per ton in the new law. In the bill as it passed the House iron ore was on the free list, but the rate of 15 cents was finally adopted as a compromise for the Senate amendment of 25 cents per ton.

The United States imported in 1906-7, 1,096,717 tons, of which more than one half, 584,670 tons, came from Cuba and 4,150 tons from Colombia. In 1907-8 the importation was 958,378 tons, of which a little over two-thirds, 646,443 tons, came from Cuba. A reduction to a little over a third of the old rate should, and no doubt will, increase to a large extent the imports of iron ore from Cuba and should stimulate production in other of the Latin-American countries.

Copper ore, matte, and regulus, free under both the old law and the new, was imported into the United States in 1906-7 to the amount of 56,732,916 pounds, of which 35,056,453 pounds were from Mexico, 2,887,064 pounds from Cuba, 5,261,616 pounds from Chile, 310,425 pounds from Peru, and small quantities from Central America, Haiti, and Dominican Republic.

The duty on timber—hewn, sided, or squared—was reduced from 1 cent per cubic foot to one-half this rate. At present practically all the imports are from Canada, but the reduced duty should stimulate a trade from Latin-American countries.

Cedar, mahogany, lignum-vitæ, rosewood, and other woods of this character remain free, as they were under the old law. The United States imported of mahogany 51,899,000 feet in 1906-7. Of this, 5,794,000 feet were from Central America, 14,382,000 feet from Mexico, 3,254,000 feet from Cuba, and 3,175,000 feet from Colombia.

The rate on sugar remains the same, i. e., 95 cents per pound on sugar not above No. 16 Dutch standard. The United States importations of sugar in 1906-7 was 397,745,046 pounds of beet sugar, nearly all of which came from Germany, with lesser quantities from Belgium and Austria, and 3,986,510,021 pounds of cane sugar, of which 3,236,466,419 pounds came from Cuba, 73,591,126 pounds from Dominican Republic, 58,843,900 pounds from Brazil, and 35,200,180 pounds from Peru. There were small quantities from Venezuela and Haiti and over 3,000,000 pounds from Guatemala.

The rate on pineapples was increased from 7 cents per cubic foot in packages and \$7 per thousand in bulk to 8 cents and \$8, respectively. The great volume of imported pineapples is from Cuba. For the year ending June 30, 1908, the imports from the island were valued at \$894,581 for fruit in packages and \$200 for fruit in bulk.



Copyright by Harris-Ewing, Washington, D. C.

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

The imports from all other countries were valued at \$3,093 for fruit in packages and \$39,666 for fruit in bulk. The increase in rate should not seriously affect the Cuban trade.

Raw cotton remains on the free list. Of this article the United States imported in 1906-7, 4,088,699 pounds from Peru, and small quantities from Colombia, Chile, and Venezuela.

In wools the duties remain unchanged, 11 cents per pound on class 1, 12 cents on class 2, and from 4 to 7 cents on class 3, unwashed. In class 1 the United States imported in 1906-7, 82,982,116 pounds, valued at \$21,378,304; 16,293,411 pounds came from the Argentine Republic, 4,933,508 pounds came from Uruguay, and small quantities from Brazil and Chile.

In class 2 the imports were 10,671,378 pounds, of which 1,365,843 pounds were from Peru, 213,500 pounds from the Argentine Republic, and 109,454 pounds from Chile.

In class 3 the imports were 110,194,051 pounds, most of which came from Russia, China, and Turkey. There were 3,406,423 pounds from the Argentine Republic, and small quantities from Brazil, Chile, and Colombia.



MUNICIPAL ORGANIZATIONS OF THE CAPITALS OF LATIN AMERICA ∴ ∴

QUITO.

FROM the sleep of centuries Quito awakes—Quito, oldest of all the capitals of South America, and vieing with Mexico as the most ancient city of all America, arouses from its old-world lethargy. Slowly by the Guayas, and through dense forests and stony paths around Chimborazo and over steep mountain passes, progress has come to the northern capital of the great Inca empire, set in the high Andes, 9,537 feet above the sea. In the days of HUAYNA-CAPAC, the greatest of all the Inca emperors, Quito was the principal capital of the empire, and here he lived in a splendor unsurpassed, it is said, in ancient or modern times. At his death he divided his empire in two parts, giving to ATAHUALPA the northern and to HUSCAR the southern half. War naturally followed between the two brothers, and while this war raged PIZARRO came upon the scene. With PIZARRO'S help ATAHUALPA overthrew HUSCAR and was himself in turn overthrown by the Spaniard.

Every schoolboy who has read PRESCOTT knows of how the royal Inca bargained with his conqueror to fill the prison room with gold in exchange for freedom, of how the faithful Indians brought the treasure, of how this not satisfying the Spaniards they demanded more, and of how ATAHUALPA acceded to this demand and sent out word for more treasure to be brought. But this gold never came, for the news spread to Quito and over all the mountains that ATAHUALPA had been strangled by the treacherous Spaniards. The burden bearers, laden with gold and silver, were assembled in the Llanganati, and here the treasure was buried, where neither by persuasion, temptation, nor torture could any one of them be induced ever to betray its hiding place.

In those days Quito was connected with most of the Inca world by magnificent roads built through the mountains. These roads in later years have to a great extent been allowed to decay, for the white man's path lay not along and through the high Andes, but down and up from the sea. The Spaniards built Guayaquil, and Guayaquil is the port of Quito, and between the two lies the road which for



Copyright by Underwood & Underwood.

QUITO, AS SEEN FROM THE HILLS.

The view as shown is on a line a little north of west.

nearly four hundred years has been the principal trade route of Ecuador. The road is about 320 miles long, and such a road it was, impossible except to a few hardy natives during half the year, the rainy season, and so bad for the other half as to deter all except the hardiest and most enthusiastic traveler. The southern end of the road—for Quito lies north of Guayaquil—passes through a tropical forest and is often hidden by rank-growing vegetation or obstructed by fallen trees. Emerging from the forest, the road is even worse; the steep ascents and descents, often full of water, mud, and tumbled

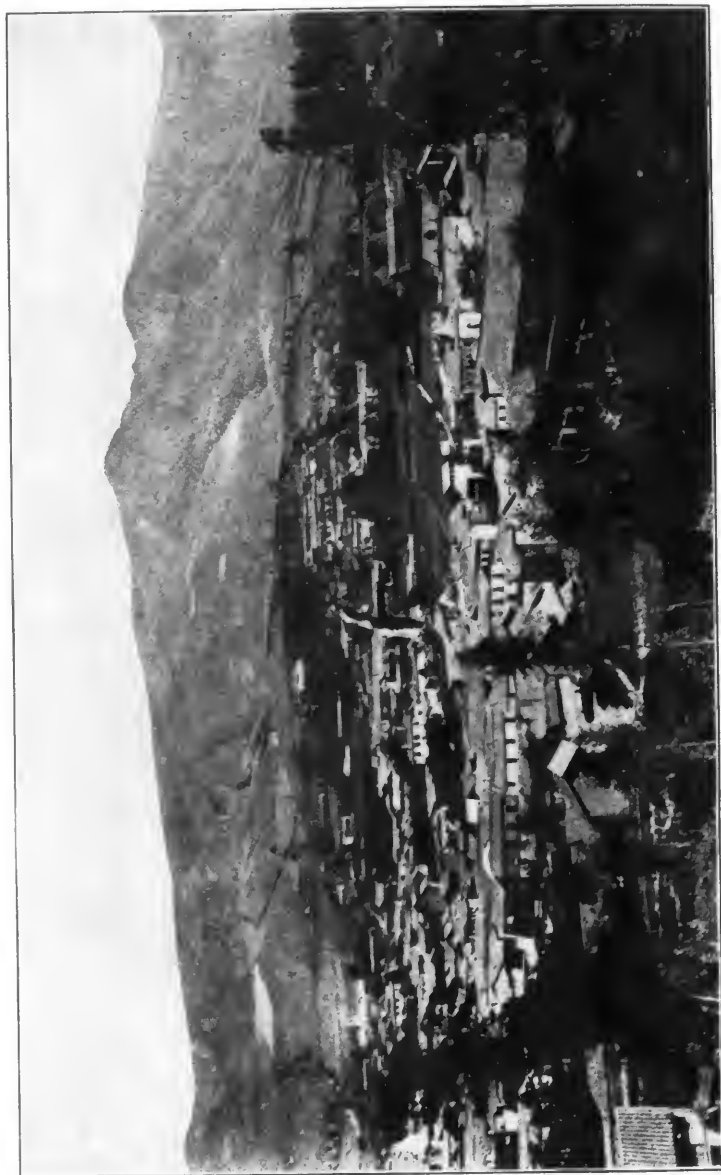


GOVERNMENT PALACE IN QUITO.

stones, with here and there bottomless quagmires, make it at times seem impossible to pass.

For many years the main route from Guayaquil has been first by steambot, 60 miles up the Guayas River, and thence by the road about 250 miles through the forest and mountains to Quito.

For fifty years the city has dreamed of a railroad up from the sea. About forty years ago a railroad was actually begun from Guayaquil to the interior; a track 17 miles long was built by English capitalists, who sought to imitate the railroad exploits of Henry Meiggs in Peru. But no train on this road ever carried a passenger or hauled a ton of



A PART OF QUITO, AS SEEN FROM A NEAR-BY HILL.



THE FRANCISCAN CONVENT IN QUITO.

Said to be the largest monastery in the world. In the foreground is the open-air market.

freight. It lies, two streaks of mist, lost in the jungle. The idea of the railroad from Guayaquil to Quito did not die with this, the first effort, for more than a year ago, on June 25, 1908, the first train from the port entered Quito. It was a season of great rejoicing, for the dream of fifty years had come true. But by no magic; it was slow and difficult work, extending over more than thirty years, the solving of the most vexatious engineering and labor problems complicated by financial conditions, that brought the road up from Guayaquil. The contract which finally secured the completion of the road was made with a group of United States financiers, represented by Mr. ARCHER HARMAN, on June 14, 1897. Under this contract the road has cost 46,000,000 *sucre*s (nearly \$23,000,000), of which the Government has issued bonds for about one-half and the stockholders have provided the other half.

Years before the road was completed the conditions of travel to Quito had improved. As the railroad crept up from the lowlands at each successive terminal, connections by wagon road was opened and maintained with Quito, so that the old conditions have for the last ten years been vastly improved.

The railroad begins at Duran, across the bay from Guayaquil, and follows the course of the Guayas northeast to Yaguachi; from here it turns to follow the general direction of the Chimbo River east to Alansi; from thence almost due north by Riobamba, Ambato, Latacunga, and Aloasi to Quito.

Before the coming of the railway Quito was an old-world Spanish-American city, which had been evolved and dwindled in the evolution from Huayna-Capac's city of over a third of a million people to the modern city of about 50,000. It lies in a saucer-shaped cup nearly 9,600 feet high at the foot of Mount Pichincha, towering over 6,000 feet higher. To the east and west it is hemmed in by the high mountains. There are roads leading from the city, one to the north and two to the south. These roads lead along the high plateau called the table-land of Quito. Immediately to the south of the city lies the small isolated mountain called Panecillo, rising some 700 or 800 feet above the main plaza. To the north ridges from the east and west ranges come down, shutting off the town. Thus, coming from either direction, one does not see Quito until it lies at his feet, from this distance a rather dreary and dead looking town, spread out over considerable area. The mountains are bare and the city, red tinted from the tiled roofs, resembles, as has been said, one of those spell-bound towns of the Arabian Nights. On entering the city this delusion is dispelled, for Quito unmistakably is not dead. The Quiteños appear to live upon the streets—at least the country people, the *chargas*, who come into the city in droves, are always to be seen. These men dash madly about on horseback like cowboys in a western

mining town. The narrow streets are filled with Indians, men and women, soldiers, shopkeepers and their friends and customers chatting in front of the shops, laden horses, donkeys, and llamas.

The plan of the city is regular; streets cross at right angles running from east to west and north to south. But the streets themselves are sometimes difficult on account of the steep grades. Two deep ravines traverse from east to west, down which flow the melted snow from Pichincha's heights. The whole terrene is exceedingly uneven, as the slopes and spurs of the surrounding hills press down even to the center of the town. A walk in Quito is a continual ascent or descent. The streets, however, are well paved. The houses suggest the Moorish



GALLERY SURROUNDING PATIO, UNITED STATES LEGATION, QUITO.

style, with roofs projecting over the sidewalks. The better class are built of stone or burned brick but for the most part Quito is built of adobe or sun-baked brick.

The typical Quito residence does not properly face the street, at least not on the ground floor. This is leased to shopkeepers or occupied by servants, and opening to the street has no connection with the residence proper. The entrance to the latter is through an arched gateway leading into an interior *patio* surrounded by galleries and sometimes leading into a second *patio*, in which are the stables. The residence is on the second floor and faces around the principal *patio* with a balcony on the street side with glass doors from the residence.



Copyright by Underwood & Underwood.

THE COMPAÑIA CHURCH IN QUITO.

This is a fashionable church of the capital, and is under the jurisdiction of the Jesuits.

The interior furnishing of these houses is often most luxurious, surprisingly so when one considers the awful road over which prior to the coming of the railroad everything had to be brought up from the coast. Very few houses contain any heating arrangements and cooking is done by charcoal on open hearths.

Water is brought down from the mountains through aqueducts and is supplied to public fountains. The city is lighted by electricity and the installation of electric tramways is now being made.

Quito is just now at the beginning of a period of transformation. The railway makes possible what before was impossible. Improvements of all kinds, particularly in building and in water supply and



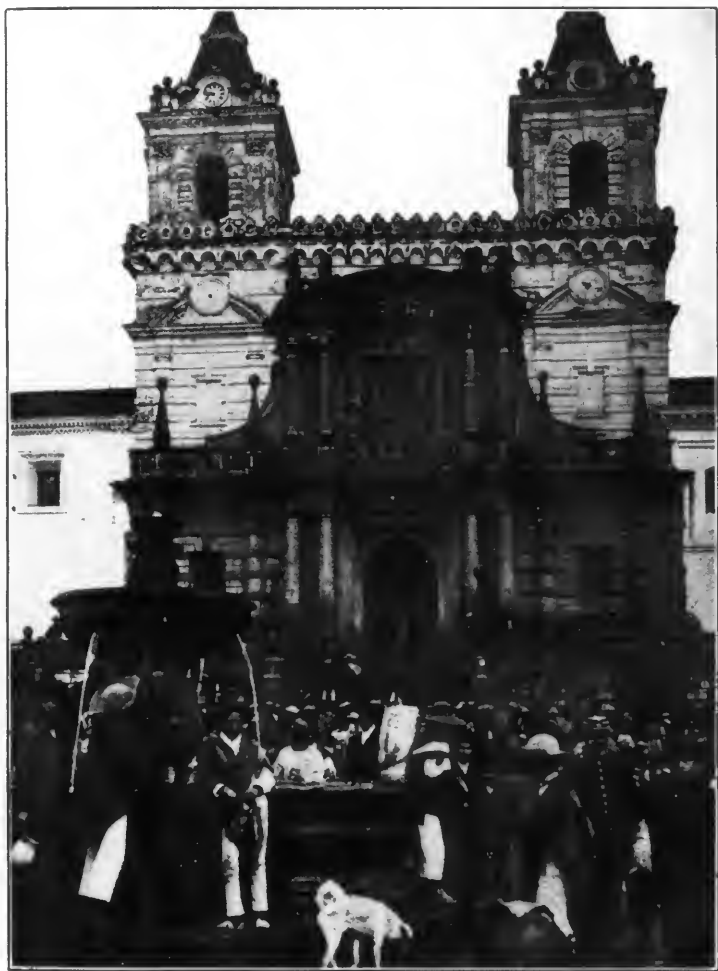
STREET IN QUITO.

This house is built on the spot where the declaration of independence was signed in 1809. The table on the front of the house bears the names of the signers.

sanitary measures, are being put into effect, so that it is quite probable that a traveler of 1908 will scarcely know the city in 1910.

In fact, visitors to the National Exposition which opened in August of this year will be surprised to find what improvement the city has made in the last five or six years.

By the census of May 1, 1906, Quito had a population of 50,841 inhabitants, of which 22,763 were males and 28,078 females. The excess of women is quite remarkable, amounting to 123.35 women to 100 men. Some other cities in which there is an excess of women are as follows: New York, 101 to 100; Philadelphia, 103 to 100; Boston 104 to 100; Baltimore, 109 to 100; Paris 111 to 100; Buenos



Copyright by Underwood & Underwood.

SAN FRANCISCO CHURCH, QUITO, ECUADOR.

This stately edifice dates from the early colonial period, and is one of the oldest buildings and most prominent churches of the capital of the Republic.

Aires, 108 to 100. In Chicago there are 103 men to 100 women, and in Montevideo 118 men to 100 women. The extraordinary excess in the female population of Quito is unexplained by the census authorities, who give the birth statistics for the three years preceding the taking of the census as follows: 1903, births, male 978, female 831; 1904, male 942, female 923; 1905, male 983, female 896; total for three years, 2,903 males, 2,650 females.

Not counting minors under 18, there are 14,751 married, 12,651 single, and 4,051 widowed. There are 1,365 foreigners in Quito, of whom about one-half are Colombians and 21 are from the United States.

Of the population over 7 years of age, 31,800 can read and 10,373 can not.

Quito has three palaces, the National Palace, that of the archbishop, and the Palace of Justice. Other government buildings are the Municipal, the University, the Observatory, National Library, General Telegraph Office, Mejia, Providence, Sacred Heart, Good Shepherd, and Guardian Angel colleges, the normal institutes for boys and for girls, School of Arts and Trades, Conservatory of Music, Suere Theater, President's residence, St. John's Hospital, insane asylum, and the homes for orphans and for foundlings.

There are 6 monasteries, 7 convents, 2 seminaries, 7 parochial churches, 15 conventual churches, and a cathedral. The Franciscan monastery is said to be the largest in the world, and its building covers several acres. All together, the religious establishments cover nearly one-fourth of the city's area.

The larger manufacturing interests are represented by flour mills, 1 foundry, 1 ice factory, 2 sugar refineries, and 3 breweries.

Quito has a wonderful climate. The range of the thermometer is only about 50°, from 50° to 70° F. The weather is an almost perpetual Indian summer. Sometimes it rains quite hard, but not for long.

The white plague and other pulmonary diseases seem not able to exist in Quito. Sufferers even in the last stages of consumption have recovered with a few months' residence in the Ecuadorian capital.





Copyright by Underwood & Underwood.

A STREET SCENE IN QUITO, ECUADOR.

The principal streets of the city present a most lively appearance, with hundreds of people and beasts of burden in constant motion. The city extends from the foot of the mountains to the top of the hills, which rush the torrents of rain down the steep slopes. The principal streets are mostly covered with yellow mud, and the principal streets are paved with stones from one section of the city to another. The territory over which the city extends is exceedingly uneven, and the slopes and spurs of the surrounding hills press down toward the main plaza from three different sides. The streets, nevertheless, are generally regular, intersecting at right angles, and the principal ones are paved.



THE HARD WOODS OF THE AMERICAS" " " "

QUEBRACHO.

TWO of the greatest industries in the world are railway building and the preparation of hides and skins into leather. For the former the sleepers on which the rails are laid are essential and costly factors; for the latter nothing can take the place of some vegetable extract which is the tanning substance of the trade. Sleepers can be made of glass and metal, but these do not give the satisfaction of those made of wood. The oak and the hemlock have for ages supplied tannin by which leather is cured; in fact, the very word *tann* implies by its derivation its relation to the oak, by which name the tree was called in old Breton language. Railway sleepers have been made from the oak, but the expense grows higher year by year. No wonder, therefore, that the earth is scoured for trees to furnish either the one or the other or both of the substances, and no wonder also that manufacturers and builders hailed with delight the announcement a few years ago of the availability for both purposes of the South American tree called "Quebracho."

Quebracho is a contraction of the colloquial Spanish and Portuguese term *quebra-hacha*, originally applied to many trees in Latin America. It means "ax breaker," and the character is implied in this meaning. The wood is hard, fine grained, and tough, and had been used by the natives for ages in their primitive construction work. Of recent years, however, quebracho is restricted in the arts and industries to a particular tree found only in South America, and even

^a Photos by Mr. Wm. M. Baldwin and Mr. A. Klipstein.

here only within broad limits of the drainage basin of the River Paraná. In Cuba there is a "quebracho," so-called locally, which is a member of the Copaiba family. In Chile a quebracho is rather of the Cassia family, and probably in other parts of Latin America the name is indiscriminately given to any hard wood that has tested the metal of the native's ax. No such indefinite use of the word, however, can be permitted to-day, because the tree of the South American Chaco has become so commercially important that it must be understood to signify only that one tree and nothing else.



THE EDGE OF "THE CHACO" IN ARGENTINA.

This is an outlying village celebrating the national holiday (May 25). From here the workmen skilled in woodcraft journey into the wilderness in search of quebracho.

The genuine quebracho tree is found in Brazil, Paraguay, and the Argentine Republic. There are two important varieties and a third has been distinguished, although it has no great significance botanically or value commercially. Locally and in the trade the names given are *Quebracho colorado* (red), and *Quebracho blanco* (white). *Quebracho colorado* has the scientific designation of *Loropterygium lorentzii*, and belongs to the order of Anacardiaceae. This is the particular tree from which both the sleepers and the better quality of tanning extract are derived. The other, *Quebracho blanco*, is neither so straight nor so serviceable as the red variety, but is nevertheless of definite commercial value, as it furnishes some tanning extract

and the logs can be used for fence posts and axles. From it is taken also a drug extensively used for bronchial diseases; in fact, as a plant it was studied for this purpose long before its other advantages were exploited. The scientific name is *Aspidosperma quebracho*.

The Chaco of South America is the mysterious no-man's land of early explorers. Into this wilderness fled the native inhabitants, called there "Indians," with the same idea of them that was current in North America, and both fancy and experience peopled it with all manner of strange wild beasts. As the aborigines were driven farther inland by European settlement they were accompanied by the



A FONDA OR TAVERN IN "THE CHACO."

Frontier hotels of this character are favorite meeting places of timbermen, and from them gangs of workmen are sent into the quebracho forest for their season's labor.

imported horses and cattle of the Old World which had run away from captivity and reverted therefore to the habits of their primitive ancestors. The limits of this region were rather climatic and geologic than territorial. The characteristics of soil and vegetation determined its location quite as much as anything else. Thus, in the early history of the Argentine nation, above the Salado River was "El Chaco." This extended indefinitely northward up to and within Bolivia. It crossed the Paraná River, embracing even portions of Uruguay and Brazil, and was lost in the unknown area at one time dominated by the Jesuit missions. Fugitives escaped into the Chaco, explorers lost their lives there or returned with wonderful



A QUEBRACHO TREE IN "THE CHACO."

The quebracho tree usually stands by itself, easily discernible at a distance, both by the character of its bark and the peculiar formation of its branches.



IN THE DEPTHS OF "THE CHACO."

The heart of "The Chaco" is never the tangled jungle of tropical forests. Quebracho and other trees are more scattered, and the undergrowth, although at times close, like the mesquite thickets of Texas, is seldom impenetrable. Men on foot or horseback pass through it with no great difficulty.

tales of adventure. The Pilcomayo and Bermejo rivers, leading to the northwest, lured many a hardy traveler to attempt, unsuccessfully, a new route toward the Inca land of Peru and Bolivia. At one time it all belonged vaguely to the Argentine Republic. Later Bolivia relinquished her use of the name, and, under the agreement in which President HAYES (1878) acted as the arbitrator, that portion not definitely within Uruguay and Brazil was divided between Paraguay and the Argentine Republic. To-day there are two Chacos, one belonging to Paraguay and the other to the Argentine Republic. Their



THE BARK OF THE QUEBRACHIO TREE.

The workman always tries the tree, if it is to be used for its tanning extract, by testing the thickness of the bark and sap wood. If the sap wood is too thick (1½ inches or more), the tree is spared, because it involves too high a labor cost to cut down a tree having proportionately so small a trunk. As neither bark nor sap wood contain much tannin, and as these coverings are always removed before a log is shipped, it is cheaper to search for trees of greater yield.

limits are definitely fixed. In the Argentine Republic are the Gobernación del Chaco, south of the Bermejo River, a national territory, north of which is the Territory of Formosa, whose northern boundary is the Pilcomayo River. North of the Pilcomayo is the Paraguayan Chaco, and the name covers only these two thinly inhabited areas. But "El Chaco" remained as romantic and unproductive as ever until the railroad came.

Railways must have sleepers on which to lay their rails. In some instances wooden ones are imported at great expense, or substitutes therefor are used if climatic conditions are favorable. As a rule,

however, it is preferred to take supplies from native timber whenever procurable. This was the case in the Argentine Republic when railway building away from the coast had begun, and no more fitting wood could be discovered than that recommended by the natives, both by the name and by the experience of those who had used it. The quebracho wood proved by far the most serviceable for sleepers on South American railways, and its reputation grew so steadily that to-day many miles of European rails are supported by sleepers brought from the River Plate. The railways helped also to industrialize this region, pushing their way close to the edge and occasion-



BIG QUEBRACHO LOGS GATHERED IN "THE CHACO."

It should be noticed that these logs have had the bark removed, and are serviceable either for tanning extract or for sleepers. If logs are felled close to a factory, every particle of the wood may be utilized for the extract.

ally into the Chaco; steamers and sailing vessels crept farther into the interior on the larger rivers, bringing manufactured goods from abroad in order to exchange them for cargoes of quebracho, until the mystery of the Chaco has now faded away before the march of civilization, while logging camps and sawmills are as busy there as they are in Wisconsin or Canada.

In one respect quebracho resembles rather mahogany than oak or pine. The trees do not grow in clumps or groves, but are dispersed through the forests and the less dense woods, singly or in groups seldom more than four or five to the acre. The tree itself is tall, about

two or three feet in diameter, and is crowned by a rather thin, oval, or V-shaped, mass of branches and leaves. The white quebracho is somewhat smaller than the red, and begins to branch lower to the ground, so that it is not hard to distinguish them from each other. The leaves are oval, or lance shaped, smooth, somewhat shining and leathery; they do not fall completely in the winter, but cling to the branches in company with the fruit. The tree seems to thrive best on a sandy soil, where the atmospheric moisture is not very great, but where abundant water is provided for the roots, either by dews or sufficient rain. It is neither a mountain nor a river growth, but lives



A SAWMILL BETWEEN "THE CHACO" AND CIVILIZATION.

Mills are frequently permanent, substantial plants, to which the rough timber is hauled. Occasionally, however, it is advisable to carry small mills close to the forest for more rapid handling of the raw material.

best in the subtropical stretches between water courses. Although the age of the tree has been given as measured by hundreds of years, it is well enough established that at ten years from planting the first small shrubs are big enough to use for posts. The future promises, therefore, an opportunity for the actual cultivation of quebracho, because, although savage inroads have been made into the supposedly inexhaustible forests of the Chaco, it is not too late to restrict the cutting of the tree, or even to adopt modern forestry methods of planting and conservation for the supply of coming generations. In fact, the Argentine Republic has already passed suitable laws in this direction,



AN ASSEMBLING POINT FOR QUEBRACHO LOGS.

Newly felled logs of quebracho are hauled to the nearest station or mill by oxen in the primitive method best understood by the natives. These stations are located in the center of timber tracts, and from them radiate roads or small railway lines into the forest.

and it is more than probable that under the wise administration of that Government there will be developed an arboricultural industry to proceed hand in hand with the preparation of quebracho posts for fences and construction work, sleepers for railways, and of tanning extract, the three industries for which this unique tree is at present utilized.

"Rollizos" is the Spanish word commonly employed in the trade for the rough and untrinned logs (which the word means) from which only the bark has been removed. They are still supplied by



A BY-PRODUCT OF QUEBRACHO.

If quebracho logs are to be utilized for sleepers and the smaller portions of the tree are not available for tanning extract, they are still valuable for firewood, and are thus shipped for that purpose to many of the cities of Argentina. Even the railways find this wood serviceable for fuel.

smaller camps from dwarfed undergrowth not great enough for other purposes than posts, beams, cabin pillars, or cart axles. When the forest was first invaded these logs were the only product brought out of it, and the stories told of the primitive methods adopted by the natives for transport carry one back before the days of steam and machinery. A popular way of loading the logs was to lay them on the ground on ropes; then the animals were unharnessed and the cart was tilted bodily upside down over the logs; these were then made fast to the body of the cart, after which maneuver it was brought back to its normal position. Of course only two-wheeled



LOADING QUEBRACHO LOGS (ROLLIZOS).

In the early days of the timber industry of "The Charco," the native way of handling logs was very primitive. The old two-wheeled cart is now displaced by substantial wagons, however, and the work is carried on expeditiously.

carts were used. As soon as modern methods were introduced, and better carts or wagons became known, these primitive and cumbersome habits disappeared, although in the far interior even to-day rollizos are still brought to market in this manner. "Durmientes," according to the Spanish, or sleepers, in the English idiom, are probably the most important product of the quebracho of the Argentine Republic. It may be remarked, by the way, that the Spanish, in need of a concise term for the translation of the English "sleeper," have translated the word directly into that language by "durmiente," although etymology seems to derive the English term from the



A RAILWAY RECENTLY CONSTRUCTED IN "THE CHACO."

This line has just been constructed through a virgin forest. Quebracho trees are seen on both side of the track which lies in a cut about 7 feet deep. As this is the deepest cut for many miles, an idea can be formed of the uniform evenness of the country bearing the name of "The Chaco."

Norwegian. In that language the word means a heavy beam on which a load is rested or hauled. *Quebracho colorado* has been utilized for sleepers on the Argentine railways for many years past, and preference is always given them for this purpose when they can be procured at anything like a reasonable figure, because they are so extraordinarily durable. Logs of quebracho felled twenty-five years and left to lie in the forest have been shown to be absolutely sound and hard and quite available for railway construction. It is stated that no one of practical experience seems yet to have determined what is the average length of life of a quebracho sleeper, for good timber,



LOADING QUEBRACHO LOGS ON A LOCAL RAILWAY.

Quebracho industrial companies have introduced all modern improvements in handling their product, and have laid small railways into the forest, in which logs are carted to the mill and thence to the trunk lines of Paraguay and Argentina.

free from sap, lasts indefinitely in a perfect state of preservation and really hardens by age. This wood is the hardest in the River Plate basin, excelling even the northern oak, and equaled probably only by certain woods used for the same purpose, taken from the more tropical areas of the Brazilian forest.

The industry of making sleepers has assumed huge proportions. The difficulties of former days have been largely overcome by the introduction of modern machinery, especially saws, and some of the mills many miles distant from any main railway are equipped and organized in a manner which would reflect credit on any similar



A RAILWAY STATION IN THE QUEBRACHIO WOODS.

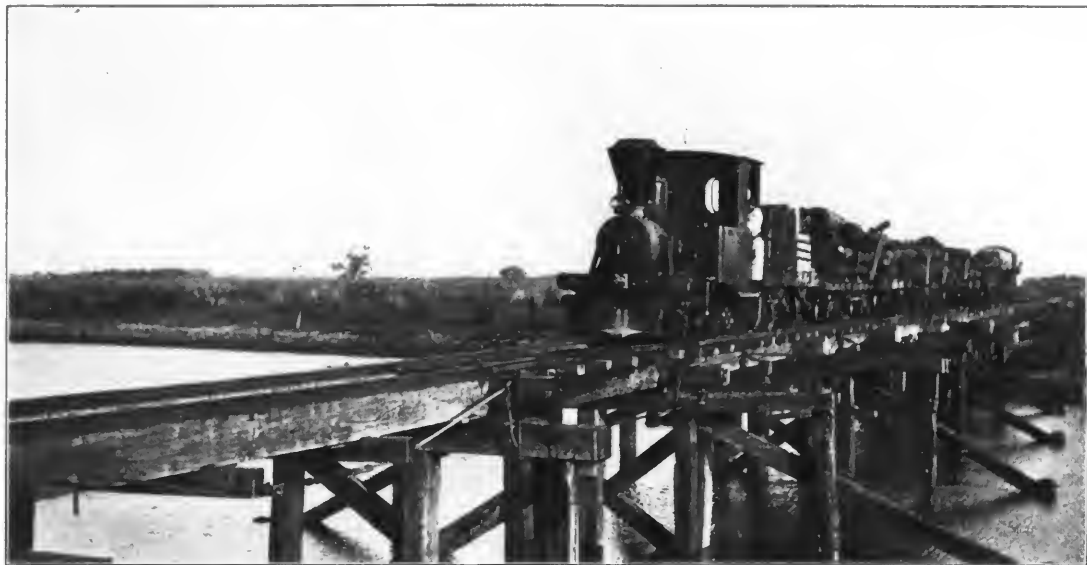
As soon as the railway is built into a new country, even if quebracho gathering was its only purpose, a station is built and a village springs up around it. In this manner the whole region once known as "The Chaco" is becoming inhabited, and its mystery will soon be a thing of the past.

plant in the United States. Special saws are needed to penetrate the wood, but they are furnished from the factories of England, France, and America. This mill business is carried on by many companies, although the tendency is to concentrate the management into fewer but larger organizations. One company owns a tract of land of about 4,000,000 acres, and is prepared to cut timber, fashion it into logs and sleepers, prepare tanning extract, and utilize every other resource which the land provides. Another company can turn out 20,000 to 30,000 sleepers a week. This number, however, can by no means meet the steady demand for railway building which is



MODE OF TRANSPORT BETWEEN THE OLDER WAGON AND THE NEWER RAILWAY.

Before the quebracho industry had assumed its present proportions it was thought a very progressive step to lay rails for traction by animals to the edge of the forest.



A QUEBRACHO TRAIN APPROACHING ITS DESTINATION.

The terminus of many railways in the Chaco is at river navigation. Here the train unloads its burden into ocean-going vessels for some destination over sea.

characteristic of this portion of South America. Sleepers are laid at about an interval of 2 feet from center to center. Assuming, therefore, only 2,000 sleepers for every mile, it will be seen that 30,000 are enough for only 15 miles. A year's supply at fullest capacity will consequently build only 750 miles of railway. But the Argentine Republic, Uruguay, Chile, and Bolivia, all contiguous to the Chaco, are constructing more than this mileage, so that it is easy to see that every sleeper turned out from modern mills can at once find a local market. These sleepers are now finished at the mill, and the mill is situated at the spot in the forest itself most con-

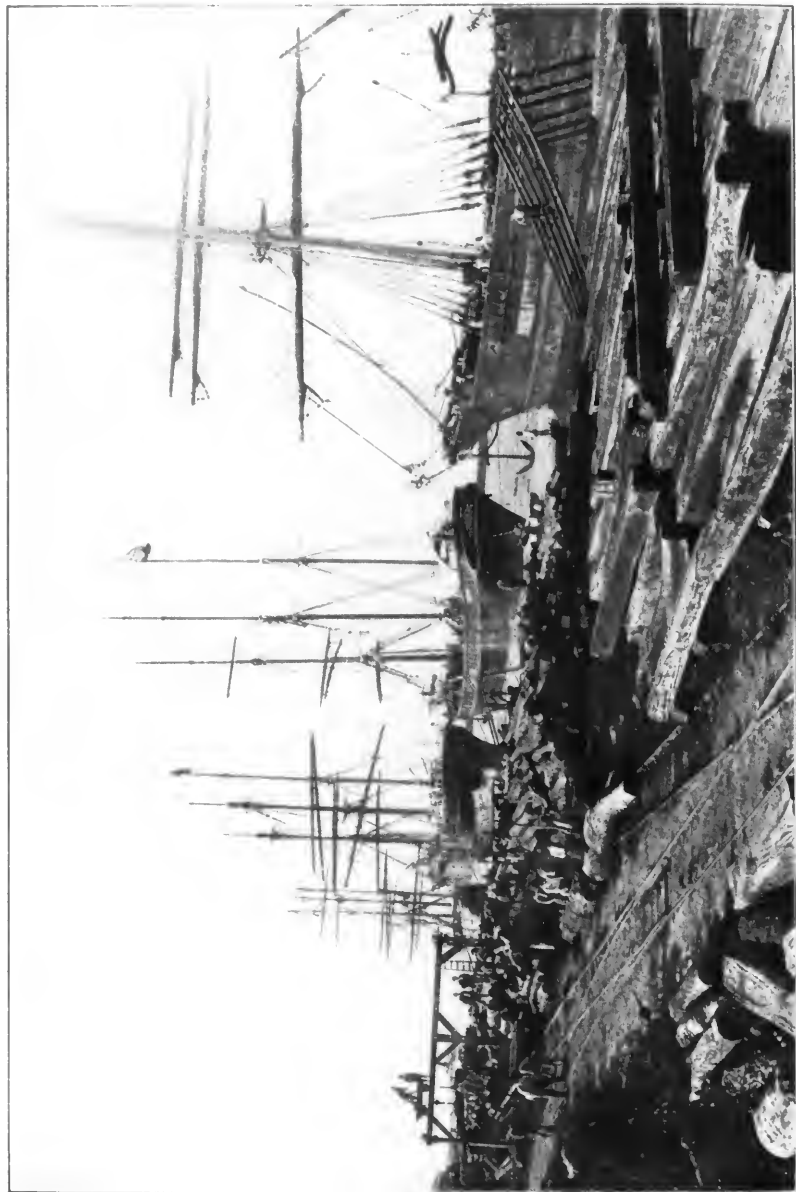


LOADING QUEBRACHO FROM A HIGH RIVER BANK TO AN OCEAN-GOING STEAMER.

On the Paraná River, near Rosario, anchorage is found for steamers of considerable draft, but special apparatus is employed to get the logs on board. They are first lowered to the stream by wire rigging and then hoisted to the deck.

venient for carrying on the process. Conducted thus with modern appliances and under the best of business management, the industry is a profitable one, of benefit to all concerned, including the Government, which thus sees new land brought into use, and to the native workmen, who are in this way introduced to industrial life.

Quebracho extract prepared for tanning skins and hides into leather is, however, the most serviceable product of the tree. All the timber companies are adjusting their plants so as to utilize the wood, either in its entire output, or in that portion not reserved for posts and sleepers, for this extract. In Paraguay and areas in the



LOCAL PORTS FOR QUEBRACHO TRAFFIC ON THE RIVER PARANA.

From some ports upriver, not yet accessible to ocean vessels, local sailing ships or slight-draft steamers carry the products of the forest lower down, or even to Buenos Aires.

"Quebracho extract," as it is called in the trade, is easily manufactured when the machinery is once installed. All the wood is passed through a machine that cuts it into shavings or the smallest possible chips. It is then collected into immense kettles, in which it is treated by chemical processes until all the tannin is removed; after this the fluid preparation is reduced by evaporation to a thick, jelly-like mass, which is poured into sacks, where it is finally dried into the substance sold in commerce.

The difficulty of gathering the raw material far outweighs the preparation of the finished article, especially as the extract is no



THE INTERIOR OF A QUEBRACHO EXTRACT FACTORY.

Modern machinery of the best quality is used in these factories, even when they are located miles away from the centers of civilization. Every particle of quebracho can thus be utilized for the extract, which is, after being prepared in vats and boilers, pressed into sacks for drying and then shipped in this condition to the consuming markets.

longer to be considered a by-product, but is coming to have more importance and value than posts and sleepers. In Paragnay particularly, where all the wood is utilized for extract, the hardest part of the business lies in gathering wood for the factory. The trees are cut in the heart of the virgin forest and hauled by ox teams to the nearest clearing. Only native Indians have proven themselves suitable for the work, as they are thoroughly acclimated, understand the wilderness, and can withstand the plague of insects which make life at night miserable for the foreigner; and exposure for nights as well as days is unavoidable, because the cutting stations are usually remote



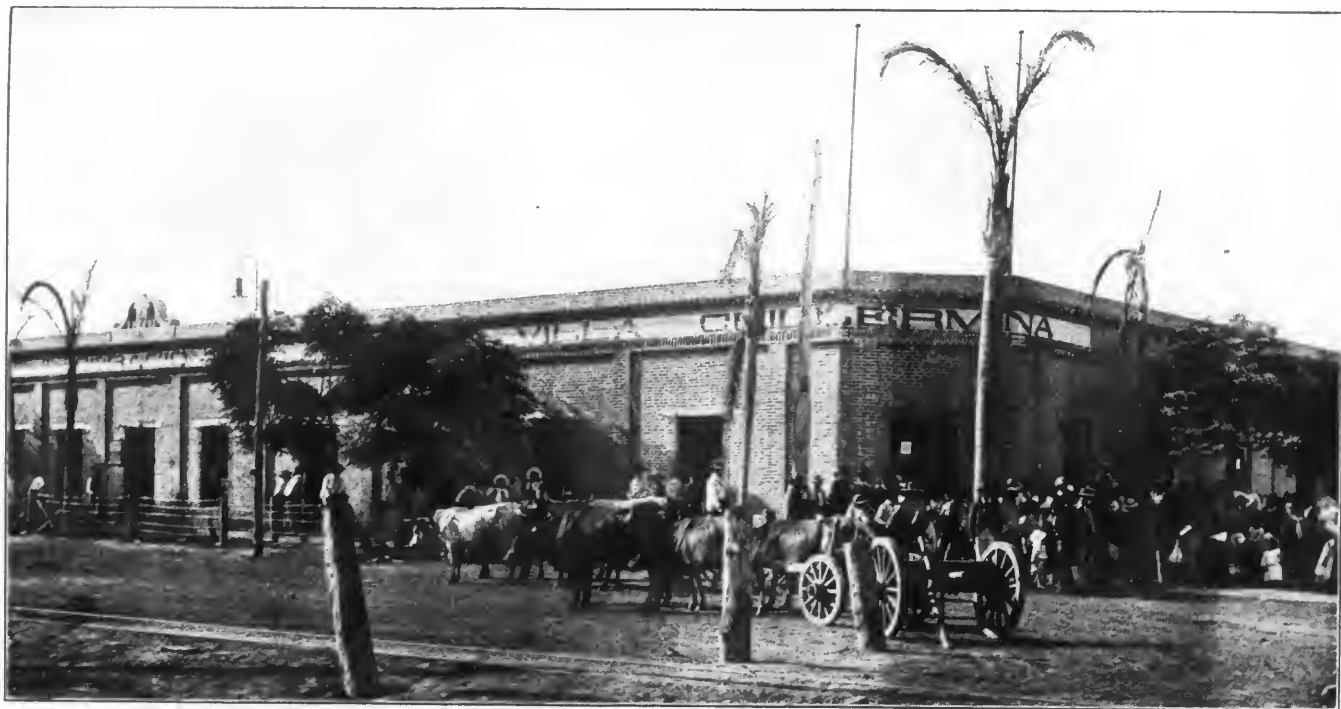
QUEBRACHO LOGS GOING TO EUROPE.

From several points on the Parama River loading is a very simple performance. The railway brings them to the waterside, and the engines on the steamer haul them on board across skids resting against the banks.



A FACTORY FOR THE PRODUCTION OF QUEBRACHO EXTRACT.

The demand for quebracho has become so great that it has been found more economical to control the entire output of one company from a central plant. To-day, therefore, a factory is equipped for receiving the raw material as it comes from the forest and to convert it into "rollizos," posts for fences, sleepers, or extract for tanning, as the demand may require.



THE OFFICE BUILDING OF A QUEBRACHO COMPANY.

Many of the companies engaged in the quebracho industry are capitalized at large sums, and have erected substantial works of a permanent character. Their offices, factories, and mills are frequently grouped together, but in some instances the sawmills are located within the forest and connected with the offices by a line of railway.

from any settlement. It has for some years been found advantageous for each factory to have radiate from it several lines of narrow-gauge railway to points on which the newly felled trees are carted. As soon as the logs reach the railway their progress to the factory is easy, and all the elements of a modern industry are evident.

In 1895 the first real exportation of quebracho extract from the River Plate was recorded. The increase has been rapid—from 400 tons in the first year to 9,000 tons in 1902, 120,594 tons in the next five years, and 28,195 tons in 1907. Of this quantity the United States received 17,733 tons, or almost 65 per cent.





RAILWAYS IN BOLIVIA

AS a result of having lost its Pacific seaboard province of Antofagasta, following the war with Chile in 1879, Bolivia found itself shut off from the sea and dependent upon its neighbors for an outlet to the great world.

Great as was the blow to national pride, for the Bolivians felt the loss of Antofagasta more keenly than even the French that of the



TRACK LAYING INTO ORURO.

Rhine provinces, and serious as was the loss to the national treasury of the revenues derived from the rich nitrate fields of the lost province, yet the blow was perhaps less heavy than the Bolivians themselves then thought.

It changed entirely the country's economic outview and pushed it forward into lines of development which in all probability would otherwise have been delayed for many years. Even prior to 1879 the nitrate fields were for the most part owned by foreigners, the Bolivians themselves being engaged in gold and silver mining. But the taxes from nitrate production paid in a large measure the expenses of government, and with the loss of this revenue the State was forced into consideration of the economic development of the country in other lines than gold and silver production alone.

The settled part of Bolivia was then, and is to a large extent yet, that high table-land, one of the most spacious and elevated plateaux



TRACK LAYING NEAR ORURO.

In the left distance is shown a deep-well drilling apparatus.

to be found on the globe, which lies between the Western and the Eastern Andes. This table-land extends from about the Argentine border in the south into Peru on the northwest, and is from 60 to 150 miles in width.

On the Chilean border the Western Cordillera is in reality less a mountain range than a line of huge cliffs. The table-land is itself 12,000 to 13,000 feet above sea level and slopes gradually 2,000 or 3,000 feet up to the crest of the western hills and then falls away abruptly nearly 3 miles down, 15,000 feet, to the desert land lying between the foot of this immense line of cliffs and the Pacific Ocean. To the east of the table-land lies the High Andes, the *Cordillera Real*, rising in Illampú, Illimani, Aneochuma, and Sajama over



FREIGHT STATION AT PULACAYO, BOLIVIA.

21,000 feet. North, east, and south from the *Cordillera Real* the land falls away to the great Amazon and Parana plains. This country, three-fourths of Bolivia in area, is but little settled, but is in natural resources and soil one of the richest parts of the world.

It could easily sustain an agricultural population greater than the whole present population of South America.

The first and most pressing need to Bolivia is railways. This need was recognized to a certain extent prior to the war with Chile. As far back as June, 1863, the National Assembly authorized the President to enter into contracts for the building of railways, and in 1868 a concession was granted to a citizen of the United States to build a railway from Cobiji to Potosí with a government guaranty of 7 per cent on the capital invested. In addition, the concession

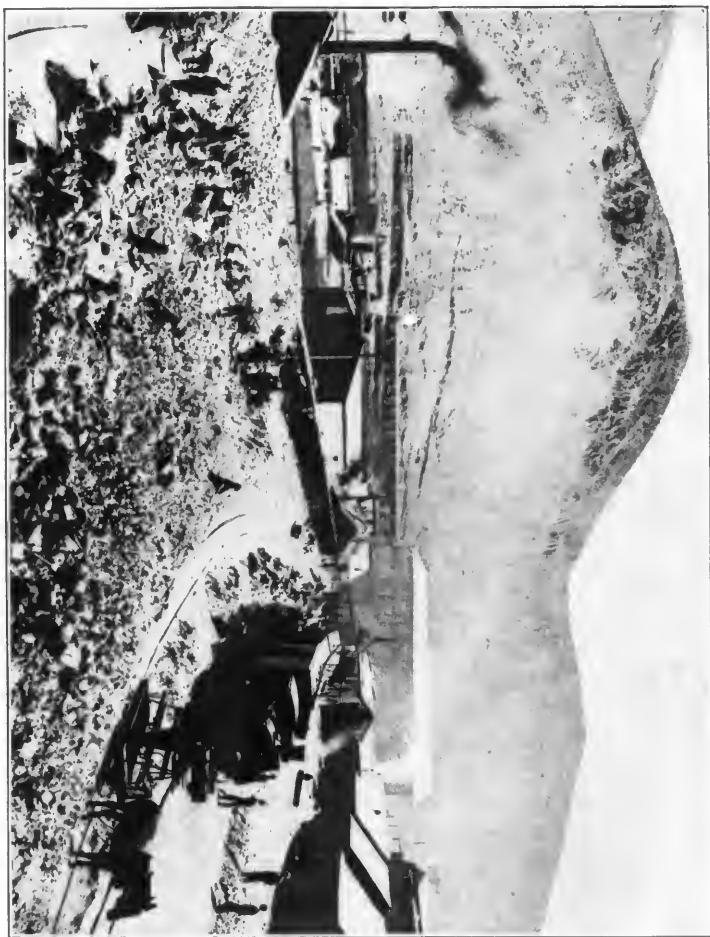


AN EXCURSION TRAIN ON A BOLIVIAN RAILWAY.

carried a grant of land 1 league on each side of the line. A number of other concessions were made in 1869, 1872, 1873, 1874, 1877, 1878, and 1879.

In 1904 the Bolivian National Office of Immigration and Statistics issued a volume of nearly 500 pages containing the acts, decrees, and concessions in aid of railways, covering the years 1880 to 1904. Every effort was made by the Government during this period to induce capital to invest in railway construction in the country. Perhaps nowhere else in the world were such inducements held out by any country to secure the end sought as by Bolivia, following the termi-

RAILWAY SIDING AT PULACAYO. ORE DUMPS AND INDIANS ASSORTING ORE.



6386—Bull. 3—00—7

nation of the war with Chile. These inducements were offers of land, mines, exemption from taxation and customs duties, government guaranties, financial aid, and exclusive privileges. But unfortunately for Bolivia the offers were not made in the right quarter. In its eagerness to secure results, concessions were granted to and contracts made with the most irresponsible parties, in many cases mere adventurers without capital or influence. The net result was naturally to retard rather than to help railroad construction.

In 1904 all that Bolivia had to show in railways as a result of forty years' legislation and innumerable contracts were the Guaqui and the Antofagasta roads. The former gave an outlet from La Paz to Lake Titicaca, whence passengers and freight were transported across the lake by boat to the Peruvian port of Puno and thence by the Peruvian Railway to Nollendo on the Pacific. The total length of the road from Alto of La Paz to Guaqui on Lake Titicaca was 87 kilometers (54 miles). The gauge was 1 meter (39.37 inches) and the rails weighed 18 kilograms per meter—about 12 pounds per foot.

The Antofagasta, Bolivia's first railway, had a total mileage of 925 kilometers (573 miles), a gauge of 75 centimeters (29.53 inches), and rails weighing 17.40 kilograms per meter, or about 11 pounds per foot.

It was not until twenty-five years after the outbreak of the war with Chile and twenty years after the signing of the agreement of April 4, 1884, which marked the close of that war, although it did not conclusively settle all the questions arising therefrom, that on October 20, 1904, at Santiago, plenipotentiaries of the two countries signed the treaty of peace and friendship which put a final end to all disputes between Bolivia and Chile and secured in addition concessions to the former.

By the second article of this treaty the boundary question was disposed of, and by the third article it was agreed that—

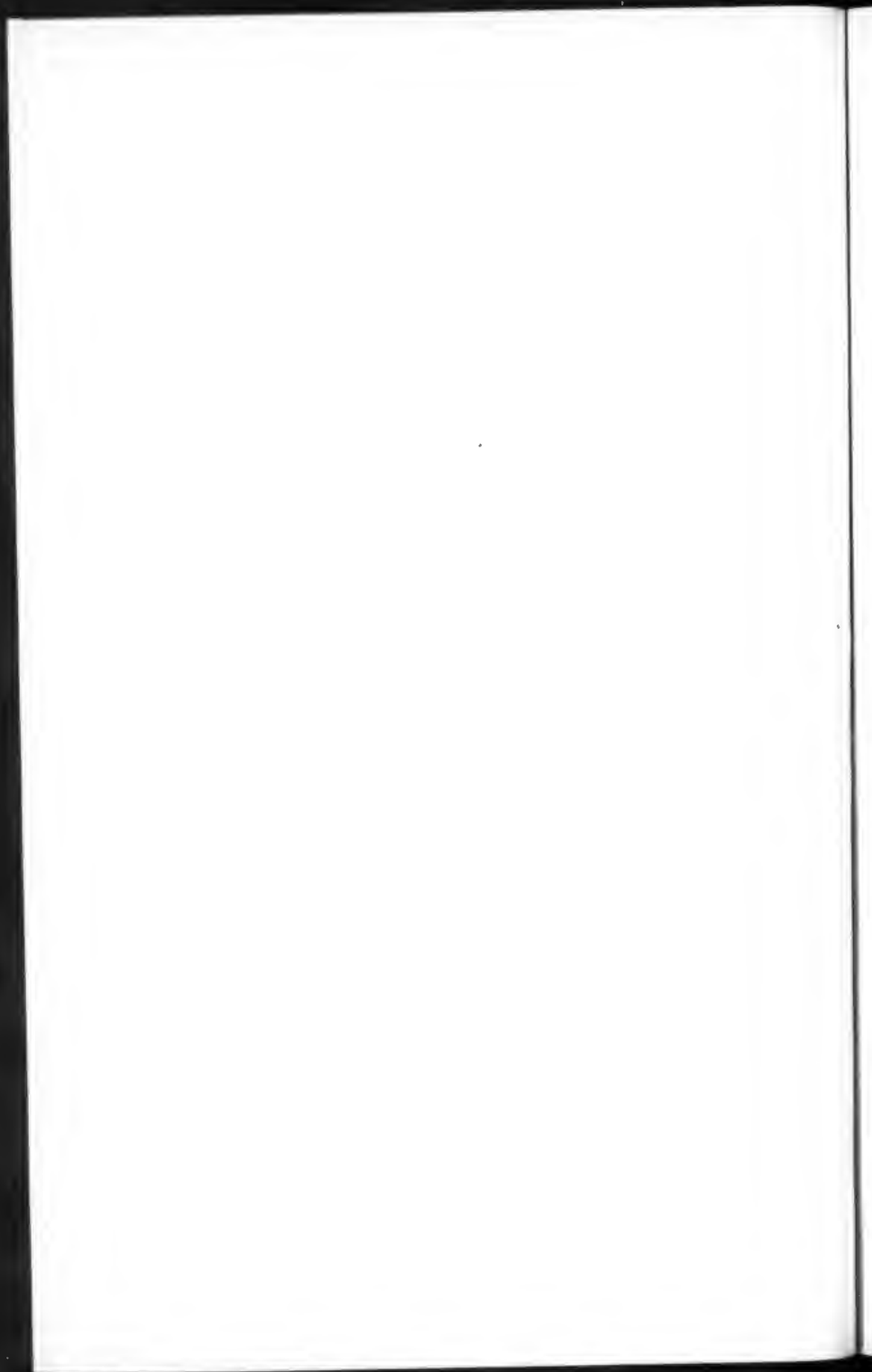
For the purpose of drawing closer the political and commercial relations of both Republics the high contracting parties agree in uniting the port of Arica with the Alto of La Paz by a railway, the construction of which the Government of Chile shall undertake at its own cost within the period of one year, counting from the ratification of this treaty. The ownership of the Bolivian section of this railway shall pass to Bolivia at the expiration of the term of fifteen years, counting from the day of its final completion.

To the same end Chile engages to pay the obligations which may be incurred by Bolivia in guaranteeing up to 5 per cent the capital which may be invested in the following railways, the construction of which may be begun within the period of thirty years: Uyuni to Potosi; Oruro to La Paz; Oruro by Cochabamba to Santa Cruz; from La Paz to the region of the Beni, and from Potosi by Sucre and Lagunillas to Santa Cruz.

This agreement shall not import to Chile an expenditure greater than £100,000 sterling a year, nor exceed the amount of £1,700,000 sterling, which is fixed as



UNLOADING TIES AND RAILS AT GUAQUI, BOLIVIA.



the maximum that Chile shall pay for the Bolivian section of the railway from Arica to the Alto of La Paz and on account of the said guaranties, and shall be null and void at the conclusion of the thirty years above indicated

The construction of the Bolivian section of the railway from Arica to the Alto of La Paz, as also the construction of the other railways to be built under the guaranty of the Chilean Government, shall be a matter of special agreement between the two Governments and in which shall be taken into account the facilities to be given to the commerce of the countries.

In Article IV of the treaty Chile agrees to a cash payment to Bolivia of £300,000 sterling, and in Article V it assumes the Bolivian mining obligations to the extent of \$4,500,000 Chilean gold (of 18d.),



LAKE TITICACA, AT GUAQUI.

The La Paz-Mollendo route is from La Paz to Guaqui, in Bolivian territory, by rail, and thence across Lake Titicaca by steamer to Puno, and again by rail, in Peruvian territory, from Puno to Mollendo, on the Pacific. The steamer shown to the right in the picture is the *Jaca*, of the regular line. In the foreground are *balsas*, made of close-woven straw, used by native fishermen on the lake.

and old Bolivian railway and certain other specified obligations to the extent of \$2,000,000 Chilean gold.

In the preceding year, 1903, was signed the treaty of Rio de Janeiro with Brazil. Under this treaty an exchange of territories between the two countries was effected. Bolivia acquired on the southeast the strip of territory lying between its boundary and the Paraguay River, and Brazil acquired Bolivia's claim to the Acre region on the northeast. The latter territory being considered the more valuable, Brazil stipulated to pay a cash indemnity of £2,000,000 sterling.

These two treaties, it will be seen, were of immense consequence to Bolivia: First, in relieving her from the old railway and mining entanglements; second, in securing the construction of the Arica-

La Paz railway; third, through the loan of Chilean credit in internal railway construction; and, fourth, in providing a cash fund of £2,300,000 with which to guarantee or to begin the actual construction of the trunk lines.

Following the ratification of the treaties negotiations were opened with prominent European and American capitalists, and on May 19, 1906, a contract was signed with the National City Bank and Speyer & Co., of New York. The contract was signed in La Paz by a representative of the concessionaries and additional stipulations were made on May 22. The contract was approved by President Moxtes and the Council of Ministers on this last date, and was ratified by the Bolivian National Congress on September 18, 1908. In 1908, at the request of the concessionaires, certain changes were made in the contract to enable the concessionaires to reach an agreement with the owners of the Antofagasta line. A law authorizing such changes was passed by the National Congress and approved by President Moxtes on December 1, 1908.

The negotiations leading up to this contract were conducted on the part of Bolivia by Sr. Don IGNACIO CALDERÓN, Minister to the United States.

Under Article III of the contract the concessionaries oblige themselves within a period of ten years to construct the following railway systems:

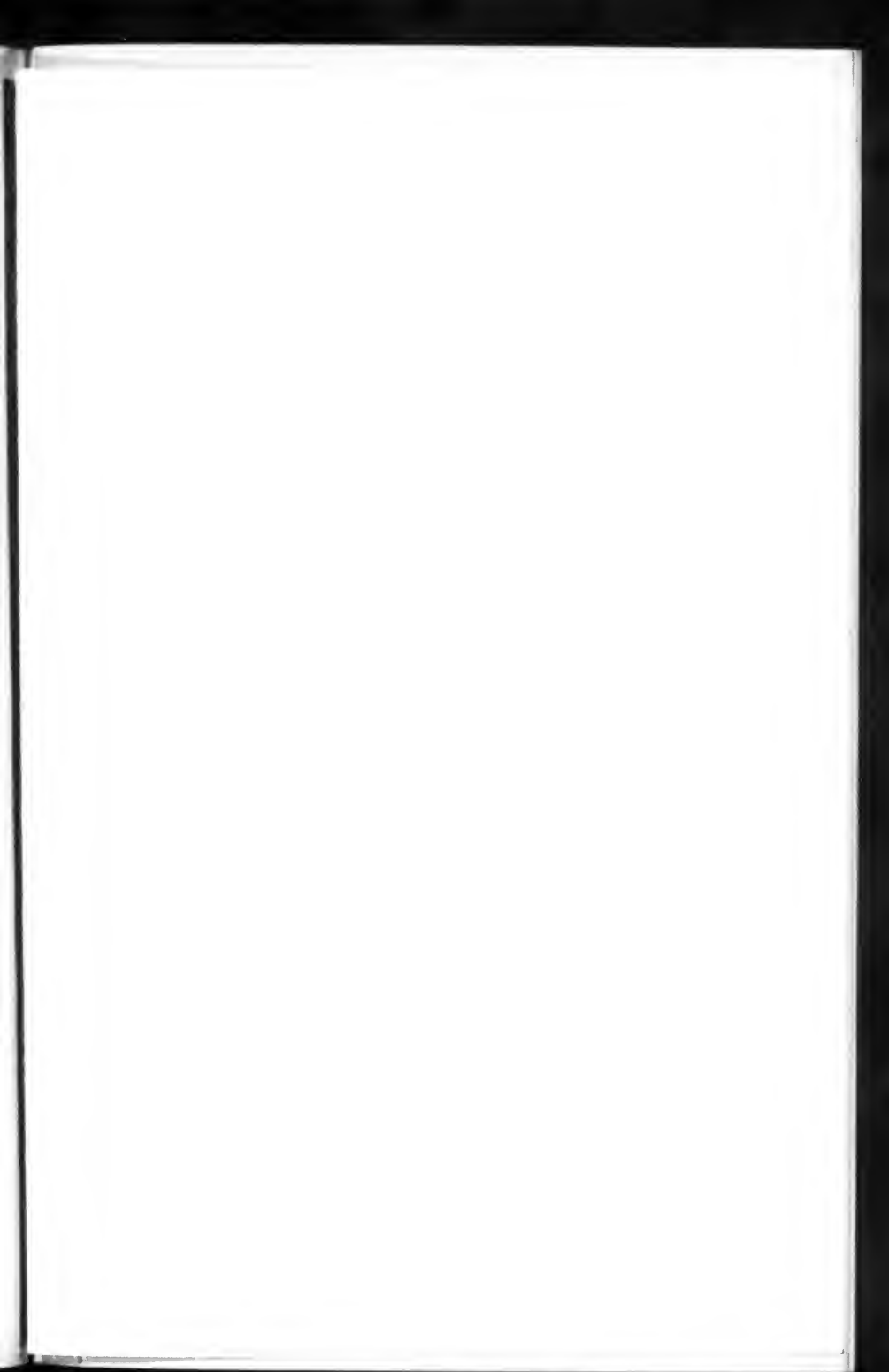
- (a) From Oruro to Viacha, with a branch to the river Desaguadero, connecting with the Arica line.
- (b) From Oruro to Cochabamba.
- (c) From Oruro to Potosí.
- (d) From Potosí to Tupizi, by Caisa and Catagaita.
- (e) From Uyuni to Potosí.
- (f) From La Paz to Puerto Pando.

All of these roads are to be 1-meter gauge except the last two mentioned, which, in the discretion of the concessionaries, may be of 75 centimeters gauge.

The cost of the railways is estimated at £5,500,000 sterling, including £1,200,000 allowed for the La Paz-Puerto Pando line.

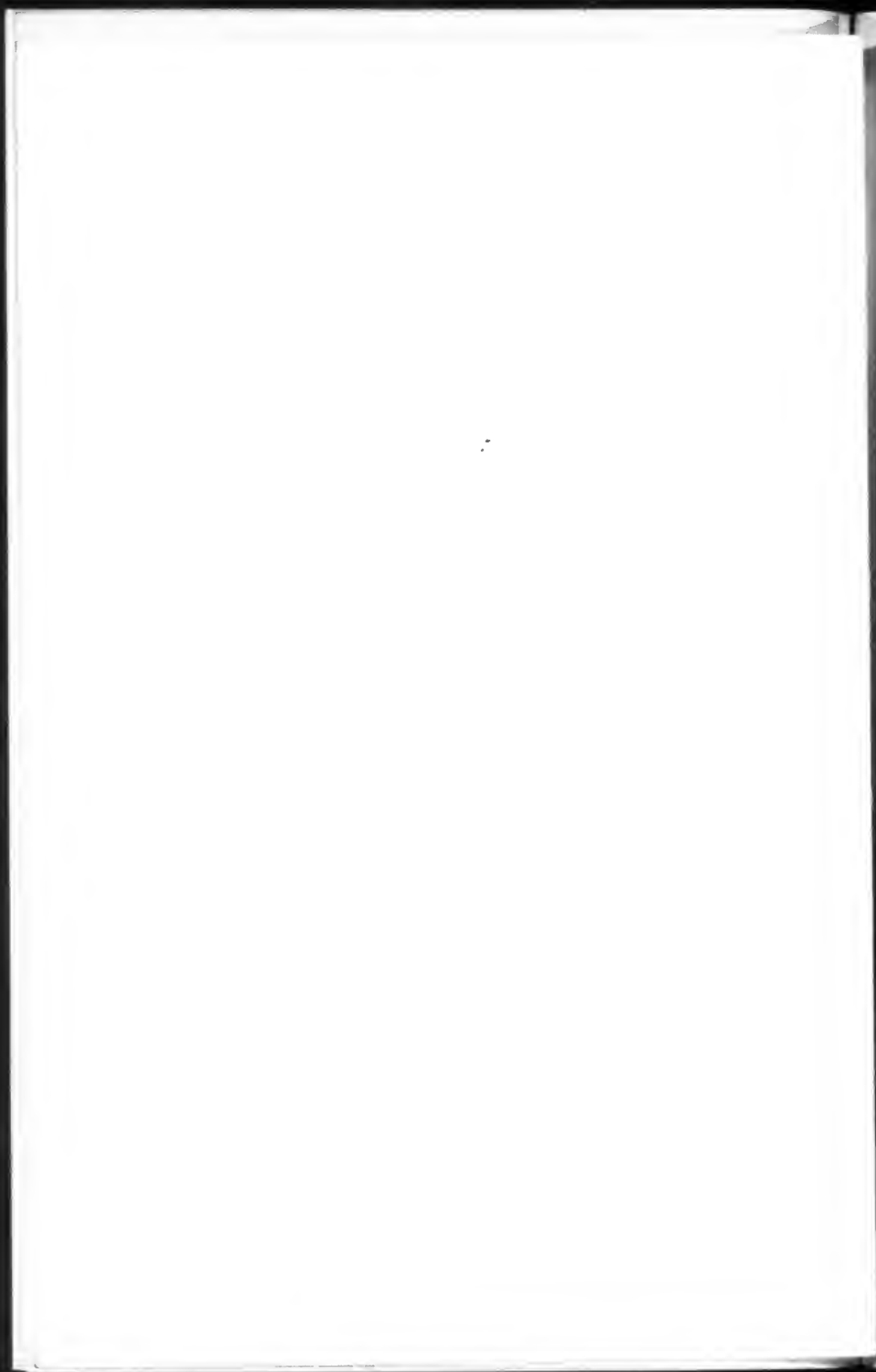
The concessionaries are authorized to issue two classes of bonds—first mortgage and second mortgage, or income bonds. The first-mortgage bonds, which are a first lien, are authorized to the amount of £3,700,000 sterling, bear 5 per cent interest, and are payable in twenty years. The interest for twenty years is guaranteed by the Government of Bolivia.

A further issue of additional first-mortgage bonds to the amount of £2,000,000 sterling is authorized in case the sum of £5,500,000 proves insufficient to build the lines. These bonds will bear 6 per cent interest, and the interest will not be guaranteed by the Govern-



THIS CHART WITH
THIRD CHART A
AT THE END OF

T WILL BE THE
RT APPEARING
D OF THIS FILM.



ment. The second-mortgage or income bonds run for twenty-five years, bear 5 per cent interest, and are a second lien on the roads.

Under an agreement made in London in 1907 by the Antofagasta and Bolivia Railway Company, which is a British corporation, and Speyer & Co., the Antofagasta Railway Company agreed to guarantee the interest on the line from Oruro to Viacha, and in addition to make a payment to the concessionaries for a majority of the line's stock. This agreement made necessary the law, mentioned above, signed by President MONTES on December 1, 1908. The purpose of this agreement is to make the new lines serve as feeders to the Antofagasta line instead of playing the part of competing lines, as would have been the case had the original programme of construction been carried out.

The Oruro to Potosi line of the original plan would partly parallel the Antofagasta line. It is very probable that a complete merger of the interests of the Antofagasta and Bolivia Railway Company and the American concessionaries will be made.



THE ÑANDUTÍ OR SPIDER- WEB LACE OF PARAGUAY

AMONG the products of the domestic or household industries existing to-day in Paraguay the most remarkable and interesting is the native handmade lace known as "ñandutí." The making of this lace has been the work and recreation of Paraguayan women for over a century.

About eighty years ago, in the time of Francia, immediately following the independence of the Republic, the women of the best



A COUNTRY HOME IN PARAGUAY WHERE LACE IS MADE AS A PASTIME.

families were the most skillful of lace makers and they passed most of the day fashioning some dainty article of adornment. The lace made at that time was purely a Paraguayan product, as the material used was either cotton, grown and spun in the country, or a fine fiber prepared from the leaves of a plant called *cava-guatú*, a kind of wild pineapple of the Bromelia family.

^aBy Edward J. Norton, late consul of the United States at Asuncion, Paraguay.

President LOPEZ, sixty years ago, gave the industry every encouragement. One chamber in his palace was decorated with patterns of the finest lace hung on a background of crimson satin.

To-day ñandutí (pronounced nyandutee) is seldom made in the homes of the better classes, although some women in the older families continue to make the lace as a pastime. Of recent years Paraguayan women of all classes have, to a great extent, given up the use of ñandutí for the trimming of dresses and have discontinued wearing the mantilla of native lace. On account of the decided preference shown for articles of imported lace the old industry is steadily declining.



GROUP OF LACE MAKERS, SHOWING THE FRAMES OR "BASTIDORES" ON WHICH THE LACE IS MADE.

The making of Paraguayan lace at present is strictly professional work and the product is sold in considerable quantities to the tourists who visit Paraguay during the winter months. A familiar sight on the streets of Asuncion is the woman lace seller with her little basket containing often a small fortune in different articles of native needlework. Continuous shipments of lace are made to Montevideo and Buenos Aires where ñandutí finds a ready sale. There are no figures upon which to estimate the value or quantity of Paraguayan lace exported to the River Plate countries, but the trade is of some importance. Very little Paraguayan lace finds its way to either Europe or to the United States, practically the only articles reach-

ing those parts of the world being gifts sent abroad or taken home by travelers.

While the spider-web lace of Paraguay bears a distinctive character it is difficult to trace the industry to its beginning. It has been written of as the work of the Guaranis, one of the ancient Indian tribes inhabiting Paragnay at the coming of the Spanish, in 1536, who, with native fibers or cotton imitated the web of the spider. Although the early Spanish historians have minutely described the customs and primitive handicrafts of the ancient Indian tribes, no mention is made of lace making. The Guarani were weavers of coarse cotton or fiber fabrics, and this is, most likely, as far as they progressed in the working of textiles. Explorers have noticed curious arabesques, earthenware statuettes, and wood carvings of early Paragnayan origin, all being copies from nature, but the inhabitants of old Paraguay were hardly capable of making lace.

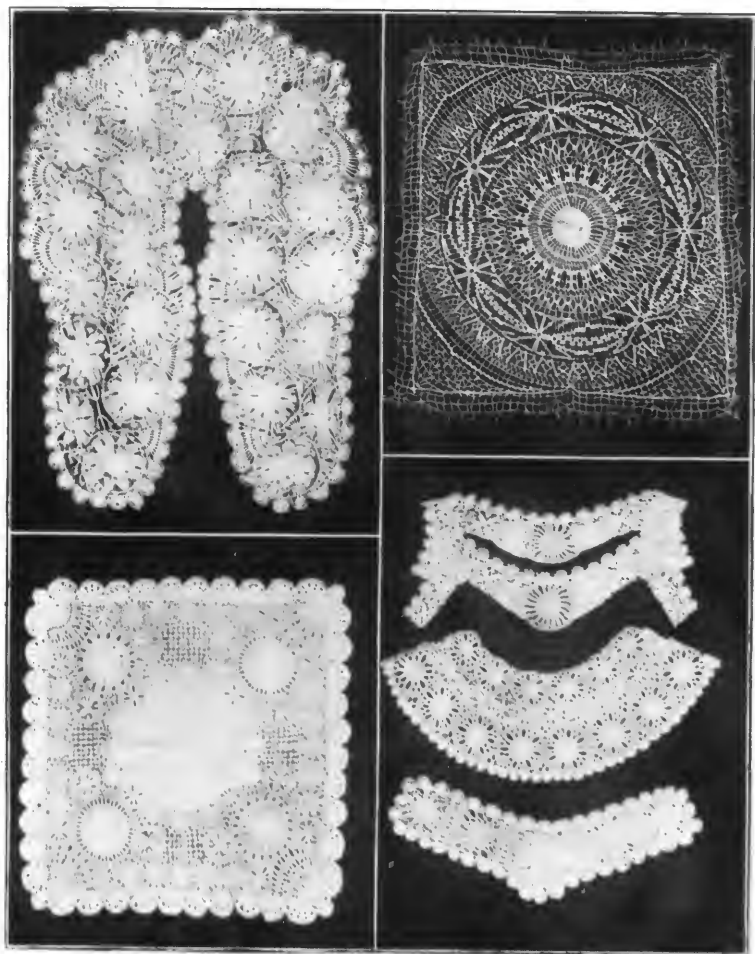
The word *ñandutí* is taken from the Guarani, but in the old dictionaries of this tongue, compiled by the Jesuits, the definition given of the word is very precise and limited; the extent of the significance of *ñandutí* being, literally, cobweb.

In the thirteenth and fourteenth centuries embroidery of geometrical patterns in colored silk, on a network of small meshes, was made throughout Europe. This was known as "spider work." A weaving of threads with a needle into a foundation of net has been done for a long time in Spain, the leading characteristics of this lace being a pattern of repeated squares filled up with radiating figures. When fine thread is used the effect of heavy cobwebs is produced. Some of the coarse "torchon" lace of Paraguay is similar to the Spanish product.

While Spain was, to a certain extent, a lace-making country, none of the products were distinctive. Spanish historians and the ordinances of the fifteenth, sixteenth, and seventeenth centuries do not allude to the industry. Considerable lace was made in convents, but the bulk of the laces used in Spain were imported from Spanish Flanders, both of the needle-point and pillow varieties.

A pillow lace is made in Malta of black, white, and red threads, chiefly in geometric patterns, including circles, wheels, and radiations of shapes resembling grains of wheat. This characteristic of design, appearing in laces of similar make which have been identified as Genoese pillow laces of the early seventeenth century, reappear in Spanish and Paraguayan work.

The *ñandutí* of Paraguay undoubtedly was first made in imitation of the Flemish or Genoese laces brought to America by the Spanish settlers, as the early designs of the Paraguayan lace seems to have been copied from patterns of European needle-point lace of about the year 1550.



ŘANDUTI LACE WORK.

For many years Paraguayan laces were made with little variety of pattern. The figures were chiefly geometric. Paraguayan women, however, are famous for their skill with the needle and, combined with a sense of beauty and their wonderful imitative faculty, they introduced floral forms, scrolls, and a large variety of figures into their product. Very few original patterns are produced to-day. The designs are known by their Guarani names, but many are easily recognized, such as the sun, the butterfly, the star, the cross, and the rice-stalk patterns.

Much of the lace made at the present time is composed of certain stock or set designs, chiefly circles and wheels, and these are scattered



A SELLER OF LACE AS SEEN ON THE STREETS OF ASUNCION, PARAGUAY.

in the general pattern at the caprice of the maker. In some articles there is noted a very irregular and widely different grouping of design, frequently including 11 or 12 different patterns, and this work is regarded as the best. Articles of one set pattern are not considered attractive or characteristic.

With little or no knowledge of drawing or design, the skillful, patient, and industrious women of Paraguay make much beautiful lace. Some of their work is very artistic and of splendid quality. The very finest lace, made of either cotton or silk thread, is as delicate and filmy as the cobweb from which it takes its name.

In making the lace, a pattern is first outlined, in pencil or charcoal, upon a groundwork of cotton, linen, or silk. The fabric upon which

the lace is made is held firmly in a light wooden frame called "bastidor." As the work progresses the lace is lightly stitched to the fabric held in the frame, and when completed the finished article is released by cutting these threads.

Considering the amount of labor required to produce this hand-made lace and the relatively low prices for which it sells, it is a matter of wonder that the native women, chiefly of the lower classes, who earn their living by lace making, will spend so much time working at articles that sell so cheaply. The making of a fine handkerchief requires two months' steady labor, working from sunrise to sun-



INTERIOR OF A WHOLESALE AND RETAIL STORE IN ASUNCION WHERE ÑANDUTÍ LACE IS SOLD.

set, and this article will sell for about 100 *pesos*, or \$6 American gold. The lace "holero," or, as it is called here, "torero," requires from four to six months to make. A fine parasol cover can not be completed within one year, and all this article will bring is 500 *pesos*, or about \$30 American money. The prices of all articles vary greatly according to the material used and the quality of the work.

The little town of Itaugua, situated about 20 miles from Asuncion, is the center of the Paraguayan lace industry. Practically every family in this town is engaged in lace making, and the grandmothers of 90 work in the long pillared corridors of the old houses side by

side with their granddaughters of 9 years of age. The little children in this village of lace makers take up the needle at a very early age and in a few years become very dexterous workers. Probably 1,000 women and children in this district are occupied exclusively in the making of lace.

The products consist of pillow shams, collars, stoles, toreros, parasol covers, handkerchiefs, mantillas, collars, curtains, trimmings for dresses and underwear, while elaborately-worked robes and dresses are frequently made to order.

There are several other household industries, peculiar to Paraguay, which still exist despite the competition of imported articles. Native sweets, jams and preserves, liqueurs and rums of excellent quality are still manufactured on a small scale. Some native remedies are still made and are highly appreciated.

Over three hundred years ago the Jesuits established a pottery in the little town of Ita and the Indians made a variety of articles for the use of the missions. Much of the pottery used in Paraguayan homes to-day comes from Ita, and the women of this district are noted for their dexterity as workers in clay. Water jars, crocks, pitchers, vases, and even piping and tiles, all handmade, come from the potteries of Ita.

The making of hammocks and the weaving of textiles was, half a century ago, one of the important household industries. Native fabrics are still woven, but to a limited extent, and this industry is dying out. Hammocks are made in fairly large quantities. The best hammocks produced by the women weavers of Paraguay are made of native cotton which they have planted, picked, and spun themselves; they are beautifully finished and will last a lifetime. A good hammock requires about two months' steady labor, but will sell for about 150 pesos, or \$8 American money.



PINEAPPLES FROM PINAR DEL RIO^a

CUBA exported 1,263,466 crates of pineapples during the fiscal year which ended June 30, 1909, according to accurate statistics kept in Havana by Mr. W. M. DANIEL, general agent for the Illinois Central Railroad. This is the largest crop on record; it exceeded that of the year preceding by 312,500 crates. Eight years ago the total exportation from the island was little more than last year's increase over 1907-8.

The month of October saw fewest pines sent forward. The maximum movement was, as usual, in May. New York took the largest number of crates, with Mobile second, New Orleans third, Florida fourth, and Galveston out of the reckoning entirely.

The following is a detailed statement of last year's business:

Pineapples in Crates.

[Estimated weight, per crate, 80 pounds; estimated value per crate, \$1.]

1908-9.	Via New York and Cuba Mail Steamship Co. (New York).	Via the Morgan Line (New Orleans).	Via the Munson Steamship Line (Mobile).	Via Peninsular and Occidental Steamship Co. (Knights Key).	Totals by months.
July	37,268	1,097	60	.....	38,425
August	2,546	436	.....	.....	2,982
September	3,329	305	.....	.....	3,634
October	2,194	145	.....	.....	2,339
November	9,197	1,047	1,055	.....	11,299
December	5,782	1,375	3,276	.....	10,433
January	13,891	767	2,825	.....	17,483
February	15,232	1,095	9,454	.....	25,781
March	21,452	4,594	11,441	.....	37,487
April	223,442	48,104	78,014	11,760	361,320
May	316,621	27,815	82,970	56,742	484,148
June	211,910	28,027	18,518	9,700	268,155
Totals by ports	862,844	114,807	207,613	78,202	1,263,466

The following is a tabulated statement of crops for the past eight years. Figures given for 1901-2, 1903-4, are for shipments from December 1 to June 30 of those years, respectively. Figures given for 1904-5, 1905-6, 1907-8, 1908-9, are for shipments from July 1 to June 30—that is, for the fiscal years mentioned—as shown in Mr. DANIEL'S records, which are the completest kept.

^a By L. A. WRIGHT, editor of "Cuba, Capital, and Country," Havana.

Crop.	Destination.	Florida.		Mobile.		New York.	
		Crates.	Barrels.	Crates.	Barrels.	Crates.	Barrels.
1901 and 1902...	Florida ports.....	3,051	3,682				
	Mobile.....			16,437	5,738		
	New York.....					69,321	102,606
1902 and 1903...	New York.....					449,715	45,413
	New Orleans.....			98,474	6,092		
1903 and 1904...	Mobile.....					385,885	2,551
	New York.....						
	New Orleans.....			128,474			
1904 and 1905...	Mobile.....					550,324	253
	New York.....						
	New Orleans.....			115,277			
1905 and 1906...	Mobile.....	77,559					
	Florida.....						
	New York.....					737,992	1,013
	New Orleans.....			111,127			
1906 and 1907...	Mobile.....						
	Galveston.....					507,823	374
	New Orleans.....						
	Mobile.....			98,545	1		
1907 and 1908...	Galveston.....						
	New York.....					705,449	527
	New Orleans.....						
	Mobile.....			198,860	6		
	Galveston.....						
1902 to 1908.....	Crop totals as ex- ported.....	{ 80,610 7,364 }	{ 63,682 }	{ 767,194 23,674 }	{ 11,837 }	{ 3,406,609 305,611 }	{ 152,807 }
	Grand totals in crates per port.....	87,974		790,868		3,712,223	
1908 and 1909...	In crates by ports.....	78,202		207,613		862,844	
	Exportation, 1902-09.	166,176		998,481		4,575,067	

Crop.	Destination.	New Orleans.		Galves- ton.	Crop totals per port.	Grand totals in crates per crop.
		Crates.	Barrels.	Crates.		
1901 and 1902...	Florida ports.....				10,415	
	Mobile.....				27,943	
	New York.....				274,753	313,081
1902 and 1903...	New York.....				540,601	
	New Orleans.....	92,296	12,247		116,790	
	Mobile.....				110,658	768,049
1903 and 1904...	New York.....				390,987	
	New Orleans.....	82,510			82,510	
	Mobile.....				128,474	601,971
1904 and 1905...	New York.....				550,790	
	New Orleans.....	83,359			83,359	
	Mobile.....				115,277	
	Florida.....				77,559	826,985
1905 and 1906...	New York.....				740,018	
	New Orleans.....	95,540			95,540	
	Mobile.....				111,127	
	Galveston.....			2,717	2,717	949,412
1906 and 1907...	New York.....				508,571	
	New Orleans.....	54,449			54,449	
	Mobile.....				98,547	
	Galveston.....			67	67	661,634
1907 and 1908...	New York.....				706,503	
	New Orleans.....	45,341	16		45,373	
	Mobile.....				198,872	
	Galveston.....			218	218	950,166
1902 to 1908.....	Crop totals as exported...	{ 453,495 21,526 }	{ 12,263 }	3,032		
	Grand totals in crates per port.....	478,021		3,032		5,072,118
1908 and 1909...	In crates by ports.....	114,807				1,263,466
	Exportation, 1902-1909...	592,828		3,032		6,335,584

* 1 barrel equals 2 crates.

It is interesting to note in this table the disappearance of shipments by barrel, in favor of the modern method of shipment by crate.

The statement shows, too, the steady development of traffic through Gulf ports. New York has always taken the bulk of Cuba's pine crop for distribution through the eastern United States, but Mobile and New Orleans are capturing increasing quantities of the fruit to supply the growing markets of the Middle and Western States.

One-third of Cuba's pineapple crop is produced in Pinar del Rio Province—the western end of Cuba. Transportation of pineapples constitutes, in the season, a large part of the freight traffic of the Western Railway of Havana.

The following is an estimate of shipping expenses per crate from points along that railway to its station in Havana:

Pineapples—Expenses to Havana.

["L. C. L." means "less than carload lots." "C. L." is shipping parlance for "carload lot," a "carload" of pines being at the least 250 crates.]

Freight per crate to Cristina Station in Havana from—	Payable in American money.		Freight per crate to Cristina Station in Havana from—	Payable in American money.	
	L. C. L.	C. L.		L. C. L.	C. L.
Gnane.....	\$0.20	\$0.13	Candelaria.....	\$0.12	\$0.08
Mendoza.....	.19	.13	Punta Brava.....	.11	.07
Subulo.....	.19	.12	Mangas.....	.11	.07
Galafre.....	.18	.12	Artemisa.....	.10	.07
San Juan.....	.18	.12	Cañas.....	.10	.06
San Luis.....	.18	.11	Dagame.....	.09	.06
Pinar del Rio.....	.17	.11	Alquizar.....	.09	.06
Ovas.....	.16	.11	Guim.....	.08	.05
Puerta de Golpe.....	.16	.11	Gabriel.....	.07	.05
Consolacion.....	.15	.10	Salud.....	.07	.04
Hermelura.....	.15	.10	Rincón.....	.05	.03
Paso Real.....	.14	.09	Santiago de las Vegas.....	.05	.03
Palacios.....	.14	.09	Rancho Boyeros.....	.05	.03
Taeo Taco.....	.13	.08	Calabazar.....	.04	.02
San Cristobal.....	.13	.08			

In Havana the fruit incurs certain expenses, which may be calculated as follows:

Pineapples per crate—Expenses in Havana (American money).

Cartage or wharfage..... \$0.025

If the shipment leaves from Hacendados or Havana Central wharf, no cartage is incurred. If the shipment leaves from Regla, no cartage is incurred, but the wharf there being private property a wharfage charge is levied amounting to \$0.025 per crate; minimum charge, \$1.50 per shipment. If shipments leave from Cabaletta, cartage across the city is incurred.

Handling at wharf..... .01

Lighterage..... .03

Not always incurred.

Brokerage..... .01

This charge varies according to the broker; some charge \$1 per shipment and others \$1.50, and some \$0.03 per crate.

These figures were compiled from the books of Piel & Co. and Gwinn & Olcott, both well-known commission firms in Havana; they obtained in shipments actually made.

The following is a statement of shipping expenses per crate from Havana to the ports named:

Pineapples—expenses from ship's side in Havana to sale in port named.

[Per crate; measurement, 2½ cubic feet; estimated value, \$1; weight, 80 pounds.]

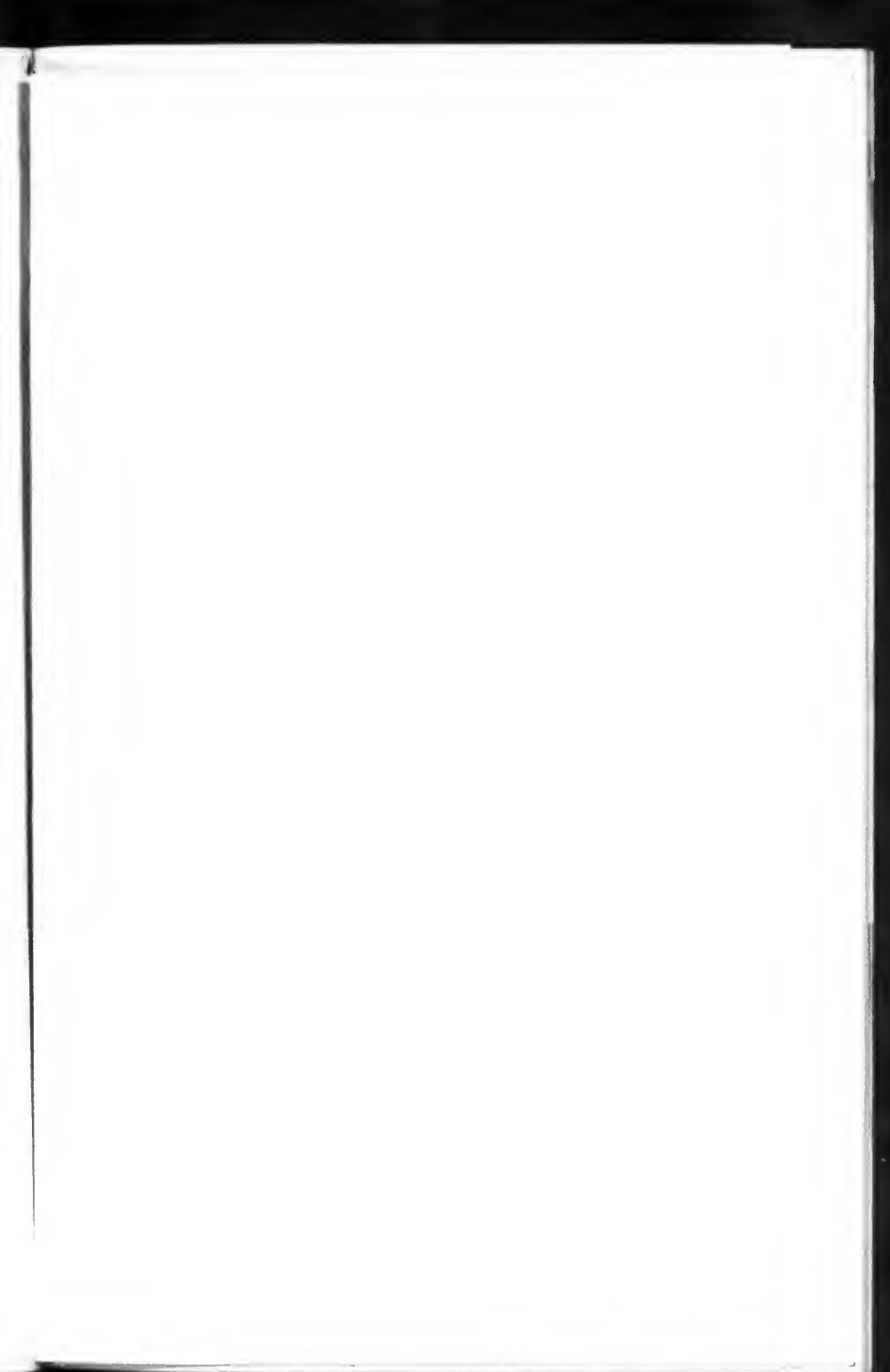
Items of expense.	Chi- cago.		New Or- leans.		Mo- bile.	New York.	Pitts- burg.		Gal- veston.		Per shipment (minimum charge).	
	C. L.	L. C. L.	C. L.	L. C. L.	C. L.	L. C. L.	C. L.	L. C. L.	C. L.	L. C. L.		
Consular invoice.....											\$2.50 required when shipment is valued at \$100 or over.	
Freight, Havana to port named.	.575	.575	.36	.36	.36	.35	.35	.675	.915	.40	.40	The Ward Line's minimum bill of lading is \$6; to New Orleans, Mobile, and Florida ports, \$3.25.
Primage.....						.015	.015					The larger the shipment the smaller proportionately is the primage charge.
Custom-house clearance at port of entry.....												\$2. Clearance fees vary from \$1 on shipments valued at less than \$100 to \$2 on larger lots.
Duty.....	.17	.17	.17	.17	.17	.17	.17	.17	.17	.17	.17	Under the new tariff, Cartage varies with the port; 5 cents a crate is the usual New York charge. Commission varies from 7 to 10 per cent of the selling price, the latter figure usually prevailing.
Wharfage at port of arrival.....										.02	.02	
Cartage and commission.....												

From these details a prospective shipper would be able to figure out his future transportation expenses, according to the location of his field and the market he selects.

Cuba pineapples have a market all their own. They are put to special uses and are a fruit that is wanted. According to Consul-General RODGERS (Daily Consular and Trade Reports No. 3542. Washington, D. C., July 27, 1909)—

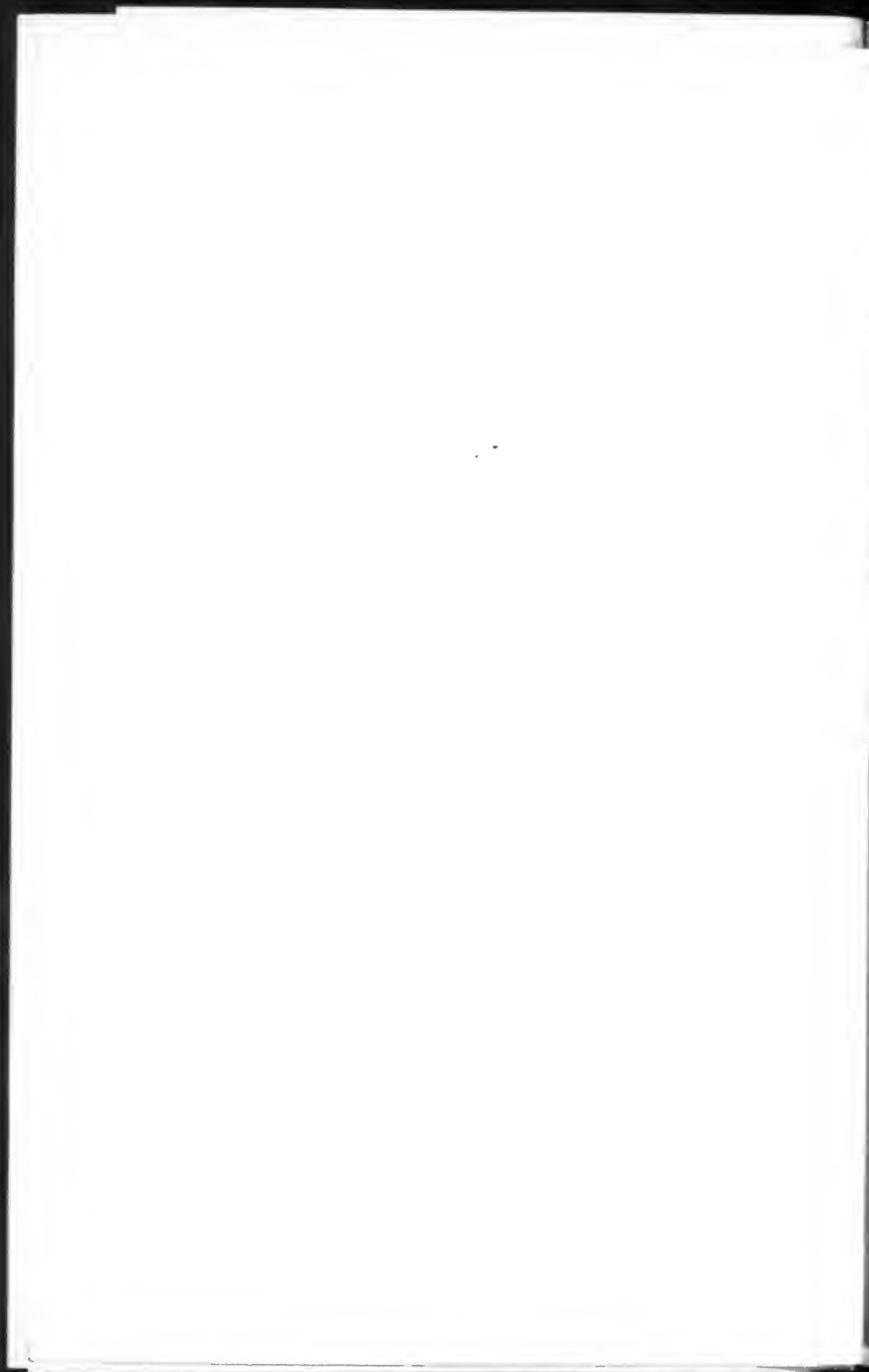
The average price obtained can not be given, but, broadly stated, it could not have been (last season) much over \$2 a crate, as the finer lots in the early season will not usually run over \$4, and in the height of the shipping season they are often sold as low as \$1 a crate. To show a profit for the grower the price in Havana must not be much under \$1.25 a crate, while the exporter or importer who assumes freight, duty, brokerage, and a variety of other charges, can not hope for much if he can not get at least \$2.

The pineapple industry is the direct result of an American demand for the product. It is not Cuban in the sense of ownership, nor of cultivation, the participation of natives being so small in both relations as to be inconsequential.



THIS CHART
FOURTH CHA
AT THE END

ART WILL BE THE
CHART APPEARING
END OF THIS FILM.



The American market demanding a large and steady source of supply, American capital was invested with that of the Spanish growers, with the result that to-day nearly all the pineapple plantations are owned by Americans and Spaniards and worked by them, although at extremely busy seasons Cubans are employed to some extent.

The product of these plantations, which are located within easy rail or road haul of Habana, is, furthermore, carried almost exclusively to American markets by American ships, furnishing perhaps the best freight emanating from Cuba.

Therefore the action of the American Congress in increasing duty on Cuban pines entering American markets from 14½ cents to 17 cents per crate was the more deeply resented in this island. American growers, handlers, and consumers are the persons who pay for the protection extended Florida growers.

The increase in duty is not necessarily fatal to the pineapple business of Cuba, but it does narrow the margin of profit—never too wide or too stable.

Growers and shippers sustained heavy losses during the season just ended because the market was overstocked, Cuba's tremendous crop contributing to break it. Small growers (American and Canadian settlers) who had been encouraged to plant pines by the fact that they are a comparatively sure crop and yield their return soon were sufferers.

Growers are hopefully considering the possibility of canning pines, to be sold in bulk to Canada or to England, and they also hope to dispose of much fresh fruit, especially to Canada. The Canadian government recently sent a representative to Habana to study the matter of return cargoes for ships of a subsidized line from Canada to Cuba, and he was impressed with the opportunity the present situation concerning pineapples affords. Certainly, in view not only of recently increased freight rates to the United States and the new duty, but also because Cuba's crops are flooding the market at its best, some reorganization is necessary.



THE SCENERY OF CUBA, HAITI. AND DOMINICAN REPUBLIC^a ∴ ∴ ∴

THE island of Cuba—44,000 square miles in area—is truly remarkable for the scenic beauty of its landscapes, its tropical vegetation and bird life, and the historical interest and architectural features of its old Spanish towns and fortresses. Its winter climate comes very near perfection. A painter will wax enthusiastic over Cuban color—the painted houses of the Spanish towns; the women's dresses; the gorgeous flowering trees and shrubs; the brilliant green sugar cane with its delicate mauve-gray blossom; the plumage of Cuban trogons, parrots, cuckoos, kestrels, and starlings; the white, columnar stems of the royal palms; and the unrivaled sunsets. The botanist, ornithologist, anthropologist, and butterfly collector will find material for months of fascinating study.

Havana is probably the most picturesque city in America, not even excepting Cartagena, on the north coast of Colombia; and Cartagena, like Havana, Santiago, and other Cuban and Spanish-American towns, is beautiful enough in color and form to provoke a special school of painters, if landscape painting were not nearly dead under the advancement of photography. The harbor of Havana is entered

^a By Sir HARRY JOHNSTON, G. C. M. G., K. C. B. (Reproduced from the "Geographical Journal," London.)

SIR HARRY JOHNSTON was born in 1858, in London, England, educated at Stockwell Grammar School and King's College, and studied painting at the Royal Academy. In 1876 he was medalist of the South Kensington School of Art. In 1879-80 he traveled in North Africa; later, 1882-83, explored Portuguese West Africa and the River Kongo, and in 1884 commanded a scientific expedition of the Royal Society to Mount Kilimanjaro. He has been British vice-consul in Cameroons, acting consul in Mozambique, and member of an expedition to Lakes Nyasa and Tanganyika. For these and other meritorious services in Africa he was knighted in 1890. He has published essays on Uganda Protectorate, River Kongo, Kilimanjaro; has written *History of a Slave*, *Life of Livingstone*, various Blue Books and Reports on Central Africa, *History of Colonization of Africa by Alien Races*, etc., and was the first to demonstrate, by means of hides and skulls in possession of the natives, the existence in Africa of a hitherto unclassified animal, the okapi, somewhat similar to the giraffe, but without the length of neck. His studies have been biological and geographical, and he has received the gold medal from the Zoological, Royal Geographical, and Royal Scottish Geographical societies.



MATANZAS MOUNTAIN, PROVINCE OF MATANZAS, CUBA.

by a deep, narrow strait, commanded by the frowning forts of the Morro and Cabañas. This strait widens abruptly into a magnificent basin; but the sea front of Havana and the approach through the natural canal irresistibly recall Venice—an illusion further fostered by the somewhat gondola-like appearance of the “*guadaños*,” the boats with awnings which ply to and fro over the green water. Curiously enough, the most striking public building of Havana, and that which with the dome reminds one of Santa Maria della Salute at Venice, is a quite recent addition of the Americans—the “*Lonja de los Viveres*” (Produce Exchange). It is difficult to believe that a few years ago this most splendid building of all Havana did not exist. Nowadays it is the heading up of the city, placed with an appreciation of scenic effect so distinguished, as, from our conventional point of view, to be more characteristic of France than of the United States. But those who have seen twentieth-century New York, Boston, Washington, and Philadelphia should realize that in splendor and originality of architectural genius North America is now leading the world.

The American occupation also endowed Havana with its noble esplanade or marine drive, which from the end of the Prado and the low promontory of La Punta (opposite the Morro fort) extends for 3 or 4 miles along the seacoast past the pretty western suburbs of Havana. The same agency has furnished Havana with banks, hospitals, and markets. The streets, narrow and broad, have been paved or asphalted so that their surface is invariably clean; the water supply has been repaired and extended; the mosquito and the flea, with the disappearance of their breeding grounds, have been eradicated; the result being that Havana is now an absolutely healthy town, and from some points of view an ideal place of residence. The Spanish beauty of the city has been left undisturbed, and it is very marked. Most of the old houses present a plain aspect to the street front (except for the beautiful ironwork of the long window grilles), but the arched entrances of the passages, when the massive outer doors are opened, reveal enchanting *patios* of tropical vegetation, fountains, bright plumaged parrots and gaily caparisoned mules or horses. Many of the streets have massive colonnades along one side, in the shade of which a great variety of shops display their wares. The other side of the medal is the much increased cost of living which has prevailed since the American occupation. The dearness of comfortable living in Havana and most other Cuban towns is the only deterrent which can be quoted—besides the sea voyage—to explain why Cuba should not be the principal winter resort of civilized America.

The railways of Cuba are owned and worked by several American, British, and Canadian companies. They extend eastward from Havana to Guantanamo, zigzag across the island from north coast to

south coast, and penetrate also from Havana into the western part of the island, and toward that Isle of Pines, * * * one of the many earthly paradises of the Antilles.

The dominant note in the scenery of Cuba is certainly struck by the royal palm (*Oreodoxa regia*). This is possibly the most beautiful and stately member of a princely order of plants. It is especially characteristic of Cuba, for although found also (sparingly) in Hispaniola and in Porto Rico, it is not native to the other Antilles or to tropical America. It has been so widely introduced into the other West India islands and Brazil that its area of distribution appears at first to be much larger than it really is. But it grows nowhere with such stateliness as in Cuba. The *O. odoracea* or "cabbage palm" of Jamaica is a near relation, but of humbler appearance. The stems of the royal palms are absolutely smooth, rounded-like columns, and a uniform gray-white. The fronds as they wither fall off cleanly, leaving no perceptible roughness or scar; the result is that a row of royal palms looks like a colonnade of white marble pillars crowned with a copious but neatly arranged *gerbe* of glossy green fronds. The greenish—and when ripe, creamy white blossoms (followed by small, shining, reddish fruit) grow out with prim neatness below the sheaf of fronds, just where the white marble column of the stem changes, without transition of tint, into the smooth emerald green midribs of the ascending plumes of the fronds. The royal palm is a fastidiously beautiful thing. We shall yet find the location of the vegetable soul; and we shall then know that *Oreodoxa* is as self-conscious and proud of its appearance as the peacock or the life guardsman.

Nearly every residence or even farmstead in Cuba is approached by an avenue of royal palms, and although they do not precisely grow in forests, still the royal palms permeate Cuba with their stately influence, redeeming the landscapes from any meanness, even where industrialism has aimed at substituting the prosperous sameness of sugar cane, cotton, or tobacco for the variegated color and outline of forest, bamboo thicket, and prairie. Other noteworthy features in the landscapes of the plains and foothills are the brakes of glaucous green palmetto (*Sabal*) and clumps or actual forests of two other types of fan palm belonging to the genera *Coccothrinax* and *Thrinax*. The *Coccothrinax* palms grow to a fair height—40 or 50 feet—with smooth, round, gray stems. *Thrinax* is a much smaller palm with a very slender, perpendicular stem crowned by a great mop head of gray-green fan fronds. Both *Coccothrinax* and *Thrinax* are distinguished from *Sabal* (the familiar palmetto of the Southern States) by their smooth stems, whereas the palmetto retains the dead frond stalks as a defensive *chereaux de frise* from the base of the trunk to

the growing fronds. All three are singularly handsome trees with what might be called an "architectural" beauty.

Huge bamboos (besides dwarf species) grow all over Cuba. The smaller bamboos of the genus *Arenaria* (similar to those of the Southern States) are obviously indigenous, as in Haiti. But a good many botanists maintain that the tall bamboos of Cuba, Haiti, Jamaica, Trinidad, and other West Indian islands are of an introduced East Indian species. If so, this imported bamboo has spread everywhere in these lands till it has become an essential and very beautiful feature in the scenery.

An indigenous plant which arrests one's attention in Cuba from its striking appearance is the cycad, which grows so commonly by the roadside or at the thresholds of the cottages, no doubt planted by the natives for its handsome appearance.

Above 2,000 feet (ordinarily) the Georgian pine makes its appearance, where it has not already been destroyed by reckless wood cutting under the Spanish régime. In the island of Pines this handsome and valuable conifer grows as low down as 500 feet altitude above sea level.

Where the land has not been cleared for plantations, or its elevation (below 3,000 or 4,000 feet) does not induce a temperate climate, the surface of Cuba is still clothed with dense tropical forest, in which the Cuban mahogany and ebony trees and a good many examples of the flora of Central America are met with. These forests mostly linger in east-central and eastern Cuba. They are being somewhat ruthlessly cut down by lumber concessionnaires. The Government of the Cuban Republic is not yet sufficiently awake to the importance of preserving forests in due measure for the climate and the amenities of scenery. There is a feature in the Cuban woodland which at once attracts the attention of the tourist coming from the north, and new to the American Tropics, namely, the large number of arophytic or epiphytic growths on the branches and trunks of big trees. These consist of lizardlike fig trees, which eventually strangle their host; of members of the pineapple family (*Bromeliaceae*); of cacti, aroids, orchids, and ferns. In Cuba the commonest growth on the trees is a pretty aloelike *Tillandsia*, with a spike of reddish-yellow buds, disappointing in that they barely open their petals.

This epiphytic growth begins in the forests of the Southern States in the form of the celebrated "Spanish moss." Few people seem to be aware that this extraordinary growth is not a "moss" or a lichen, but belongs to a genus (*Tillandsia*) of the pineapple family. It is one of nature's best jokes, for on the opposite side of the Atlantic, in Africa, we have a real lichen—*Usnea*, "old man's beard"—which grows as a parasite on trees in the upland forests exactly in the fashion and with precisely the same color and general appearance as the



PALMS AND OTHER TROPICAL VEGETATION IN CUBA.

Tillandsia usneoides of the United States, Cuba, and the elevated regions of the Antilles and Central America. But *Tillandsia* betrays itself as a phanerogam and monocotyledon by its small blue flowers like those of the pineapple.

The moister climate of the Antilles makes them less suited to cactus growth than the arid regions of the United States and of Mexico. Still caeti enter considerably, and picturesquely, into the scenery of eastern Cuba, especially on sandy flats, which are the recently raised beds of former estuaries or lakes. Here the tall caeti, especially of the genus *Cereus*, offer a striking parallel in appearance and rôle to the African euphorbias. Like them they rise up out of the barren, sun-smitten waste, and serve as a shelter and a nucleus for other vegetation, thus in time creating oases of forest.

The rivers of Cuba, though seldom offering much facilities of navigation (except, perhaps, the case of the Rio Cauto of eastern Cuba, which has a navigable course inland from its mouth of about 40 miles for small boats), are remarkable from the point of view of scenery. Their upper courses are a succession of boiling rapids and snowy falls, as they tear down through the splendid forest of the hills and plateaus. The bed of each river (away from the alluvial plains) being usually bare limestone: the color of the water is a lovely greenish-blue. Sometimes they flow over a long series of abrupt steps in the rocks, exactly like the formal descents of artificial cascades. When they have reached sea level they meander through swampy forests of South American luxuriance, or create vast swamps which are jungles of reeds, rushes, and "water-hyacinths," and the home of countless herons, tree-ducks, pelicans, darters, rails, and jaçanás. The south coast of Cuba, away from the eastern prolongation, possesses more swamp lands of great extent than the northern part of the island. Zapata swamp, in the south of Cuba, is over 2,000 square miles in area. This region is, or was, the breeding ground of myriads of white herons (egrets); and here, in spite of native and American gunners, urged on a career of abomination by the misplaced taste of forty millions of unthinking American and European women, the beautiful white *Ardea egretta* is sufficiently numerous to be quite a feature in the landscape. In the swamps and river estuaries of Cuba there are two species of crocodile—*C. rhombifer* (peculiar to Cuba) and the widespread *C. americanus* (*acutus*). In spite of the loose statements of writers, I believe there is no alligator and no *caiman* in any West Indian island.

Cuba, Hispaniola (Haiti), Porto Rico, and Jamaica (besides the Bahamas, Virgin Islands, the northern Leeward Islands, and Barbados) are entirely without poisonous snakes.

* * * * *

These last, be it noted, are absolutely unconnected in the affinities of their reptilian fauna with Florida and North America, but offer

some relationship to southern Mexico and Central America. These indications as to past land connections or approximations are further borne out by plant, bird, spider, fish, and mammal distribution, showing that the Greater Antilles have had no nearer neighborhood with the *North* American continent since the middle of the Secondary epoch (if then); that their least ancient land connection (? early Tertiary) has been with Central and not South America; and, finally, that they to some extent shared with Tropical America a connection with or approximation to West Africa perhaps as late as the beginning of the Tertiary epoch.

* * * * * * *

In Cuba, as in Hispaniola, the domestic pig has run wild, and developed into a lean, long-legged, miniature wild boar. The forests, moreover, of Cuba and of Haiti are full of deer. These I found to be simply roebuck, with, in the male, rather fine antlers. I also saw in Cuba (semidomesticated) North American deer from Florida or Louisiana, or brocket deer from Venezuela. But the roe is the prevailing type, and is commonest in the mountainous districts of the east. The history of this introduction is that the French first of all brought the roe from France to Martinique; then, as they throve there, the roedeer were carried on to Haiti and Santo Domingo, whence the French or Spanish introduced them into Cuba.

* * * * * * *

Peacocks are abundant as domestic birds in Haiti. It is surprising they are not kept also in Jamaica and Cuba.

Of course, the right and proper thing to do in the Greater Antilles would be to populate the wastes and woods, not with the birds and beasts of Europe, Asia, and Africa, but with those of Central and South America—to finish the task that nature heedlessly left unfinished. The magnificent ocellated turkey of British Honduras should be introduced in large numbers into Jamaica, Cuba, and Hispaniola; jaguars should be placed in small game reserves; tapirs be encouraged to roam where they willed; the roedeer should be replaced by the South American red brocket; and a discreet selection of American monkeys and macaws be given a new lease of existence in the Antillean forests.

As it is, Cuba and Jamaica possess the material for some very lovely national parks and bird reserves in the partially land-enclosed, islet-studded lagoons and gulfs along the northeast and southwest coasts of Cuba and the south coast of Jamaica. Here there are already wonderful sea gardens where, as in a huge aquarium, may be studied the life history of sponges, anemones, erinoids, polyps, and strange crustaceans; where the tourist may gaze fascinated from the clean coral rocks at the marvelously colored fish of the West Indian sheltered waters. In the air above, frigate birds, phaetons,



TOWN OF MILOT, HAITI, WHERE CHRISTOPHE BUILT "SANS SOUCI."

and gannets are wheeling and poisoning; on the still waters there are many pelicans and flamingo; indeed, the boldly marked dark-gray, white, and lemon-tinted *Pelicanus fuscus* is very tame, and delights to perch in a spirit of Japanese art on the fishing stakes or navigation beacons. Birds form a very prominent element still in Cuban, Haitian, and Jamaican landscapes, though, unless strict measures be taken by the respective governments, the trade in feathers and the rush of ignorant, slaughter-loving tourists will soon eradicate this beautiful element in Antillean life. The parrots in all these islands are becoming scarce—the Jamaican macaw is practically extinct—but the little green todies (with crimson breasts) are still as tame as robins, and the humming birds will continue to buzz round the blossoms until they are finally extinguished by the plumage hunters. It is supposed that Cuba possesses the smallest humming bird in the world—*Calypte helena* (named after Princess Christian): but it may have a rival in tininess in a Peruvian species of *Acestrura*. The *Calypte helena* is an exquisite little creature not quite $2\frac{1}{2}$ inches long, with a forked crimson gorget. Its nearest relations are in southern California.

No one visiting the forests of eastern Cuba can readily forget his first sight of the trogon peculiar to Cuba—the *Prionotus temminus*. It is not difficult to watch it at close quarters in its favorite resorts, sitting on a bough with upturned head, displaying its white shirt front and gorgeous crimson scarlet stomach, and uttering at intervals a low and singularly musical cry. The Cubans call it "tocoloro."

* * * * *

The great landed proprietors often dwell in marble palaces near their sugar plantations, which recall the most sumptuous dwellings of Andalusia. What a beautiful thing is the lush growth of the tall sugar cane—the brightest emerald green, flecked with plumes of mauve-gray blossom.

Not one of the old Spanish towns of Cuba but is a source of inspiration to a painter. Let me cite two examples: Camagüey in the north center and Santiago de Cuba in the southeast. Camagüey is nearly 400 years old as a Spanish city, but it was a place of Indian settlement for a long antecedent period. It is the "all white" town, where the 60,000 inhabitants are for the most part of pure Spanish descent, and the handsomest people in Cuba. No town in Spain is more "Spanish" or more picturesque, with its narrow streets, projecting balconies screened by carved wood or iron grilles, tiled roofs, thick walls, patios glowing with sunlit vegetation, its sixteenth and seventeenth century cathedral, churches, chapels, monasteries, and convents. The steeples and doorways of some of these churches (and of a good many Cuban buildings generally) almost suggest the Moorish influence in architecture which prevailed in southern Spain down to the

period of COLUMBUS'S voyage. Several of the ecclesiastical buildings of Camagüey contain magnificent altarpieces and shrines of hammered silver.

In Santiago, the eastern capital of Cuba, and now one of the most beautiful places in the world, the solidly constructed houses (the Spaniards, among many great qualities, had that of building appropriately and permanently) were painted in tints almost every attainable tint, combined with white copings, window frames, doorways, parapets, and skirtings. One house is ultramarine blue (and white), another dull mauve (and white), or pale green, maize yellow, pink, terra cotta, sky blue, greenish blue, apricot, gray-brown. The effect, combined with the frouds of palm trees and bananas, the dense foliage of figs, ilexes, mimosas, orange trees, and giant laurels, the brilliant flowers of bushes and creepers, the brown-red tiled roofs, the marble seats and monuments, the graceful balconies, the white stone colonades, the blue waters of the harbor, and the magnificent encircling mountains, was daring, but eminently successful.

* * * * *

I said good-by to Cuba under a sunset of crimson and gold.

* * * * *

After a rough passage across the 60 or 70 miles of strait between the two islands, Haiti received me in the blue and silver of placid water, girdled with lofty ranges of mountains wreathed or crowned with white clouds. The open arms of Haiti are two peninsulas of alpine heights that inclose a vast gulf of sheltered sea screened from rough winds and vexing currents. Nearly in the middle of the Gulf of Haiti arises, to over 2,000 feet, the large island of Gonaïve, purple with woodland or scrub, green with crops, and slashed here and there with squares of red clay or the gleaming yellow-white of the underlying limestone. This island affords further protection from such winds as are not sufficiently broken by the sierras of Haiti (7,000 to nearly 9,000 feet high) or by the lofty ranges of eastern Cuba. So that the Gulf of Haiti, and most of all its easternmost half, would make the safest and amplest naval station in the world. A million years ago (or less) the great southern peninsula of Haiti and the southwesternmost portion of Santo Domingo were a long mountainous island, cut off from the rest of Haiti by a narrow strait connecting the Gulf of Gonaïve with the Bay of Neiba. At the present day the ford is dry land for more than half its surface, and inclosed water (salt and fresh water lakes) for the remainder.

Port au Prince, the capital of Haiti, is placed near the southwesternmost edge of this isthmiian plain, the *cul-de-sac* of the old French colonists (just where the last spurs of the southernmost mountains descend into the inland sea). In daylight, viewed from steamer

deck in the outer harbor, it does not present a poor appearance. This is largely due to the magnificent new cathedral, which is placed just where such a building should be situated to give a focus to the town. Without this cathedral (of French design and Belgian construction) Port au Prince, two or three years ago, must have presented a somewhat paltry appearance for a great capital city. The other notable buildings are seldom remarkable for stateliness of design or prominence of position, though there are some handsome churches. On the left-hand side of the town is a low promontory, or jetty, composed chiefly of mangrove mud banks and stranded, rusting, paddle-wheel steamers. This spit of land culminates seaward in a low lighthouse surrounded by a battlemented fort. Far to the right are more low mangrove islets, but behind the actual shore line the land rises rapidly into green highlands, studded with fantastic palaces, and the highlands enlarge into mountains of almost Alpine character. On the sky ridges of these may be seen from the shipping in a harbor of intense tropical heat the silhouettes of the tall pine trees, which indicate a land of cool invigorating temperature within half a day's climb.

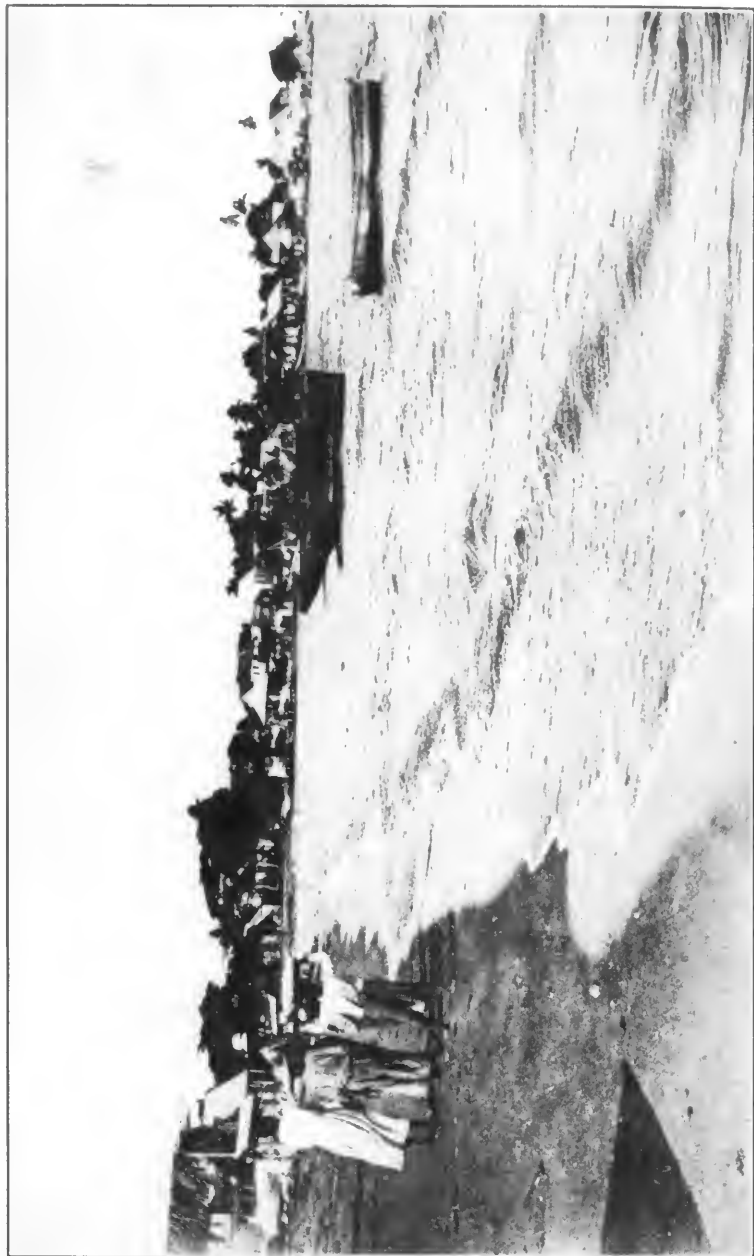
I first saw Port au Prince in the late evening, and the effect, after the brilliant variegated lighting of Cuban and American towns, was disheartening. We might have been approaching some sullen, pirate capital of Haiti two hundred and fifty years ago, desirous of offering no attraction or assistance to the inquiring stranger. A few dull yellow lights blinked from the dense foliage of the suburb. Here and there a glowing red lamp seemed to indicate danger. Port au Prince, with its suburbs, is a city of 104,000 inhabitants, and is the capital of an independent State of nearly 12,000 square miles in area.

When one lands here in the morning (steamers may not communicate with the shore after sunset) the impression is less unfavorable, though docks and wharves are absolutely nonexistent, and landing from or boarding the steamer means a long and weary row. But it is obvious that Port au Prince—thanks to German, American, and Haitian enterprise—has made considerable strides of late toward the amenities of life. It is true that in dry weather the streets near the seaside are occasionally intolerable with their clouds of maldorons dust, that there is no continuous sidewalk along any of the streets, and that, with the exception of about half a mile of recently macadamized roadway, the paving of the streets is monstrous in its grotesque imperfections. But the houses are by no means uncomely, nor is the town nearly so dirty as it was described by various writers down to the year 1900. Either they exaggerated or their criticisms stirred up the civic authorities of Port au Prince to effect considerable improvements in the cleanliness of the streets.

A welcome surprise which greets the visitor to Port au Prince who arrives from any other part of America, not excepting Jamaica and the other British West India islands, is the far greater cheapness of living. The President's palace, situated with its surrounding garden on one corner of the extensive Champ de Mars, is a turreted, verandahed erection, apparently roofed and faced with corrugated iron, or with some cold, gray, glistening metal. But the general appearance is not unpleasing, though a little "baroque," especially when in times of festivity it is extravagantly decorated with the blue and red Haitian colors. But the so-called "garden" which surrounds it is a dreary trampled waste perpetually paraded by soldiers. Not far away is the range of government offices, all in one building. In front of this, painted a gaudy red and blue, is one of those extraordinary rostrums found in every town in Haiti, large or small, whether dating or not from the time of the French colonization I do not know. From these open-air pulpits addresses are made to the populace, and laws are proclaimed. The Champ de Mars has, no doubt, been much improved of late, and may even in time be made an open space of agreeable appearance. At present it consists of irregular patches of turf, crossed in many directions by roads authorized and unauthorized, some of which are macadamized.

The houses in the suburbs of Port au Prince are for the most part built by Germans, and are really tasteful in their architecture, cool, comfortable, and surrounded by beautiful gardens. The public cemetery, on the other hand, is a staggering mixture of beauty (vegetation and the old tombs), grotesqueness (the modern miniature houses and goblin huts erected to house the deceased), and horrors.

Port au Prince possesses market buildings which are worthy of Paris in size and design, but the mass of the country people prefer to establish themselves in open-air market places away from the great buildings erected for their use. In these open-air markets there is endless material for the painter or photographer. The sellers are mainly women, who have journeyed into Port au Prince from the country, riding sideways on donkeys, horses, or mules, situated, it may be, on the top of enormous panniers of provisions. Nearly every woman wears a large and picturesque straw hat, fastened by a leather band under the chin that ends in little twiddles of leather so absurdly resembling the pointed chin beard of the negro man that the market women look like men dressed in women's clothes. These clothes are always ample and picturesque, usually blue cotton, or else gay prints with many flourishes. Some of the women in the market place are selling fish which an artist would purchase for their colors alone. They look like the *poissons d'Avril* in Eastertide shop windows—such combinations of blue and orange, scarlet and mauve, yellow and black, pink and green. Other vendors are surrounded by a troop of teth-



Photograph by Miller.

A PICTURESQUE BEACH AT JACMEL, HAITI.

ered turkeys, fine, plump fowls, or Muscovy ducks. Goats, sheep, cattle, and pigs wander where they please. Pigeons and an occasional green parrot lend variety to the immense crowd of humans, beasts, and birds.

One curious point about Port au Prince and the whole of Haiti and Santo Domingo is that the turkey buzzard (*Cathartes*) is entirely absent, a strange contrast to all the other West India islands and the southern United States. Haiti has no other scavengers but pigs and dogs.

The water supply of Port au Prince is grumbled at by the residents, but though it may not be as perfect as tradition relates it was under the French Government, it seemed to me to be very much better than in many other West Indian towns I have visited. Some of the fountains are very picturesque, and obviously date from the French period of over a hundred years ago. All over this large town there was an abundant supply of good, fresh water for the poor as well as the rich, and the drinking water usually served one in hotels and private houses seemed to me pure and good.

Port au Prince is always hot, often dusty, and a good deal afflicted by mosquitoes. It has many other faults, no doubt, and yet it is not half a bad place. Ice is abundant and cheap. There are at least two good newspapers, one of which gives a very ample supply of European cablegrams. It is a noisy place; the dogs are perfectly sickening in their midnight howlings, alarms, and excursions; there is too much military music, and on festivals people let off guns and fire crackers. And yet it is one of those places that by a strange inconsistency one is sorry to leave and glad to return to. The educated Haitians, however they may mismanage their public affairs, are most agreeable people to meet in society—witty, amusing, well-read, except in the natural history and botany of their own country. There is a very pleasant club where the European and American residents meet the natives of Port au Prince, and a delightful friendship seems to exist amongst all the foreign residents.

I have referred to the German suburban residences of Port au Prince, especially those which lie on the southeast of the main town. But perhaps the most beautiful district within easy reach of the capital is round about Diquiny and Bizoton. The railway runs along the shore road from Port au Prince to the vicinity of these outlying burghs, and there is as well a fairly good carriage road, with picturesque old bridges over the innumerable streamlets that come tearing down from the mountains. Here, between Port au Prince and Leogane, many of the beautiful country seats are little more than modernized reconstructions of the estates of the French planters. The district is musical with a never-absent ripple of falling water, and the extravagant tropical vegetation is reduced to orderly pictures by

masonry tunnels and conduits of the old French irrigation systems. Probably nowhere else can one see such a complete riot of brilliant color. The clouds, attracted by the high mountains, are always a feature in the landscape—dazzling white cumulus at noonday, becoming flamingo red in reflection of the sunset. The high mountains are purple-gray. The sea of the Gulf of Haiti is the most brilliant blue-green. The distant town of Port au Prince is pink and white and gray. Around the many-colored houses are groves of crimson-scarlet Poinsettia or smalt-blue *Petraea*, together with roses, oleanders, allamandas, hibiscus, and a hundred and one flowering shrubs and creepers of the tropics. As to the foliage trees, there are royal palms and fan palms, trees unknown to me with huge glossy leaves like magnolias, the primly perfect mahogany trees, the Haitian oak, mimosas, flamboyants. In this region is indeed an earthly paradise, with the delectable mountains behind, up which, if you choose, every morning you may ride to the pine ridges and the air of Europe.

Every square mile of Haiti, I should think, is beautiful, or at least is interesting. The greater part consists of masses of incredibly tortured mountains. No doubt in the far distant past it has been the scene of volcanic energy. Yet there is not much actual area covered with lava or igneous rock. For the most part the formations seem to be of limestone, a limestone which in places is such a pure cold white as to look like snow. In the very high mountains, nearly 9,000 feet, the hasty observer might well be excused for believing that he saw vestiges of snow in the crevices or deep clefts of stream valleys. In reality it is due to the rush of water from the summits, which tears away the surface soil and reveals the limestone. In the dry season many a river valley is blazing white with its tumbled masses of chalky stores and pebbles.

The plains of Haiti occupy but a small portion of its area, and they are usually fertile, or could be rendered so by irrigation. Where they are uncultivated they are overgrown with a low scrub of very thorny mimosa and logwood, but even this is rendered tolerable by the highly scented yellow blossoms and by the clumps of weird-looking cacti. Here in this low-lying country are specimens of arboreal cactus worthy of Mexico. A form of prickly pear (*Opuntia*) grows to a height of about 30 feet in a solid stem, and pushes out in all directions great pudgy hands of flattened leaf stalk, studded (as though with giant rubies) by red flower buds or blossoms, and having a strange resemblance to some Hindu god or goddess with innumerable hands. A species of *Cereus* (bristling with white thorns) grows in erect columns. Another and thornless *Cereus* is so grotesque in the pointing of its fat gouty fingers that it, together with another writhing, snake-like arboreal cactus, might be the fit surroundings of an enchanter's cave in a pantomime. Perhaps, however, the most beau-

tiful item in the vegetation of the plains and mountains of Haiti (ranging from sea-level to 7,000 feet) is the agave with its basal cluster of immense, bright green lily leaves and its flower stalk 20 to 30 feet in height tufted with clusters of golden-yellow blossoms. In and out of the corollas of these golden flowers dart woodpeckers of crimson, black, and gold, starlings of black and silvery yellow, metallic humming birds, innumerable small quits of variegated tints. Hovering over these and occasionally making a successful dart are small kestrels of bright chestnut-orange and dove-gray, with bars and splotches of deep black. Haiti, in fact, is full of interesting bird life, and should be a great field for the ornithologist, as its ornithology is only partially known and studied. COLUMBUS noted the abundance of bird life when he discovered this great island, and referred especially to the songs of the nightingales. These are really mocking birds, apparently the same as the American species.

The scenery of Lake Azuey is perfectly beautiful. Its salt waters are of an intense blue-green, and the surrounding mountains, clothed with forests of *liguam vita*, of glaucous green fan palms, and on the extreme heights of Georgian pines, rise to altitudes of 6,000 to nearly 9,000 feet. At its eastern, Dominican, end is a colony of the scarlet American flamingo.

And what may not be said in detail about the Haitian mountains? The highest (Mont de la Selle) is a few feet under 9,000, but the ridges rise so abruptly from sea level or from the tremendous gorges which separate one massif from another that you get the full value of their height. They have been carved by water, sun, and wind into the most exaggerated relief, and many of their crevices are illuminated by the fissures of limestone. Here and there is a curious intrusive hummock of bright red clay, only partially revealed because of the exuberant vegetation. This again assumes so many tints owing to the season or the sunlight that the Haitian hillsides frequently resemble a turkey carpet with their scrub of scarlet fuchsia, rose-pink honeysuckle, intensely green bracken and maidenhair ferns, and the mauve and white of certain *Compositæ*, the purple of many labiates, the yellow and silver of everlasting flowers. The large white blossoms of the local blackberry (which has a most delicious fruit the size of a mulberry) should not be omitted in describing this beautiful mountain scenery.

In the dells of the mountains, about 4,000 feet, are handsome jungles of tree ferns. Everywhere grows the glossy green agave, with its lofty column of gold flower clusters. The aromatic scent of the pine woods is indescribably good to the jaded European exhausted with the Tropics:

And nearly everywhere, except on the highest peaks and ridges, may be seen the picturesque and happy peasantry—happy if dwelling far enough away from the oppression of the town governments. Wherever there is a fairly level patch or plateau there is a collection of thatched huts surrounded by an emerald grove of bananas, and by fields of maize, sorghum, cabbages, and sugar cane. The country swarms with domestic birds and beasts—horses, donkeys, pigs, dogs, cattle, goats, and sheep, turkeys, fowls, and guinea fowls. The peasants usually wear clothes of blue-dyed cotton and huge straw hats. The dress of the men is a blue gaberdine and trousers; that of the women is a loose robe not unlike the Egyptian costume.

* * * * *

The scenery of such parts of the Dominican Republic (Republica Dominicana) as I was enabled to have a glimpse of naturally resembled that of Haiti. I am informed by Americans that the landscapes of the auriferous Cibao range of mountains (highest peaks averaging 10,000 feet) were surpassingly grand and the pine forests more abundant than in Haiti. The highest point in the whole of the Antilles seems to occur in Santo Domingo—the Loma de la Tina. This apparently has never been ascended, and its guessed-at altitude (10,300 feet) has not been as yet confirmed by the American surveys. In the more northern part of the Cibao range is the striking peak of Yaqui, about 9,700 feet.

The Spanish civilization of the Dominican Republic, which has an area of nearly 18,000 square miles, gives a picturesqueness to town or village life which is quite different to the colonial French or purely negro aspect of inhabited Haiti. The gamecock is everywhere much in evidence. There are some negroes in Dominica, but the mass of the population is of Spanish or mixed Spanish-Amerindian origin—a handsome, well-set-up, grave, virile-looking people of olive or pale yellow complexion. The Americans, who are giving a general direction and advisory control to Dominican affairs, are effecting wonders of happy and wise development in the exploration, communications, industries, and commerce of Santo Domingo. Their customs officials and surveyors are of the best American pioneer type.

A UNIQUE ERRAND . . .

MR. JAMES DANGERFIELD, of London, as Commissioner of the British Institute of Social Service, and Dr. JOSIAN STRONG, of New York, President of the American Institute of Social Service, propose to visit South America during the coming fall and winter for the purpose of organizing like institutes in the principal cities.

The first institute was organized in New York in 1898. In 1903 President ROOSEVELT, an associate member, wrote:

This institute is fitted to render a great and peculiar service, not merely to this country, but to all countries. Apparently it is proving to be the beginning of a world movement, and is being recognized by the best men of many different countries as a necessity in each and all of these countries in order to facilitate the readjustment of social relations to the new conditions created by the modern industrial revolution.

This prophecy is being fulfilled. The American organization has already served as a working model for British, Swedish, Danish, and Italian institutes of social service; and the President has been invited to organize institutes in Germany, Russia, Spain, Turkey, South Africa, India, China, and Japan.

The proposed visit to South America by Mr. DANGERFIELD and Doctor STRONG is the beginning of a world tour for the purpose of organizing institutes in every important country in response to a need as wide as modern civilization.

In discussing the trip, Doctor STRONG has said:

The industrial revolution, which is destined to invade all countries, creates new conditions of life and consequent problems which can be solved only by a readjustment of relations. This process of readjustment is one of experiment; and many experiments are being made in philanthropy, in charity, in education, and in all forms of human activity. The object of the institute of social service is to gather together the results of these many and varied experiments, so as to create, as it were, a common fund of human experience, free to all alike, and which will enable each to profit by the experience of all, thus repeating the successes and avoiding the blunders of others. The institute is, accordingly, characterized as a social clearing house, or "a clearing house of human betterment."

Generally society readjusts itself to new conditions much as plants and animals readapt themselves to a changed environment, i. e., unconsciously and, therefore, unintelligently. The institute aims to make this needed readjustment conscious and intelligent, thus at the same time quickening the rate of human progress and reducing its cost.

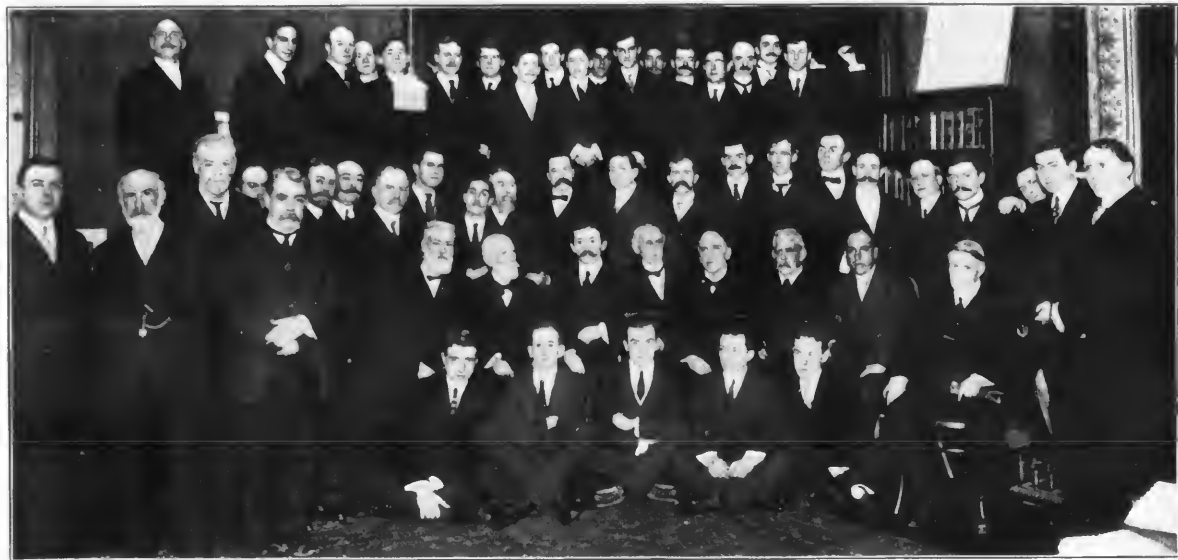
Science is common property. A discovery made in one chemical laboratory at once becomes known to all such laboratories throughout the world. Civilization is also common property; and the institute of social service is intended to be a clearing house of civilization which acquaints every people with the ways in which other peoples are solving, or trying to solve, their common problems. Is not this system, which enables each to profit by the experience of all, the science of collective living?



JAMES DANGERFIELD, ESQ.



DR. JOSIAH STRONG.



CHARTER MEMBERS OF THE UNITED STATES UNIVERSITY CLUB AT BUENOS AIRES, ARGENTINA.
Photograph taken August 4, 1909, at the Legation of the United States of North America.

UNITED STATES UNIVER- SITY CLUB IN BUENOS AIRES :: " :: " ::

THROUGH the initiative of the United States Minister to the Argentine Republic, Hon. CHARLES H. SHERRILL, a University Club is to be organized in the Argentine capital, embracing in its membership former students at United States colleges and universities.

At the first meeting held for the purpose of organization at the Legation of the United States in Buenos Aires, there were present 66 gentlemen representing more than 39 institutions of learning in the United States, including Harvard, Yale, Cornell, Columbia, Pennsylvania, Dartmouth, Williams, Brown, United States Naval Academy, Chicago, Holy Cross, Pennsylvania College, Ohio Wesleyan, Massachusetts Institute of Technology; universities of Illinois, Michigan, Chicago; New York College of Dentistry, Bates, Dickinson, Mount St. Mary's College, Albany Medical College, Pratt Institute, Northwestern, Bucknell, Drexell Institute, Butler University, German Wallace College, Iowa College, and others.

The United States Minister to the Argentine Republic, Yale, 1889, was elected President, and Mr. CHARLES LYON CHANDLER, Harvard, 1905, Secretary. An Organizing Committee was also appointed, consisting of Mr. SAMUEL HALE PEARSON, Dr. LUIS HUERGO, and the President and Secretary ex-officio.

In his introductory address Mr. SHERRILL spoke of the great esteem in which the name of ex-President SARMIENTO was held by all university graduates in the United States of America because of the immortal and glorious service rendered the Argentine Republic by him in regard to education, and because of his encomiums of the United States and its system of education and also because of his having brought to Argentina a considerable number of American teachers to establish an identical system here.

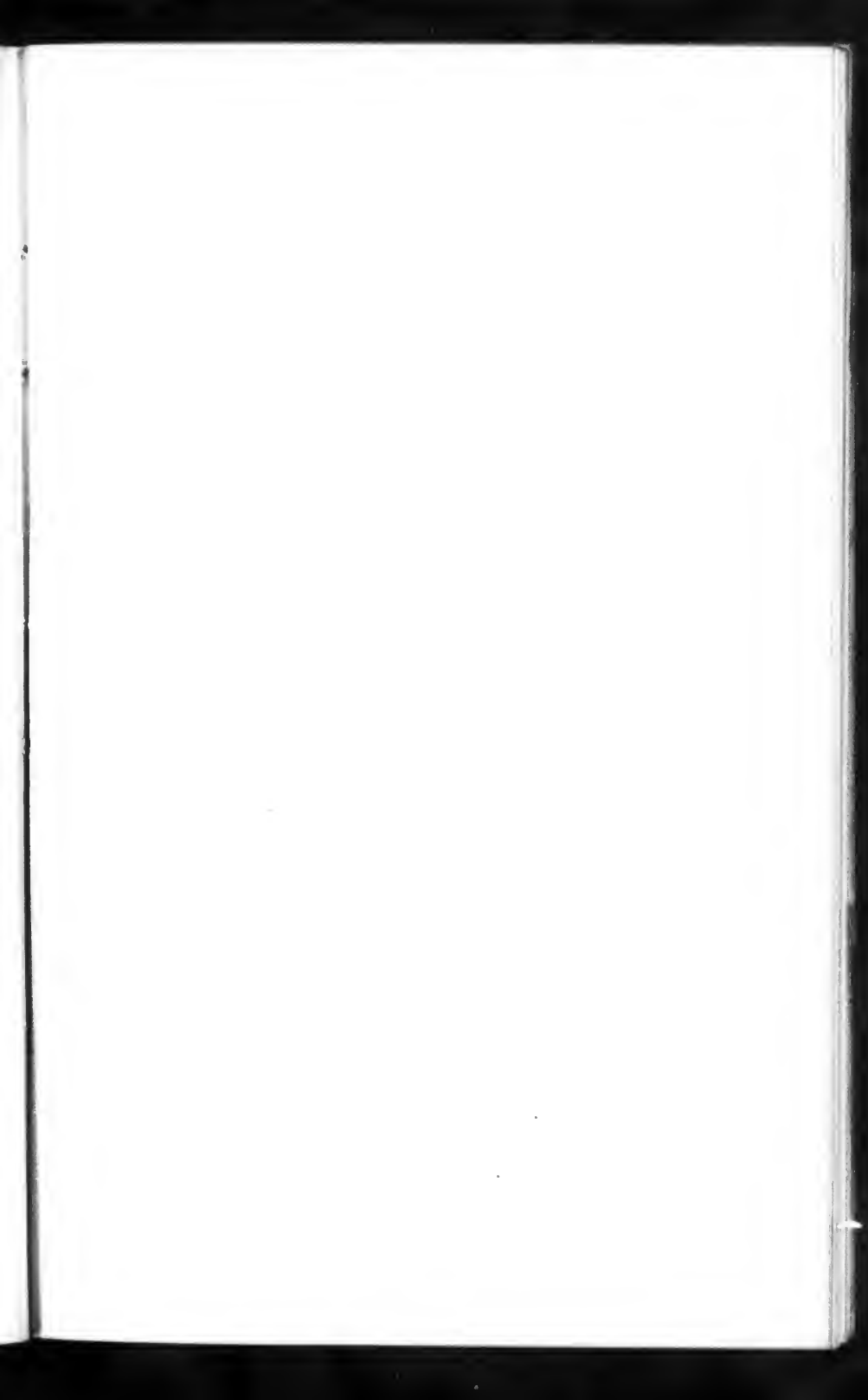
This act alone, said Mr. SHERRILL, warranted the establishing in Buenos Aires of a United States Universities Club. But the formation of this club was not only a duty; it was also a great source of pleasure to all to renew their memories of their college days.

The following attended the meeting:

Hon. Charles S. Sherrill, Yale, 1889; Charles S. Wilson, Harvard, 1897; Warren Delano Robbins, Harvard, 1908; Charles Lyon Chau-

dler, Harvard, 1905; A. d'Alkaine, Harvard, ex. 1903; Alberto E. Blanchard, Bates, 1886; Albert Burnstine, Naval Academy, 1885, and Michigan, 1888; Rev. E. N. Bauman, German Wallace, 1903; Charles E. Bowers, ex-Technology, 1894; W. J. Burner, Butler University, 1900; Robert Fulton Blake, Harvard, 1899; Rev. S. P. Craver, Iowa, 1871; P. A. Clisdell, Cornell, 1890; Vicente Cacaes; Everitt M. Cooper, Columbia, 1903; Rev. S. D. Daugherty, Pennsylvania College, 1888; Graham Dewey, Harvard, 1889; Feo. P. Dollinger, University of Illinois, ex. 1908; Warren K. Dunn, Cornell, 1904; Dr. John S. Dillon, Albany Medical College, 1864; J. C. Eccleston, Bucknell, ex. 1887; C. J. Ewald, Michigan, 1901; Ralph W. French, Harvard, 1907; Oliver Foster, Dartmouth, 1900; Lorenzo P. Garahan, Ohio State, 1908; F. I. Goldsmith, Columbia, ex. 1909; Edmund P. Graves, Technology, 1878; Sutherland R. Haxton, Columbia, 1888; Ing. Luis A. Inergo, Mount St. Mary's, 1852-1857; Dr. James P. Kelley, Holy Cross, 1876; J. M. Laurencena, Ohio State, 1906; Rev. William P. McLaughlin, Ohio Wesleyan, 1871; Rev. W. E. Myers, Dickinson, 1902; John Milne, Brown, ex. 1901; Wilfrid H. Munro, Brown, 1870; Alexander E. Murray, Drexel Institute, 1900-1904; Arturo Moje, C. E.; Ing. Jorge Newbery, Cornell, 1896; R. E. Paine, Dartmouth, 1902; Dr. Homer L. Prettyman, Northwestern, 1900; Julio Reyes, Chicago Veterinary College, 1908; Bertram A. Shuman, Hamline, 1898; H. L. Solyom, Columbian, 1902; Pemberton Smith, Rensselaer Polytechnic, 1888; Dr. Carlos Musgrove Stetson; Alejandro Soriondo, jr., Boston University; Dr. S. R. Sommerville, New York College of Dentistry, 1881; Dr. John Stuart, Chicago, 1900; Oscar G. Sumay, University of Illinois, ex. 1909; Hugh B. Tabor, Dartmouth, 1896; Dr. John F. Thomson; Louis Newbery Thomas, Pratt, 1897; Fermin Urrutia, Cornell, 1908; F. Arthur Webster, University of Pennsylvania, 1900; Frank A. Wardlaw, Columbia, ex. 1884; T. A. Whitworth, University of Missouri, ex. 1879; George O. Wiggin, ex. Massachusetts Institute of Technology, 1894; Arthur F. Winslow, Williams; Louis F. Young, Brown, 1902; and others.

All communications in regard to club affairs should be addressed to Mr. CHARLES LYON CHANDLER, Secretary, 612 Calle Suipacha, Buenos Aires, Argentine Republic.





ECUADOR.

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

ECUADOR.

ECUADOR was a part of the Republic of Colombia up to 1830, when, on the death of BOLIVAR, the Federation was torn to pieces. This Federation was created on the 17th of December, 1819, and included the Intendencia of Quito. After the battle of Pichincha, in 1822, and the successful efforts of BOLIVAR to have Guayaquil cast her lot with Colombia instead of with Peru, the flag of Ecuador was the one of the Federation, adopted on the 2d of July, 1821. This flag was the Venezuelan, which had been proposed to the first Congress by the committee appointed for the purpose of devising a flag, and which consisted of MIRANDA, CLEMENTE, and SALA Y BUSSY. The flag was unanimously adopted on the 5th of July, 1811, and consisted of three horizontal stripes, yellow, blue, and red, in the order mentioned, from top to bottom, the yellow stripe having double the width of each of the others.

On the 13th of May, 1830, it was resolved, in Quito, to separate Ecuador from Colombia, and on the 14th of August JUAN JOSÉ FLORES was elected President of the new nation. The Constitutional Congress of the 19th of September, 1830, decreed that, while keeping a common blue center to symbolize the union of the three States of Colombia, in order to differentiate the arms of Ecuador, the arms of Colombia were to be used, but on a sky-blue field there should be added a sun in the equinoctial, and over the fasces a motto saying: "El Ecuador en Colombia" (Ecuador in Colombia).

By the law of June 18, 1813, the coat of arms was to be twice as long as wide, the upper part rectangular and the lower elliptical. The field was divided into three quarters: in the upper one, on a blue field was the sun on a section of the zodiac. The central quarter was divided into two parts; in the right one, on a gold field an open book in the form of tables, in which the Roman numbers I, II, III, and IV, representing the first articles of the Constitution, were inscribed; and in the left-hand portion, on a field of sinople or green, a horse. The lower quarter was also divided in two; in the right, on blue, a river with a vessel, and in the left, on silver, a volcano. Above the shield and in lieu of crest a condor with its open wings

extending to the two angles. On the exterior borders and sides, flags and trophies.

The decree of November 6, 1845, modified the coat of arms and flag. The first was to consist of an oval shield containing thereon, in the upper part of the same, a representation of the sun, with that part of the zodiac in which the signs corresponding to the memorable months of March, April, May, and June are found; and in the lower part of the same, to the right, a representation of the historic Mount Chimborazo, from which a river shall issue, and there was to be, in the widest part thereof, a representation of a steamship having as mast a caduceus as a symbol of navigation and commerce, which are the sources of the prosperity of Ecuador. The shield rested on a bundle of consular fasces as emblem of republican dignity, and was ornamented from without with national flags and branches of palm and laurel and crowned by a condor with outstretched wings. The flag was the one of Quito of 1820. It consisted of three quarters divided vertically, the center cerulean blue and the sides white, denoting the natural colors of the sky of Ecuador. In the blue quarter seven stars were to be placed, representing the seven Provinces which composed the Republic at the time.

By the decree of President GARCIA MORENO, of the 27th of September, 1860, the tricolor of Venezuela was again adopted, but the coat of arms remained the same.

Finally, by the legislative decree of October 31, 1900, put in force by President ELOY ALFARO on November 7, 1902, the coat of arms is the same as the one of 1845 and the flag the one of the Colombian Federation, that is to say the Venezuelan of 1811. It is provided in the said decree that the flags raised over national buildings, war ships, fortresses, and those hoisted by the diplomatic and consular agents of the Republic in foreign countries shall bear the coat of arms of the nation in the center on the yellow and blue stripes; that the flags over municipal buildings shall not bear the coat of arms of the nation, but a circle of white stars placed on the blue stripe and of a number equal to that of the Provinces which compose the Republic; and that the army shall use the same national flag as that raised over the national buildings, and each battalion or regiment shall have on its flag or standard its corresponding number, in accordance with the orders of the War Department concerning the same.

NATIONAL HOLIDAYS OF THE AMERICAN REPUBLICS

ECUADOR.

ECUADOR celebrates two holidays—the 10th of August, to commemorate the proclamation of the independence of Quito, and the 9th of October, the proclamation of the independence of Guayaquil, which were different political divisions of Ecuador at the beginning of the last century, but which were one in their aspirations after freedom, as they are to-day proud of the common heritage of their patriotic achievements and enthusiastic in their love of country.

Of the Spanish possessions which felt the quickening influence of republican ideals, Ecuador was among the pioneers, and if the expeditionary attempts of the Venezuelan general, FRANCISCO DE MIRANDA, are excepted, Ecuador can claim the glory of having initiated the defiance to Spanish sovereignty and of constituting, after the one at La Paz, the first revolutionary council in America.

The Quitonians, DR. EUGENIO ESPEJO and JUAN PÍO MONTUFAR, entered into hearty cooperation with NARIÑO and ZEA, the leaders of the patriots in Santa Fe, and it was due to ESPEJO that the political association called "Escuela de Concordia" (School of Concord) was instituted at Quito.

On the 25th. of October, 1808, under MONTUFAR, the Marquis of Selva Alegre, it was agreed to create a Junta Suprema (Supreme Council) to take charge of the destinies of the country. An inkling of the plan reached the Spanish President—as the Spanish Governor was then designated—MANUEL URBIEZ, Count RUIZ DE CASTILLA, and on the 9th of March, 1809, the chief conspirators, the marquis, MORALES, ex-secretary to the President, QUIROGA, and Captains SALINAS and PEÑA were thrown into prison. They were submitted to a long trial, but no incriminating evidence was found to convict them, and they returned to their homes more determined than ever to carry out their plans, encouraged now by the visible proofs of the people's support.

The city was divided into sections; each elected its representatives, and such was the loyalty and discretion of the people that the authorities were ignorant of what was happening. These representatives met at the house of MANUELA CAÑIZARES, a woman as brave as she was beautiful, and on the 9th of August there were chosen the members of the future provisional government that was to be installed

the next day. Well into the night the principal conspirators assembled, each taking charge of the uprising in a given part of the city. Captain SALINAS, who commanded the only two companies of regular troops, went to their headquarters, read them the declaration of independence, and called them to join him. The soldiers warmly and manimously seconded the movement; the bodyguard of RUIZ DE CASTILLA was overpowered without much opposition, and he, as well as other prominent royalists, were captured; and thus the Republic of Ecuador was born on the 10th of August, 1809, without the shedding of a drop of blood. In contrast with the magnanimity of the patriots were the cruel acts of RUIZ DE CASTILLA some time afterwards, who, being again in power, broke his promises and made the 2d of August, 1810, a day never to be forgotten on account of the barbarous tortures and executions he visited on the patriots.

But the Quitonians remained undismayed by this failure and the one of 1812, and with varying fortune, but with the same constancy, continued for many years the gallant struggle. It was not until 1820 that the courageous people of Guayaquil were able to rebel. In the face of the Spanish authorities they declared for the constitutional system of Spain, and later, and with kindled hopes at the landing of the Argentine General SAN MARTIN, in Peru, they took up the cry for liberty. General VIVERO had arrived a few months before with reinforcements which brought the garrison to 1,500 men. This did not daunt the patriots; they won over the battalion of Grenadiers and under the leadership of Captains ESCOBEDO, LATAMENDI, URBANETA, and FEBRES CORDERO they obtained the aid of the three auxiliary companies and of the colored militia, and on the night of the 9th of October rose in arms. By four in the morning of the 10th, after very little resistance, the citizens of Guayaquil had captured all the authorities, and the only symbol of Spanish sovereignty were the five helpless armed boats which were in port, and their commander sued for terms in order to obtain them for the Spanish prisoners.

A vessel was immediately dispatched to Buenaventura to apprise Colombia. BOLIVAR was finishing the preparations which were to complete the independence of Ecuador. On the 8th of October, 1821, he addressed the people of Quito in a proclamation thus:

The sound of your shackles grates on the hearts of the Army of Liberation. It is marching toward Ecuador. Can you have any doubt as to your liberty?

And the following year he sent his trusted lieutenant, the wise and valorous Venezuelan, Gen. ANTONIO JOSÉ SUCRE, with the vanguard of his army and again spoke to the people of Ecuador in this wise, on the 17th of January, 1822:

The Colombian Guard is directing its steps to the ancient temple of light. Put your hopes in it. Very soon you will see the flags of the Iris borne aloft by the angel of victory.

And so it was, for, vanquishing all obstacles—the want of roads, the scarcity of provisions, the inclement weather of the mountains—these men of iron fought and won with BOLIVAR at Bomboná on the 7th of April and with STÜRE on the 24th of May, 1822, at Pichincha. Forty thousand people witnessed from the house tops and positions of vantage of Quito the duel between the Spanish troops and the combined forces of Colombians, the Peruvians under SANTACRUZ and the Ecuadorians, all led by STÜRE. The sides of the volcano, 4,000 feet above the level of the sea, were the scenes of the bravest deeds; when the battle was over and CORDOVA had driven the loyalists to their last stronghold, out of Quito, to Panecillo, Ecuador's liberty was secured. The next day the Spanish President, Don MELCHOR DE AYMERICH, surrendered. One thousand one hundred soldiers, 160 officers, 4 pieces of artillery, with their banners, a great quantity of ammunitions and provisions, were the prize of the patriots, and exactly two hundred and eighty years after the Spanish had hoisted their conquering standard over Quito it was hauled down.



SUBJECT-MATTER OF CON- SULAR REPORTS

REPORTS RECEIVED TO AUGUST 20, 1909.

Title.	Date of report.	Author.
ARGENTINE REPUBLIC.		
Opening of \$1,000,000 industrial school in Buenos Aires.....	June 3, 1909	R. M. Bartleman, Consul-General, Buenos Aires.
New regulations concerning fisheries.....	June 8, 1909	Do.
Annual report on commerce and industries for 1908.....	June 15, 1909	Do.
TRADE NOTES.—Population of Buenos Aires. Laying of corner stone of Central Argentine Railway Co. by President Alorta. Increase of capital of Nicholas Milhanovich Steamship Co. Proposed bill to build a seaport at Mar del Plata. Award of prize for pavilions of the Centenary Industrial Exhibition. Arrival of immigrants in May. Shipments of meat from Buenos Aires from January to May. Extension of time to applicants for space at the railway exhibition. Founding of Argentine National Library Association. Exchange of professors between Spanish universities and those of South America. Central Railway of Paraguay authorized by that Government to join the Argentine Railways of the North. Authorization of expenditure for purchase of materials for the national chemical offices established in Mendoza, Tucuman, Salta, and Gualeguaychu. The historic Cabildo of Buenos Aires to be demolished and a sumptuous new city hall built on its site.	June 17, 1909	Do.
Report on Argentine international trade and its development.	June 18, 1909	Do.
Railway exhibition to be held in 1910.....	June 23, 1909	Do.
TRADE NOTES.—Laying of corner stone of new Carlos Durand Hospital for Males in Buenos Aires. New weekly service to be inaugurated by the Compañía de Buenos Aires and the Santa Fe Railways between Buenos Aires and Asuncion, Paraguay. Negotiations concluded for establishment of a dockyard and workshops at Port of La Plata. Completion of two new shallow-draft steamers for Parana, Uruguay and Paraguay rivers. British residents of Argentina to erect a memorial clock in Buenos Aires to mark the first centenary of Argentine independence; a monument to be erected by the Spanish residents for the same purpose, and French, Italian, and other foreign elements have similar plans on foot. Extension of German trade in Argentina.	June 27, 1909	Do.
TRADE NOTES.—Transfers of landed property recorded in Buenos Aires in 1908. Exports of live cattle from Argentina during May, 1909. Progress on the new railway line between Port San Antonio and Nahuel Huapi. Design of Italian architects chosen for the monument to be erected in 1910 in Buenos Aires to commemorate the centenary of Argentine independence. The Postmaster-General authorized to have 150,000,000 stamps printed as a commemorative issue in 1910. Reorganization of the Milhanovich Steamship Co.	July 8, 1909	Do.
BRAZIL.		
Annual report of consular district of Santos.....	May 29, 1909	John W. O'Hara, Consul, Santos.
Communication and immigration in Brazil.....	June 2, 1909	G. E. Anderson, Consul-General, Rio de Janeiro.
Progress in Brazilian diamond mining.....	June 9, 1909	Do.
Investments in Brazil.....	June 14, 1909	Do.
Tariff revision in Brazil.....	June 16, 1909	Do.
Four months' trade in Brazil.....	June 18, 1909	Do.
TRADE NOTES.—Mileage book system adopted.....	June 22, 1909	Birk P. De Young, Vice-Consul, Santos.
Estimated production of diamonds in the State of Bahia from 1845 to 1909.	.....	Tarleton B. Taylor, Vice-Consul, Bahia.

Reports received to August 20, 1909—Continued.

Title.	Date of report.	Author.
BRAZIL—continued.		
American pianos in Brazil.....	June 23, 1909	G. E. Anderson, Consul-General, Rio de Janeiro.
Condensed milk in Brazil.....	June 26, 1909	Do.
Declared exports from Rio de Janeiro for 1908 and 1909.....	July 1, 1909	Do.
American lard in Brazil.....	July 5, 1909	Do.
International Medical Exposition at Rio de Janeiro in August, 1910.	July 6, 1909	Do.
Brazilian Government aiding iron industry.....	July 12, 1909	Do.
Electrifying suburban railways of Rio de Janeiro.....	do.	Do.
Five months' trade in Brazil.....	July 13, 1909	Do.
Railway to Diamantina from Victoria.....	do.	Do.
Exports of crude rubber from Para, Manaus, Iquitos, and Macaetara, Brazil, for year ending June 30, 1909.	July 14, 1909	Geo. H. Pickereil, Consul Para.
CHILE.		
Arrival of first steamer of new Japanese steamship company.	June 15, 1909	A. A. Winslow, Consul-General, Valparaiso.
Improved business outlook.....	July 12, 1909	Do.
COLOMBIA.		
List of buyers and exporters of Barranquilla.....	May 13, 1909	A. L. Burnell, Vice-Consul, Barranquilla.
Decrees of Acting President Holguin reducing expenses and extending amnesty to political refugees.	June 22, 1909	Chas. Latham, Consul, Barranquilla.
Annual report on commerce and industries.....	June 30, 1909	Eugene Betts, Vice Consul-General, Bogota.
CUBA.		
Shipment of Cuban vegetables and fruit to the United States during fiscal year 1908-9.	July 7, 1909	J. L. Rodgers, Consul-General, Havana.
DOMINICAN REPUBLIC.		
The manufacture of cigars and cigarettes in the Dominican Republic.	July 10, 1909	R. J. Totten, Consul, Puerto Plata.
ECUADOR.		
Inclosing newspaper clipping regarding approval by the French Government of certain contracts to construct railways in Ecuador.	June 18, 1909	H. R. Dietrich, Consul-General, Guayaquil.
Inclosing newspaper clipping, with text of a contract for the construction of a railroad from Ambato to the eastern section of Ecuador.	June 23, 1909	Do.
Annual report of commerce and industries.....	July 10, 1909	Do.
TRADE NOTES.—Receipts of cocoa for six months of 1909. Large amount of unsold beans still available for agriculture. Export of dry hides of neat cattle.	July 16, 1909	Do.
GUATEMALA.		
Annual report for 1908.....	July 6, 1909	Wm. Owen, Vice-Consul-General, Guatemala City.
MEXICO.		
Official programme for the celebration of the first centennial of the independence of Mexico.	July 7, 1909	C. A. Miller, Consul, Matamoros.
Vanilla in Mexico.....	July 14, 1909	W. W. Canada, Consul, Veracruz.
Possibilities of the Matamoros consular district for the production of cotton.	July 16, 1909	C. A. Miller, Consul, Matamoros.
List of farms in the State of Durango, with crops raised.....	July 22, 1909	C. M. Freeman, Consul, Durango.
List of articles having free entry into the Territory of Quintana Roo, Peninsula of Yucatan.	July 23, 1909	W. W. Canada, Consul, Veracruz.
Report of commerce and industries of Tampico for 1908.....	July 29, 1909	P. M. Griffith, Consul, Tampico.
Extension of Mexico Northwestern R. R.....	do.	J. W. Gourley, Vice-Consul, Ciudad Juarez.
Tobacco lands in Mexico.....	July 31, 1909	W. W. Canada, Consul, Veracruz.
TRADE NOTES.—Concession granted for construction and operation of a slaughterhouse in Sabimas, Coahuila. Establishment of an electric light and power plant in General Cepeda, Coahuila. Concession for a brick manufacturing establishment at Manchova, Coahuila. Concession for a telephone line between Saltillo, Tarrasa, and San Pedro de las Colonias, Coahuila.	do.	T. W. Voetter, Consul, Saltillo.

Reports received to August 20, 1909—Continued.

Title.	Date of report.	Author.
NICARAGUA.		
Inclosing copies of Bulletin No. 7 of Statistics of the Republic of Nicaragua.	May 29, 1909	J. de Olivares, Consul, Managua.
New law regarding consular invoices.	June 23, 1909	Do.
Exports and imports through all ports of Nicaragua for calendar years 1906 and 1908.	July 2, 1909	Do.
PANAMA.		
Report on the discovery of deposits of coal and petroleum in the Republic.	July 26, 1909	C. E. Guyant, vice-consul-general, Panama.
New tobacco company formed in the city of Panama.	do.	Do.
SALVADOR.		
The balsam industry in Salvador.	June 30, 1909	A. H. Frazier, Consul-General, San Salvador.
URUGUAY.		
The frozen meat industry in Uruguay.	June 25, 1909	F. W. Goding, Consul, Montevideo.
New laws to improve the quality of wheat.	July 7, 1909	Do.
VENEZUELA.		
Parcels-post regulations for Venezuela.	June 17, 1909	Isaac A. Manning, Consul, La Guaira.
Cancellation of various concessions.	June 20, 1909	Do.
Removal of duty from toilets, rat-traps, and various insecticides and poisons.	June 29, 1909	Do.
Sale of and demand for condensed milk in Venezuela.	July 6, 1909	Do.
Result of catalogue plan of advertising in Venezuela.	July 7, 1909	Do.
Report on toilet soaps and talcum powders imported and sold in Venezuela.	do.	Do.
Annual report of commerce and industries.	July 9, 1909	Do.
Report on the railway from Guanta to Barcelona, Venezuela, and operation of the coal mines near Guanta.	July 12, 1909	Do.
Supplemental annual report for 1908.	July 22, 1909	Do.
Re-establishment of the match monopoly.	do.	Do.
New tariffs for passengers and freights along the Venezuelan coast.	July 27, 1909	Do.

ARGENTINE REPUBLIC

PAPER IMPORTS IN 1908.

The value of the paper imports of the Argentine Republic has increased, in round numbers, from \$4,000,000 in 1904 to \$6,000,000 in 1908. Newspapers in rolls form the chief item of this commerce, the quantity having risen in five years from 6,400 tons to 12,200 tons. The United States and Germany supply the bulk of imported paper. Cardboard, nearly all of which comes from Germany and Holland, is the second item in importance in the paper trade. Toilet and photographic papers, lithographic and blank books, are largely furnished by Great Britain.

In addition to the consumption of imported paper, the annual sales of the 10 paper mills of the Republic, capitalized at \$7,000,000, national currency, aggregate about \$5,500,000. The raw material used by the Argentine paper mills is mostly wood pulp, all of which is imported. The product consists largely of low-grade wrapping and printing paper. The imports of wood pulp have increased from 16,000 tons in 1904 to 18,500 tons in 1908, most of which come from Germany, Brazil, and Sweden.

RANK AMONG THE NATIONS OF THE WORLD IN THE EXPORTS OF AGRICULTURAL PRODUCTS.

The Argentine Republic ranks first among the nations of the world in the exports of linseed; second in those of wheat, corn, and meat products; and third in wool, cattle, and sheep.

NEW INDUSTRIAL SCHOOL, BUENOS AIRES.

A new industrial school at Buenos Aires, located in a large, modern, three-story structure, erected at a cost of \$424,600 and completely equipped with all modern appliances, was opened for use on May 24, 1909. This school has a fine chemical laboratory and a well-selected library of scientific books.

CARLOS DURAND HOSPITAL IN BUENOS AIRES.

The new Carlos Durand Hospital, for males, planned to accommodate 300 persons, is now being erected in Buenos Aires. This building, the corner stone of which was recently laid, will cost \$550,000, and will be one of the most modern and best equipped hospitals in South America.

DOCKYARD AND WORKSHOPS AT LA PLATA.

An English firm has contracted with the Argentine Government for the establishment of a dockyard and workshops on the Santiago River at the port of La Plata.

MEMORIALS OF FOREIGN COLONIES IN HONOR OF THE HUNDREDTH ANNIVERSARY OF INDEPENDENCE.

The British residents of the Republic will erect in 1910 a memorial clock tower on a prominent site in Buenos Aires, in honor of the first centenary of the independence of the Republic. The Italian, Spanish, French, and other foreign nationalities are preparing to erect suitable monuments in commemoration of the same event.

CENTRAL ARGENTINE RAILROAD STATION AT BUENOS AIRES.

The corner stone of the new station of the Central Argentine Railroad Company at Buenos Aires was recently laid by President ALBERTO. This building will be one of the largest, finest, and best equipped railroad stations in South America and a magnificent and imposing structure. The edifice will rise 98 feet from the level of the sidewalk to the cornice, and above this will be a high mansard roof. The station will be provided with a tower 230 feet high, in which a large clock having faces on all four sides will be placed. The main building will front 134 feet on Maipu street and 619 feet on the Paseo. The ground floor will be used for station purposes proper and the upper stories for offices.

DEVELOPMENT OF INTERNATIONAL TRADE.

Mr. RICARDO PILLADO, Director of the Division of Commerce and Industry of the Department of Agriculture of the Argentine Government, has prepared an interesting pamphlet on Argentine commerce and industry, containing valuable data, statistics, and tables, and printed in English for distribution abroad.

This brochure shows that the population of the Republic increased from 1,830,214 inhabitants in 1869 to 6,189,023 in 1908. About one-third of the population, or 2,836,281 persons, reside in the city and Province of Buenos Aires, the area of which is 305,307 square kilometers, as compared with 2,950,520 square kilometers, the total area of the Republic. The city of Buenos Aires, with an area of 186 square kilometers, contains a population of 1,189,252 souls.

The total number of immigrants who arrived in the country from 1857 to 1908, inclusive, was 3,178,156, nearly 1,800,000 of whom were Italians. The number of immigrants who entered the Republic from 1901 to 1908, inclusive, was 1,213,379.

In 1857 the nation had only 10 kilometers (6.2 miles) of railways, capitalized at \$285,108, while in 1908 there were 23,723 kilometers (14,708 miles), with a capital of \$867,000,000, and which transported during that year 48,594,000 passengers and 31,931,000 tons of freight, receiving therefor \$101,391,000, of which \$61,368,000 were expended in operating and other expenses.

In 1908 there arrived from over-sea 3,882 steamers with a carrying capacity of 8,978,415 tons, and 330 sailing vessels with a tonnage of 323,984 tons.

The total imports and exports of the Republic from 1899 to 1908, inclusive, were, respectively, \$1,799,805,674 and \$2,449,170,201, or a balance of trade during the ten years referred to of \$649,364,527. In the five years of 1904 to 1908, inclusive, the imports and exports, respectively, were \$1,221,264,000 and \$1,541,465,000.

POPULATION OF BUENOS AIRES.

The population of Buenos Aires on May 30, 1909, was estimated at 1,203,050 souls.

MIHANOVICH STEAMSHIP COMPANY.

The Nicholas Mihanovich Steamship Company, flying the Argentine flag, and which is one of the largest steamship lines on the River Plate, has increased its capital to \$10,000,000.

PROPOSED IMPROVEMENTS OF MAR DEL PLATA PORT.

A bill has been introduced into the Argentine Congress to expend \$12,000,000 in the building of a port for ocean-going vessels at Mar del Plata, an important railway terminus tributary to one of the richest agricultural zones of the Republic.

ARGENTINE NATIONAL LIBRARY ASSOCIATION.

An Argentine National Library Association has been founded in Buenos Aires. The first public library in the Republic was opened in the latter city on August 16, 1812.

ARCHITECT OF THE INDUSTRIAL EXHIBITION.

A report from United States Consul-General R. M. BARTLEMAN, Buenos Aires, states that the jury appointed to decide on the plans for the pavilions of the Centenary Industrial Exhibition has awarded the prize to the plan entitled "Labor Omnia Vincit," submitted by Engineer ARTURO PRANS, who will be appointed architect of the Industrial Exhibition.

UNION OF ARGENTINE AND PARAGUAYAN RAILWAYS.

The Central Railway of Paraguay has been authorized by the Paraguayan Government to connect with the Argentine railways of the north. This union will probably be effected by an extension of the railway lines and an improved ferry service.

INDEPENDENCE HALL.

The historic Independence Hall of the Argentine Republic, located in Buenos Aires and at present used as a civil court, will be torn down by the city and a magnificent city hall erected on its site.

TRANSFERS OF REAL PROPERTY IN BUENOS AIRES IN 1908.

There were 20,419 transfers of real property in the city of Buenos Aires in 1908, aggregating a value of \$102,344,647, or \$11,557,639 in excess of the transfers of 1907.

MONUMENT IN COMMEMORATION OF THE CENTENARY OF NATIONAL INDEPENDENCE.

The monument to be erected in 1910 in commemoration of the centenary of the independence of the Republic will have a base 148 feet square, will contain a large hall to be used as a historical museum, and will be 155 feet high. The design was made by a firm of Italian architects.

COMMEMORATIVE STAMPS FOR 1910.

The Argentine Government has authorized the issue in 1910 of 150,000,000 postage stamps in commemoration of the centenary of the independence of the nation. These stamps will be illustrated with representations of noteworthy people and events in the history of the Republic.

FINAL DATE FOR APPLICATION FOR SPACE IN THE CENTENNIAL EXPOSITION.

Hon. CHARLES H. SHERRILL, American Minister at Buenos Aires, advises that the Argentine Government has fixed October 15, 1909, as the final date on which application for space can be made by American exhibitors at the Centennial Exposition to be held in Buenos Aires in 1910 in honor of the hundredth anniversary of the nation's independence. If on that date said space applications total 1,000 meters, the United States will be granted a separate exhibit carrying unlimited time for space applications. He furthermore suggests that it would be profitable for American exhibitors to send to the railway exposition novelties, railway and tramway operating and office appliances, signal system, cattle, pouch, and refrigerating cars, ventilating apparatus, power and shop tools, and to the agricultural exposition harvesting machinery and exhibits showing production, preparation, and

preservation of fruits. The Argentine authorities have consented to arrange for the protection of novelties exhibited from fraudulent registration of trade-marks.

COMPETITIVE PLANS AND BIDS FOR THE CONSTRUCTION OF THE JOSE DE SAN MARTIN POLYCLINIC, BUENOS AIRES.

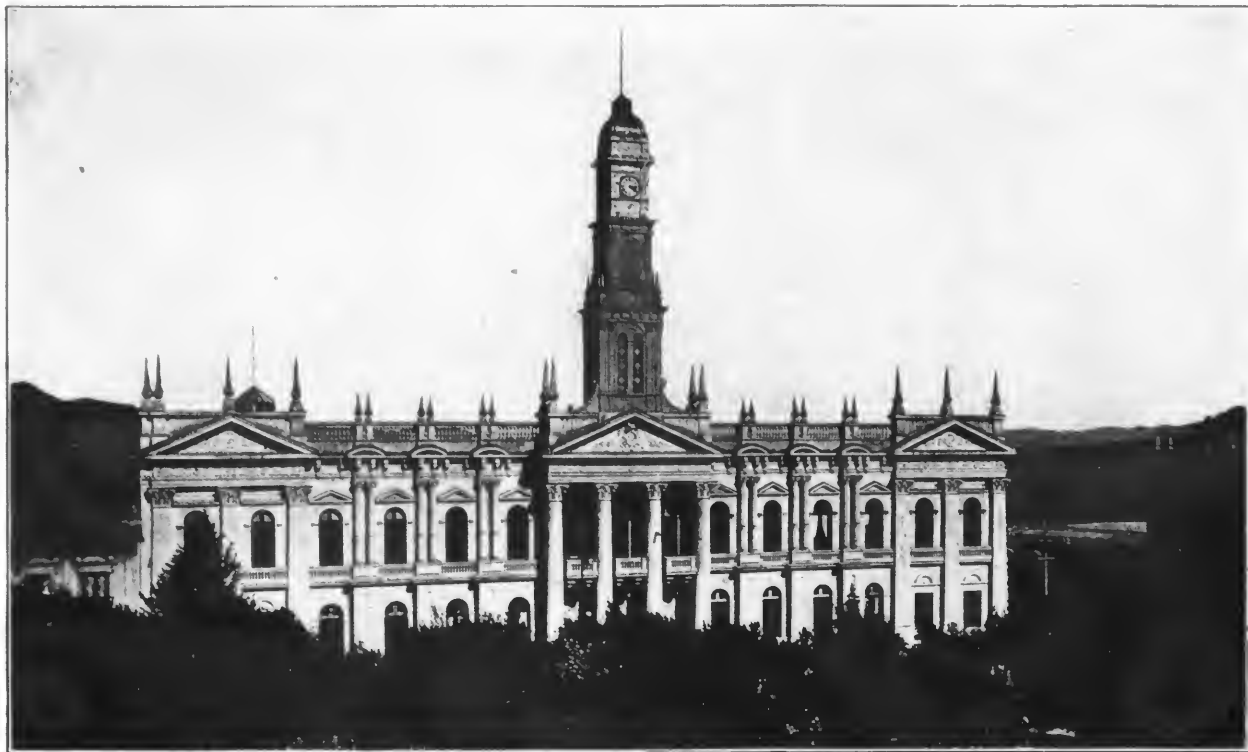
Competitive plans and estimates from all parts of the world will be received at the Department of Public Instruction, Buenos Aires, until December 10, 1909, for the construction of a building for the Jose de San Martin Polyclinic, the capital invested in the building to bear 5 per cent interest annually. The plans and estimates will be submitted to an advisory committee, and decision rendered within thirty days from the aforesaid date. The bids must be made in accordance with the law of public works of July 20, 1876, and the regulations relating thereto. The following documents must be submitted:

- (a) The general plan, showing the situation of all the buildings and dependencies in the scale of 0.005 per meter.
- (b) The partial plans of each floor of each of the buildings planned as an integral part of the polyclinic in the scale of 0.01 per meter.
- (c) Longitudinal and cross sections of each building in the scale of 0.01 meter.
- (d) The front of the main buildings and pavilions in the scale of 0.01 per meter.
- (e) A bird's-eye view of the whole, which shall be 1 meter long at its greatest length.
- (f) A detailed description and a general estimate.
- (g) A financial bid as to the best manner of carrying out the work, stating clearly the solid guaranties it affords. This bid shall not be compulsory, and may be limited to the mere presentation of the other documents.

The building shall not have more than two floors and a basement, and must correspond to the system of detached institutes, 24 in number, with a capacity of 60 beds each, as follows:

Four for clinical medicine, four for clinical surgery, two for obstetrical clinic, one for external pathology, one for paediatric clinic, one for semiology, one for dermatology and syphilographical clinic; one for gynaecological clinic, one for ophthalmological clinic, one for neurological clinic, one for otolo-laryngological clinic and odontology, one for genito-urinary clinic, and one for hydro-electrotherapy, central laboratory and kinesitherapy, and the house and school for trained nurses.

The author of the plan selected shall have charge of the preparation of the final plans and the technical supervision of the work under the supervision of the advisory committee, and shall receive 5 per cent of the price of the building proper.



THE CAPITOL AT LA PAZ, BOLIVIA.

The new executive palace, while but two stories in height, is much more spacious than the one it replaces. It faces the principal plaza of the city, and is one of the handsomest modern buildings in La Paz.

The second and third best plans shall be entitled to prizes of 10,000 pesos (\$1,400) and 5,000 pesos (\$2,200), respectively. The plans for which prizes are awarded become the property of the Government, as well as the plans submitted that are not claimed within six months from the date of the award.

All communications regarding the matter should be addressed to the "Advisory Committee, 430 Viamonte street, Buenos Aires, Argentine Republic."



NAVIGATION OF LAKE TITICACA.

The passenger and freight traffic of Lake Titicaca, consisting largely of exports and imports through Bolivian and Peruvian ports, is carried on by means of a number of small steamers and launches. The two largest, most important, and fastest of these steamers are the *Coya* and the *Inca*, both of which render great services to Bolivian-Peruvian commerce by transporting large quantities of merchandise consigned to and from the Peruvian ports of Mollendo and Puno, the imports going to La Paz and other Bolivian centers of distribution and the exports to foreign countries. The *Inca* was constructed a short time ago, is handsomely and solidly equipped, and is especially adapted to rapid freight and passenger traffic on Lake Titicaca. The two steamers referred to are operated by the Peruvian Corporation, an English company which has a Peruvian concession for the exploitation of some of the railways of that Republic. These railways are operated in connection with the great international Lake Titicaca traffic, and a thriving and growing commerce is carried on between Bolivia and Peru in this picturesque lake situated in one of the highest table-lands of the Andean range.



PERNAMBUCO AS A FIELD FOR INVESTMENT OF AMERICAN CAPITAL.

Mr. JOSÉ THEOPHILO CARNEIRO DE ALBUQUERQUE, in a recent communication to the International Bureau, observes that Pernambuco has not as yet attracted American capital in any considerable quantity, because most of the foreign enterprises are controlled by Europeans who have, at the present time, a better knowledge of the

opportunities and resources of that rich and productive State. The climate of this section of Brazil is salubrious, the soil exceedingly fertile and capable of growing to perfection a large number of profitable tropical crops, among which the cultivation of sugar cane is now most widely developed. The transportation facilities to many parts of this great agricultural zone are good, and Recife, the principal port of the State, is at present being improved by a French company, and its value as a center of water transportation will be greatly increased.

A profitable investment that could now be made in Recife is the erection of dwelling houses for workmen, the importation of building material for this purpose being free of duty. Another industry that could be greatly developed in the State of Pernambuco is the manufacture of rope, twine, and paper from the fibers of textile plants, such as hemp, banana, jute, and the wonderfully useful fibrous plant known as "perini," which grows in great abundance in this State. It should be borne in mind that Brazil expends thousands of dollars annually in the importation of rope of all sizes, and a large and growing market could readily be found for domestic manufacturers of this kind. A fiber-extracting company could also do a flourishing business in this State, the raw material and undeveloped fields existing in unlimited quantities, with foreign and domestic markets anxious to purchase immense quantities of the products of the properly prepared fibers of the great fibre-producing plants of this virgin zone. The erection of sugar mills also offers a wide field for the investment of large amounts of American capital. Ideal locations for the erection of sugar-cane mills would be in the Itapyrema Valley, and at the Bu plantation, where there is plenty of fuel and water, and where sugar and alcohol could be shipped direct from the mill.

Plans have been made for the construction of a railway from Recife to Itambe, a distance of about 120 kilometers, thus opening up a rich belt in which cotton can be raised in large quantities and where cotton mills could doubtless be profitably established. This region is also a rich sugar-cane and stock-raising district, and has the advantage of being accessible by small steamers, which transfer their cargoes at the ocean ports to seagoing freight steamers. A slaughterhouse, which could be supplied with cattle from this zone, would probably be a very profitable investment if established at or near Recife.

In the calcareous soil of portions of the State of Pernambuco grapes of the finest quality, flavor, and variety grow in abundance. This industry is still in its infancy, but is capable of unlimited development.

Cocoa is now cultivated on a small scale, but its production could be greatly augmented in many portions of the State, whose soil is particularly suited to the cultivation and growth of this excellent

and much-sought-for product. The establishment of a cocoa butter factory would doubtless prove a handsomely paying enterprise.

The high tablelands of the interior of the State of Pernambuco produce potatoes, wheat, corn, and other cereals, and the waters of all the streams teem with large quantities and varieties of edible fish.

Mines have been discovered in the mountainous regions of the State, but are as yet little exploited, although some dredging for gold is now being carried on by an American company.

American investors will find the State of Pernambuco a promising field for investigation and development and deserving of careful attention, especially in regard to the industries mentioned in the foregoing as well as of many other profitable fields for the employment of capital.

DIMANTINA RAILWAY.

A contract has been made by the Brazilian Government with a Belgian syndicate to construct a railway from Port Victoria to a point near Dimantina, in the State of Minas Geraes. The construction of this railway will doubtless open up a large number of mining properties in this district, many of which are now operated by American companies. This railway will enable modern mining machinery to be brought into the rich mining zone of this part of the Republic, and will give a new impetus to the mining industry in that part of the country.

FOREIGN TRADE FIRST FIVE MONTHS 1909.

The imports of Brazil during the first five months of 1909 amounted to \$68,538,521, while the exports rose to \$105,047,777.

NEW PORT REGULATIONS AT RIO.

The New Port Regulations, which require confirmation by the Minister of Public Works before becoming effective, provide for the payment of taxes into the port caisse, or treasury, and the strict observance of the customs rules and regulations. Before docking at the quays vessels shall obtain permission from the custom-house. The loading or unloading of vessels shall be carried on in the presence of the captain. The warehouse registers shall be in the hands of the respective controllers, and shall be countersigned by the inspector of the custom-house and the managing director of the ports works commission. By special permission loading and unloading may be carried on during the night. All cargo unloaded from vessels shall be deposited in the warehouses. Inflammable, explosive, or corrosive goods can not be stored in the inner warehouses.



VIEW OF THE UPPER CITY OF BAHIA, BRAZIL, LOOKING TOWARD THE BAY.

Here are located the most important public buildings and the homes of the more wealthy citizens. It is located over 200 feet above the other part of the city, with which it is connected by a hydraulic elevator.

ELECTRIC RAILWAYS AND LIGHTING AT PARA.

The gross receipts of the Para tramways from January to November, 1908, inclusive, were £139,509, as compared with £137,098 for the same period of the previous year. The receipts from electric lighting for the period referred to were £65,802, as compared with £67,485 for the same period of the previous year. The total receipts for the period mentioned were £205,311, as compared with £204,583 for the same period of the previous year. The net profits for the period under consideration were £52,674.

**TRANSANDINE RAILWAY TUNNEL.**

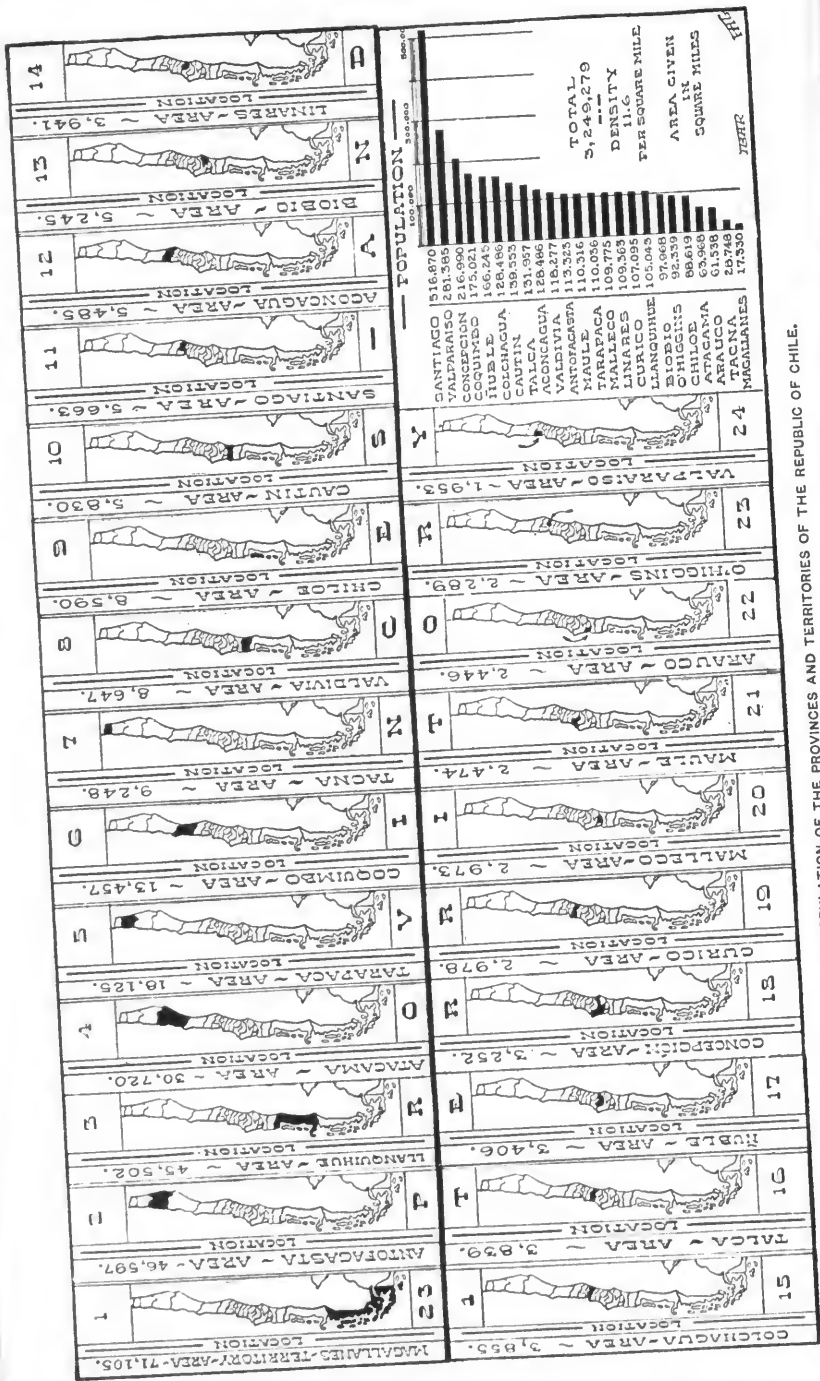
The work on the great Transandine Railway tunnel is rapidly progressing. In August last 1,325 meters had been drilled from the Chilean side of the crest of the Andes Range and 1,050 meters from the Argentine side, or a total of 2,375 meters. The tunnel, which is situated at an altitude of 3,200 meters, will be 3,030 meters long. The junctions of the headings will probably be effected by the end of 1909, and the whole line is expected to be open to public traffic in March, 1910. The completion of this tunnel will give through railway communication between Valparaiso and Buenos Aires.

IMPORTS BY PARCELS POST.

In 1908 the imports into Chile by parcels post amounted to \$989,720, as compared with \$366,250 in 1907, or a gain in 1908 of \$623,470. The principal articles imported consisted of jewelry, silks, laces, gloves, dresses, leather goods, and feathers, and came principally from France, Germany, England, United States, and Switzerland.

NEW MAP OF THE REPUBLIC.

A new map of Chile for the use of the schools of the Republic has been prepared by the Department of Public Works. The Federal Government has approved the map, and has ordered 30,000 copies printed for distribution.



AREA AND POPULATION OF THE PROVINCES AND TERRITORIES OF THE REPUBLIC OF CHILE.

RAILWAYS UNDER CONSTRUCTION.

In April, 1909, the following railways were being constructed in the Republic under the direction of the Government:

	Kilometers.		Kilometers.
Arica to La Paz.....	460	San Bernardo to Volcan.....	13
Inca to Coplazo.....	88	Melipilla to San Antonio.....	43
Ovalle to Trapelche.....	15	Alcones to Arbol.....	10
Paloma to San Marcos.....	42	Rucapequen to Tome.....	18
Choapa to Illapel.....	19	Coigue to Naelmiento.....	8
Longitudinal Timnels.....	5	Osorno to Puerto Montt.....	123
Choapa to Salamanca.....	18	Ancud to Castro.....	89
Rayado to Vilos.....	26	Maule Bridge.....	.321
Rayado to Papudo.....	10	Cholchol Bridge.....	.430

PUBLIC CONSTRUCTION IN 1908.

According to a recent report of the Department of Public Works, 44 bridges were completed and opened to traffic by the Government in 1908, the total cost of which amounted to \$787,439.56 Chilean gold.

During the same year the Board of Public Works approved 30 projects of construction, the cost of which will be \$676,748.32 Chilean gold and \$993,770.51 Chilean currency.

The amount expended in the Republic for the construction and repair of public roads in 1908 was \$2,196,320 Chilean gold.

CLOSER TRADE RELATIONS WITH THE UNITED STATES.

The "Manufacturers' Record," of Baltimore, Maryland, publishes an interesting communication from JOHN H. FRANZ, a native of that city, who has been interested in mining in Chile for the past forty years, regarding closer trade relations of the United States with South America, and especially with Chile. From practical observations and long experience, Mr. FRANZ believes that the trade between Chile and the United States would be greatly augmented by the appointment of American consuls to more of the smaller ports of that Republic, and by the establishment of increased steamship communication and facilities with the Atlantic and Pacific coast ports of the United States.



DEVELOPMENT OF THE BANANA INDUSTRY.

The development of the banana industry is being greatly encouraged by the Government of Colombia, and valuable grants of land for the growing of this important food plant have been made in a number of districts suited to banana culture, and especially along the line of the Santa Marta Railway. A well-informed and able Colombian writer

on the agricultural possibilities and productions of the Republic recently said, in a highly interesting treatise in regard to banana cultivation, that an additional motive for interesting the Government and private citizens in the development of the banana and other tropical industries, such as rubber and cacao, was that the agricultural exports of Colombia at the present time largely consisted of a single crop, namely, coffee, and that it was highly desirable, as well as conducive to the interests of the nation and to those of individual agriculturists, to have a greater diversity of crops for the export trade, and that for this reason alone, if for no other, the growing of bananas, cocoa, and rubber, the natural companions of coffee, should be encouraged and developed. The field is a brilliant one, and gives great promise of not only enriching the individuals directly engaged in the exploitation



STEEL PILE PIER OF THE BARRANQUILLA RAILWAY AND PIER COMPANY (LIMITED), AT PUERTO COLOMBIA, THE ACTUAL SEAPORT FOR BARRANQUILLA, COLOMBIA.

It is 1,600 feet long, extends into 26 feet of water, and accommodates five ocean steamers at one time.

of that branch of the agricultural industry, but of contributing in no small degree to the general prosperity of the Colombian people and to the augmentation of the wealth of the nation.

FOREIGN TRADE IN 1908, BY CUSTOM-HOUSES.

The Government of Colombia has compiled the following table showing the exports and imports of the Republic, by custom-houses, in 1908:

Custom-house	Exports.	Imports.	Custom-houses.	Exports.	Imports.
Arauca	\$38,725.70	\$16,422.97	Guaya	\$14,965.30	\$11,662.80
Barranquilla	6,591,965.91	8,219,129.99	Riohacha	152,587.27	50,431.10
Bovaconchata	845,166.00	1,340,322.12	Santa Marta	925,395.81	185,889.75
Cartagena	4,291,565.18	2,542,650.90	Tumaco	1,926,181.33	828,177.07
Cauca	724,677.80	281,014.31			
Ipiales	79,596.20	27,562.50	Total	14,998,734.50	13,513,800.65

COSTA RICA

FOURTH INTERNATIONAL SANITARY CONFERENCE.

Mr. JOAQUIN BERNARDO CALVO, Minister of the Republic of Costa Rica in Washington, has forwarded to the Secretary of State of the United States the formal invitation of the Government of Costa Rica to the Government of the United States to participate in the Fourth International Sanitary Conference, to be held in San Jose, capital of Costa Rica, from December 25, 1909, to January 2, 1910. The Secretary of Foreign Relations of Costa Rica, in the communication transmitting the invitation to the United States Government, refers to the great importance of the work accomplished by previous sanitary conferences and the unquestioned utility of these periodical meetings of representatives of American medical science to the most vital interests of all the republics of the Western Hemisphere, and expresses the hope, in view of the humanitarian purpose of the conference, that all the nations of the North and South American continents will be represented therein.

MESSAGE OF THE PRESIDENT.

On August 9, 1909, President CLETO GONZÁLEZ VÍQUEZ delivered a short but important message to the Federal Congress, assembled in special session to consider the question of the conversion of the foreign debt and the obtainment of a loan under such conditions and terms as will tend to strengthen the national credit at home and abroad and encourage and develop the agricultural, commercial, and manufacturing industries of the Republic.

The Executive recommends the approval of the contract made by the Special Commissioner of Costa Rica with the National City Bank of New York, and believes that the bringing in of new capital is the most practical way for the nation to settle its foreign indebtedness and inject new vigor and life into the fountains from which flow the public wealth of the country. The President leaves the details of the agreement with the National City Bank to be explained to the Congress by the Secretary of Finance, but the plan in general contemplates the funding of the entire debt of the Republic, with the exception of the debt in favor of schools and eleemosynary institutions.

The Executive recommends, furthermore, that the payment of the loan be guaranteed by a tax on bananas and the receipts from customs, and the arrangement contemplates the establishment of a funding deposit to be applied to the payment of the debt. It remains for the Congress to approve, reject, or modify the ad referendum contract in question.

MODIFICATION OF CUSTOMS TARIFF.

Under date of July 13, 1909, the following articles were placed on the free list:

Cement fiber in blocks; carpenter's iron squares, double or single; iron elbows, double or single, and other forms of iron elbows used exclusively for frames; iron door, window, and "linternilla" frames, and iron posts, pillars, canoes, and pipes for drains; construction material for the electric-light plant at Puntarenas; corn and black beans.

From September 1, 1909, to September 1, 1919, the duty on sugar will be 10 centimes (\$0.0465) per kilogram, plus wharfage, theater, and consular duties. Refined cane and beet sugar will continue to pay the regular tariff duties.

ARBITRATION TREATY WITH THE UNITED STATES.

On June 28, 1909, the President of the Republic of Costa Rica ratified the arbitration treaty celebrated in Washington on January 13, 1909, between the representatives of the Governments of Costa Rica and the United States. The treaty is for a period of five years, and is to remain in force thereafter until one year's notice of its termination shall be given by either of the parties thereto.

POPULATION OF THE REPUBLIC.

The Bureau of Statistics of Costa Rica, in corrected figures recently issued, gives the population of the Republic on December 31, 1908, as 361,779 souls.

**INTRODUCTION OF CARAVONICA COTTON.**

The caravonica cotton is being cultivated experimentally in Cuba. Near Baracoa, in the most easterly part of the island, 1,500 feet above the level of the sea, about 15 acres have been planted with caravonica "silk" and about 50 acres with caravonica "wool" cotton. The seeds came from Australasia, and the result is said to be the most satisfactory for both varieties, the plants bearing a rich and abundant product. Samples of this cotton have been sent to experts in the United States and Europe, and the strength, gloss, and length of staple have been greatly admired and praised. The conditions in many parts of the Republic are most favorable for the cultivation of this cotton, the climate, soil, and moisture being exactly such as are required for its greatest development and growth. The growth of

the cultivation of caravonica cotton in Cuba is most promising and encouraging, and it is hoped that it will grow into one of the most profitable and extensive industries of the country.

THE NATIONAL BANK OF CUBA.

The National Bank of Cuba has a paid-up capital of \$5,000,000 and deposits of \$16,000,000. It was founded in 1901, and was the fiscal agent and depository for the United States Military Government, through which all revenues were disbursed and audited by means of checks on the bank during the period of intervention. The Republic of Cuba adopted the same system for handling its money through this bank, and the results have been increased facilities and economy and dispatch in the handling of the fiscal operations of the Government. The head offices of the bank are in Havana, with fifteen branches throughout the island and an agency in New York.

The National Bank of Cuba has combined the system in use in the United States with the branch banking systems of Europe, and its heads of departments have been drawn from the principal banks of the world. Business and correspondence is conducted in Spanish, English, French, and German to meet the requirements and international character of its operations.

DOMINICAN REPUBLIC

TOBACCO INDUSTRY.

The American Consul at Puerto Plata, Dominican Republic, states that the annual output of cigars and cigarettes manufactured in that country is constantly increasing, and that as the tobacco growers of the nation are making earnest and continued efforts to improve the methods of cultivating the plant and the curing of the leaf, a great improvement in the quality of the product will necessarily follow within the next few years. Most of the manufactured product is consumed in the country. All the regular sizes and shapes of cigars are made, and the prices range from 1 cent to 10 cents each.

At present there are four thoroughly equipped and modern cigarette factories in the Republic, with a daily capacity of more than 1,000,000 cigarettes, and the cigarettes manufactured are of excellent quality. One of the large factories has its own lithographing plant. Cigarettes are put up 12 to the package and 1,400 packages to the case. They retail in the country at 2 cents a package. Considerable quantities of Dominican cigarettes have been shipped to St. Thomas, and their popularity is rapidly increasing throughout the West Indies and the neighboring republics.

ECUADOR

RECEIPTS OF COCOA AT GUAYAQUIL, FIRST HALF OF 1909.

The receipts of cocoa at the port of Guayaquil for the first six months of 1909 aggregated 41,747,587 pounds, as compared with 35,128,411 pounds during the same period of 1908. The approximate value of the crop marketed during the first half of the present year was \$4,383,497. There is a large quantity of undeveloped lands in the Republic that are well adapted to the raising of this valuable product.



MOJNT CHIMBORAZO, ECUADOR, AS SEEN FROM THE NORTH.

This vast mountain is located about 90 miles from Quito. Its top, which is over 20,000 feet above sea level, is covered with perpetual snow and presents a magnificent spectacle when seen from the shores of the Pacific Ocean, 110 miles distant.

EXPORT OF HIDES FROM GUAYAQUIL, FIRST SIX MONTHS OF 1909.

Consul-General HERMAN R. DIETRICH reports that the total number of dry hides of neat cattle exported from Guayaquil during the first six months of 1909 was 37,190, weighing 347,530 kilograms, valued at \$110,000. Of the total number exported New York received 31,637, and the balance were consigned to Europe.

EXPENSES OF TRADE-MARK REGISTRATION.

The trade-mark law now in force in Ecuador provides, when the application for a trade-mark sought to be registered is found to be formally correct, that it shall be published weekly in the official newspaper of the Government, for which a charge is now made of 140 sucres (\$68.18) per trade-mark.

CONCESSION FOR THE EXPLOITATION OF VEGETABLE IVORY.

The Government of Ecuador has granted to Dr. ISMAEL VELASQUEZ DEL VALLE the exclusive privilege to exploit the tagna or vegetable-ivory industry in the Province of Manabi for a period of six years.

LIGNITE.

An extensive deposit of lignite, situated on both sides of the Pusqui River in the Province of Pichincha, Ecuador, has been discovered by Mr. MANUEL ANTONIO FRANCO, who has denounced the same in accordance with the mining laws of the Republic.

PROPOSED RAILWAY FROM PORT VARGAS TORRES TO IBARRA.

A contract, subject to the approval of the Congress, has been made by the Government with HERMANN & SCHMIDT for the construction of a broad-gauge road from Port Vargas Torres to Ibarra, a distance of about 200 kilometers. The concessionaires agree to organize a company in Europe or the United States with a capital of £1,000,000. The full text of the contract is contained in the "Registro Oficial" of July 5, 1909.

**RAILWAY CONSTRUCTION IN THE REPUBLIC.**

The Guatemala Railway Company has contracted with the Federal Government to build a railway from Zacapa to the frontier of El Salvador, active construction to begin about the end of the present year. This line will be extended, under a concession from the Government of Salvador, to Santa Ana and Ahuachapan, and from the former point to La Union, in the south of El Salvador, via Cojutepeque, San Vicente, Usulután, and San Miguel. Some years ago a line was built from La Union to San Miguel, Salvador, but later on was abandoned. This section of the line will be reconstructed, and the remainder of the line in Salvador will be built as soon as the

Zacapa line in Guatemala reaches the Salvadorian frontier, the grading and masonry work being done in the meantime, so that track laying in Salvador can be continued without delay immediately on the arrival of the Zacapa line at the frontier. This line will form an important link of the proposed Pan-American Railway.

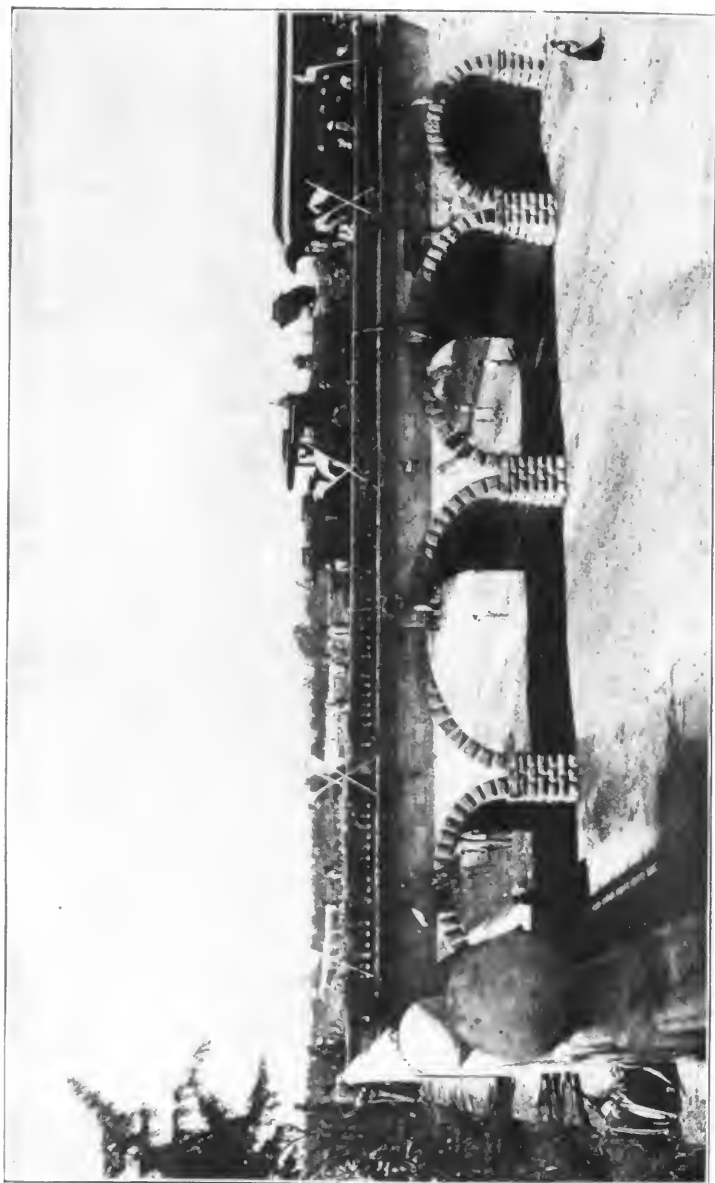
One of the most important railway concessions recently granted by the Government of Guatemala to the Guatemala Central Railway Company is that of the line which will run from Coatepeque, Guatemala, to the Mexican frontier, and which will form another link in the great Pan-American system. Construction of this line will begin on the completion of the road from Caballo Blanco to Coatepeque in the Republic of Guatemala.

Within the last fifteen months the Guatemala Central Railroad Company has acquired a controlling interest in the Occidental Railway, and has purchased the concession for the construction of a railway from Caballo Blanco to Coatepeque. A preliminary survey has been made of the railway from Coatepeque to Ayntla, on the Mexican frontier, a distance of about 35 miles, and it is expected that the construction of the line will be completed within two years.

A recent communication of the Guatemala Central Railroad Company to Mr. WILLIAM HELMKE, American Minister to Salvador, states that when these lines are completed, there will be a continuous rail service from the frontier of Mexico, through Guatemala to Salvador. A more direct route would be the continuation of the coast line of the Guatemala Central Railroad Company from Santa Maria to some convenient point on the Salvador frontier. At present the traffic of that section of the country would probably not pay an equitable return on the capital necessary for the construction of such a road. Eventually, however, conditions will undoubtedly change, and it is safe to predict that at no distant date concessions for such a line will be sought, and, if obtained, the road constructed. This, perhaps, would be a more complete realization of the Pan-American idea, and would afford a more direct railway connection between Mexico, Guatemala, and Salvador.

BANANA CULTURE NEAR PUERTO BARRIOS.

The United Fruit Company has planted in the Department of Izabal, Guatemala, about 20 miles from Puerto Barrios on the line of the Guatemala Northern Railway, more than 9,000 acres in bananas, and will clear and plant a greater area. The yield of bananas in Guatemala is, approximately, 15 bunches per month per acre. The development of the banana industry in the neighborhood of Puerto Barrios will, in the near future, greatly increase the shipments of bananas from that port. The United Fruit Company has erected a number of attractive houses, provided with modern conveniences and sanitation, for the use of the employees of the company.



OPENING OF A VIADUCT OVER THE "PASEO LA REFORMA" ON THE GUATEMALA CENTRAL RAILWAY IN GUATEMALA CITY.

HAITI

NEW MEMBERS OF THE CABINET.

The following persons have been appointed members of the Cabinet in Haiti:

Mr. CANDELON RIGAUD, Secretary of Finance and Commerce.

Mr. JÉRÉMIE, Secretary of Interior and Police.

Hon. PÉTION PIERRE ANDRÉ, Secretary of Agriculture and Public Works.

Mr. JEAN CHRYSOSTOME ARTEAUD, Secretary of Justice and Worship.



WATER FRONT AT PORT DE PAIX, HAITI.

The town is located on the strait between the island and Tortuga, about 35 miles from Cape Haitien.

HONDURAS

COMMERCE OF MOBILE WITH HONDURAS IN 1908.

Honduras exported to the United States, through the port of Mobile, in 1908, products to the value of \$679,039, consisting of bananas, amounting to \$617,608; cocoanuts, \$17,184; coffee, \$12,573, and sundry other articles to the amount of \$1,674. During the same period the United States exported to Honduras, through the same port, merchandise amounting to \$75,570.19, made up of cotton fabrics valued at \$25,848.76, lumber \$16,177.24, and flour and wheat \$13,005.79.

CONSTRUCTION OF JETTIES AT THE MOUTH OF THE ULUA RIVER.

The Government has contracted with WILLIAM H. COE, of New York, for the construction of a canal or jetties 12 meters wide and 1 meter 10 centimeters deep at low tide at the month of the Ulua River, in the Department of Cortes. The contractor has the right to construct a wharf, storehouses, and other buildings alongside the canal and to charge private parties for their use and for the use of the canal. Construction material for these works will be admitted without the payment of customs duties. The concession is valid for a period of twenty years.

CHARGES FOR RECORDING DEEDS AND DOCUMENTS.

According to decree No. 61 of the present year, the schedule of charges for the registration of deeds and documents in Honduras is as follows:

Amount of the consideration.	Charges for recording.
Up to \$50.....	\$1.00
Over \$50 to \$100.....	2.00
Over \$100 to \$500.....	3.00
Over \$500 to \$1,000.....	5.00
Over \$1,000 to \$5,000.....	10.00
Over \$5,000 to \$10,000.....	15.00
Over \$10,000 to \$20,000.....	20.00
Over \$20,000 (plus a surcharge of \$3.00 for each additional \$1,000 or fraction thereof).....	25.00
For recording deeds or documents of whatever kind, whose value is not specified.....	10.00

LAW GOVERNING PRISONS.

The law relating to and governing the prisons of the Republic, decree No. 129, consisting of 84 articles, was promulgated by the President on April 21, 1909, and published in the Gaceta Judicial of Tegucigalpa on May 14 and 18 of the same year.

BUDGET FOR FISCAL YEAR 1909-10.

The receipts of the Republic of Honduras for the fiscal year 1909-10 are estimated at \$1,714,064.92 silver, the estimated expenditures aggregating the same amount. The estimated receipts consist of—

	Silver.
Import duties.....	\$1,800,000
Export duties.....	142,500
Taxes on liquors and tobacco.....	1,750,000
Miscellaneous.....	1,021,500

NATIONAL RAILROAD AND WHARF AT PUERTO CORTES.

The President of Honduras has appointed JUAN E. PAREDES to receive the National Railway and wharf at Puerto Cortes in accordance with the contracts made with the latter gentleman.

ESCOBALES MINING ZONE.

The Government of Honduras has granted to the New York and Honduras Rosario Mining Company the Escobales mining zone, situated in the district of Tegucigalpa and consisting of 1,000 hectares.

ARBITRATION AND EXTRADITION TREATIES WITH BRAZIL AND MEXICO.

President DAVILA has appointed Dr. MANUEL F. BARAHONA to negotiate an Arbitration Treaty with Brazil, and Mr. LAUS LAZO A to effect the exchange of ratifications of the Treaty of Extradition made with Mexico on March 24, 1908.



TOBACCO LANDS.

Mexico's best tobacco lands, according to a report of WILLIAM W. CANADA, American Consul at Veracruz, are contained in a belt about 500 miles long, extending from the Tuxpan River, in the northern part of the State of Veracruz, southward to the Republic of Guatemala. Much of this land is exceedingly fertile, and will produce from 3,000 to 4,000 pounds of tobacco per acre.

The famous San Andres Tuxtla plantation, situated in a district of the same name, grows a tobacco which rivals in fragrance and quality the noted Vuelta Abajo tobacco of Cuba. This district produces about 180,000 pounds of tobacco annually, about seven-tenths of which are exported. Many foreigners are engaged in the cultivation of tobacco in this region. A native planter describes the cultivation of this plant in the following words:

I am working 170 acres of tobacco land and 30 acres of grazing and forest lands for which I pay a yearly rental of \$1,000. On the 170 acres I set out 3,000,000 plants in September and October, working with 80 laborers, whom I pay at the rate of 38 cents per day. The plantation is cleared of weeds twice in 90 days, at a cost of about \$850. The 3,000,000 plants produced this year 160,000 pounds of tobacco, that cost cured and packed about 16 cents per pound, and for which I expect to receive at least 20 cents a pound, or a gain of about \$4,000 for my year's work.

An excellent quality of tobacco is raised throughout the entire belt. In 1908 the exports of tobacco through the port of Veracruz consisted of 3,751,000 pounds, valued at \$899,000, of which 96,500 pounds invoiced at \$95,000, went to the United States.

RAMIE FIBER.

The plant which produces the ramie fiber is popularly known as China grass. This fiber, the demand for which is constantly increasing, is one of the finest and strongest vegetable fibers, out of which gossamer cloth, canvas sails, and numerous other articles are manufactured. The cultivation of the plant requires an even temperature and a moist heat, such as are found in Yucatan, the center of the ramie fiber industry in Mexico. The stems of the plant grow to a height of 5 or 6 feet, and are of the thickness of one's finger. Chemical treatment is necessary before the fiber can be used in the looms. The plant, which is harvested every six months, is cultivated 4,000 to the acre, and yields annually about 65,000 pounds, or a net annual income per acre of from \$90 to \$100.

NEW MEXICAN RAILWAY.

The Southern Pacific Railway Company of Mexico has been incorporated in New Jersey with a capital stock of \$75,000,000 for the purpose of taking over concessions of the Mexican Government for the construction and operation of about 1,500 miles of railroad.

The new company, which will be a subsidiary of the Southern Pacific Company, will take over the various roads which the Southern Pacific is constructing in Mexico, comprising a main line from Nogales, Arizona, through Guaymas and Mazatlan to Guadalajara, Mexico, where it will connect with the Mexican Central Railway, running to the City of Mexico. Another line will extend from Douglas, Arizona, to a junction with the main line at Corral, and one of the smaller lines projected will connect Nogales with Douglas, touching Cananea.

The company will receive subsidies from the Mexican Government aggregating about \$10,000,000. The total cost of construction, including equipment, is estimated at about \$70,000,000.

VANILLA.

Mexican vanilla enjoys the reputation of being the best in the world, and sells at a higher price than that grown in any other country. Papantla and Misantala, in the State of Veraacruz, are the great vanilla-producing districts of the Republic. The bean grows on a hop-like vine which yields a good crop the third year after planting. The pods are picked from October to January, and great care must be used to prevent bruising. In Mexico the bean is cured by the buyers. Mr. WILLIAM W. CANADA, United States Consul at Veraacruz, states that for the ten years ended with 1908 the value of the vanilla shipped from that port to the United States was \$2,154,503, and that a considerable quantity during that period was exported through other

ports. Owing to the fall in the price of the bean since 1902 the vanilla industry in Mexico has remained stationary. While vanilla cultivation requires less labor than coffee, it is necessary to use a higher grade of labor, and this fact renders the cultivation of the former more difficult than that of the latter.

COTTON CULTIVATION IN THE VALLEY OF THE LOWER RIO GRANDE.

Mr. C. A. MILLER, American Consul at Matamoros, Mexico, reports that the cotton yield on the Mexican side of the lower Rio Grande Valley for the present year was $1\frac{1}{2}$ bales to the acre. The Mexican Government is encouraging the development of the agricultural resources of the country by the payment of subsidies for the furthering of irrigation projects, \$12,500,000 having been appropriated for that purpose, a large amount of which will probably be expended in the Matamoros district.

TULA IRON MINES AND FOUNDRY.

The Tula iron mines and foundry, with approximately 125,000 acres of land, and timber aggregating more than 1,000,000,000 feet, situated in the Tapala district, State of Jalisco, have been sold to a Boston syndicate capitalized at \$5,000,000. A modern steel plant and implement factory will be erected. This company, whose president is GEORGE H. MERRILL, will be known as the Mexican Iron and Steel Company.

The Tula iron mines are noted throughout Mexico for the production of some of the finest iron in the country. The mining and smelting of iron ore have been carried on there at intervals for more than a century. There are two immense deposits, and a combination of the ore produces an iron said to be equal in every respect to the celebrated iron of Norway. Smelting furnaces will be erected at the mines, and the steel plant at the most convenient location on the property. A railroad will deliver the pig iron from the smelting furnaces to the steel plant, and connect with the Mazzanillo line of the national railways. Rivers crossing the Tula property offer opportunities for the development of several thousand horsepower, and these natural resources will be taken advantage of by the syndicate. The timber will be turned into charcoal as needed for the iron industry, and new forests will be started to perpetuate the timber supplies.

The Tula tract includes thousands of acres of agricultural lands, and the agricultural possibilities will not be neglected. A large quantity of water can be stored during the rainy season for irrigation purposes. The development of the properties will be of great benefit

to the Republic, and especially to the State of Jalisco. The Mexican market will be supplied with many articles now imported, and exports will be made to other countries through the Pacific port of Manzanillo.

NAVAL ACADEMY AT VERACRUZ.

Capt. MANUEL AZUETA, Director of the Naval Academy at Veracruz, states, in a communication to the "Mexican Herald," that it is the intention of the Mexican Government to soon begin the construction in the port of Veracruz of a naval academy modeled after the Naval Academy at Annapolis. The building will be sufficiently large to permit of all kinds of technical naval training, and will cost \$500,000.

RAILROAD TERMINALS AT THE PORT OF VERACRUZ.

The harbor improvements of Veracruz were completed in 1902. In 1907 the Terminal Company was organized in London, under a concession from the Mexican Government, with a capital of £1,000,000, for the purpose of filling in the lowlands adjoining the wharves, erecting buildings, and making the necessary improvements for the rapid and proper handling of freight by the transportation companies.

Among the plans now in process of realization is the erection of a new union station of reinforced concrete, two stories high, with a frontage of 100 meters on the sea, provided with two wings of 50 meters each, and an open center that will be roofed for the use of incoming and outgoing trains. The first floor of the edifice will be fitted up with waiting, baggage, and express rooms, a restaurant, barber shop, telegraph office, bar, and baths, while the second floor, consisting of twenty-eight large rooms and eight baths, will be used as a hotel and office building. The new station will cost 450,000 *pesos* (\$225,000), will front a park, and will be connected with the city of Veracruz by electric tramways.

A two-story bonded warehouse, 125 by 26 meters, is now under construction. This building will be of stone and cement, will cost 175,000 *pesos* (\$87,500), and will be under the direction of the Bonded Warehouse Company.

A fine macadam road 1,800 meters in length connects with the outlying sections of the city. The latest improved electric cranes will be installed on the pier for the purpose of hoisting a cargo out of the ship's hold and transferring it to the cars or warehouses. The terminal and yards will be lighted by electricity, and operations may be carried on at any time during the day or night. The entire terminal plant is to be completed and delivered within two years at a total cost of 8,000,000 *pesos* (\$4,000,000).

INCREASE OF DUTY ON WHEAT.

An executive decree of June 9, 1909, cancels the decree of March 27 of the same year reducing the duty on imports of wheat to 1 *peso* per 100 kilograms, and restores, on and after September 15 of the present year, the former duty of 3 *pesos* per 100 kilograms imposed by decree of November 26, 1908.

INSTITUTE OF MINES AND METALLURGY.

The Mexican Institute of Mines and Metallurgy, a society similar to that of the American Society of Civil Engineers, has been organized in the City of Mexico. Spanish is the official language of the institute, and the membership consists of active, associate, and honorary members.



SHAFT OF THE VETA RICA SILVER MINE AT SIERRA MOJADA, MEXICO, SHOWING A LARGE NUMBER OF THE MINERS, FOREMEN, AND OTHER EMPLOYEES.

CENTENNIAL CELEBRATION.

The Republic of Mexico will celebrate the centennial of its independence on September 14, 15, and 16, 1910. Committees have been appointed and steps will be taken to make the celebration the occasion for the spontaneous demonstration of national patriotism by means of civic processions, literary contests, and popular festivities. The national committee will open a contest for the composition of a patriotic hymn to be sung in every city of the Republic on the night of September 15, 1910, in commemoration of the *grito* (cry) of independence of the nation, and medals will be struck off in honor of the event. Mr. GUILLERMO LANDA Y ESCANDON, of Mexico City, is the president of the national delegation for the arrangement of the programme.

THROUGH PULLMAN SERVICE FROM SALINA CRUZ TO NEW YORK.

A six-day through Pullman service from Salina Cruz, Mexico's most southern port, to New York has been established, with changes only at Mexico City and St. Louis. The splendid port of Salina Cruz is only sixteen days by steamer from Valparaiso, Chile. This route promises to be a quick and popular one for passenger traffic from the west coast of South America to New York and European points.

STEEL RAILS.

The Pearson Company has ordered 3,000 tons of 70-pound steel rails with which to replace the 45-pound rails on 52 kilometers of track of the Sierra Madre and Pacific road near Temosachic.

MODEL ABATTOIR AT GUADALAJARA.

The construction of the buildings for a model abattoir, packing house, cold-storage plant, and stock yards in the city of Guadalajara, Mexico, will be commenced next November. The site covers an area of 34,000 square meters, and the abattoir is expected to be ready for use in the slaughtering of cattle in June, 1910. The plans, which have been approved by the state government, call for the most modern and up-to-date equipment. It is estimated that the construction will cost about \$113,000.

MEXICO NORTHWESTERN RAILROAD.

The Pearson railroad interests of northwestern Mexico, representing the Chihuahua and Pacific Line, which runs from the city of Chihuahua to Temosachic, a distance of 173 miles; the Sierra Madre and Pacific Railroad, 32 miles in length, connecting Temosachic with Madera; and the Rio Grande, Sierra Madre and Pacific, extending 156 miles in a southwesterly direction from Ciudad Juarez to Terrazas, have begun construction of a connecting link between Madera and Terrazas, a distance of about 160 miles. The completion of this branch will insure ready access to the timbered districts and mineral belts of that section of Mexico.

CONCESSION FOR SLAUGHTERHOUSE.

Mr. FRANCISCO ARISPE Y RAMOS, of Saltillo, Mexico, has been granted a concession for the construction and operation of a public slaughterhouse at Sabinas, State of Coahuila. The capital invested in the enterprise is exempt from state and municipal taxes for a period of fifteen years.

ELECTRIC LIGHT AND POWER PLANT.

A twenty-year concession, which is exempt from state and municipal taxation, for the establishment of an electric light and power

plant in the town of General Cepeda, State of Coahuila, Mexico, has been granted to Mr. A. C. TREVIÑO. The capital to be invested is not to be less than \$3,750.

BRICK MANUFACTORY.

A concession for the establishment of a brick manufactory at Monclova, Coahuila, has been granted to Mr. JOSÉ M. TEJADA. An investment of \$7,500 will be made in the enterprise.

NEW TELEPHONE LINE.

Mr. JOSÉ G. MADERO has been granted a concession for the construction and operation of a telephone line between Saltillo and Torreon, State of Coahuila, Mexico, a distance of about 125 miles, with the privilege of building a branch line to San Pedro de las Colonias in the same State. The enterprise is exempt from state and municipal taxes for a period of ten years.

COMMERCE OF TAMPICO IN 1908.

The foreign commerce of Tampico, Mexico, in 1908, was: Exports, \$78,546,695; imports, \$42,046,840. The United States received nearly 75 per cent of the exports and furnished 46 per cent of the imports.



SANITARY REGULATIONS.

Nicaragua has an international sanitary convention with Guatemala, Mexico, Peru, Santo Domingo, Venezuela, United States, Cuba, Costa Rica, and Chile, the object of which is to prevent the introduction and spread in the Republic of yellow fever, bubonic plague, and cholera. The Republic has no sanitary code, but there are sanitary laws and regulations governing railways, street cars, hearses, barber shops, the disposal of the remains of dead animals, and the construction works on private property. The Department in which the capital is situated and the city of Managua have special sanitary laws. The municipal government of Managua appoints a board of health, which has charge of the sanitation of the city. At the present time a large ditch or canal is being constructed for the purpose of carrying off the surplus water which runs down from the mountains in the rainy season and at times partially inundates the city, causing a loss of life and property. This ditch crosses Managua from north to south and empties into the lake. The city of Managua

has taken steps to erect a plant for burning waste and garbage, and the other principal cities of the Republic dispose, or will dispose, of their garbage in the same manner.

CONSULAR INVOICES.

On June 19, 1909, President ZELAYA issued a decree, which became operative on August 19 of the same year, providing that consular invoices be numbered consecutively, beginning with No. 1, and give the exact date and number of one or more bills of lading of the merchandise to which they refer. If the invoice presented for registration lacks this requisite, the consul must supply it in a signed certificate. Bills of lading covering merchandise destined to Nicaragua must show date and number of the consular invoice in which said merchandise is comprised. The lack of reference to date and number between consular invoices and respective bills of lading implies want of identity, and presumes the absence of the document, which is punishable in accordance with the law, but should identity result in the packages, marks, numbers, and contents, ports of origin and destination, then the omission is punishable only by a fine of 10 per cent of the amount of import duty to be paid.



THE SUGAR INDUSTRY.

ERNEST SHIPMAN, in a recent article published in the "Panama Star and Herald," states that there is no region of the world where sugar can be produced at less expense than in Panama, where the cane fields yield 40 tons of cane per acre with a sugar extraction of 11½ per cent, as compared with a production in Cuba of 21 tons to the acre and an extraction of 9.7 per cent. In Java the product is 34 tons per acre, and in the United States, where a liberal use of high-grade fertilizers is made, about 11 tons per acre is produced, with the necessity in the latter country of planting the crop every year, while in Panama the cane grows continuously for a period of fifteen years without planting.

The same article says that:

Panama produces little of the sugar it uses, importing it from Salvador, Peru, and Costa Rica. The Panamanian Government has passed laws to protect the home product by a high tariff. An ad valorem duty of 15 per cent is now imposed on imported sugar, which in the last six months reached 1,646,000 kilos. The profits from a rum and cane alcohol distillery will pay all the expenses of the manufacturing plant, thus permitting the sugar yield to be almost a net profit. The Government, to encourage this industry, will permit all necessary machinery and agricultural implements to be imported free of duty.

Panama also offers exceptional possibilities for colonization, and colonists can sublease small farms of from 10 to 100 acres on exceedingly advantageous terms, and with exceptional prospects of reaping a large profit from the proper cultivation and exploitation of the same.

BAYANO RIVER AGRICULTURAL CONCESSION.

The Bayano River agricultural concession, consisting of 12,500 acres of fine agricultural land, granted to JOHN F. WICHERS, an American citizen, some time ago, has been transferred to a syndicate of foreign capitalists, who will incorporate under the laws of Panama with a capital of \$500,000. The district in which this concession lies is especially suited to agricultural exploitation, and the tract of land referred to will be developed by the syndicate along agricultural lines. This is one of the largest foreign companies that have, up to the present time, incorporated under the laws of the Republic.

TOBACCO INDUSTRY.

A tobacco manufacturing company with a capital of \$25,000 was recently formed in the city of Panama, for the manufacture at the present time of leaf and plug tobacco and later on of cigars, cigarettes, and smoking tobacco. The company is now operating a small establishment, but a large factory will be built and completely fitted up with the most approved and modern machinery, and an effort will be made to supply the people of Panama with a large part of the tobacco consumed in the Republic. The "Panama Star and Herald" says that the company is at present using imported tobacco, but that seeds are being distributed gratis to responsible persons desiring to grow tobacco, and if it is shown that a good quality of tobacco can be grown on the Isthmus, agriculturists will be encouraged to actively take up the cultivation of the plant in the most suitable zones for tobacco culture in the Republic.

DECREE SUSPENDING THE NATURALIZATION OF CHINESE, SYRIANS, AND TURKS.

A recent executive decree suspends indefinitely the naturalization in the Republic of Panama of Chinese, Syrians, and Turks.

COAL AND PETROLEUM DEPOSITS.

The Government of Panama has granted a concession to exploit coal and petroleum deposits recently discovered in the District of Los Santos near the Tonosi River. Samples of coal obtained from the outcropping veins of these deposits compare favorably with the best grades of bituminous coal of the United States. The coal deposits on the land referred to are estimated to be worth \$500,000.

PARAGUAY

RAPID WEEKLY COMMUNICATION WITH BUENOS AIRES.

The transportation companies of Buenos Aires inaugurated in July, 1909, a rapid weekly transportation service between Buenos Aires and Asuncion. The journey can now be made in fifty-five hours instead of one hundred, as formerly. The trip is by rail from Buenos Aires to Barranqueras, and from there by boat to Asuncion and intermediate points. The single fare is \$47.73, or \$81.09 for the round trip.

PERU

MESSAGE OF THE PRESIDENT.

On July 28, 1909, President LEGUIA delivered an interesting message to the Federal Congress, in which he stated that the Government had done all within its power to strengthen the bonds of amity and good will existing between Peru and the other nations of the world.

The protocol recently signed by the representatives of Peru and Colombia stipulates that the two Governments in interest shall renew their negotiations concerning the boundary as soon as the King of Spain renders his decision regarding the Putumayo question.

The Government is encouraging the cause of education. Normal schools for both sexes are maintained, and the primary schools in 1908 numbered 2,339, with a corps of 3,105 teachers and 162,298 matriculates. The policy of the administration is to improve and perfect the school system of the Republic in so far as possible.

The budget for 1908 estimated the revenues of the nation at £2,997,143. The actual receipts for the year were £2,861,300, or a deficit of £136,143.

The foreign commerce of the Republic in 1908 amounted to £10,671,337, consisting of imports to the value of £5,295,625 and exports aggregating £5,375,712.

Mining operations are suffering temporarily from the fall in the price of copper and silver, but indications point to a considerable improvement in this industry in the near future.

The development of agriculture is being encouraged, and the agricultural schools and experimental stations instituted by the Government have been of vast assistance in the promotion of the agricul-

tural industry of the nation, and especially in the cultivation of sugar cane and cotton and the great industries of viniculture and stock raising.

The State proposes to construct irrigation work and to encourage European immigration, furnishing agricultural colonists with small lots of irrigated lands at a trifling cost and on easy terms.

The Government has contracted for the survey of a railroad from Paíta on the Pacific coast, to Marañón in the Amazon basin, and the preliminary survey will be completed in December of the current year. The President recommends that the proposed railroad from Cerro de Pasco to Ucayli receive a subvention of £3,000,000 in 5 per cent interest-bearing bonds. The railroads from Ilo to Moquegua, Tumbes to Puerto Pizarro, and Yonan to Chilote will soon be completed, and those from Lima to Huácho, Huancayo, and Ayacucho, and from Chinbote to Recnay are in process of construction.

The Executive was pleased to announce that the Medical Congress held in Guatemala in 1908 had selected Lima as the place of its next meeting in 1911.

The postal and telegraph service of the country continues to improve. To the 593 post-offices in the Republic in June, 1908, new offices have been added to the number of 46, and 23 new telegraph offices were established since said date, making 178 as the total number of telegraph offices now in operation. The receipts from posts during the year were £81,384, and from the telegraph service £21,770. From July 30, 1908, to May 30 of the present year 1,211 kilometers (751 miles) of telegraph line were strung, making the total extent of the telegraph lines of the Republic 9,654 kilometers (5,986 miles). The erection of wireless-telegraph stations on the coast is contemplated.



ARBITRATION TREATY WITH THE UNITED STATES.

The arbitration treaty with the United States, signed in Washington, December 21, 1908, was ratified by Salvador on June 11, 1909, and exchange of ratifications were made in Washington on July 3, 1909. The treaty will continue in force for a period of five years.

NEW STEAMSHIP LINE BETWEEN SALVADOREAN AND MEXICAN PORTS.

The Salvador Railway announces that the first of the steamers to ply between the Salvadorean and Mexican ports of the Pacific coast will be inaugurated between Salina Cruz, Mexico, and Acapulco,

Salvador, on November 1, 1909. Two fast mail and passenger steamers will be used for the present, but the number will be increased later, should the freight and passenger traffic warrant the use of more vessels in the handling of the trade.

ARRIVAL OF VESSELS, FIRST QUARTER, 1909.

During the first quarter of 1909, 26 seagoing vessels arrived at the ports of Acajutla, La Libertad, and La Unión, with a cargo of 102,962 packages.

COMMERCIAL AGRICULTURAL BANK.

The authorized capital of the Commercial Agricultural Bank at the close of the first half of 1909 was \$5,000,000 silver; the paid up capital, \$1,000,000 silver; the reserve fund, \$100,000 silver; the contingent fund, \$157,396.75 silver; and the net profits, \$71,305.98 silver.

EXPORTS IN 1908.

The "Diario Oficial" of July 23, 1909, publishes a detailed statement of the exports of the Republic for 1908, showing the following résumé by countries:

	Silver.
Germany	\$1,724,803.59
Austria-Hungary	544,289.65
Belgium	900.00
Brazil	30,000.00
Costa Rica	49,859.41
Curacao	2,500.00
Chile	19,782.40
Ecuador	89,153.30
Spain	270,526.45
United States	1,214,287.69
France	1,180,096.95
Great Britain	319,583.00
Guatemala	15,230.74
Holland	16,000.80
Honduras	87,915.00
Italy	695,987.20
Mexico	25,700.00
Nicaragua	33,616.32
Norway	31,423.60
Panama	326,463.80
Peru	70,264.00
Sweden	133,535.00
Total	6,882,024.90

SANTA TECLA AVENUE.

One of the most timely improvements now being made in the city of San Salvador is the construction of the broad and beautiful avenue



PUENTE MARAZON IN SALVADOR.

This new bridge over the Rio Grande de San Miguel marks the line of the new Pan-American Railway.

of Santa Tecla, which will mite the latter place, locally known as the "City of Flowers," with the most picturesque part of the suburbs of the capital of the nation.

URUGUAY

INCREASE IN THE CAPITAL OF BANK OF THE REPUBLIC.

The executive power has issued a decree increasing the capital of the Bank of the Republic by \$295,161.24, in accordance with the law of November 17, 1908, which destines the net balance of the profits of that year, after the payment of certain claims, to increase the capital of the bank.

NEW ISSUE OF NICKEL COIN.

The Federal Congress has decided to issue a new coinage of nickel to the amount of \$500,000.

MONTEVIDEO TRAMWAY RETURNS, FIRST FIVE MONTHS OF 1909.

The electric tramways of Montevideo carried from January to May, inclusive, 1909, 22,851,758 passengers, as compared with 14,686,289 in 1908. During the same period the horse tramways carried 1,199,359 passengers as compared with 5,181,512 passengers during the same period in 1908. The distance run by the electric cars for the five months referred to amounted to 8,515,084 kilometers, while the distance run by the horse traction aggregated 519,312 kilometers.

VENEZUELA

NEW CONSTITUTION.

The "Official Gazette" of August 5, 1909, published in Caracas, contains the full text of the new constitution of the Republic of Venezuela, promulgated by President Gomez on August 5 of the present year. The new constitution, which contains 147 articles, repeals the constitution of April 27, 1904.

Under the former constitution the political divisions of Venezuela consisted of 13 States, a Federal District and 5 Territories: under the new constitution of 20 States, a Federal District and 2 Territories, as

follows: The States of Apure, Aragua, Anzoátegui, Bolívar, Carabobo, Cojedes, Falcón, Guárico, Lara, Monagas, Mérida, Miranda, Nueva Esparta, Portuguesa, Sucre, Táchira, Trujillo, Yaracuy, Zámora, and Zulia; the Territories of Amazonas, and Delta Amacuro, and the Federal District.

For the sake of uniformity in the transaction of the public business, the new constitution places the administration of the mines, salt deposits, and public lands in the hands of the Federal Government, as it likewise does the revenues derived from the tax on agriculture, and specially prohibits the States from coining money and the issuance of paper money for any purpose whatever. It prescribes that foreigners who take part in the politics of the nation incur the same responsibility as Venezuelans, and for the contravention of the laws of the Republic are liable to arrest, imprisonment, and expulsion from the country.

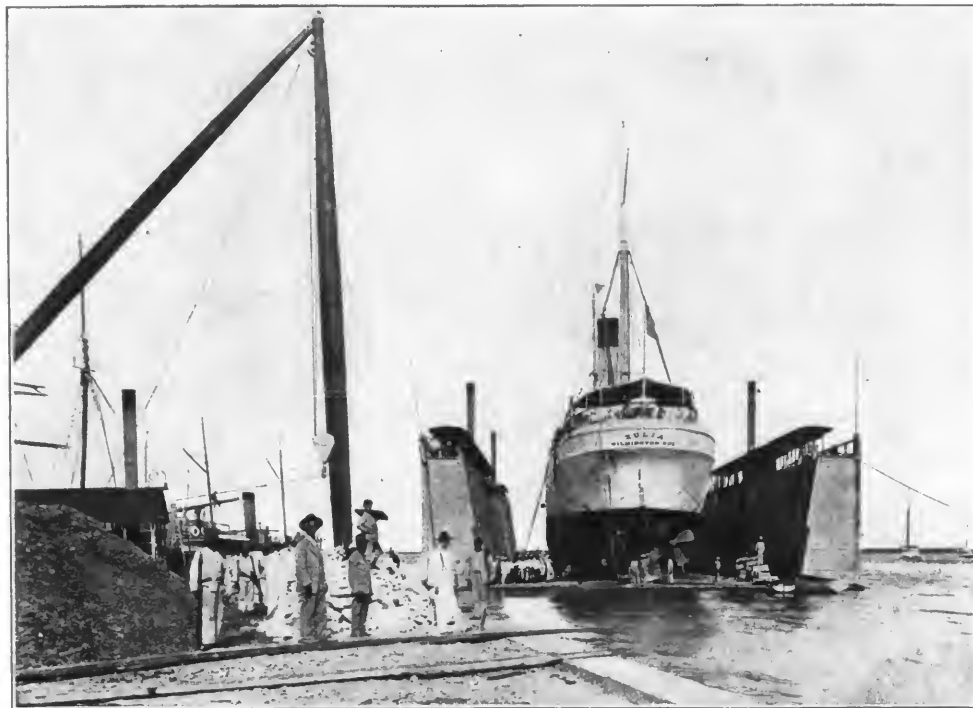
One deputy is allowed for each 35,000 inhabitants and an additional representative for an excess of 15,000 souls, while the old constitution specified 40,000 inhabitants and excess of 20,000, respectively. Any State with a population less than 35,000 is entitled to one deputy, the minimum under the old constitution being 40,000, and the term of service of deputies and senators is four years, instead of six years, as was the case under the former constitution. Under the constitution of 1904 Congress met every two years in May; the present constitution prescribes that Congress shall meet on the 19th of April, or as near that date as possible, of each year, and remain in session seventy days, which period shall not be extended, instead of ninety days as formerly.

Under the new constitution Congress elects the President of the Republic, who may or may not be a member of that body, for a period of four years, the election to be held by secret ballot within fifteen days after Congress assembles in the national capital. Under the old constitution the President was elected for a term of six years by 14 electors chosen by the Congress. At the time of electing the President, Congress selects a council of government consisting of 10 members, to serve for a period of four years, and the council of government chooses the First and Second Vice-Presidents, this feature not being embodied in the old constitution.

Under the new constitution the 7 members of the supreme court are elected by Congress for a period of four years, and the court meets annually, instead of every two years as formerly.

The old constitution specified that—

The States shall provide, in their respective constitutions, that the constitutional periods of their public powers are to be of three years, beginning on January 1, 1905.



REPAIRING THE PROPELLER OF AN OCEAN LINER IN THE DRY DOCK AT PUERTO CABELLO, VENEZUELA.

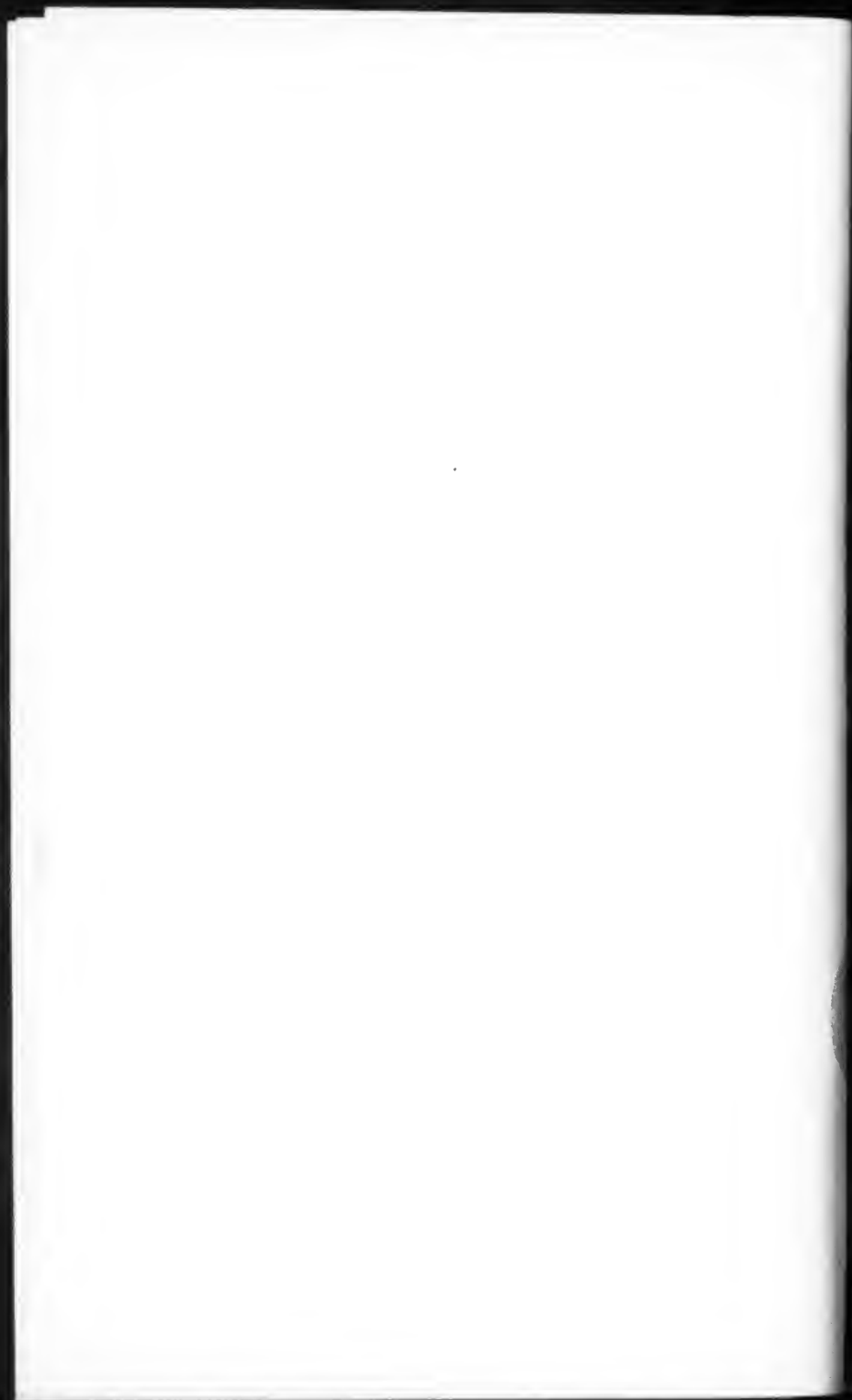
while the new constitution extends the time to four years, beginning February 20, 1910.

The old constitution provided that in public acts mention be made of the date of independence, July 5, 1811, and of that of the federation, February 20, 1859, while the new constitution prescribes that the date of independence of the nation, with respect to all official acts and documents, shall be April 19, 1810.

PANAMA HAT MANUFACTORY AT CARACAS.

A hat manufactory, in which the celebrated Panama or jipijapa hats will be made, has been established in Caracas. The new industry has been inaugurated under the most promising auspices, inasmuch as Venezuela contains large quantities of excellent fiber suitable for the manufacture of a fine grade of straw hats. About seventy people are at present employed in this industry, and the foremen are experienced workmen imported for the purpose of directing the operations of the manufacture of jipijapa hats. Hitherto Panama hats made in Venezuela have been manufactured from imported fiber, but the new factory will use native fiber in all its operations connected with the manufacture of Panama hats. The industry promises to be a growing and profitable one, and an excellent quality of hats are now being manufactured.










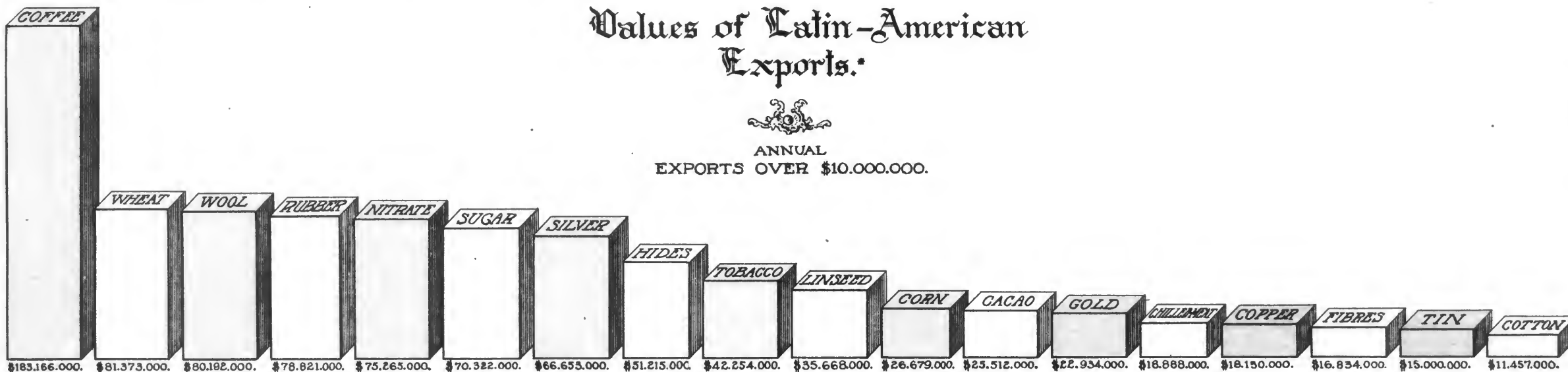
Products
 of
Mexico, Central America,
and the West Indies.
 PREPARED BY
 THE INTERNATIONAL BUREAU OF AMERICAN REPUBLICS.
 JOHN BARRETT. FRANCISCO J. YANES.
 DIRECTOR. SECRETARY.


 Godey & Co. Phila. 1900

Values of Latin-American Exports.*



ANNUAL EXPORTS OVER \$10,000,000.



ANNUAL EXPORTS OVER \$1,000,000. AND UNDER \$10,000,000.



— NOTES —

"WOOL" INCLUDES - SHEEP, ALPACA AND VICUÑA WOOLS. "GUMS &c" INCLUDES - GUMS, CHICLE AND RESINS.
 "FIBRES" " " - HENEQUEN AND IXTLE. "GARBANZO" - OR CHICK PEAS.
 "CATTLE" " " - ALL LIVE STOCK. "VEG. IVORY" - VEGETABLE IVORY OR TAGUA.

* THESE VALUES REPRESENT THE COMBINED EXPORTS OF THE DIFFERENT ARTICLES PRODUCED BY THE LATIN-AMERICAN REPUBLICS.

- VALUES IN U.S. GOLD -

NOTES—OWNING TO THE REDUCED SCALE OF THE MAP, ONLY THE PRINCIPAL PRODUCTS ARE SHOWN.

While the utmost care is taken to insure accuracy in the publications of the International Bureau of the American Republics, no responsibility is assumed on account of errors or inaccuracies which may occur therein



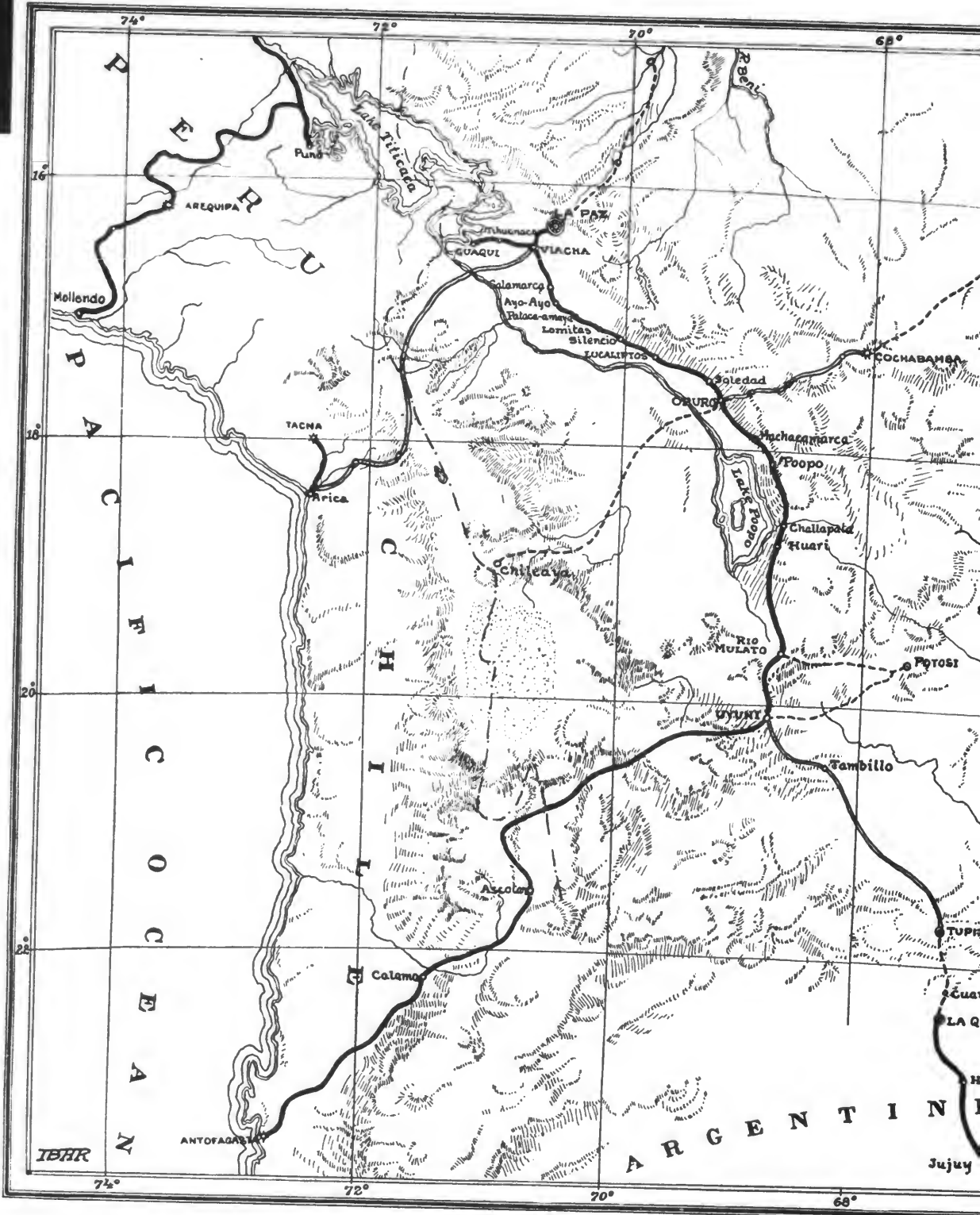
PLAZA OR PUBLIC SQUARE IN DAVID.



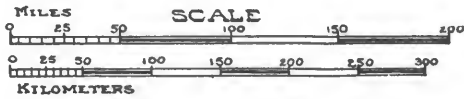
THE NEW GOVERNMENT BUILDING AT DAVID, PROVINCE OF CHIRIQUI, PANAMA.



THE RANCH OF PRESIDENT OBALDIA, DAVID.

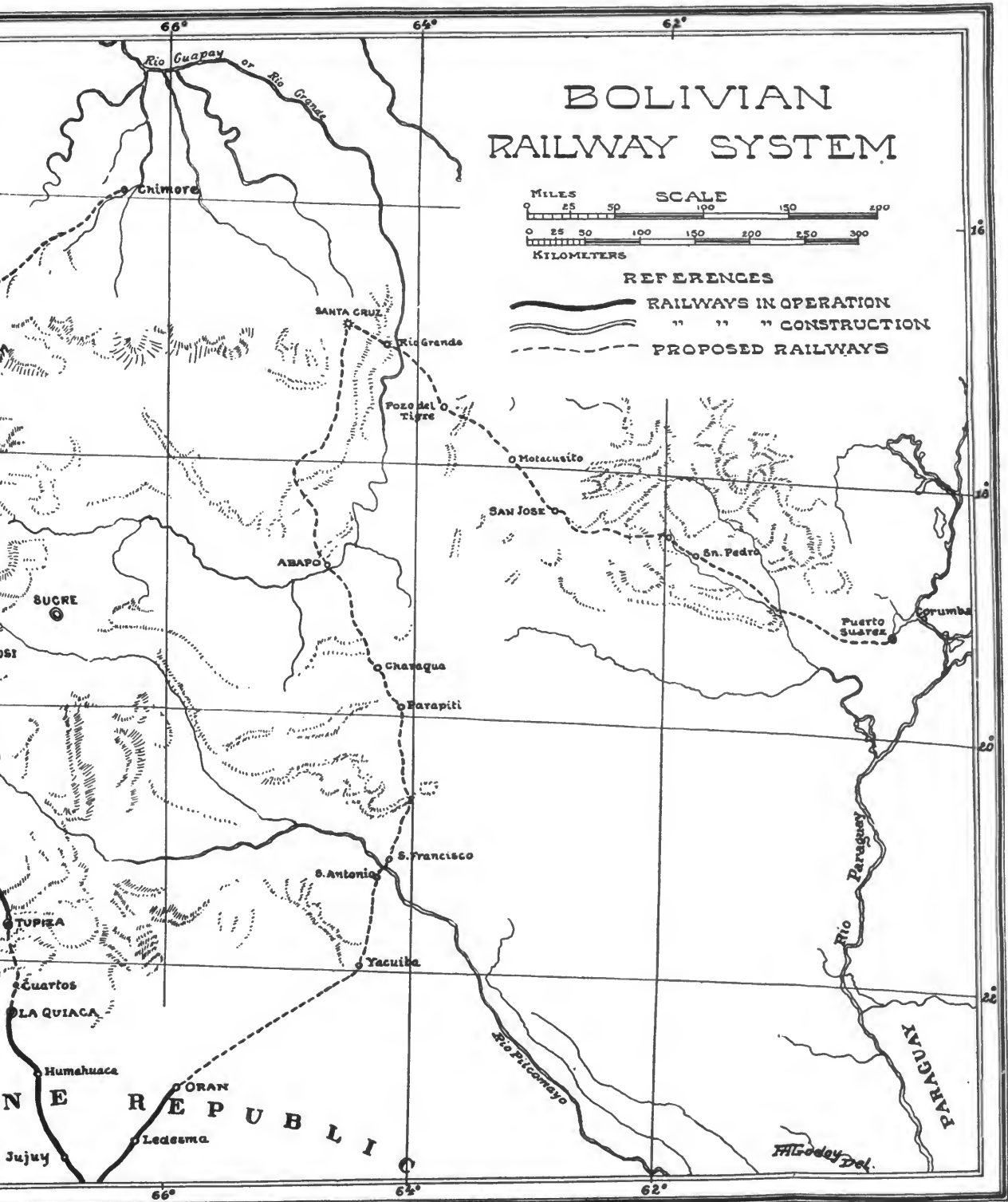


BOLIVIAN RAILWAY SYSTEM



REFERENCES

-  RAILWAYS IN OPERATION
-  " " " CONSTRUCTION
-  PROPOSED RAILWAYS





GROWING PINEAPPLES IN CUBA.