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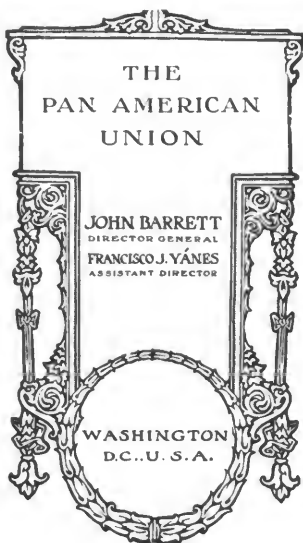
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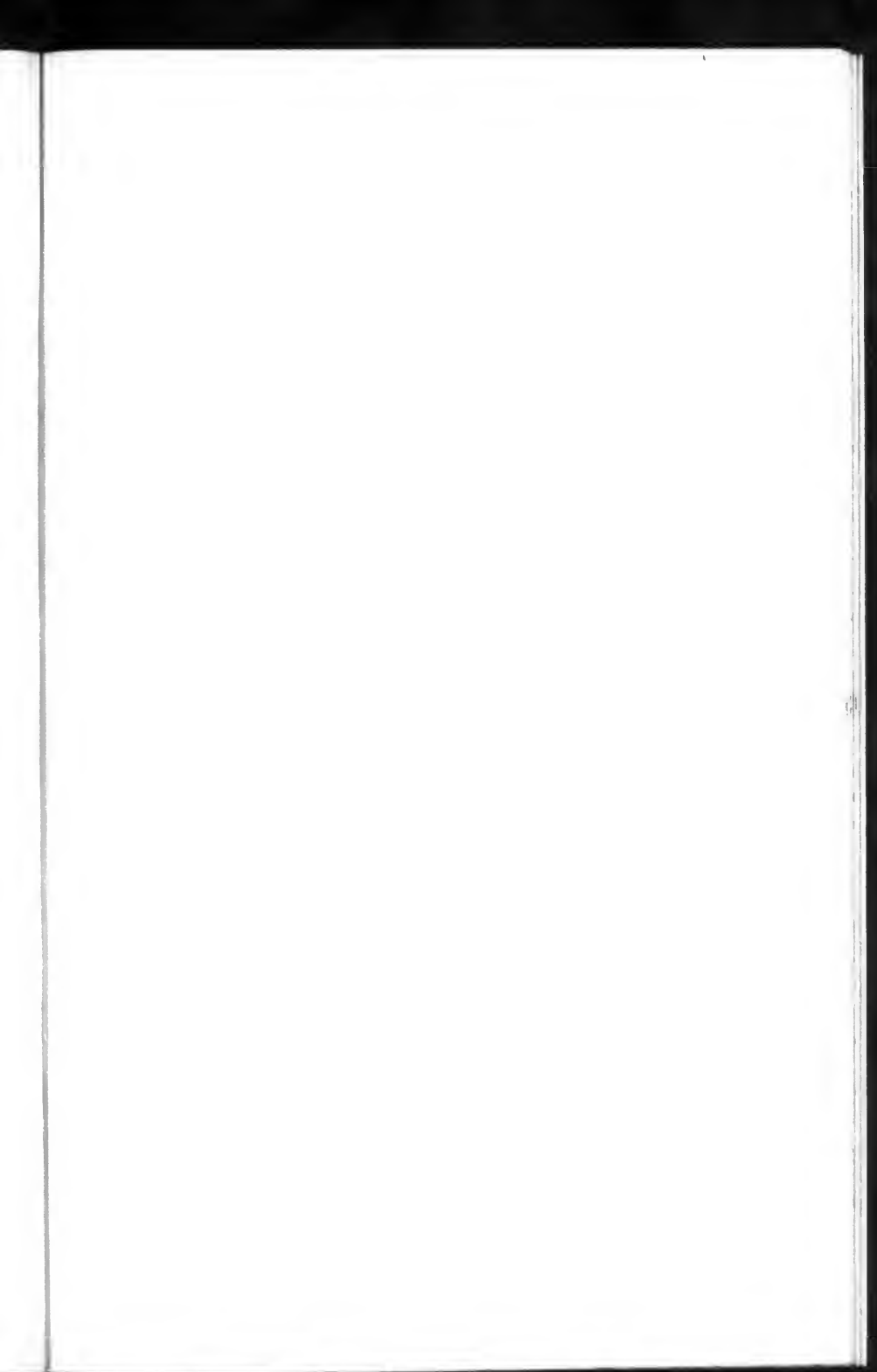
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SEÑOR DON CARLOS MELÉNDEZ,  
Constitutional President of the Republic of Salvador.



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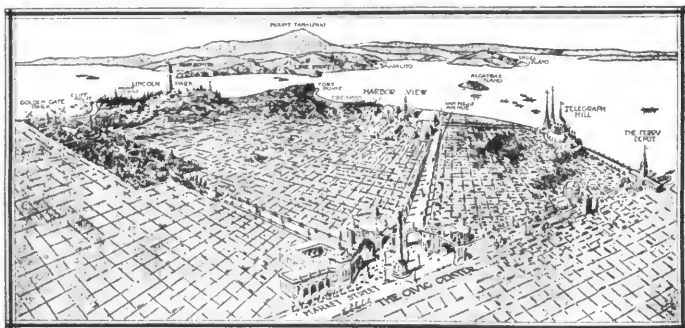
## THE PANAMA-PACIFIC INTERNATIONAL EXPOSITION

**O**N February 20, 1915, the greatest exposition the world has ever seen will throw open its doors to what will doubtless be the greatest waiting throng that has ever stood with bated breath to catch the first sight of myriads of wonders: wonders that will be the last expression in all that man has made, planned, and even dreamed.

That all previous expositions will be dwarfed in comparison goes without saying: for, in addition to the fact that a great Nation is inaugurating it, that vast sums of money are to be expended in perfecting it, that its location on one of the most beautiful ocean harbors of the world is unique, is the further fact that everything the world has gained in science, art, discovery, and invention in the last decade will here be added to the best that all the expositions of the past have had to interest, instruct, and astound the wondering visitor.

In considering the reasons that have led to such an elaborate and expensive undertaking as the Panama-Pacific International Exposition we may conclude that its purpose is twofold.

(1) It is to commemorate an event—not of the dead past, but of the living, throbbing present. An event which is of interest not to one city, one country, or even to one continent, but an event which concerns the entire world—the opening of the Panama Canal: an event which has been the dream of the centuries and the hope of man from the day that the great Spanish explorer, Balboa, having cut his resistless way through Tropic forests and struggled through swamps and over rocky mountain trails, waded out into the great Pacific and claimed it for the Crown of Spain, down to the very



BIRDS-EYE VIEW OF THE SITE OF THE PANAMA-PACIFIC INTERNATIONAL EXPOSITION FOR 1915, AT SAN FRANCISCO.

The selected ground begins with Telegraph Hill, on San Francisco Bay. The ferry at the foot of Market Street is to be made the entrance to the exposition city; this street and Van Ness Avenue are to be beautified with permanent improvements. Harbor View fronts completely on the water between the Golden Gate and the bay. Lincoln Park overlooks both ocean and city. Golden Gate Park lies along the Pacific Ocean, and is to contain the permanent structures, preserved as memorials of the exposition. In Golden Gate Park the first spadeful of earth on the work was removed, October 14, 1911, by President Taft.



THE EXPOSITION FLAG.

The flag was especially designed for the exposition. It embodies the following colors and designs: The red, white, and blue of the United States, the blue and gold of the State University of California, the bear flag "The California Republic," the red star representing the State, an emblem of the exposition, and the 30 gold stars representing the 30 States preceding California into the Union.



present, when men, money, and machinery, drills, dynamite, and steam, directed by will and brains, have made it a reality.

(2) It is to be held for the purpose of affording an opportunity to merchants and manufacturers, exporters and importers, scientists and inventors, engineers and agriculturists—in short, all the producers of the world to meet upon a common ground under delightful circumstances, to get acquainted with one another, each to learn and see what the others are doing, to form connections and relations which may result in mutual benefit, and to learn something of and to enjoy the wonderful creations of man's genius in all the modern things that go to make up this present life of ours.

The preparations to accomplish this twofold purpose are very elaborate and comprehensive. It is estimated that the cost of the preparation and decoration of the grounds, the erection of the wonderful palatial buildings, and all the expenses incident to the proper housing and setting of the show will amount to \$50,000,000. It is furthermore estimated that by the time the exposition opens there will be no less than \$50,000,000 worth of exhibits housed therein. From these facts alone it may safely be assumed that it will be the greatest show the world has seen, at least if money, brains, and energy can make it so.

The exposition grounds contain 625 acres in what is known as the Harbor View section of the city of San Francisco, forming a natural amphitheater overlooking San Francisco Bay and its Golden Gate entrance from the Pacific. These grounds include part of the United States military reservation, the Presidio, on one end and Fort Mason on the other, and extend over 2 miles on the water front and are one-half mile wide.

The central portion of the site is comparatively level and surrounded on three sides by gently sloping ground. Within a short distance from the boundaries of the site these slopes change to steep hillsides, and the main portion of the site is thus the center of a great amphitheater, from the sides and heights of which the exposition will be seen extended below. To fit the plans of the exposition to the magnificent natural surroundings has been the guiding thought of the architects.

There will be three great groups of palaces at Harbor View as one looks toward the exposition from the bay. The center group will comprise 14 palaces, to be devoted to general exhibits; the left-hand group will comprise the concessions center, occupying 65 acres, and the right-hand group will include the buildings of the States of the United States and the pavilions of the foreign nations rising upon the slopes of the Presidio Reservation.

The main group of exhibit palaces facing upon the harbor for 4,500 feet will present an effect of almost a single palace; eight of the buildings will be joined in a rectangle to form almost a huge oriental bazaar—a veritable walled city, with its domes, towers, minarets,

and great interior courts. Four of the eight buildings, as shown by the ground plan, will face out on San Francisco Bay, and the other four will face the hills of the City of the Golden Gate.

Around the rectangle of the eight exhibit palaces will run an outside wall 65 feet in height, and broken only by a number of stupendous entrance ways, which will give access to the three great interior courts and their approaches. The group will be divided from north to south, in the center by the Court of the Sun and Stars, on the left by the Festival Court, and on the right by the Court of Four Seasons. Two south courts will be cut like great niches in the walled city. A huge court in Italian renaissance will lie between the rectangle and the Palace of Fine Arts.

Most imposing and largest of all the courts will be the Grand Court of Honor, the Court of the Sun and Stars, 750 feet in width from east to west and 900 feet along its main axis. At the south end of the



Courtesy of National Waterways.

#### GENERAL VIEW OF SITE OF PANAMA.

The site of the exposition lies for more than 2 miles along the shores of San Francisco Bay, and is midway between the site, in crescent form, presents the effect of a vast amphitheater, with the hills of

court will be the Administration Building, rising 400 feet in height and dominating the architecture of the exposition. The upper part of the tower will take the form of terraces leading up to a group of figures surrounding a globe typifying the world; the tower will be lined with great jewels which will glitter like diamonds when searchlights are turned upon them. In the vaulted archway of the tower itself will be grouped a series of mural paintings expressing the keynote of the exposition color scheme.

Perhaps the most impressive feature of the Court of Honor will be found in a superb classic colonnade extending entirely around the court and surmounted upon the one side by figures to represent the spirit of the East, and on the other the spirit of the West. These figures, of which there will be 110, will be 14 feet in height and each will stand out in radiance through a crown of dazzling jewels of light.

To the west, one will pass from the Court of Honor through a huge commemorative arch, greater in size than the Arc de Triomphe at

Paris, to the Court of Four Seasons; to the east one will pass through a similar commemorative arch to the Court of Joyousness. The arch to the east will be surmounted by a group of statuary, camels and elephants, typifying the civilization of the Orient; that upon the west will be surmounted by a group representing western civilization.

In the center of the court will be a great sunken garden, with benches to seat about 7,000 people surrounding it. In this sunken garden will be found groupings of classic statuary, dancing figures, fauns, satyrs, and nymphs; flowers, trees, and vines will contrast with the statuary and with the superb colonnades and the towering golden domes.

Among the novel features of the exposition which will make it different from any in the past are two especially noteworthy. First is the color scheme. Heretofore the "white city," with its enchanting suggestion of marble and alabaster, has been the accepted thing in



PANAMA-PACIFIC INTERNATIONAL EXPOSITION.

principal entrance to the city and the famous Golden Gate, close to the most populous portion of the city. As a whole the San Francisco and the wooded slopes of the Presidio forming the enclosing walls.

exposition architecture. The result has been dazzling, but a severe strain on the eyes of the visitors. In this instance the California sun may shine its brightest upon the walls and domes of the magic city, but there will be no deadly white reflections to tire the nerves of the eyes that gaze in wonder.

There will be no glaring color. The ground tone will be about the color of travertine stone, intensified by lighting to an ivory yellow, appearing almost white from a distance. The special colors will be Pompeian red, strong Italian blues, vermilion, and orange, tones so regular that they will blend in varied harmonies. Much of the statuary, particularly the groups, will be warm with color. Upon the walls of certain arcades there will be huge mural paintings; the roofs of the buildings will be of a reddish pink, like Spanish tile, spreading over 50 acres beside the blue waters of the bay. The patios will be gay with color, the towers and minarets pranked with red and blue and orange, the domes flashing with gold and copper. Of the color

scheme, Mr. Jules Guerin, the director of this feature of the exposition, writes:

Imagine a gigantic Persian rug of soft, melting tones, with brilliant splashes here and there, spread along the water side for a mile or more, and you may get some idea of what the "city of color" will look like when viewed from the heights about the



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#### TRIUMPHAL ARCH.

This great arch will be erected on the east side of the Court of the Sun and Stars. It will be larger than the Arc de Triomphe at Paris and will lead into the great east or Festive Court. The size of the arch may be judged from the fact that the height of the archway will be 90 feet. The columns of the colonnade encircling the court will be 60 feet in height; the group surmounting the arch is composed of figures symbolical of the Orient—elephants, Arab warriors, and camels—the tallest figure being 28 feet in height. On the opposite side of the court will be a triumphal arch of equal size, surmounted by prairie schooners and other figures typifying the Occident. The arch upon the east and that upon the west will exemplify the theme of the exposition, the meeting of the East and West in the Panama Canal.

bay. This color plan alone will make the exposition unique among the expositions of the world.

The second innovation is found in the scheme of illumination. The outlining of buildings with incandescent lamps is to be discarded as antiquated, and the very latest thing in electrical illumination will

be seen, while the most gorgeous electrical color effects will be shown in ways undreamed of heretofore. Here is what Mr. W. D'A. Ryan, illuminating engineer of the Panama-Pacific Exposition, has to say ament this feature of the big show:

Outline lighting, while undeniably beautiful from a distance, produces contrasting glare and dark spaces, and when it comes to getting the effects from mirror surfaces,



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#### ADMINISTRATION BUILDING.

The dominating architectural feature of the Panama-Pacific International Exposition will be the imposing tower of the Administration Building, which will be located at the south end of the Court of Sun and Stars. This tower, 400 feet in height, will be indescribably beautiful with statuary, mural paintings, and mosaics. At its summit will be a grouping of statuary supporting the globe typifying the world.

such as lagoons and moats, the results are very incomplete. Of course all of these effects not so very long ago were highly satisfactory, and we caught our breath in admiration when the current was turned on at yesterday's exposition; but to-day we are after something new. Fortunately, since the last big exposition, the advance in the science and art in electrical engineering and the development of electrical apparatus has been so great that we are now able to produce effects with economy which would have been physically impossible five or six years ago. In 1915 there will not be a single piece of lighting that was ever used before. Everything will be new.

You have noticed, when motoring at night, as you swung around some corner and your front lamps shone full upon some object by the roadside, perhaps the brilliant billboard, how the colors of the object leaped out at you from the night. Picture to yourself, which you can not really do—we shall all have to see it to realize its beauty fully—the noble façades of the exposition palaces, the solemn and lovely masterpieces in sculpture, softly colored, the stately pillars standing against the rich red of



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COLUMN AT ENTRANCE OF COURT OF SUN AND STARS.

Among the first of the many artistic conceptions to challenge the admiration of the visitor will be this colossal column. The spiral encircling it and leading ever upward will symbolize the endeavors of mankind. At the summit of the column will be a figure typical of fame, a youth pointing his arrow at the sun.

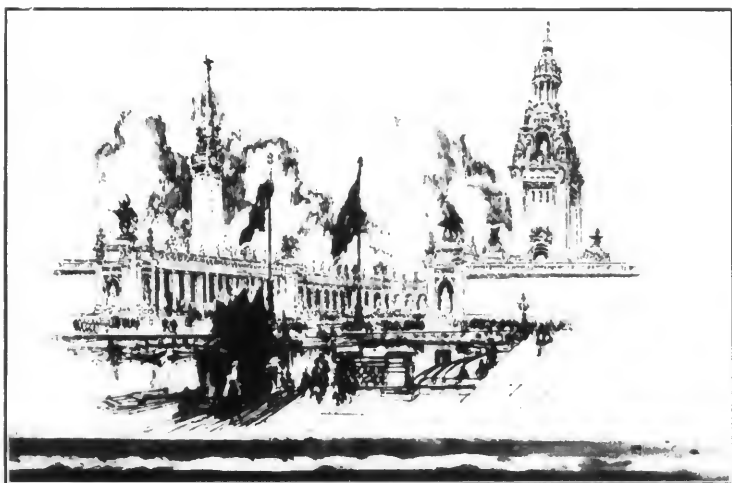


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FIGURE ORNAMENTS THE COURT OF SUN AND STARS.

There will be 110 of these figures, each 14 feet in height, that will surmount the colonnade encircling the Court of Honor at the Panama-Pacific International Exposition. Each figure will be crowned with a star studded with jewels which, at night, will glitter with the reflected light from masked batteries of searchlights.

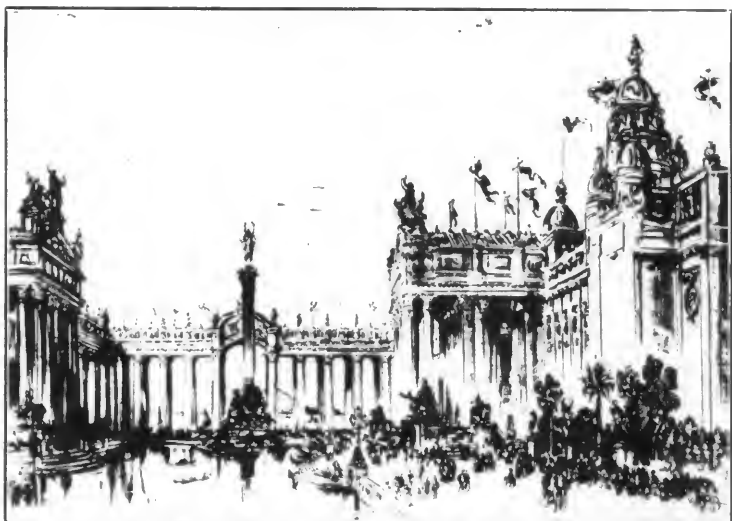
their Pompeian background, the great mural paintings spread across the walls of the patios, even the blossoming reaches of the tropical gardens; picture all these in the radiance of an illuminating system something like your automobile lamps raised to ten thousand times their power. Imagine the vermillions and burnt orange, the gold and the Italian blues, each picked out and made visible by the particular light that reveals that color in its full splendor.



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LOOKING FROM THE PERISTYLE INWARD.

From the bay toward the main Court of Honor, the Court of the Sun and Stars, with the bower at main entrance to building quadrangles in the distance, at the right.



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LOOKING THROUGH THE PERISTYLE.

From the easterly court toward the bay, with Mount Tamalpais in the distance, and with two of the principal exhibit palaces on either side.

If you wish, you may have an ivory colonnade in the full of the moonlight. It will not matter that the summer fog has swept in from the Pacific and made an artificial gray sky above you. The colonnade will stand there, dreaming of ancient Greece, drenched in silver radiance, apparently from the moon.

In the great gardens another illumination, a scientifically chosen light, will bring out the varied shades and colors of the gorgeous flowers, even as would a midday sun. There will be electric fountains, but no water will flash in them. Instead, smoke and steam, much superior media for such effects, will be sent into the air and turned to glory by the rays from a mighty scintillator. It is planned to have a huge locomotive, mounted on a steel turntable, from which columns of smoke and steam will be sent high into the darkened sky and illuminated in many colors. Contrasting with these vapory columns of brilliant color, if certain experiments prove successful, thousands of giant soap bubbles will be set free from a blowing machine, and will



Courtesy of National Waterways.

SERVICE BUILDING—THE FIRST TO BE ERECTED.



Courtesy of National Waterways.

FESTIVAL HALL—ANOTHER OF THE ARCHITECTURAL BEAUTIES OF THE PANAMA-PACIFIC EXPOSITION.

be sent soaring into the sky with rays from searchlights upon them to give them the iridescence of the insect's wing.

Again, great jewels of glass are being specially cut for different distances and effects, to be set in the decorations of buildings, sculptured figures, etc.

Wherever jewels can add to the beauty of an architectural line or surface or a sculptured form, this faceted glass, pure white or backed with color to imitate any precious stone, will be mounted upon delicate springs, so that the least vibration from wind or machinery may set them flashing.

A great scintillator will be mounted off the main axis of the exposition, about five or six hundred yards out in the water. It will be placed on a barge anchored in the bay and 60 trained men will be required to operate the lights. From here marvelous effects will be produced through evolutions of color throwing gorgeous auroras into the sky. The spread of these colors will be visible for 40 or 50 miles around.

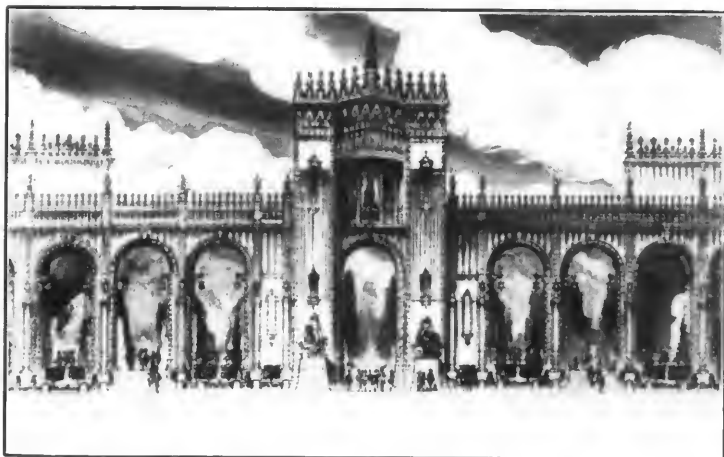




Courtesy of National Waterways.

#### FRONT ELEVATION OF THE PALACE OF FINE ARTS.

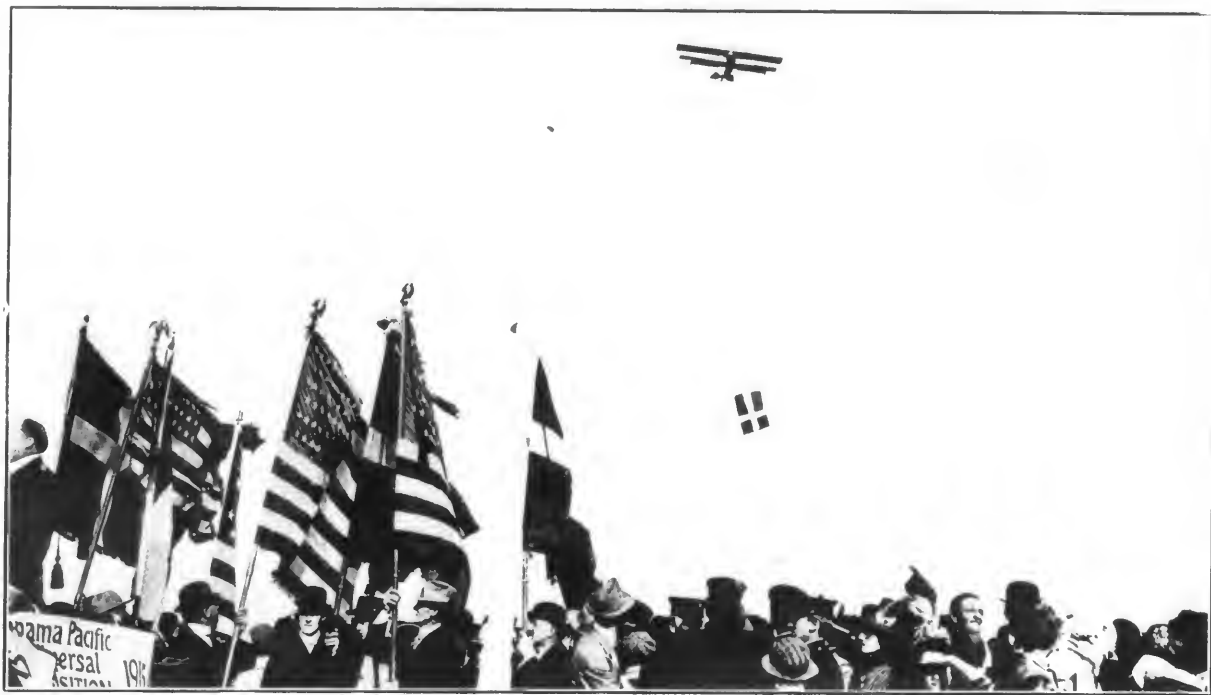
On the west side of the great central group of exposition buildings will be placed one of the most ornamental and artistic conceptions of the architects of the Panama-Pacific Exposition, the beautiful Palace of Fine Arts, in which will be exhibited some of the finest works of art from all parts of the world.



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#### FAÇADE OF FESTIVE COURT.

The façade of the superb East or Festive Court will be one of the most beautiful creations of the architects of the Panama-Pacific International Exposition, its designer endeavoring hereby to portray the splendors of Oriental architecture.



DENMARK'S FLAG DROPS FROM THE HEAVENS.

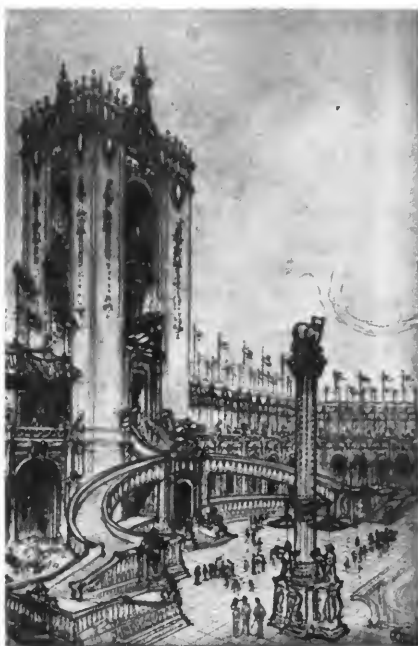
A pretty feature of the ceremonies attendant upon the selection by Denmark of a site for its pavilion at the Panama-Pacific Exposition to be held at San Francisco in 1915 was the dropping of the Danish flag from the clouds, whither it had been carried by an aeroplane. This was to commemorate the story of the birth of Denmark's emblem, which, according to tradition, dropped from the heavens during a battle in one of the great battles against the enemies of the Danes. As the crimson and white flag floated gracefully over the heads of the assembled thousands a mighty cheer broke forth, and the Danish singing societies present at the ceremonies chanted the story in song. Denmark's site was chosen by Constantin Bruun, minister plenipotentiary to the United States from that country.

Along the harbor in front of the exposition city will be a great tree-lined esplanade, adorned with statuary and fountains, from which the visitor will be enabled to view the greatest battleship fleet ever collected in one place, composed of the pick of the finest navies of all the great nations of the world. Here, too, will be witnessed races and aquatic sports in which all nations will participate. In this connection it may be mentioned that upon the invitation of the United States the warships of foreign nations will first assemble in the great bay off Hampton, Virginia, where they will be joined by detachments of the Navy of the United States. From there this great composite fleet, consisting probably of more than 100 vessels, will proceed through the Panama Canal and arrive in San Francisco about two weeks after the opening of the exposition.

The program of events of world interest will include yacht and motor-boat races of an international character for great trophies and cash prizes; international aviation meets, with the most famous flyers of the world participating; olympic games, in which the athletes of the world will take part; intercollegiate

contests; automobile races between the machines of every nation; military maneuvers, in which the selected Infantry and Cavalry troops of foreign nations, as well as those of the United States, will participate upon an extended scale; in short, every form of entertainment will be presented.

San Francisco itself will be an exposition city when the great show opens. Close to the entrance of the exposition will be the new civic center of the newer San Francisco, practically rebuilt since the earthquake of 1906. Near this civic center a great auditorium will be built at an expense of \$1,000,000, which will accommodate conven-



Courtesy of National Waterways.

#### THE TOWER OF THE EAST COURT.

From the stairway approach from the sunken gardens. Its balconies will accommodate thousands of spectators and its chimes will surpass those of Westminster Abbey.

tions and special gatherings. A new city hall, to replace the one demolished in 1906, which is to form the nucleus of the civic center, will be built in classic style and be completed by March 1, 1915. Private capital is to erect a grand opera house close by, and other public buildings will be built or remodeled to conform to the general scheme of architecture.

Another unprecedented feature of the exposition is that it will be ready at least eight months before the date set for the opening. Construction has begun. The service building, from which the activities of the exposition will be directed, is completed. All the great exposition palaces will be under construction by the middle of August, and all are under contract to be finished by June, 1914. By July, 1914, everything will be in readiness to receive the exhibits of the world. These will come from all the nations of the world, whose ships may land them close to the exposition grounds themselves. Twenty-six foreign nations have already signified their intention to participate. The Orient will vie with the Occident in the greatest display of world products that has ever been known in history, for this is preeminently an exposition which stands for the spirit of progress and achievement in science, art, education, invention, and all that makes for better, greater things in the mental, moral, and physical world.



# THE AUTOMOBILE IN SOUTH AMERICA<sup>1</sup>    ..    ..

**W**ITH the advent of the automobile and its mechanical improvement—almost perfection—the world's pleasures and commerce have been undergoing radical changes. Fast traveling appeals alike to the pleasure seeker as well as to business interests, and the desire and demand for quick transportation is not confined to any one country.

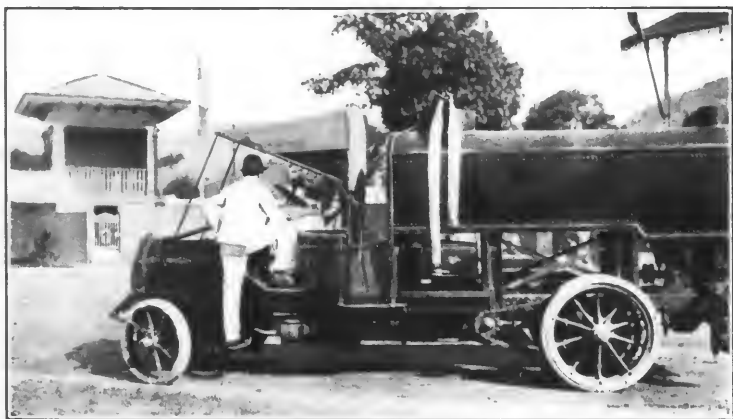
The Hawaiian gentleman gives up his long-favorite recreation of canoe and "hue-nalu" on the crest of the waves to ride around Diamond Head in his new automobile; the Japanese puts aside his slow ricksha and motors to the great Buddha at Kamakura to pay his devotions; the slow and stately elephants of the Indian Maharaja at Jaipur are superseded by the modern automobile bearing the royal colors, while the motor cycle is to be seen whirling the humbler native over ancient footpaths with lightning-like rapidity; so this new factor in transportation might be traced to the uttermost parts of the earth, and to note its influence on the diversions, pleasures, and occupations of the people would be astonishing as well as interesting.

However, we are concerned more particularly with the South American States, and it is proposed to take a glimpse or a hurried review of this vast field where the modern automobile is rapidly multiplying; to note what has been done and to consider the further markets that beckon the North American manufacturer.

Eight years ago, when the writer arrived in Mexico City, he found it almost impossible to cross a certain street, necessary to reach his hotel. Hundreds of splendid carriages filled with Mexican aristocracy completely blocked the course—it was the Sunday custom or fad to drive up and down famous Calle San Francisco. Not one automobile was to be seen. Today the municipal records show that Mexico City alone has more than 2,000 automobiles. The increase in other Latin countries has been much more rapid. In 1908 it was difficult to find a motor car for hire in Rio de Janeiro, there being only about a dozen machines in the city. By September, 1911, the number had risen to nearly 1,100; and at present there are more than 3,000 machines in use in the Federal District, and the President of the Republic rides in a machine of North American manufacture.

Five years ago comparatively few automobiles were to be seen on Calle Mayo, the great thoroughfare in wealthy Buenos Aires, but

<sup>1</sup> By William A. Reid, Pan American Union Staff.



Top picture: A street scene in São Paulo, Brazil, showing the many automobiles parked along the street. Center picture: A coffee fazenda near São Paulo. Lower picture: Type of motor street sprinkler used extensively in the city of Rio de Janeiro.



AVENUE RIO BRANCO, RIO DE JANEIRO.

This avenue, named after the famous statesman who died a few years ago, is one of the most beautiful streets of the city, and countless numbers of automobiles ply up and down its course.



SAND-BLAST OPERATOR AT WORK.

The power is being supplied by an old automobile skillfully modeled for its new work by Henry Shaw.

the number of machines has rapidly increased. In 1910, 1,581 automobiles were imported into Argentina; in 1911 the number imported reached 2,461; and at present about 5,000 cars are credited to the capital city and another 5,000 to the country at large. In 1911 Uruguay had 1 motor vehicle to every 2,000 inhabitants, or a total of 576 machines, and authorities estimate that this number will be quadrupled within a few years. Montevideo now has over 1,300 cars. In the mountain Republics of South America the automobile is also winning favor, notwithstanding the difficulties that prevent its very extensive use. Chile is credited with 150 machines, principally in Santiago and Valparaiso; Peru has something like 100, and a number of these are fitted with tires which permit the use of the railway, and it is not uncommon to see some machines running along the tracks of the railways; in Ecuador in 1912 the number of motor vehicles increased from 29 to 47; all of the other countries of South America have a few machines save Paraguay, where there has been no effort to introduce them.

Taking Buenos Aires, the largest city of South America, and New York, the most populous of North America, as striking illustrations of the popularity of the automobile, it is found that the former, with 1,500,000 people, has 5,000 machines; the latter city, with 5,000,000 population, has 40,000 motor vehicles. Both countries in which these cities are situated are most admirably adapted to the mechanical vehicle; the vast area surrounding Buenos Aires being almost wholly agricultural, it follows that the coming years will probably create a demand more especially for the freight machines, while the growing metropolis of Argentina will demand both pleasure and traffic vehicles. The great city to-day has fewer than 200 motor trucks.

In the more rapid introduction of the automobile New York has been greatly aided by the hundreds of factories that have sprung up as if by magic within the city limits and in the surrounding States, while the South American city has had to import practically all of her machines.

Probably no section of the world furnishes such a vast area which, broadly speaking, is capable of creating a business for mechanical transportation as do the combined countries of Argentina, Brazil, and Uruguay. Nature has made them with fewer obstacles to be overcome in the construction of railways, and these means of communication have reached such an advanced stage that the three countries have a combined mileage of 35,800 miles. At first thought it may be asked what connection has the railway with the introduction of the automobile, but a moment's reflection will show the intimate relationship of the two factors in commercial upbuilding.

The railways are being pushed toward the interior of the continent; and we who have ridden over the rails have on several occasions been





A TYPE OF MACHINE FREQUENTLY SEEN IN URUGUAYAN CITIES.



A FRENCH TRUCK.

This machine is carrying five tons of flour up a steep grade in Buenos Aires.



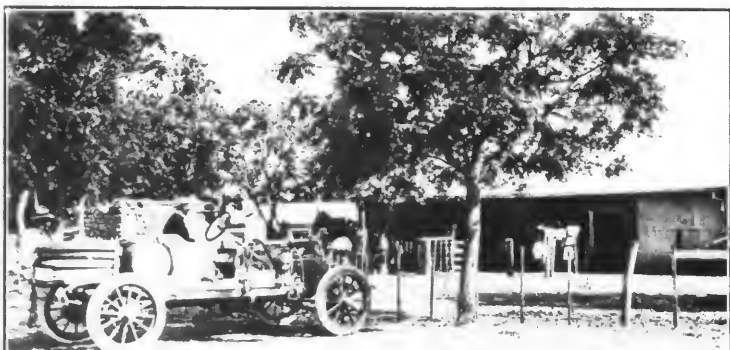
A NORTH AMERICAN AUTOMOBILE IN URUGUAY.

Top picture: One of the North American machines fording a stream near Pasandu, Uruguay. Center picture: The same machine in deeper water, crossing the Salsipades River, which resulted in the drivers having to seek the aid of horses to pull the automobile out of the deep water. Lower picture: The same machine near Salto, allowing a few minutes for the motor to cool.

surprised to find the motor car covered with mud and dust and which had contested its way to the railroad with its burden of products of the land. On the vast pampas of Argentina or far back on the coffee plantations of Brazil or on the cattle ranges of Uruguay the ancient cart with its two great wheels a dozen feet high, drawn by a string of many oxen, are familiar sights. It has been said that the absence of well-defined roads prevented the use of even the ordinary four-wheeled wagon; however, the motor truck has made its appearance in these sections and its more general use is only a question of time.

The three countries above mentioned being primarily agricultural regions of great fertility their respective Governments are using strong endeavors to develop the remotest sections of these fruitful but at present unprofitable lands. In this development the motor car enters a most important plea—it offers cheaper services in transporting the products to the railroads, and this problem has been one of great expense for many years. The motor car helps to solve the question. In 1911 Argentina marketed \$314,956,612 worth of products; Brazil, \$325,271,614; Uruguay, \$46,318,036; the total products of the three countries are thus seen to be enormous, and when it is remembered that a large percentage of the whole was carried to market in primitive conveyances the transportation question becomes paramount. Other than live animals, which were largely driven across country to the nearest railway station, the remaining products were hauled or carried.

Here the subject of public roads or highways comes in for attention. These three countries are spending large sums of money in building roads. All of the large cities are rapidly extending streets to suburban towns; at Rio de Janeiro the Government has recently authorized the construction of a splendid motor way 50 miles to Petropolis; in the great coffee-producing State of Sao Paulo concessions have been granted for various highway improvements. One of these provides for a splendid road from the port city of Santos to Sao Paulo, a distance of 47 miles, and the concessionaries are required to construct two macadamized ways 13 feet wide, the whole to be completed within two years. One of the roads is to be reserved exclusively for motor vehicles. Another concession provides for the linking of Piracicaba and Limeira, two cities still farther inland, by a highway suitable for the operation of motor vehicles. A thousand miles up the Amazon at Manaus there are more than 80 automobiles, and some of them have indeed penetrated the jungle to bring out the rubber. In Buenos Aires the touring club has been the sponsor for the building of more than 60 miles of good road; and estimates for new highways have just been completed which call for an expenditure of \$22,000,000. In Uruguay recent reliability motor races, covering runs to many interior cities and towns, have called renewed attention



A NORTH AMERICAN AUTOMOBILE IN URUGUAY.

Top picture: A typical Uruguayan sheep ranch where one of the contesting cars is arriving for an over-night stop. Center picture: Messrs. Costello and Rowe as they appeared on the first day out from Montevideo on the trial run. Lower picture: A typical road scene on the plains of Uruguay and the type of vehicle being replaced by the auto truck.



A URUGUAYAN RANCH.

A ranch scene near the Daiman River, northern Uruguay, in which the pet of the shanty reposes in the arms of Mr. Costello, one of the automobile enthusiasts. The lamb bears the poetic name of "Violeta" and appears to have made friends at once with the visitor.



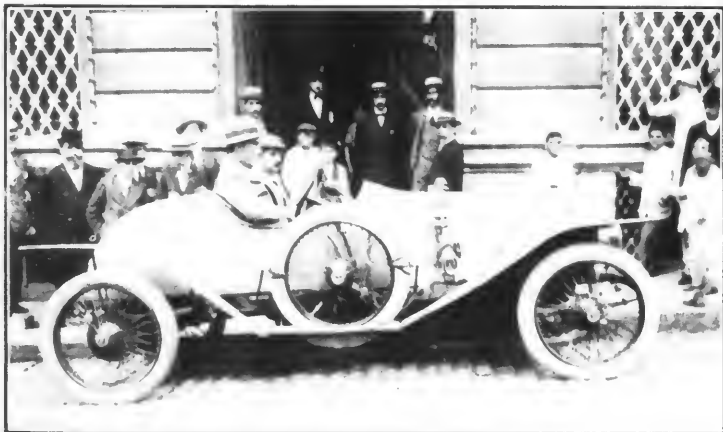
A NEW USE FOR AN OLD AUTOMOBILE.

An old automobile is turned into a granite-cleaning apparatus. Mr. Henry Shaw, a North American, is making a success of cleaning the granite and marble buildings of Rio de Janeiro with his sand-blast outfit. It is said that this innovation has brought the promoter numerous important contracts which will require at least six months to fulfill. The machine has attracted much attention along the streets of the Brazilian capital, and it illustrates one of the many uses to which old automobiles may be put before they are thrown upon the scrap heap.



WINNER OF A RECENT RACE.

Recent long-distance automobile endurance racing in Uruguay severely tested the merits of the various machines entered in the contest. The picture shows the enthusiastic reception of Mr. Phillips, a North American, who won one of the racing contests.



SEÑOR HORACIO ANASAGASTI.

An Argentine sportsman, in his car built in a Buenos Aires factory.

to the necessity for improving the highways. Montevideo is soon to be connected with Colonia, opposite Buenos Aires, by a splendid roadway, the studies for which have just been completed by the department of public works of Uruguay. This road will be one of the first results of the good-roads movement, which it is believed will aid materially in bettering the highways throughout the country.

All over the western plains of the United States the automobile is found in increasing numbers, notwithstanding the fact that roads are few and inferior. Many of the undeveloped sections of Argentina, Brazil, and Uruguay are quite similar to those of western North America, where the modern pleasure car, as well as the commercial truck, is ever pioneering and calling for improved roads. The machine itself will eventually be the leading factor in the campaign for better roads. The farmer is fast becoming interested, and to him must be ascribed a power in the interest of road building, because the marketing of his products are to him of vital importance and the commercial vehicle offers cheaper, most rapid, and most satisfactory service.

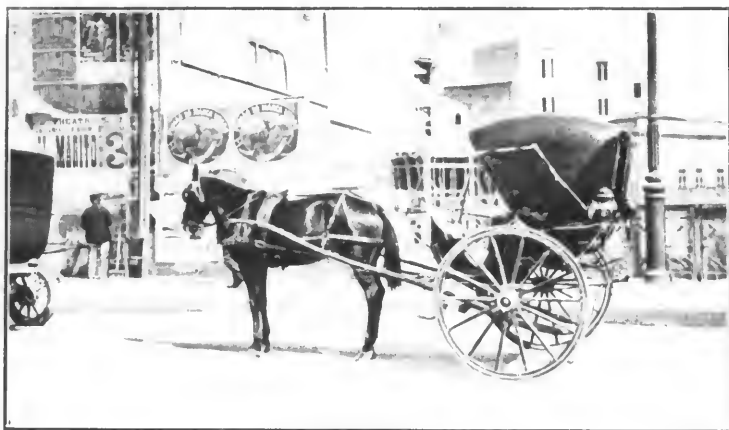
The American consul general in Buenos Aires, writing on the subject of further extending the sale of automobiles of United States manufacture, has the following to say on the subject:

Compared with methods used in the United States, the selling of automobiles in this market can not be said to be vigorously pushed. Dealers carry cars in stock and advertise in a small way in weekly publications and occasionally in the daily newspapers. The first cars shipped here from the United States were cheap in price and finish, and did not give satisfaction; a large number of complaints checked the sales. It seems to be the belief that the American cars are lacking in style, finish, and equipment as compared with those of European make. However, the market for American cars is improving, and a careful study of conditions should result in the entire removal of this prejudice. The market is for high-priced machines; the most popular car sells at \$5,000 United States gold; for country use the double phaeton of 45 horsepower, selling at \$2,100 to \$4,200, is most popular.

The American consul general in Rio de Janeiro, writing on the same subject, has this to say about the prospects in Brazil:

The market for automobiles in Brazil is one of the best in the world. Brazilians are passionately fond of motoring, and manufacturers who contemplate entering the market should establish agencies as early as possible. Important automobile dealers estimate that there are 6,000 to 8,000 people in the federal district that can afford to own and operate motor cars. No special equipment and finish are required, on account of climatic conditions. Touring cars with torpedo bodies predominate. The great majority of them are four-cylinder cars, though there are a large number having six cylinders, and horsepower ranges from 10 to 120. Tops should be of good material, as they are used almost every day in the year.

The following figures, also compiled by the American consul in Rio de Janeiro, show how rapidly the trade in automobiles has grown in Brazil since 1910, and indicate that the United States has



THE "TILBURY."

A typical Brazilian conveyance once very popular, but now being rapidly replaced by the modern automobile.



A STREET IN RIO DE JANEIRO.

A scene from an upper window overlooking one of the splendid new streets of the Brazilian capital. Note the absence of the horse-drawn vehicles and the large number of automobiles in the small space covered by the view.





SCENES INCIDENT TO THE RACING CONTESTS IN URUGUAY.

Top picture: Mr. Phillips, a North American, ready to start. Center picture: Mr. J. F. Costello as he appeared on the Santa Lucia River bridge on the trial run to Salto. Lower picture: Mr. Allen O. Crocker (smiling) and Mr. B. J. Rice starting on one of the races. After breaking gear and bearings this car finished eighth in the contest.

not taken advantage of the market offered in this country to the same extent as France and Germany:

Country of origin.	1910		1911		1912	
	Number.	Value.	Number.	Value.	Number.	Value.
Germany.....	172	8281,770	315	8546,207	1,060	81,526,019
France.....	280	409,250	511	716,457	1,011	1,470,795
United States.....	35	110,497	301	361,573	783	924,045
Italy.....	67	106,391	180	293,344	432	638,192
United Kingdom.....	37	68,283	133	218,767	295	317,973
Switzerland.....	43	71,919	93	143,211	136	247,223
Belgium.....	9	16,004	23	30,130	120	186,216
Sweden.....	27	51,569				
Other countries.....	5	9,432	9	19,788	38	58,187
Total.....	735	1,125,115	1,574	2,329,477	3,785	5,368,650

The American consul in Montevideo, Uruguay, also writes on the same subject as follows:

A great change has taken place in the last few years with respect to the use of American motor vehicles in this Republic. Formerly the prejudice against them was almost sufficient to prohibit their sale here, but for two years they have been in such increasing demand that the dealers have found it difficult to supply them as ordered.

A glance at statistics of exports of automobiles from the United States to South American countries during the nine months ending March 31, 1913, shows the following figures: Number of passenger cars, 2,117; number of commercial machines, 78.

Every country of South America, excepting Paraguay, participated in the purchase of these American-made automobiles; Brazil, Argentina, and Uruguay, respectively, heading the list, while Bolivia, the mountainous country in the heart of the continent, bought 2 machines. Colombia purchased 84 pleasure cars and 3 commercial trucks; Venezuela, 77 pleasure and 19 commercial cars; Ecuador, 58, all pleasure machines; Chile and Peru, 57 and 52, respectively, all of which were primarily for pleasure.

Thus, it will be seen that the automobile of American manufacture is rapidly making its way into the pleasures and diversions of the South Americans; while the commercial car, not yet so popular as the other, is still gaining favor, and as the great commercial enterprises all over the continent grow and increase in prosperity the American automobile will be found ever in the forefront in constantly increasing numbers.



# THE MANILA SHIP AND TRADE TO AMERICA<sup>1</sup>

PERHAPS the best account in English of the early conditions of trade between the Philippines and the Americas is to be found in volume 8 of "The Modern Part of an Universal History," published at London in 1781, first edition 1766. Volumes 8 and 9 of this extraordinary work (extending to 56 volumes of about 500 close-printed 12 mo. pages each) give the "History of the commerce to and the settlements in the East Indies, by the several European nations."



HERNANDO DE MAGALLANES.  
*Cavallero Portuguez, descubridor del  
Estrecho de su nombre.*

It does not appear who was the author of this very careful and minutely detailed account of the Portuguese, Spanish, Dutch, French, and English East Indies. He cites so many authorities for his statements, and shows so much power of discrimination himself, that it is very probable what he says may be relied upon.

The explorer Magellan, as we know, discovered the Philippines for Spain, but it is easy to forget that the Philippines owed their settlement by Spaniards not to old Spain, but to Mexico—New Spain, that is. A small colony was sent out from Mexico in the year 1564

under orders from Philip II. A few years afterwards the Spaniards conquered the island of Luzon, the city of Manila was founded, the Chinese trade began, and the earlier conditions of commerce with the New World were changed. Before the founding of Manila the seat of the Spanish Government in the islands had been at Lebu, whence the commerce to America was carried on to Callao, the port of Lima in Peru. But the voyage to Callao was always very tedious and troublesome, and in 1572 the course was changed to east-north-east, to get

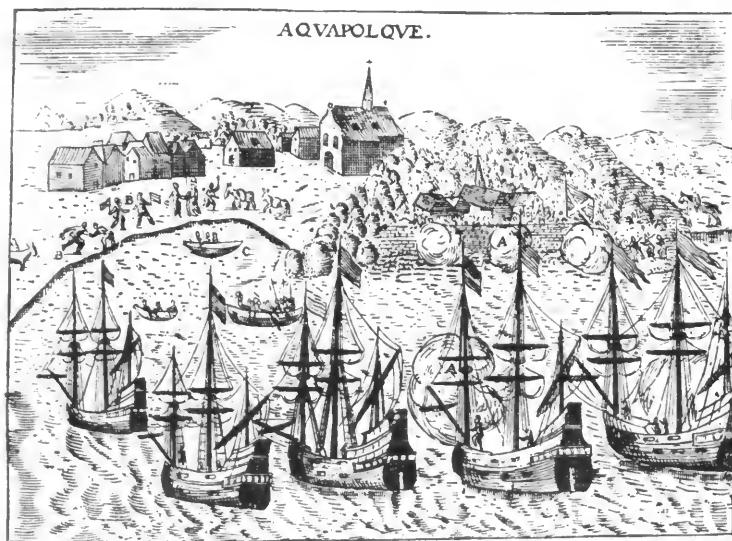
<sup>1</sup> By Alfred J. Morrison.

the benefit of a proper wind; Acapulco, the best harbor on the west coast of Mexico, being fixed upon as the port of entry for vessels in the Philippine's trade. The trade remained perfectly free and open, as it had been from the beginning, and this mutual intercourse between the Spanish subjects in the East and West Indies was carried on to the general satisfaction of all parties. Manila and Acapulco were the staples of this open trade, Manila becoming a magazine for East and West India wares, and Acapulco the point of distribution for Mexico and Peru in the item of exports from Manila.

For about a generation this open trade went on prosperously, but toward the beginning of the seventeenth century the Spanish Government in Old and New Spain became very apprehensive of the effects on both countries of the Manila trade. By 1604 the clamor against those Philippine traders became so strong that the trade was changed from an open to a limited basis; that is to say, the people of Manila were allowed to ship goods to the value of 250,000 pieces of eight, and were to carry back no more than 500,000. A few years afterwards the commerce between Peru and Acapulco was limited upon the same principles, and there were advocates even for the abandonment of the Philippines altogether. Spain was becoming short of money (strange to say), and the argument was that the Manila trade took out little but silver from the Americas, which silver had better be shipped home to Europe. These matters were long in dispute before the Spanish Council of the Indies, but, notwithstanding, the Philippines increased in prosperity, and the trade became settled on the basis of an annual ship (like the ancient annual ship from Venice to England) plying between Manila and Acapulco. The great ships for this trade were built at Bagatao, not far from Manila, where there was a fine arsenal and shipyard, and carried often as many as 600 people on board, passengers included. The annual ship, or galleon, was commanded by a general, under whom was a captain, the captain's emolument being no less than 40,000 pieces of eight (\$80,000) for the voyage. As for the cargo, it consisted of productions of the Philippines, civet, drugs, coarse cloths, etc.; but especially of Chinese commodities, wrought and raw silks in prodigious quantities (of which commonly 50,000 pair of stockings), piece goods, spices, goldsmith's work, and toys. Of whatever size the galleon might be (from 1,200 to 2,000 tons), the merchandise was by regulation to be of 1,500 equal bales. The regulation was consistently dodged, and the cargo was often 2,500 bales. What cargo the inspectors disallowed was generally put on board again before the ship got clear of the straits of Manila. The trade was largely the perquisite of the convents at Manila, and was farmed out by them. Returning from Acapulco the annual ship brought mainly silver, but also cochineal, sweetmeats, Spanish wine, and millinery ware from Europe, for the use of the ladies at Manila and throughout the Philippines.



Acapulco, the American terminus, was a mean and ill-built town, the houses slightly constructed for fear of the recurrent tremblings of the earth. Besides, the climate was unwholesome and very prejudicial to strangers. But upon the arrival of the galleon, or annual ship, the town was populous and gay, crowded with the richest merchants of Mexico, Peru, and even of Chile, who provided themselves with tents and formed a kind of large encampment. This was the Acapulco fair, a great event for more than two centuries in the New World. They have no rain at Acapulco from the end of November to the end of May, and the galleons were timed to set sail from Manila about July to reach Acapulco in the January following. Their car-



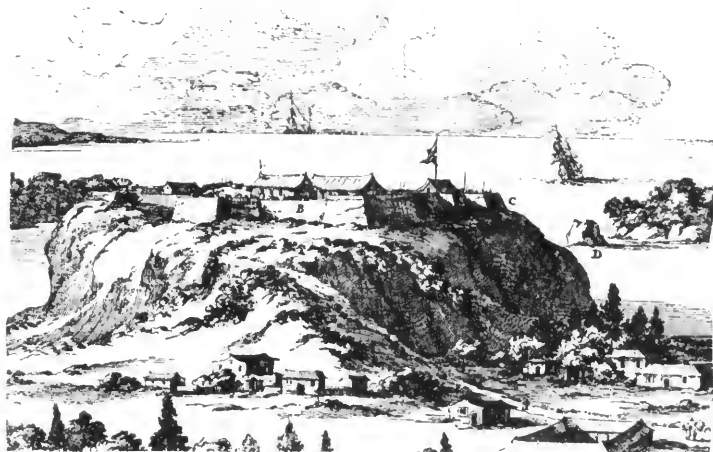
HARBOR OF ACAPULCO.

(From an old print in Hulsius' "Sammlung," 1620.)

goes disposed of, they returned for Manila some time in March, and arrived there generally in June. On the voyage out to America they were so sure of rains between the thirtieth and seventieth parallels that they took no care to provide themselves with water, but fixed mattings up and down the ship in the rigging and caught the rains in jars, supplied by bamboo troughs at the bottom of the mats. In the season there was naturally a great trade from Acapulco to the City of Mexico, mules and pack horses taking up the goods brought from the East, what was not kept in the country being forwarded to Vera Cruz, on the "North Sea," for shipment by the Flota to Spain.

The wars of independence changed the status of Acapulco. Its harbor is still the finest on the west coast of Mexico, but for nearly a

century past the port has been made little use of, except for a brief space between the discovery of gold in California and the laying of a railway across the United States to the Pacific. Acapulco, as a harbor, is now coming into her own again; Manila, a capital city, has prospered by the gradual removal of monopoly. The Philippines company, organized at Madrid in 1733 and given the exclusive right of trade, never accomplished the purpose of its foundation. It was even then too late for Spain to be establishing an East India company. For about 20 years, from 1765 to 1783, there was by royal authority a direct trade of some sort between Cadiz and Manila around the Cape of Good Hope. In 1785 the Royal Philippines Co. was chartered, with good intentions of building up a local market in the Phil-



ACAPULCO.

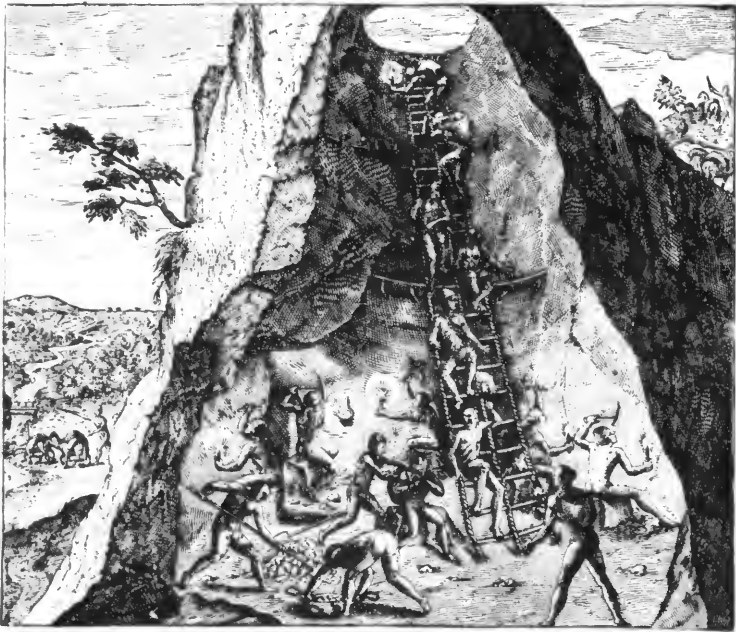
Part of a view of Acapulco, showing the topography.

(Taken from an old print in Winsor's "Narrative and Critical History of America.")

ippines and with no express design of hurting the Acapulco trade. This royal company, notwithstanding premiums to agriculture and the like, made little headway, the people believing that the object was after all exploitation. The charter of this company expired in 1830. Its efforts had been productive of some good, chiefly through the impetus given agriculture. The last galleon from Manila to Acapulco sailed in 1811 and the last from Acapulco for Manila in 1815. In the momentous year of 1814 the British Government compelled Spain to open to foreign trade certain ports in its colonies and to allow foreigners to establish themselves and become residents in such ports. English, American, German, and French merchants were soon established in Manila, agriculture was encouraged, and the amount of exported goods increased rapidly. The importance of this export

trade constantly increased and the trade was in a flourishing condition at the date of the loss of these islands to Spain.

In 1853 Commodore Perry reached the "magic isle of Zipangu," which, it will be remembered, was the objective of Columbus when he came upon the new world. About the middle of the last century also Messrs. Russell, Sturgis & Co. and Messrs. Peet, Hubbell & Co. established themselves in business at Manila. In order to encourage the production of hemp and sugar the representatives of these two houses distributed large sums of money in the Provinces to the planters, and



MINING.

(From "Idea vera et genuina" of De Bry's "Nona Pars," 1602.)

Mining, as quaintly imagined by the writers and artists of that period.

owing to this cooperation and to work of a similar nature which Mr. Loney, an English subject, did in Iloilo and other Provinces of the Visayan Islands, the exportation of hemp and sugar increased from year to year and the export trade of the Philippine Islands was greatly augmented.<sup>1</sup> So Manila, of all the East Indies, has from the first looked not to Europe but to America—in the beginning as a forwarding station for Asiatic goods and as a distributing center of silver from the Pacific coast; latterly as the emporium of the produce of its own rich territory.

<sup>1</sup> See T. H. Pardo de Tavera, in *Census of the Philippine Islands*. Washington, 1905. I. 354-357.



## TOKENS OF FRIENDSHIP

THE safe arrival in the homeland of the Brazilian minister of foreign affairs, Dr. Lauro S. Muller, and his distinguished party brings to a close a memorable visit, and one that will have much to do with future intercourse between two American nations. The Brazilian emblem of green, yellow, and blue entwined with the Stars and Stripes has floated across the American Union; citizens young and old met the distinguished Brazilians with a cordiality that could never be mistaken; and at the end of the journey the travelers are welcomed home amid the firing of cannon and shouts of unbounded enthusiasm.

Perhaps no American diplomat will be more pleased at the success and happy outcome of Dr. Muller's visit to the United States than the American ambassador to Brazil, the Hon. Edwin V. Morgan, whose labors in that great Republic, as well as in other Latin countries, have been notable.

As the royal barge, *Dom Joao*, bore the party ashore across the picturesque harbor of Rio de Janeiro one of the first to grasp the hand of Dr. Muller was Ambassador Morgan, who has endeared himself to the Brazilian people in many ways and to whose encouragement and activity the visit of the Brazilians was largely due. Shortly after Mr. Morgan became ambassador to Brazil the dictates of his conscience caused him to pay public homage to the memory of the beloved Brazilian, Baron Rio Branco, and in placing a wreath of flowers upon the tomb of the famous statesman Mr. Morgan cemented the ties of friendship that have ever been drawing closer.

To-day the Fourth of July is celebrated in Brazil, not only by the American residents, but Brazilian leaders in many lines of activity have heralded the anniversary, and this year on that date the Brazilian newspapers carried the portraits of George Washington, Woodrow Wilson, Edwin V. Morgan, and the American consul general, Julius G. Lay. At the same time column after column of historical matter told Brazilians of the founding of the American Union and of the part played in the proceedings by the patriotic men who signed the Declaration of Independence.

Officially, the acting minister of foreign affairs had planned a grand ball for the Fourth of July as a compliment and appreciation to the American Government and people for courtesies at that time being extended to Dr. Muller in the United States. The sudden death of ex-President Campos Salles, one of the famous Brazilians of the older school, threw the country into mourning and the ball was postponed. It took place, however, on July 8, after the period of mourning had



HON. EDWIN V. MORGAN,  
The United States ambassador at Rio de Janeiro, Brazil.

expired, and was a most brilliant tribute to North Americans, being attended by 2,000 guests representing the highest official and social society of the Brazilian capital.

The Fourth of July was also an occasion upon which the American ambassador received many congratulatory messages and visits, while the newspapers reported that American consuls in the different cities of Brazil who held receptions were recipients of sincere proofs of friendship from the Brazilian people.

Dr. Regis de Oliveira, ad interim minister of foreign affairs, sent to Ambassador Morgan the following telegram:

In the name of the President of the Republic and of my colleagues of this ministry, as well as in my own name, I have the honor to send your excellency my most sincere salutations on the glorious date of the anniversary of the independence of the United States and to express to your excellency the heartfelt good wishes which we, as Brazilians, entertain for the prosperity of the grand and noble Nation.

Col. Pederneiras, director of the National Smokeless Powder Factory, at Piquete, Brazil, which is modeled upon a design furnished by a North American corporation, sent to Ambassador Morgan the cordial greeting which follows:

On the glorious date on which the great and powerful Republic of the United States of North America commemorates the anniversary of its independence, I have the honor to congratulate the distinguished ambassador, Mr. Morgan, in the name of all the officers, employees, and operatives of the Piquete factory, who always should remember with pride not only that the type of powder adopted by Brazil comes from the great friendly Republic but also that all the machines and processes have been supplied from there. With much enthusiasm and sincerity we raise here a loud cheer for the United States of North America.

In honor of the same occasion one of Rio de Janeiro's great department stores, the Parc Royal, was decorated with American and Brazilian colors and its proprietor, Senhor Ortiga, instructed the orchestra to play a program of American music during the hours at which this up-to-date establishment is accustomed to serve tea to its customers. The progressive proprietor also gave silver prizes to competing baseball teams, composed of North American players recruited from Sao Paulo and Rio de Janeiro, and distributed silk bags filled with bonbons, upon each bag of which was printed the Stars and Stripes.

By reason of the death of Dr. Campos Salles, above referred to, Ambassador Morgan did not hold the usual Fourth of July ball in honor of American independence, and all official receptions were canceled. Two days previously, however, the American ambassador gave an unofficial afternoon tea party to about 350 guests in honor of the visit to Rio de Janeiro of representatives of the Boston Chamber of Commerce.

The people of the United States of North America and the people of the United States of Brazil are fast becoming better acquainted:

two most important factors to this end have been the visits of the Secretary of State and the Minister of Foreign Affairs, respectively, to each other's country, both bearing official tokens of friendship and regard which are bringing to fruition in the form of visits of chambers of commerce, which in turn are the true forerunners of a trade and traffic that is destined to grow to enormous proportions with the coming years.

## THE PEOPLE'S INSTITUTE OF PIEDRAS NEGRAS, IN MEXICO . . . . .

THE People's Institute of Piedras Negras, Coahuila, is a new sociological venture in Mexico. Its development has been so rapid and its usefulness has extended to so many different fields that it has attracted attention among educators, Government officials, and private citizens alike. This social and educational center is the outgrowth of a reading room started three years ago by S. G. Inman, a graduate of Columbia University, New York City. The discussion of public issues in the reading room called forth a series of conferences on civics and morals at the opera house, which aroused so much interest that the demand was imperative for an expansion of the work and for a permanent home for the new enterprise.

Funds were raised by popular subscription from philanthropic residents on both sides of the Rio Grande, and two years ago the present building, shown in the accompanying cut, was erected. It is built of light brick and has high ceilings and numerous porches and corridors. It is situated on the main street, opposite the customhouse and the "Monument to the Martyrs," and architecturally is one of the most attractive buildings in the city.

It contains a library and a reading room, an assembly room and class rooms, all of which can be thrown into one audience chamber when it is desired to accommodate a large audience. An open-air game and gymnasium corridor and patio are at the rear. The second floor is used for executive offices and the living quarters of Director Inman and family, and his assistant, Jessie L. P. Brown; their resi-

dence in the institute making possible personal supervision and lending a home and social atmosphere to the work. Social gatherings and club meetings, where social customs and parliamentary law are taught, are held in the residence quarters, and here is also a guest chamber at the disposal of the city for the entertainment of any distinguished visitor.

The institute conducts night classes in 15 different subjects for young men and women. As many as 140 have been enrolled in one term. The classes are in typewriting, shorthand (English and



Photo by Vda. de M. Rodriguez Perez, Ctl. Porfirio Diaz, Coah.

THE PEOPLE'S INSTITUTE OF PIEDRAS NEGRAS, STATE OF COAHUILA, MEXICO.

The institute is one of the strong social and educational factors in Piedras Negras. Its evening classes are well attended, while lectures and concerts afford refined entertainment for all.

Spanish), grammar, English language, Spanish language, geometry, arithmetic, ethics, hygiene, gymnasium, music, and sewing. All classes are taught with direct reference to their practical application. Spanish and English are taught by the latest natural method, which rapidly gives the students familiarity with these languages, and brings economic results in increased wages.

One young man, through attending the English class, was enabled, because of his knowledge of English and the general culture given him at the institute, to exchange a \$40 for a \$150 a month position. The son of a former mayor acquired sufficient English to enter a busi-

ness college in New York City; another young man secured a position in San Antonio because of his work in the English class.

A class in geometry for apprentices in boiler making has the direct aim of making its members better workmen, and is taught by the head of this department in the railroad shops of the city.

Each night between classes a conference, to which the public is invited, is held. Many who do not take any class work, and who do not care for the regular social features of the institute, attend these conferences. The theme may be current events, ethics, or history, philosophy, sociology, or science. Whatever it is, it is sure to be interesting, and there one is most likely to meet his friends.

On Friday nights the general public understands it is especially welcome, the evening being devoted to games, to a literary or musical program, public meeting of the debating club, the temperance society, the humane society, or to a lecture by a member of the faculty or some visitor.

Many distinguished visitors pass through Piedras Negras, it being on one of the three trunk lines into Mexico, and the People's Institute seldom loses a visit or a lecture from them. A great many of the Government officials, both State and national, educators, scientists, and travelers, have given lectures at the institute.

During the school year conferences are held for the public-school teachers. Nearly all the teachers in the city schools, both men and women, belong to institute classes or clubs. The director of the Government schools of this district is on the faculty of the institute, thus helping to correlate its educational work with that of the public system, to which it serves in somewhat the same capacity as the German continuation schools to the German educational system.

Vacation-time classes in music and sewing are held for the children. These are very popular, as are also the conferences for the soldiers. This is the first provision made for the intellectual and moral welfare of the latter, and every soldier who is not on guard duty attends the "soldiers' afternoons." There is a program of popular and patriotic music, followed by an address on some subject especially suited to military life, to all of which the men listen eagerly, as do also the crowds that gather outside the building.

The Congress of the State of Coahuila has voted the institute a monthly subsidy because of the public and philanthropic nature of its work. Students in the educational classes pay a nominal tuition fee, which insures regularity of attendance and interest in the work, scholarships being provided for those not able to meet these small fees. Private subscriptions also contribute to the support of the work.

Some New York friends have recently presented the institute with a printing press and a beautiful concert Victrola. This latter, with

a moving-picture machine, which is soon to be installed, will enable the city to enjoy the highest class entertainments, and will elevate the tastes of the general public. Among other plans for enlargement are classes in domestic science and art, and the addition of public baths. The printing department is to be the first venture into real trade education, and, if successful, as the needs present themselves, various other industries will be added.

## COMMERCIAL CONVENTION IN MOBILE " " " "

**M**OBILE, Alabama, is soon to be the scene of one of the greatest commercial gatherings ever held in this country, according to plans now being perfected by the Southern Commercial Congress, of Washington, and a movement in which the Pan American Union is heartily joining. Several thousand business men from all sections of the Union, but more especially from the 16 States embraced in the Southern Commercial Congress,



THE DOCKS AT MOBILE.

are to meet and discuss the various phases of the "Relation of the United States to the Panama Canal, to Latin America, and to world commerce."

Delegates from hundreds of commercial and industrial organizations will be present. The most distinguished officials of the nation are to be in attendance and address the convention, including President Wilson, Secretary of State Bryan, Secretary of the Navy Daniels, besides more than two score of the most prominent citizens of the United States, several governors of States, a number of Senators

and Representatives, ministers from many of the Latin American Republics, and leaders in commercial and industrial progress from all over the country.

The convention will begin its sessions on October 27 and close on October 29. This will be the fifth convention of the Southern Commercial Congress and by far the most important gathering in the history of the organization.

Director General Barrett, of the Pan American Union, realizing the importance of the great southern movement, and also actuated by the unanimous vote of the Governing Board of the Union in postponing the Pan American Commercial Conference, which was to have been held this year, is aiding the Southern Commercial Congress in every possible way.



A SHADY PARK IN MOBILE.

To meet the various local business organizations which have expressed much interest in the convention, and to acquaint them with the full significance of the Mobile meeting, Director General Barrett and Managing Director Owens, of the Southern Commercial Congress, will make a tour of the leading southern cities.

At the close of the Mobile conference the Congress will conduct a trade expedition to South America, composed of commissioners appointed by governors of States, mayors of the larger cities, and commercial organizations. This expedition will be absent about three months and during that time will visit the leading cities of South America, meeting the commercial organizations of the various countries and in many ways offering the members of the excursion opportunities for becoming acquainted with the South Americans.



# CALL FOR TENDERS ON CHILEAN RAILWAY SHOP

**I**N response to the numerous inquiries which have been received at the Pan American Union for detailed information on the call for bids by the ministry of industry and public works of Chile for the construction of a model railway shop and yards, the BULLETIN publishes herewith a translation of the text of the official invitation which appeared in the *Diario Oficial*, of Santiago, under date of April 4, 1913.

Let there be approved the following articles for a competition of plans with their respective estimates of cost for a model railway shop and yards centrally located and for similar repair shops for the use of the State railways:

First. The Government of Chile asks for plans, with their respective estimates, for a principal shop and yards, and for four auxiliary shops to be used by the State railways.

For these respective plans there will be a first prize of £4,000, a second prize of £2,000 and honorable mention, it being understood that the money prizes are to be given only for the plan of the central shop.

Second. The plans, with their respective estimates, will be received in the ministry of railways of Chile until the 15th of November, 1913.

Plans and estimates presented after that date will not be considered.

Third. A special commission appointed by the Government, which will be presided over by the minister of railways or the director general of that branch, and composed of nine members, of whom one will be the director general of the State railways, and six graduated engineers, will examine during the month following the 15th of November, 1913, those plans and estimates presented and will classify them for adjudicating the prizes.

Fourth. The payment of the prizes will be made within 30 days after the date of the commission's report.

Fifth. The Government of Chile reserves the right absolutely to refuse all plans and estimates presented and consequently that of withholding the prizes, and likewise that of making only one reward from the prizes offered, according to what may be the report of the commission.

Sixth. At the end of the competition plans and estimates rewarded by money prizes are to remain the property of the Government. Other plans will be returned.

Seventh. The essentials of these works are for the central shop:

(a) That repairs can be made on 500 locomotives and their respective tenders of a gauge of 1.676 meters, within one year; one condition being that a complete repair shall not take longer than from 60 to 90 days, a day's work being of eight and one-half hours, depending upon the type of engine—that is, whether of two equal cylinders or of the four-cylinder type with superheater (a complete repair implies a total change of cylinders and boilers with all accessories).

(b) It must be spacious enough to hold daily in repair 500 passenger coaches and 400 freight cars; that is to say, the yards must have this capacity.

The number of locomotives at present in service is 600, of passenger coaches 483, and of freight cars 6,000; but taking into consideration the new equipment expected and the condition of the actual equipment and the fact that the traffic is developing,

these numbers will probably be increased at the rate of about 10 per cent per annum for the cars and of 5 per cent for the motive power.

(c) The needs of all kinds of service must be considered: this implies everything for the administration of the shop and yards, the machine equipment and installation of a thoroughly modern and economic plant with the best material available.

(d) It must be able to make all necessary parts, such as cylinders, boilers, and accessories, but it must be able also to supply outfits for the other auxiliary workshops of the railway.

(e) It must have also storehouses for material so that work can be done expeditiously, and these storehouses must be so located that traffic is not interrupted.

Eighth. The plans for the principal shop and yards may be presented either as forming one individual plant or divided into two parts, the one being for locomotives and tenders, the other for coaches, cars, etc., according to the requirements of the service.

Ninth. For the auxiliary shops the capacity and importance of them will be made dependent upon the central shop, taking into consideration, however, the needs and requirements of both service and traffic. These shops must also be of modern type and so adapted that all modern machines in all existing workshops of the company can be turned out from them.

Tenth. In the plans and estimates these facts must be considered:

(a) That if construction is undertaken the Government will furnish the necessary land without charge.

(b) That wherever possible native material will be employed (Chile).

(c) The price of all material and machinery will be estimated on board the steamer at Valparaiso without including customs dues.

(d) That the State Railway will supply engines and cars for the transportation of all material free, but the cost of loading and unloading must be considered.

Eleventh. The Government of Chile will provide, moreover, all data within its power and will give every possible facility for the preparation of these plans; but it is a strict condition in obtaining these data and facilities that the persons or firms who desire to offer plans must have in Chile a properly authorized representative who can show in writing his intention of appearing at this competition, expressly accepting the above regulations; for this purpose he will deliver at the same time with his official request a signed copy of the above documents and will indicate in writing the experts who will take charge of the study in the country.

Twelfth. It is to be understood that this competition is solely in the matter of plans and estimates, and that the Government assumes no obligation for the subsequent construction of the work for which they are proposals.

The director general of State railways is authorized, when once the competition is held, to draw upon the fiscal treasury at Santiago up to the sum of £6,000, to be used for the above-mentioned prizes.

It is decreed that the time for the presentation of these plans is to be extended to the 26th of December, 1913.



# PAN AMERICAN NOTES

## PANAMA-PACIFIC INTERNATIONAL EXPOSITION.

**I**N this issue of the BULLETIN appears an interesting article upon the great Panama-Pacific International Exposition which is to open in San Francisco, California, during the early part of 1915. From the first inception of the plan for this exposition many of the Latin American ambassadors and ministers and the director general of the Pan American Union have done everything consistent with their position to promote interest throughout Central and South America in this great exposition. The result has been that a large majority of the Latin American countries will participate on a worthy scale. At the present time preparations in many of these countries are well under way, while others are taking their initial steps to have themselves well represented. It is being realized more and more throughout the world that this exposition at San Francisco will provide the most practical opportunity ever afforded for a thorough study of the meaning of the Panama Canal and the opportunities it will provide for all nations of the world to use it for the benefit of their foreign commerce. It has a special significance in connection with Latin America, inasmuch as it places all the countries of that section of the world bordering on the Pacific Ocean in a new relationship to the countries bordering on the Atlantic Ocean. It is believed that there will be a very large travel from Latin America to the United States to see this exposition and that in turn the exhibits of the Latin American countries will greatly increase the interest of the people of the United States in that portion of the world and, correspondingly, the travel through the canal.

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## PEACE PLAN OF SECRETARY BRYAN.

That the Latin American countries are taking a deep interest in the peace plan promulgated by Hon. William J. Bryan, Secretary of State of the United States, is shown by the fact that at this writing 13 of the 20 Latin American Governments have signified their approval of this peace proposal.

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## COLONEL ROOSEVELT'S VISIT TO SOUTH AMERICA.

On October 4, Col. Theodore Roosevelt, former President of the United States, sails for South America to deliver addresses in Rio de Janeiro, Brazil, Buenos Aires, Argentina, and Santiago, Chile. When he has performed this mission he will make a trip into the

interior of South America, probably going up the Paraguay River and crossing to the Amazon and then following the latter down to its mouth at Para. On his way from Rio de Janeiro to Buenos Aires he will stop at Santos and Sao Paulo to visit his son, who is now in business in southern Brazil.

Elaborate preparations have been made for his reception in each one of these southern capitals, and he is looking forward with keen pleasure to this journey and experience. Recently he has held conferences with Minister Naón of Argentina, Minister Suárez of Chile, and Director General Barrett, in regard to his trip and lectures, and he has expressed to all of them his appreciation of the compliment shown him by those countries in inviting him to visit them.

Inasmuch as it was during the administration of President Roosevelt and Secretary of State Root that the Pan American Union, then known as the Bureau of American Republics, was reorganized and started upon its new era of growth as a great international organization, it is fitting that Col. Roosevelt should now become personally acquainted with the countries in which he has always expressed deep interest.

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#### A GREAT PAN AMERICAN SPECIALLY HONORED.

A great Pan American statesman has recently been shown a special honor by a foreign country. At the opening of the Palace of Peace at The Hague, August 28, 1913, the University of Leyden bestowed an honorary degree upon Hon. Elihu Root, United States Senator from the State of New York, and formerly, in his capacity as Secretary of State of the United States, chairman of the governing board of the Pan American Union. All persons interested in Pan Americanism and familiar with the broad work which Senator Root has done in this direction during his official career will extend felicitations to him for this well-merited honor.

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#### THE NEW MINISTER OF ECUADOR IN THE UNITED STATES.

Dr. Gonzalo S. Córdova, the new minister of Ecuador in the United States, was born at Cuenca, capital of the Province of Azuay. His early schooling was at that place. After obtaining the degree of doctor of laws from the University of Azuay he became a member of the bar at Cuenca. At a very early age he was made judge of the Supreme Court of Guayaquil, to which post he was elected by Congress in 1892. Soon thereafter he became governor of the Province, and during the first administration of Gen. Leonidas Plaza was made a member of the cabinet as minister of home government and worship. He also occupied this post under the Presidency of Sr. Don Lizardo

García from 1905 to 1906. Since 1892 he has been elected deputy and senator to several congresses, and last year, when Gen. Plaza became President of the Republic the second time, Sr. Cordova was vice president of Congress. The new minister occupies a prominent place in Ecuador, not only as a public man and jurist but also as a newspaper writer and literary man. He belongs to a number of societies, among which are the Liberal Democratic Society of Pichincha, of which he is the founder and vice president, and the Juridic Literary Society of Quito. He is also a charter member of the College of Lawyers of Quito.

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#### EXCHANGE OF STUDENTS.

Hon. Henry P. Fletcher, the United States minister to Chile, has reported to the Department of State of the United States that a movement is on foot to send many young Chilean students to the United States to continue their studies after graduating from their local institutions. This plan has followed the recent visit to South America of the Boston Chamber of Commerce, when Col. Henry L. Kincaide, president of the visiting delegation, emphasized the value of young men from South America going to the United States, and, correspondingly, young men proceeding from the United States to South America. In his report upon this subject Minister Fletcher says:

These youths after returning to Chile will be without doubt the best friends of the United States, and at the same time many of them might become the most satisfactory agents and representatives in their country of those firms in whose employ they become men of business in their respective lines, being able to contribute thus in return to the extension of the ideas, practices, and commerce of the United States.

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#### RESOLUTION ON INTERNATIONAL ARBITRATION.

The Pan American Union has received from Charles E. Musgrave, Esq., secretary of the London Chamber of Commerce, a report of the action of that body upon the resolution adopted by the Fifth International Congress of Chambers of Commerce and Commercial and Industrial Associations held in Boston, Massachusetts (United States America), September, 1912, as follows:

#### RESOLUTION ADOPTED BY THE FIFTH INTERNATIONAL CONGRESS OF CHAMBERS OF COMMERCE AND COMMERCIAL AND INDUSTRIAL ASSOCIATIONS.

The congress affirms its desire to see convened as soon as possible a number of official international conferences assuring between nations the existence of arbitral jurisdiction in the widest sense of the term and such as may assure an equitable solution of all international controversies, either between private people of different nations or between Governments, and agrees to the principle of a combination of nations, when and where possible, to endeavor to prevent the atrocities of war.



HON. BENJAMIN LAFAYETTE JEFFERSON.

Envoy Extraordinary and Minister Plenipotentiary of the United States to Nicaragua.

The resolution adopted by the council of the London Chamber of Commerce June, 1913, follows:

That a letter be addressed to each of the chambers of commerce and commercial bodies represented at the Fifth International Congress of Chambers of Commerce and Commercial and Industrial Associations, urging their continued adhesion to the principle of the resolution adopted at that congress in favor of "Arbitration as a solution of international controversies, either between private people of different nations or between Governments," especially in view of the publicity given to the matter in the press and in other directions; further, that the chambers of commerce and other commercial bodies concerned be invited to indicate in what direction they will be prepared to ventilate the question and to influence commercial opinion in the desired direction.

The BULLETIN gives space to this action of one of the greatest chambers of commerce in the world as evidence of the practical results coming from the congress which was held at Boston and which attracted delegates from all over the world, including large representations from Latin America.

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#### NEW UNITED STATES MINISTERS TO LATIN AMERICA.

Since the last Pan American Notes were prepared President Wilson of the United States has appointed the following distinguished men as ministers to various Latin American countries: Hon. Charles S. Hartman, of Montana, minister to Ecuador; Hon. James M. Sullivan, of New York, minister to the Dominican Republic; Hon. Madison R. Smith, of Missouri, minister to Haiti; and Hon. William J. Price, of Kentucky, minister to Panama. The Director General and Assistant Director of the Pan American Union extend their congratulations to these gentlemen on being named to a most interesting field. It is hoped that these new envoys of the United States will keep in close touch with the office of the Pan American Union and will do, as other United States ministers have done in the past, all in their power to further the work of this organization to promote closer relations of friendship and commerce between the United States and its sister American Republics.

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#### THE UNITED STATES MINISTER TO NICARAGUA.

Dr. Benjamin Lafayette Jefferson, recently appointed envoy extraordinary and minister plenipotentiary of the United States to Nicaragua, was born in Columbus, Georgia, October 26, 1871. He received his early education in the public schools of that State and subsequently graduated from the University of Maryland with the degrees of A. B. and M. D. In 1892 he became a resident of the State of Colorado, and since that time, in addition to practicing his profession, has become prominent in State politics. In 1898 he was elected to the State legislature and after serving one term was



HON. BENTON McMILLIN,

Envoy Extraordinary and Minister Plenipotentiary of the United States to Peru.



elected State senator in 1900, being reelected in 1904. In 1898 he was nominated and elected as one of the presidential electors for the State of Colorado. Thereafter he became a prominent candidate for governor. At the time of his appointment as minister to Nicaragua he was serving his State as registrar of the State board of land commissioners, in which office he is said to have shown great executive ability.

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#### TRADE GROWTH WITH SOUTH AMERICA.

It is gratifying to note as evidence of the practical work being done by the Pan American Union that the exchange of trade between the United States and the Latin American countries is showing a constant healthy growth. While the Pan American Union is not yet quite ready to publish the corrected figures for the entire trade between the United States and the 20 Latin American countries, it would call attention to the fact that the value of the exchange of products between the United States and the 10 countries of South America approximated last year \$313,000,000, or a gain of about \$10,000,000. This total represents exports from the United States valued at \$126,000,000 and imports from Latin America amounting to \$187,000,000. While the balance of trade appears to be considerably against the United States, this is not in any sense an unfavorable sign, because this balance is largely made up of raw products which are necessary for the manufacturing plants of the United States.

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#### TEACHING OF SPANISH IN UNITED STATES SCHOOLS.

In connection with the very extended effort which the Pan American Union has been making for years to secure the teaching of Spanish in the public schools of the United States it is a pleasure to record the efforts of the Division of Latin American Affairs of the Department of State in this respect. This division has been carrying on a correspondence with the public-school officials in a number of different States, and it has received numerous letters either expressing an interest in the proposition or announcing that the study of Spanish will be taken up. The Pan American Union hopes that the Latin American Division will continue its good work. As evidence of what is being done in this respect, we quote from a letter addressed to Hon. Calvin M. Hitch, Assistant Chief of the Division of Latin American Affairs, by William M. Slaton, superintendent of schools, Atlanta, Georgia.

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It is a pleasure to inform you that I have already recommended the teaching of the Spanish language in the business department of our boys' high school. It will be commenced in September by authority of the board of education, granted on my recommendation.



HON. JOHN D. O'REAR,  
Envoy Extraordinary and Minister Plenipotentiary of the United States to Bolivia.

It is also announced that with the opening of the school term this fall Spanish will be taught in the public schools of Mississippi and Virginia.

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#### GENERAL DESCRIPTIVE DATA FOR DISTRIBUTION.

In connection with the overwhelming demand constantly being made upon the Pan American Union for data about the various countries of Latin America it is here announced that there are now in preparation the 1913 issues of General Descriptive Data on the various Republics of Central and South America. These pamphlets will be published just as soon as the latest commercial figures for each country are compiled. There are now ready for distribution the pamphlets on Argentina, Costa Rica, Guatemala, Haiti, Mexico, Nicaragua, Paraguay, Salvador, and Venezuela, and it is hoped that the booklets for the other countries will follow in rapid succession. Anyone desiring to secure a copy of Descriptive Data can do so by addressing this office.

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#### THE UNITED STATES MINISTER TO BOLIVIA.

Hon. John D. O'Rear, appointed envoy extraordinary and minister plenipotentiary of the United States to Bolivia June 26, 1913, was born in Audrain County, Missouri, March 21, 1870. He was educated in the schools of Mexico, Missouri, graduating from the high school in 1890. For three years thereafter he taught school and studied law, being admitted to the bar in 1893. Since then he has continued in the practice of law, accepting only such political positions as were in line with his profession. He served as city attorney of Mexico, Missouri, and was later twice elected as prosecuting attorney of Audrain County. He also served on the State Democratic committee. He brings to his new post the energy and enthusiasm of youth combined with the prudence and forethought of a trained lawyer.

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#### EIGHTH INTERNATIONAL CONGRESS OF STUDENTS.

Early reports from the Eighth International Congress of Students which met at Cornell University, Ithaca, New York, August 29-September 3, 1913, indicate that it was perhaps the most interesting and enthusiastic gathering in the history of student events. Large delegations were present from the European countries, nearly all the leading colleges and universities of the United States were represented by student delegates, and from Central and South America there was a gratifying representation. In the next issue of the BULLETIN there will appear a detailed report of this notable gathering, which has for its object the broad humanitarian principles of better understanding, closer relations, and international peace.



EXECUTIVE COMMITTEE IN CHARGE OF ARRANGEMENTS FOR THE FIRST NATIONAL CONGRESS OF HISTORY WHICH WILL MEET AT RIO DE JANEIRO, BRAZIL, SEPTEMBER 7-16, 1914.

Seated from left to right: Dr. Augusto Olympio Viveiros de Castro; Dr. Manoel de Oliveira Lima, vice president; Dr. Benjamin Franklin Rauiz Galvão, president; Dr. Martin Francisco Ribeiro de Andrada; Dr. Manoel Cicero Peregrino da Silva. Standing from left to right: Dr. Alberto Rangel, secretary; Dr. Luiz Gastão d'Escagnolle Dória, secretary; Dr. José Vieira Fazenda; Dr. Gasão Ruch Sturzenecker, secretary; Dr. Norival Soares de Freitas, treasurer; Dr. Max Flehiss, secretary general.

## TRADE IN SOUTH AMERICAN BEEF.

One of the most interesting facts in connection with the growth of Latin American trade with the United States is the coming of beef from Argentina and Uruguay to this country. It is, moreover, with particular satisfaction that reference is made in the BULLETIN to this new development, because the Pan American Union has continually been calling the attention of meat dealers in the United States and of South American cattle raisers and beef exporters to the possible opportunities for the building up of a trade along this line, especially in view of the increased price of beef in this country and of the possibilities of business under the new tariff now being considered by the United States Congress. In view of the probability of considerable development of this trade, the United States Government has sent Dr. A. D. Melvin, Chief of the Bureau of Animal Industry, Department of Agriculture, to South America to thoroughly investigate the conditions of packing, preparation, and shipment at Buenos Aires and Montevideo.

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## GENERAL STATISTICS OF CHILE.

The Pan American Union is grateful to the commercial section of the foreign office of the Republic of Chile for sending to this office a package of pamphlets carrying the caption, "Some General Statistics of the Republic of Chile." This little booklet, possessing about 16 pages, is of neat typographical appearance and contains many interesting facts attractively printed in English under such heads as "General information," "Mining, industrial, agricultural, railroads, and vessels," "The Army," "The Navy," "Financial notes," "Budget for 1913," "Banking and commerce," "Instruction," "Harbor construction," etc. The establishment of a commercial section of this kind in the foreign office of Chile will be of great help to the Pan American Union in securing the latest data from that country, and this organization hopes to enjoy the closest cooperation with this commercial section.

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## STATUE OF SARMIENTO IN BOSTON.

If the report is true that the Argentine officers and cadets of the training ship *Sarmiento*, which was recently in this country, have started a movement to present Boston with a statue of Sarmiento, both these officers and the city of Boston are to be felicitated. The announcement which appeared in the papers in connection with the plan stated that it was in Boston that Sarmiento, when in the United States shortly after the middle of the last century, gained many ideas which he incorporated after becoming President of the Argentine



Photograph by Boston News Company.

**MEDALLION OF GENERAL F. MIRANDA.**

The medal, the work of Paul Le Bogue, was dedicated to the Musée de l'Armée (Hotel des Invalides) in Paris, on July 5, 1913, at the 102d anniversary of the national independence of the United States of Venezuela.

Republic into that country's educational, social, and political life. Sarmiento stands out as certainly one of the great characters of the Western Hemisphere, and it is fitting that there should be a monument to him in Boston, but it is particularly gratifying that it should be a present from representative Argentinians. A gift of this kind, following the presentation of a statue of Washington to the city of Buenos Aires by the North American colony, is sure to help promote interest in the histories of each of these nations and add to the general movement for the development of closer relations between these two great countries of North and South America.

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#### TO COMPILE DATA ON CUSTOM DUTIES.

On the steamship *Vasari* there sailed from New York on August 23 William C. Wells, chief statistician of the Pan American Union, who is going on a special trip to the principal ports of Latin America in order to prepare data for use at the Pan American conference which will be held at Santiago, Chile, in the fall of 1914. The Fourth Pan American Conference held at Buenos Aires directed that the Pan American Union—

send an expert in customs matters to the different American countries for the purpose of compiling customs and consular laws, regulations, and practice, which compilation shall be published in such form as to facilitate a comparative study of such matters and serve as a work of reference for international commerce.

Mr. Wells is especially suited for this investigation and compilation because he has made a very careful study of the tariffs and trade relations of the various American Republics, and the data which he finally submits should be of great practical value not only to the Pan American Conference for any action it may take but for consultation by all those interested in this subject.

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#### THE ACTIVITIES OF URUGUAY.

Uruguay is giving such special attention to up-to-date methods of education, agriculture, banking, etc., that its efforts are attracting world-wide attention. Special representatives commissioned by the Uruguayan Government are continually arriving in the United States to study some line of activity there which will be of advantage to Uruguay. These men are pursuing investigations just as representatives of the United States Government are going to other parts of the world to learn new or different ways of doing things for the good of the Government and people of the United States. Such progressive spirit on the part of Uruguay is having a marked effect upon its growth and prosperity as one of the important countries of South



Photograph by Boston News Company.

THE COMMITTEE OF THE UNION LATINO-AMÉRICAINÉ.

This committee assembled at the Musée de l'Armée in Paris, on the 5th of July, 1913, to receive the Medallion of General F. Miranda and to preside over the formal program. This consisted of singing the *Marseillaise*; an oration by His Excellency, Bernabé Phocas, Minister Plenipotentiary of the United States of Venezuela; the national hymn of Venezuela; a hymn dedicated to Miranda; the Centennial March of Venezuela; another hymn to Miranda; and addresses by General Niox, Dr. Irenéu Machado, of Brazil, and M. Gaston Brunet, of France.



America. In line with its many activities the information has just been received that the Government of Uruguay has accepted a proposition made by the eminent sculptor, José L. Ballini, to furnish a bust of Artigas, to be placed in the Gallery of Patriots in the Pan American Union Building at Washington. This marble statue of Artigas, the national hero of Uruguay and one of the most brilliant soldier-statesmen in South American history, will be placed on a suitable pedestal along with the busts of heroes of the other Pan American nations.

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#### MEDALLION OF GENERAL MIRANDA.

Due appreciation should be accorded to some of the great heroes of Latin America because they advanced the cause of freedom in the new world against the conservatism of Europe. Attention is called therefore to an illustration of the recognition of the worth of one of these heroes, as showing that Europe is beginning to appreciate them. On the 5th of July, 1913, the 102d anniversary of the independence of Venezuela, the Union Latino-Américaine founded in Paris in 1857, dedicated in the Army Museum of the Hotel des Invalides in Paris, a medallion of General Francisco de Miranda, who has been called the Precursor of the Spanish-American Independence. General Miranda, who was a Venezuelan by birth, had a most romantic career. During the first French Republic, Miranda was a general of division of the French army and his name appears among those heroes of France in the Arch of Triumph in Paris. At the dedication ceremonies, General Niox spoke on behalf of the French army, Dr. Ireneo Machado, Deputy of the Brazilian Congress, spoke on behalf of Latin America, and His Excellency Bernabé Planas, Minister of Venezuela to France, made an appropriate reply.

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#### A PAN AMERICAN GOES TO CHINA.

In the appointment of Dr. Paul Reinsch, of the University of Wisconsin, to the position of United States minister to China, President Wilson of the United States has conferred a high honor upon a man who has always taken a great interest in Latin American affairs. Dr. Reinsch was one of the delegates of the United States to the Pan American Scientific Congress which met at Santiago, Chile, in 1908, and also to the Fourth International Conference of American States, at Buenos Aires, Argentina, in 1910. He has also written much and delivered many addresses on subjects pertaining to Latin American affairs. The executive officers of the Pan American Union congratulate him upon his new duties and express the hope that though he may be in Asia he will not lose his interest in Latin America.

## THE RAYMOND-WHITCOMB TOURS TO SOUTH AMERICA.

In an attractive little booklet which has recently been received at this office, the Raymond-Whitcomb Co., of Boston, Massachusetts, announce a series of South American tours for this fall and winter. As in the past, it is planned to start from New York and make first stops at Jamaica and Panama; thence down the west coast to Peru, Bolivia, and Chile as far as Valparaiso. From this port the party will travel by rail to Santiago, the capital, and then make the notable trans-Andean trip to Buenos Aires, Argentina. Uruguay and Brazil are also included in the South American journey, while the homeward voyage will permit of stops in the West Indies. The first party is scheduled to sail from New York October 18, 1913, and return January 19, 1914. Further information concerning these personally conducted trips may be obtained by addressing the Raymond-Whitcomb Co., 306 Washington Street, Boston, Massachusetts, or their other offices in New York, and other large cities.

## MR. WALTER VERNIER'S VISIT TO CENTRAL AMERICA.

The Pan American Union learns with pleasure that Mr. Walter Vernier, one of the editors of the Christian Science Monitor, is planning an extended trip to Central America. Mr. Vernier has made a special study of all Latin America and has been largely responsible for the development of the page in the Christian Science Monitor devoted to news from the Latin American countries. He possesses that sympathetic interest in the Republics of Central and South America and that appreciation of Latin American character which are sure to make him persona grata wherever he travels. It is to be hoped that Mr. Vernier will thoroughly enjoy his interesting journey.



# PAN AMERICA IN THE MAGAZINES

The land of the Incas, by Ernest Peixotto, in Scribner's Magazine for June, is the third of the series of articles dealing with the author's travels in Peru. These articles, beautifully illustrated by original drawings of the author, are to be incorporated, together with other material, in book form and published by Charles Scribner's Sons under the title, "Pacific Shores from Panama," in the near future.

In the present installment Mr. Peixotto crosses the backbone of the Andes on his way from Arequipa to Cuzco, giving us graphic descriptions of the scenic beauties of the country like the following:

A chain of lakes now borders the road, one bright and peaceful, the next shaded by heavy clouds, dark, tragic as the tarn of the House of Usher. Snow peaks close in the vista to the left, while ahead opens a broad valley, the great basin of Lake Titicaca.

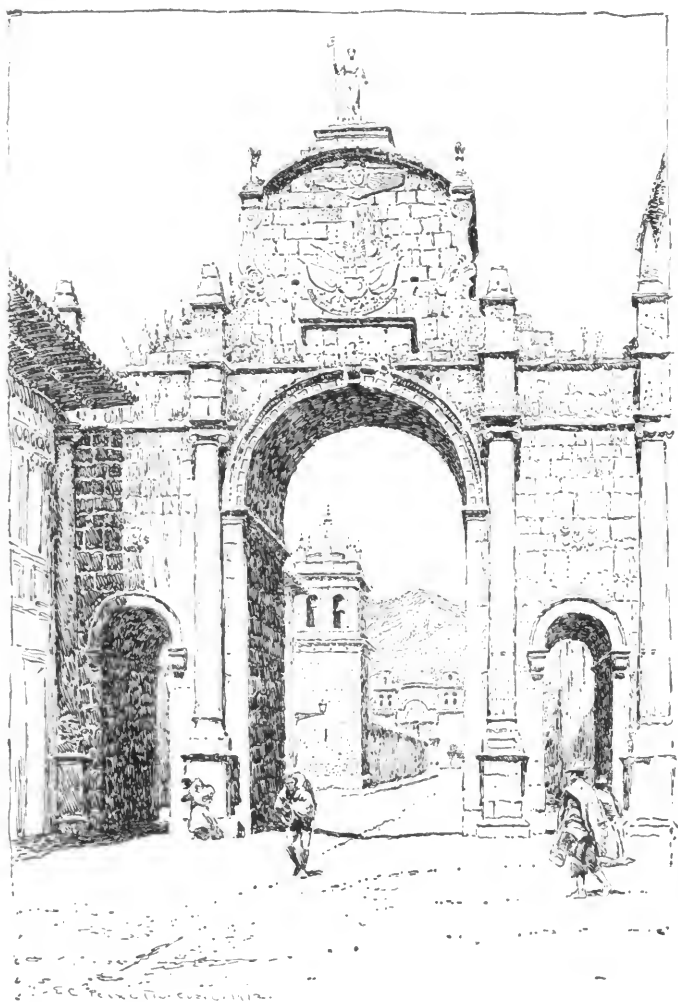
You quickly realize that you are entering another world—a strange world shut off from the remainder of our planet by every barrier that nature could devise. To the east tower the White Cordillera, beyond which molder the miasmatic jungles of the Montana; to the west rise the snowy altitudes we have just traversed. Between these two ranges lie a succession of highland valleys, some ten to thirteen thousand feet above the sea, each separated from the other by nudos, or knots of lesser transverse chains of mountains.

These valleys in our latitudes would be covered with eternal snow. Here under the Tropics they blossom with all the products of the temperate zone, enjoying a cool, invigorating climate, and supporting a large population of Indians.

They constituted the heart of the ancient empire of the Incas, that amazing despotism that stunned the Spanish conquerors with the wisdom of its institutions, the splendor and the size of its buildings, the rich produce of its fields, and, above all, with the wealth of its mines of gold and silver and its amassed riches of centuries. When the Spaniard came Huayna Capac had already extended his dominions as far north as Quito and as far south as the land of the Araucanian Indians of Chile. Even most of the savage tribes of the Montana owed him allegiance, and only the Pacific bounded his territories to the westward. The center of his empire lay in these high plateaus of the Andes—the fair and fertile valleys of Huaylas and Vilcanota, the bare and bleak plains of Cerro de Paseo, and Titicaca's basin.

We were now entering the last named, the most southern of the four, and were then to turn northward to visit the Inca capital, Cuzco, the navel of the kingdom, as its name signifies.

The author's purpose was to arrive at Cuzco in time to witness the feast of Our Lord of the Earthquake—the principal Indian festival of the year—which takes place at the beginning of Holy Week. One night en route was spent at Sicuani, where the scenes of the celebrated Sunday-morning market were witnessed and which are entertainingly described by the author. Owing to an unexpected landslide he was detained another night at Ureos, in which little red-roofed



Courtesy of Scribner's Magazine.

ONE OF THE CITY GATES, CUZCO, PERU.

"Cuzco's original plan was, singularly enough, that of the Roman camp, a quadrangle divided by two intersecting streets into quarters, with a gate on each face and towers at the angles." (Illustrating "The Land of the Incas," by Ernest Peixotto, in Scribner's Magazine for June.)

picturesque village he found a wonderful church filled with paintings set in their original richly carved and gilded frames, polychrome statues of saints and martyrs in the golden niches of side altars, mingled with bits of altar cloths and laces and old Spanish mirrors and other relics, and he writes:

The vaudal hand of no city antiquary has as yet defiled this little treasure house. May my pen never guide one thither.

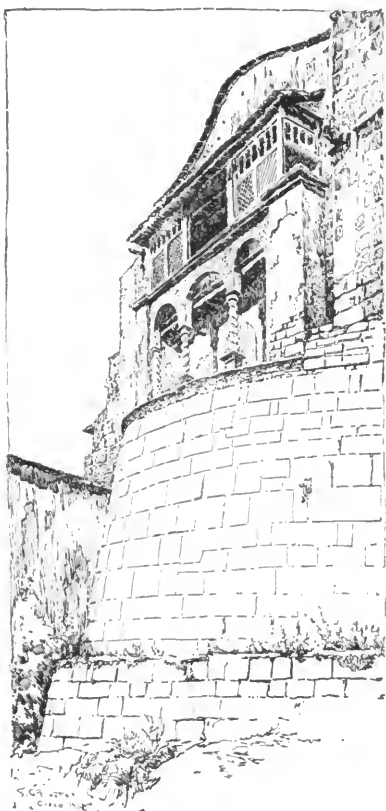
Finally he arrived at the new station at Cuzco, which is outside of the old city walls, and taking a tram reached the main plaza of the former capital of the Incas. We quote his description of the plaza, the people, and the details of the festival in extenso:

Picturesque arcaded houses surround it on every side; the great church of the Compañía, with its belfries and domes, looms up in the center of the southern side; while upon its eastern front the grand cathedral faces the setting sun, raised high upon its lofty grada.

Grouped upon these steps and in the plaza stood thousands of Indians—they told us 15,000. Not shiftless half-breed Indians in cast-off European clothes, but fine-looking fellows developed like athletes by their hardy mountain life and draped in their most brilliant ponchos, with their most elaborate pointed caps upon their heads. The garrison, Indians too, except for the officers, stood drawn up at attention. A portion of the center of the plaza was reserved for gentfolk, and to this we made our way and were kindly admitted by the sentries on guard.

We had scarcely taken our places before the cathedral when its 16 bells began to toll, the rich tones of Maria Angola, whose voice can be heard for miles, sounding the deepest bass.

A movement swept over the populace. The Indians dropped upon their knees; the Spaniards removed their hats. From the great door of the cathedral issued the procession. First came the alcaldes, the Indian mayors of all the provincial towns and villages, each carrying his great staff of office, a baton or cane, varying in its size



Courtesy of Scribner's Magazine.

#### THE APSE OF SANTO DOMINGO, CUZCO.

The church and convent of Santo Domingo are built immediately over the ruins of the ancient Temple of the Sun of the Incas, and extensive interior walls of perfect masonry, once forming part of the pagan edifice, are incorporated in the present buildings. (Illustrating "The Land of the Incas," by Ernest Peixotto, in Scribner's Magazine for June.)



Courtesy of Scribner's Magazine.

AT THE MARKET, SICUANI, PERU.

"Our itinerary had been planned with this in view, for Sicuani's Sunday-morning market is the most notable in all the region." (Illustrating "The Land of the Incas," by Ernest Peixotto, in Scribner's Magazine for June.)

and the richness of its silver ornaments according to the importance of his community, some as tall as the men themselves, as thick as their fists, bound round and round with broad bands of silver engraved with rich designs. Next followed the brotherhoods, wearing, like those of Spain and Italy, hoods that concealed their faces; then the monks from the convents, mostly Franciscans; then the civil authorities of Cuzco, the prefect of the department, the mayor, and other dignitaries; and after them the "Santo," followed by the clergy massed about their bishop.

The Santo, or saint, is a great figure, some 8 feet high, of the Christ crucified—a fine piece of wood carving sent over to the cathedral in the days of its infancy by Charles the Fifth of Spain. It is the Indian's most revered image—his special patron saint, stained by time, and perhaps by art as well, the color of his own dark skin. Many miracles are attributed to it, among others the cessation of the great earthquake of 1650, whence its name, Our Lord of the Earthquakes.

Once a year, and once only, on this particular Monday of Holy Week, it is taken from its glass-enclosed chapel, put upon its massive pedestal, a mass of silver so heavy that 32 men stagger beneath its weight, while others follow along beside, ready to relieve them at frequent intervals.

Thus, attended by the civil and ecclesiastical authorities, it is taken in solemn state to the principal churches of the city, followed by the garrison, whose muffled drums play funeral marches on the way. As it leaves the cathedral, boys, tied high up to the pillars of the portal, throw masses of crimson leaves upon it (the *finchu*, or funeral flower of the Incas) reddening all its upper surfaces as with a shower of blood.

Swaying back and forth upon its many unsteady human legs, slowly it makes its way through the silent, kneeling throng toward Santa Teresa. In the open square before this church the women are congregated, and as they see it approach they begin to moan and beat their breasts; tears start from their eyes and their emotion is evidently intense. Here also boys about the portal shower the funeral flowers. We did not wait to follow it farther, but made our way back to the main plaza, there to await its return. A kind young Spaniard, noting that we were strangers, with true courtesy invited us to occupy a window in his home just opposite the cathedral.

The sun had now set. Darkness was creeping on. The Indians were slowly coming back into the plaza. A few lights twinkled from one or two street lamps—and I mean lamps literally, for gas had not yet appeared in Cuzco.

From the direction of La Merced came the sound of mournful music. The great plaza had filled again with people, a huge silent throng. From one corner emerged the procession, now lit by flickering candles and dominated by the great dark figure of *El Señor de los Temblores*. Slowly the lights approached the cathedral, finally mounting the long steps of its gree and grouping themselves against the tight-shut doors of the central portal that formed a bright background.

The great throng in the plaza was kneeling and, as the black figure of the Santo mounted the steps and appeared silhouetted against the doors, a great moan, a sort of collective sob—a sound such as I had never heard before—as if in the presence of some great calamity, swelled from the poor Indian throats; the black crucifix made three stately bows, to the north, to the west, to the south, in sign of benediction; a sigh of relief and a shudder passed over the square; the huge cathedral doors swung open; the black hole swallowed the image and the candles; the portals closed again and all was finished.

I offer no comment upon this weird ceremony. But in its spectacular appeal to the primitive senses it impressed us more than any other religious festival we had ever seen.

The author gives us graphic pictures of the ancient city of Cuzco as it appeared when first seen by the Spaniards, dwelling on the magnificence of the famed Temple of the Sun and the lesser shrines



Courtesy of Scribner's Magazine.

#### THE PLAZA IN URCOS, PERU.

"No sooner had we climbed a wide path, a sort of causeway lined on both sides with giant cacti of all descriptions, than we saw a picturesque red-roofed village ahead of us. We were walking toward the sun and the llamas and people coming down toward us were edged with gold and silver as the brilliant light caught the long nap of their woolly garments and fringes. \* \* \* Suddenly we turned into the village green, for such it truly was, a perfect pastoral hidden in this mountain valley. Eight giant trees (*pisonays*, I think they are called) shaded its broad expanse, their gnarled trunks girdled with stone seats, their lustrous leaves shining and sparkling in the sunlight." (Illustrating "The Land of the Incas," by Ernest Peixotto, in Scribner's Magazine for June.)



describes briefly the great Inca ruin, the fortress of Sachsaluaman, and closes with interesting descriptions of the church and convent of Santo Domingo, the cathedral, the Campaña, and La Merced.

**The Seaport of Los Angeles**, by Christopher M. Gordon, in the May number of *National Waterways* (Washington, D. C.), is a well written article which demonstrates that the beautiful "City of Our Lady the Queen of the Angels" is fully alive to the necessity of becoming a great ocean port in order to secure her share of the benefits which will accrue to the Pacific coast by the opening of the Panama Canal.

Considering its location, Los Angeles offers a striking instance of energy and pluck in thus determining to transform itself from an inland city to an important international seaport. Between the city proper and the ocean lies a plain comprising something over 100 square miles. A municipal terminal and belt railway is being built to traverse this area, which it is planned to make the future industrial section of the city, and to connect it with its fine port, a description of which we quote from Mr. Gordon's article:

Where, in minor details, nature has failed to supply to Los Angeles the requirements of a modern harbor, engineering skill is fully overcoming the deficiencies, with the result that Los Angeles must soon possess a harbor for all manner of shipping as nearly perfect as can be found in any part of the world. This is true alike as to location, size, shape, convenience, and possibilities of expansion. The outer harbor consists of the splendid Bay of San Pedro, which looks to the south, and is protected on the east, north, and west by the encircling mainland of the continent. On the southwest it is protected by the beautiful island of Santa Catalina, which is but 18 miles distant, and parallels the main coast for a length of 30 miles.

In addition to these natural features the Federal Government, for fuller protection from the southern seas and in order to provide a perfect harbor of refuge, has built one of the largest stone breakwaters in the United States. This is a magnificent specimen of marine construction, extending eastward from Point Fermin for a distance of more than 2 miles and providing a low-tide depth of 50 feet. The space thus immediately guarded from storms contains more than 700 acres, and more than one-half of this has a depth of 30 to 50 feet. The anchorage is of the best, and the means of ingress and egress for shipping are unsurpassed.

Los Angeles is especially important as a port of fuel supply for the world's shipping. Here the Salt Lake Railway will establish immense coal bunkers, from which Utah coal will be fed to coal-burning ships at a price that will command the business. Here Alabama coal—taken through the Panama Canal—can be stored and supplied to shipping at about \$4 per ton. Here pipe lines from the marvelous oil fields near by will pour fuel oil into oil-burning ships at a price as low as that of any other port. \* \* \*

The port of Los Angeles will be, in large part, municipally owned and operated. In the outer harbor is Municipal Pier No. 1, 3,500 feet long by 650 feet wide, and with a low-tide depth of water of 35 feet on all sides. Its superficial area is 77 acres. The water area provided is 400 feet of width on one side and 550 feet on the other, and the present low-tide depth of 35 feet will be increased to 40 feet, and out to the 40-foot contour line whenever the shipping requires it.

A reinforced concrete sheet-piling wharf is now being constructed around this magnificent pier, and immense two-story warehouses are soon to be built. Equipped with the latest and most approved appliances for handling and dispatching cargo,



Courtesy of National Waterways, Washington, D. C.

**TWO-MILE STONE BREAKWATER.**

Providing a sheltered harbor of 700 acres with a depth of 30 to 50 feet for the new port of Los Angeles, California



Courtesy of National Waterways, Washington, D. C.

**A BUSINESS STREET IN LOS ANGELES, CAL.**

Sixth Street is a veritable canyon of office buildings.



Courtesy of National Waterways, Washington, D. C.

A TYPICAL CITY RESIDENCE, LOS ANGELES, CALIFORNIA.

The old mission style of architecture set in a wealth of foliage.

these will be in readiness for the increase of shipping that must result from the opening of the Panama Canal. To these piers there can come, at any hour of the day or night throughout the year, with few exceptions, the largest ships afloat, and these may enter the harbor, berth under their own steam, and deliver freight and passengers within a half hour from the open sea.

Two fortunate conditions are peculiar to the harbor of Los Angeles. There is no bar at its entrance, and there is little or no silting; hence the ease and safety of entrance and egress, and of the constant maintenance of a uniform depth, with little or no dredging. The Federal Government has expended about \$5,500,000 in this harbor, all told, to date. The city of Los Angeles is now expending \$3,000,000, and proposes to continue its expenditures up to \$10,000,000 at least. \* \* \*

Although the city owns most of the harbor frontage and is developing it as a municipal enterprise, ample encouragement is given to private enterprise. Already several private corporations own and operate wharves within the harbor. These have a frontage of several miles.

Large sums of money are being expended by the city in perfecting approaches to the harbor, not only for rail facilities but also for motor-truck traffic, which promises to become a strong competitor of the railroads in handling local freight, especially that moving in less-than-carload quantities.

The fact that the city's present population of half a million is four times as great as it was 10 years ago, and that in 1920 a population of more than a million is assured, together with the accessions to its maritime trade which are inevitable upon the opening of the Panama Canal, guarantees for the port of Los Angeles a volume of business that must place it high in the list of the world's great commercial terminals.

**The Economic Development of Venezuela**, by O. Sperber, in the April number of the Pan American Magazine (New Orleans, La.), is a brief review of the agricultural, pastoral, and mineral development of the country during the recent past and a conservative statement as to its future possibilities. Mr. Sperber writes:

Of late a favorable change has taken place in the economic development of this beautiful tropical country, so rich in unexploited natural products of all kinds. Political quietude during recent years is the most potent factor of this development. Material prosperity, resulting in the reduction of the foreign debt, correlates greater expenditure in the Republic, especially in the form of devoting considerable sums of money to the creation of adequate means of transportation in the interior, a fact which will certainly tend to further the opening up of the whole country. In the last two years alone the Government of Venezuela spent 4,000,000 bolivars in the construction of 25 important lines of communication.

The actual agricultural production of Venezuela is manifold, consisting of coffee, cocoa, sugar, rice, etc., but with the exception of coffee this production does not yet exceed the domestic consumption, so that export trade is rather limited, at least as far as agricultural products are concerned. \* \* \*

In regard to the cattle industry of the country, after giving something of its history prior to the revolution of 1869-1871, Mr. Sperber writes as follows relative to its future possibilities:

The future of this industry, which can be justly expected to be great, lies in the tracts bordering on the llanos and in the plains beyond the Apure River, which extend toward Colombia and which have partly never been explored, and also in that part of Venezuela known as the Guayana. But if the cattle industry is to be carried on on a large scale and rationally, large tracts of grazing lands must be fenced, wild roaming cattle corralled and tamed, and bulls imported for breeding.



HARBOR OF THE CITY OF BOLIVAR, VENEZUELA.

The city of Bolivar is situated on the Orinoco River, 225 miles from its mouth. It is the commercial center of the great Orinoco basin, and exports large quantities of hides, coffee, tobacco, copaiba balsam, rubber, cacao, and gold. The river at this point narrows to less than half a mile in width, and is deep enough to accommodate the largest ocean-going vessels.

Passarge, the well-known German expert on the cattle industry, says that by introducing bulls for breeding in 12 years it would be possible to increase the production from 10 to 25 per cent. Later the butter question could be taken up, but only after large tracts of pasture ground have been sown. It would be really a lucrative business, since Venezuela imports annually about \$250,000 worth of butter, half of it from the United States and the other half from Germany.

It really depends more on man than on the animals of the country that the cattle industry in Venezuela should one day be able to compete with that of the La Plata States, which jointly number about 40,000,000 head of cattle. That this number can not be attained in Venezuela is incomprehensible, for the lands are more fertile than the Pampas. On the other hand, the *lanero* can not compare with the Argentine "*gaucho*," in whose veins runs the mixed blood of European emigrants who found their way there in great numbers. In fact, the *gaucho* is becoming a type *sui generis*, like the one represented by the North American cowboy.

Obstacles to the tillage of the soil are not greater than those encountered by the cattle industry. The soil of the agricultural regions or those adapted for agricultural purposes is rich and deep. Some of it is admirably suited for the cultivation of rice, and, indeed, for that of all products requiring heat and abundant moisture. When the rivers shall be partly canalized, the agricultural possibilities of Venezuela will be very nearly unlimited. The lands bordering on the Orinoco and its tributaries can be made to rival in fertility the valley of the Nile and the irrigated regions of India. To this must be added the immense advantages which will accrue from improved facilities of communication by waterways. Apart from some river towns, the population is scanty. The conquest of this region by man has scarcely begun. The Andine slopes and forests which adjoin the llanos are in great part still unexplored.

Conditions are actually better for cattle raising and agriculture in the Venezuelan Guayana than in the llanos. There the soil is deep and fertile and is awaiting the tiller. It comprises about one-third of the Republic and is separated from the rest of the country by the Orinoco River. Large tracts of public lands can be bought very cheaply there. Only once was a trial made to open it to colonization. In 1865 Americans from the Southern States, together with some Englishmen, received the Guayana as a "present" from the Venezuelan Government. Their intention was to bring there 100,000 people from the Southern States who were already accustomed to a similar climate and skilled in the raising of cotton. Everything went on satisfactorily until 1869. The revolution of 1869-1871 ruined two cotton crops and then the company dissolved. A large number of settlers went back to their own country, while the others went to the gold mines, whose exploitation had just been started. \* \* \*

Guayana is nearly as untouched yet as it was when the missionaries had to leave it, though since then \$40,000,000 worth of gold has been taken from her gold fields. Notwithstanding this fact, the mines are far from being exhausted, and, besides, new ones are being discovered every day. The Yaruari district is that in which gold was first found and where quartz mining has been going on since 1868. The principal reefs are the El Callao, Corina, etc., which are said to rank among the richest in the world.

**The Panama Canal: Its Construction and its Effect on Commerce,** by John W. Herbert, in the April Bulletin of the American Geographical Society, is a clear, intelligible, and comprehensive article containing about 13 pages of text and 13 full-page cuts. For the average reader, not particularly interested in the details of the engineering features, the article covers the ground thoroughly.



Photograph by Mr. Nat Dewell, Panama.

#### THE SPILLWAY AT GATUN.

Gatun Lake was formed by the damming of the Chagres River. The spillway, through which the overflow from the lake is allowed to escape, will accomplish the task of utilizing the tremendous power of this escaping flood so that its energy will be transformed into electrical power sufficient to furnish all the power for the electric locomotives and lighting of the entire Canal Zone, as well as for the opening and closing of the tremendous gates of the locks and other appliances.



After reading it the first time he will probably lay it aside, think over it a bit, and then read it all over again, finding that it is as interesting in the second reading as in the first. The information it imparts is told in a pleasing narrative, systematically arranged under subheadings, and so cleverly divided according to topics that the reader gets a full grasp of each feature, without having his mind filled with a confused jumble of facts that leave him with a hazy idea that the whole enterprise is a huge technical mystery, comprehensible only to Col. Goethals or some such engineering expert.

It is a great national undertaking, is of immense importance, and is being splendidly carried out; and if every intelligent citizen of the United States could read Mr. Herbert's article, there would be a better understanding and greater appreciation of the work itself and a clearer comprehension of the commercial advantages that must accrue to the United States as a whole and certain sections in particular. As an instance, in dealing with the effect of the opening of the canal on the commerce of the Southern States he writes:

The chief products of the Southern States are cotton, iron, and coal. The opening of the canal will give a tremendous impetus to the trade in these manufactures all along the Pacific coast. Nowhere in the world can iron be produced cheaper than in Alabama. The iron machinery and hardware of Birmingham and the steel of Tennessee will be found in increasing demand all along the southern coast. The rapid increase in cotton manufacturing in Japan will receive additional momentum. The coarse cotton fabrics manufactured by the many mills in North Carolina, South Carolina, Georgia, Alabama, Mississippi, Louisiana, and Texas are particularly suitable for use in the Central and South American States, Asia, Hawaii, and the Philippine Islands.

The South will have a shorter and easier route either by way of the Mississippi River from New Orleans or from the many ports on the Gulf of Mexico directly to Colon than any other section of the country. The shorter route, lower freight rate, quicker delivery, must all conduce to increase business and improve trade. Coal is another great industry in the South that will be highly stimulated by the opening of the great canal.

Panama is destined to become the largest coaling station in the world. Only a change in the fuel for the propulsion of boats can prevent it. The coal from West Virginia, Kentucky, Tennessee, and Alabama will find a ready market at Panama.

In considering the historical aspect of the canal the author incorporates the leading articles of the Hay-Bunau-Varilla treaty in the article, thus giving the reader a clear idea of the terms and conditions under which the right to build and operate the canal was acquired from the Republic of Panama. The description of the canal is plain and easily understood, and under the subhead "Construction of the canal" many interesting facts are brought out without being obscured by masses of technical detail. In short, the article should be read by everyone who desires a plain, common-sense understanding of just what the Panama Canal is, how it came into being, and what it is expected to accomplish for the country that is building it.



Photograph by Nat Dewell, Panama.

#### TESTING ONE OF THE GATES OF THE GATUN LOCKS.

Upon the occasion of her visit to the Canal in November, 1912, Miss Helen Taft, daughter of the former President, pressed the button which set in operation the electric machinery which caused the huge gates to swing open for the first time. The individual leaves of the gates vary in height from 45 feet 7 inches at the end of the upper flight or third level to 79 feet at the beginning of the first flight or level; they are 7 feet thick and 65 feet long and weigh about 550 tons to each leaf. There are 46 gates and 2 leaves to each gate.

**Prof. Bowman's Expedition to the Central Andes.** In the May Bulletin of the American Geographical Society the following announcement of this important scientific expedition is made:

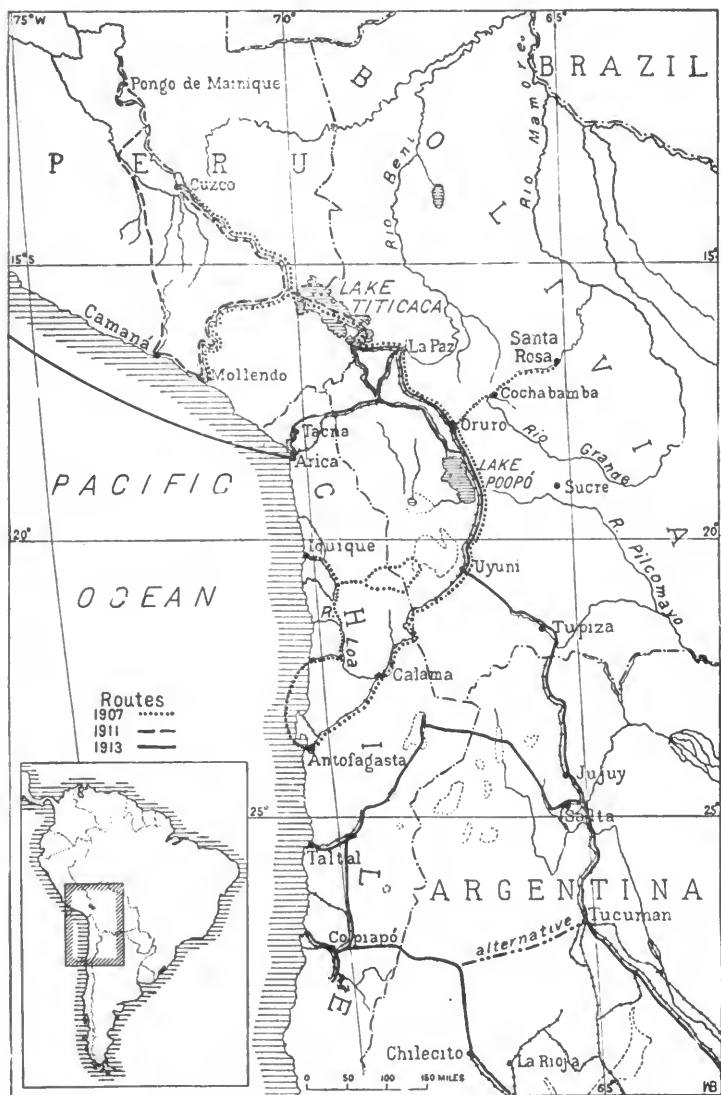
In the period from April to October, 1913, Prof. Isaiah Bowman, of Yale University, will conduct a South American expedition under the auspices of the American Geographical Society of New York. The field of investigation is that part of the Central Andes lying in northwestern Argentina and adjacent portions of northern Chile and southwestern Bolivia. The accompanying map shows the field of Prof. Bowman's work, the route he proposes to follow, and the routes of his two earlier journeys.

Prof. Bowman conducted the Yale South American expedition of 1907 to northern Chile and Bolivia and was the geographer-geologist of the Yale Peruvian expedition of 1911. In the first expedition he explored portions of the desert of Atacama and the Maritime Andes, traced the shore lines of the ancient lake on the Bolivian tableland, and descended the Chaparé Valley northeast of Cochabamba as far as the border of the Amazonian lowlands. In 1911 he descended the Urubamba between Rosalina and Pongo de Mainique by canoe and surveyed the great bend of that river, again entering the lowlands of the Amazon Basin. This journey was recently reported in an article by Prof. Bowman, entitled "The Cañon of the Urubamba," which appeared in the Bulletin (vol. 44, 1912, pp. 881-897). Later in the year he conducted the geographical and topographical division of the expedition across the Maritime Andes to the coast at Camana, traversed the coastal desert to Mollendo, and made additional studies on Lake Titicaca and the Desaguadero River.

The expedition to the Central Andes will enable Prof. Bowman to complete certain lines of investigation upon which he has been engaged since 1907. The results will be published in preliminary form in this bulletin and in final form in a volume entitled "The Central Andes." The subjects of study in the projected field work are primarily the anthropogeography of the region and its relation to the physiography. The investigation of topography, drainage, and climate will thus go hand in hand with the distribution and customs of the people. Part of the work will lie in the driest portions of the Puna of Atacama and the adjacent desert of Atacama, where Piedmont villages in isolated situations, vast salt plains, and lofty tablelands alternate with rugged volcanic masses and snow-capped sierras. It is a region as yet but little known, and some of the most interesting portions have never been studied scientifically. The climatic conditions are of great interest, and the possibility exists of securing critical data on past changes of climate since the region lies in the transition zone of the horse latitudes, between the trades and the westerlies. Added to this is the fact that some of the old historic trade routes cross this lofty desert country. When the Antofagasta railroad extended only as far as Calama (northeast of Antofagasta) mule trains in large numbers passed from the terminus of the line east and south to northwestern Argentina. Later the railroad was extended to Uyuni, and great impetus was given to traffic over the Tarija route to Jnjuy and Tucuman. \* \* \* An attempt will be made to cross the Andean Cordillera and the desert of Atacama along two different parallels where the contrasts in altitude are most marked, and thus to study the distribution of the people under extreme conditions of physical environment.

The last part of the field season will be spent in investigating the border of the Titicaca basin and descending the Desaguadero River as far as possible toward Lake Poopo. The elevation of the ancient strand lines of Lake Minchin, the ancient lake that once occupied a part of the Bolivian alti-plano, or high plateau, will be determined. The relation between this now vanished lake and Lake Titicaca have never been investigated, and the key to the problem must be sought in the outlet of the Titicaca basin. There, also, must be sought the key to much of the early history of the Titicaca depression. The Tihuanaco Valley and its celebrated ruins will be studied in relation to the supposed ancient levels of Lake Titicaca and to the limits of food production in the valley to-day.

The expedition sailed for Buenos Aires via Southampton, England, on April 26, on the *Oceanic* of the White Star Line.



ROUTE OF PROFESSOR BOWMAN'S EXPEDITION TO THE CENTRAL ANDES, 1913. The routes he followed in the 1907 and 1911 expeditions are also indicated by the dotted and broken lines.

**Geographical Aspects of the New Madeira-Mamore Railroad**, by Isaiah Bowman, in the April Bulletin of the American Geographical Society, is an informative study of this recently completed triumph of railway engineering. Prof. Bowman gives an outline of the geographical and topographical features of the country; analyzes the commercial and industrial developments which made this great work a necessity; reviews the historical events that grew out of the treaty relations of the Governments of Brazil and Bolivia; deals with the settlement of the Acre territory by Brazilian rubber exploiters and gatherers; describes the difficulties that hindered transportation in the Beni, Mamore, and Madeira Rivers, particularly in getting rubber from eastern Bolivia to the markets of the world, and shows that this railroad became a fundamental condition in the successful conduct of this important business.

Rubber, however, is not the only industry that will benefit from this improvement in the transportation facilities of this section, and Prof. Bowman writes:

The possibilities of the region that the railroad and launches now serve are not limited to rubber, abundant and excellent as the Bolivian product has proved to be. Here are also extensive grass lands, reaching down nearly to the falls, and from Reyes, in the Beni Valley near the mountains, eastward beyond the Mamore. They are the northward prolongation of the grass lands of the Chaco, though here more frequently interrupted by forest tracts. In the palmy days of the Jesuit missions these pastures supported immense herds of cattle, and the happy conditions of the past can be restored. Hides, tallow, and meat products can be produced in great quantities. The shallow basin drained by the Beni, the Mamore, and their tributaries, variously called the Madeira Plate or the Mojos depression, is subject to overflow in the wet season, but "islands" of elevated land are scattered about, where game, stock, and man himself may seek refuge. The inundations favor the growth of the rubber trees and are not wholly detrimental to the grasses of the prairies. Chocolate, vanilla, sugar, hardwoods, and dyewoods are additional products. The easternmost and now remote valleys of the Cordillera on the border of the plains add coffee, cacao, and many other products to the list. For we are not now speaking of the typical wet forest of the Amazonian lowlands but of the transition type of forest which grows in the one-wet, one-dry season climate of the upper Madeira basin and of the tracts of grass lands interspersed through it in the south, as well as the true grass lands of the middle Mamore.

**The Great Venezuelan Railway**, in the Pan American Magazine for April, is a good description of the railway itself, of the beautiful sections of the country through which it passes, and of several of the towns along the route. The article also deals in an interesting manner with some of the products and agricultural possibilities of this portion of Venezuela. Some of the remarkable features of the railway are thus dealt with:

On leaving Caracas, in the early morning, by this great German railway, one notices with surprise the lighted lamps in the coaches, made necessary by the passing of the train through 86 tunnels aggregating a total length of 6,200 meters, or nearly 4 miles. One is hardly settled in one's seat, unfolding the Universal or El Diario, before one is whisked through tunnel No. 1 and on emerging may cast a lingering

glance upon the still sleeping town, now far below, and a look of wonder and appreciation up at the shadow-veils almost concealing the misty mountain tops. The longest and most important of these tunnels are those of Calvario, Corozal, and Canote, which have a length of 285, 267, and 263 meters, respectively. The greatest altitude is reached in the tunnel of Corozal, situated at 1,227 meters above sea level. From Caracas, 922 meters above sea level, the line runs to Antimano station and from there on to Las Adjuntas, when begins a climb up a 2 per cent grade to a point beyond the beautiful garden station of Los Teques, where it reaches its highest elevation among the hills.

From this point it descends in graceful curves round the mountain slopes to Las Mostazas and La Begonia, this part of the road through the wild mountainous region being the most expensive in construction on account of the number of tunnels and bridges. There are 212 bridges and viaducts containing a total of 5,500 tons of iron and a total length of 4,500 meters. The bulk of earth and rock which has been moved throughout the entire extension of the line amounted to 3,500,000 cubic meters and the masonry to 300,000 cubic meters.

Los Teques is one of the pretty little cities along the route, and after dwelling upon its fine natural surroundings and salubrious climate the author writes concerning its coffee industry:

Los Teques is surrounded by extensive coffee plantations; these fields—more properly called woods on account of the great trees shading the coffee—present the most enchanting vistas as the train progresses through their fresh verdure. In years of plenty the yield of coffee in this vicinity amounts to 10,000 bags of 46 kilos each, or a total of 460,000 kilos.

The valleys of the Tuy, Aragua, Guaire, and San Pedro and other coffee-producing districts traversed by the railway yield 7,500,000 kilos of coffee. The total coffee crop of the Republic of Venezuela is worth \$15,000,000.

One of the unique products of the country is thus described:

An interesting feature at Begonia is a plantation of some thousands of trees with enormous large leaves; these are the *Ochroma Lagopus*, locally known as Tambores, which produce in their curious pods a sort of kapok wool. Kapok is largely used, especially in Germany and Holland, as a filling for life-preservers, mattresses and cushions of all kinds, and is better adapted to this purpose than any other known material. In elasticity this fiber surpasses that of sea grass, crin d'Afrique and horse hair; it can be easily disinfected, for which reason the German Army administration tries to provide all military hospitals with mattresses filled with kapok. The principal European market for kapok—which is mostly imported from Java—is Amsterdam. In 1911 about 9,900 tons, valued at 30 cents the kilo, were exported from Java.

Javan kapok is produced by the *Ceiba petandra*, a tree requiring a very hot climate to bring it to perfection, as is the case of the *Ceiba* tree or *Bombax ceiba* in Venezuela, which produces a very similar quality of kapok. The great advantages of the Tambor, or *Ochroma lagopus*, over the other species of the family is that it grows better in a cool hill climate than in the heat, making the conditions of its cultivation easier for white men; it begins to bear in the third year, much earlier than other species, and develops into a very large tree which yields enormous quantities of fruit. There is a lucrative opening for the cultivation of these Tambor trees along the healthy mountain slopes following the Gran Ferrocarril.

Another experiment worthy of attention is being made by the railroad company at Begonia station with a species of mistletoe (*Strutanthus syringifolius*) whose berries contain rubber in the proportion of about 6 to 8 per cent of their own weight when fresh. One plant of 6 years yielded 14 pounds of fresh berries from which nearly 1 pound of rubber was extracted. \* \* \* The discovery of the properties of this

berry aroused great interest in the rubber world and any quantity of berries could have been sold, but such a demand could only be supplied by regular plantations, and the mistletoe is not yet extensively cultivated. The railroad company has studied for years to find the best method for planting the mistletoe berries on the fostering trees as easily as the birds accomplish it, but the experiments have met with little success and have been suspended.

**The Canyon of the Urubamba**, in a recent issue of the Bulletin of the American Geographical Society, is an interesting account by Prof. Isaiah Bowman of his trip on muleback and in canoes for the purpose of exploring the little-known section of this valley between Rosalina and Pongo de Mainique. Prof. Bowman was the geographer-geologist of the Yale-Peruvian expedition of 1911, and his narrative gives the reader some idea of the difficulties and hardships encountered in pursuit of scientific knowledge in such unexplored wilds. The incentive to the journey is set out as follows:

Our chief object on the valley trip was to study the great canyon of the Urubamba below Rosalina, and to make a topographic and geologic map of it. We wished to know what secrets might here be gathered, what people dwelt along its banks, and if the vague tales of ruined cities at the top of unscalable cliffs had any basis in fact.

Among the unexplored regions of Peru none is more tempting to the geographer than the great region on the eastern border of the Andes, drained by this tributary of the Amazon. It is here that the powerful river, reenforced by hundreds of mountain-born tributaries, finally cuts its defiant way through the last of its great topographic barriers. More than 70 rapids interrupt its course; one of them, at the mouth of the Sirialo, is more than a half mile in extent, and long before one reaches its head he hears its roaring from beyond the forest-clad mountain spurs.

The great bend of the Urubamba in which the line of rapids occurs is one of the most curious hydrographic features in Peru. The river suddenly changes its northward course and striking south of west flows nearly 50 miles toward the axis of the mountains, where, turning almost in a complete circle, it makes a final assault upon the eastern mountain ranges. Fifty miles farther on it breaks through the long serrate chain of the eastern Andes in a splendid gateway more than a half mile deep, the famous Pongo de Mainique.

The author gives graphic pictures of the country traversed and the article is illustrated by eight cuts and a map of the region.

**Improving a Harbor of Curacao**, by Harry Chapin Plummer, in the Scientific American of May 24, 1913, is a clear and concise outline of the extensive improvements which are being made in the harbor of Willemstad, the capital of the Dutch West India island of Curacao. This little capital has long been known as "Spotless Town" because of its scrupulous cleanliness and the excellence of its water and drainage provisions, and the work contemplated is briefly outlined as follows:

Half a million dollars are now being expended jointly by the colonial government of Curacao and corporate interests of the island in the improvement of the harbor facilities of the famous seaport, which is distant 675 miles from Colon and 40 miles from the coast of Venezuela. \* \* \*

The city of Willemstad is situated on the southerly shore of the island of Curacao, at the easterly side of a strait, known as Ste. Anne Bay, which leads from the ocean

into a great natural basin called the Schottegat, and the present scheme of improvement contemplates principally the widening and deepening of the channel approach from the sea and the construction of new docks. The strait, which now averages in its navigable width 120 feet, and in its depth from 60 to 80 feet, will be widened to 250 feet, with a minimum depth of 34 feet and of 60 feet in the channel.

Details of these improvements are given and the article is embellished by five illustrations and a map.

**Costa Rica**, by Fielding Provost, is a pleasing description of some of the delightful portions of this next-door neighbor to the Republic of Panama, which appears in the June number of the Pan American Magazine (New Orleans, La.). The following paragraphs are culled from Mr. Provost's description of the train ride of six hours, from the coast to San Jose:

As the train passes inland, crossing rivers as it goes, you are immersed in the beautiful tender green of banana groves, note the great mango trees and the ripe orange-colored pods on the cacao. \* \* \*

Even on the lower levels we pass a very varied scene; here and there are swamps and jungles, teeming with life, full of great trees reaching to the skies their great branches veiled and draped with blossoming vines, while the ragged white swamp lilies stand like little ghosts half hidden in the undergrowth.

Presently comes a clearing, an open sunny field like some New England meadow, with grazing cattle and little homes near by. You could imagine yourself a long way from the Tropics, did not a great mango tree, hung with countless thousands of green and yellow fruit, deceive you; then an orange grove and a little cacao plantation follow in quick succession.

When you begin to notice the river Reventazon plunging and swirling beside the railway track, greet it as a day-long companion; for henceforth that saucy and impetuous stream will play hide and seek with you. \* \* \*

As the grades increase, you climb with the panting engine into a cooler region where the vast near-by walls and towers of mountain rock are clad in deep green drapery.

You will hear it said in Costa Rica that miles upon miles of beautiful forest have disappeared within the last generation, but when you look upon the serried ranks of sturdy trees rising terrace upon terrace up the face of these slopes you say to yourself that here are inexhaustible supplies of hardwoods for many years to come.

Coffee succeeds to banana and cacao, plantains and figs and peach trees, too. And before you reach the sweet valley where Cartago is a-building again in new grace, you find the stone fences twined with blackberries and trails of scented little pink roses.

Cartago, I said, is a-building. A new city has risen from the ashes of her misfortune, the earthquake of May, 1910. Her situation is comparable to that of another lovely city once subject to severe tremors, Antigua Guatemala. Both of these cities lie in delicious, sunny, cool valleys, protected by the marshaled shoulders of volcanos, their sweeping cones outlined high up in the serene sky.

I do not think any more delightful climate in the world is possible than that of these Central American valleys, nestled among mountains in the uplands. Here is the home of homes for the famous Central American coffee.

Between Cartago and the city of San Jose the train passes through miles of scented coffee plantations. If the coffee is in bloom, a snow of waxy stars lies thick on the slender arms of each tree, in contrast to the deep green of the polished leaves. Bright sunlight filters through feathery shade trees to the well-tended soil.

The article concludes with graphic descriptions of San Jose and Puntarenas and presents an altogether charming picture of life in the land of the "Rich Coast."



**Brazil** is the title of the leading article in the *South American* of April 30, 1913, written by M. de Moreira, Ph. D., president of the American Manufacturers' Export Association. Dr. Moreira, while a native of Rio de Janeiro, has resided in the United States for many years and is the manager of the foreign department of John Boyle & Co. (Inc.), of New York, the well-known manufacturers and jobbers of cotton cloth for awnings and white cotton duck. His intimate knowledge of the resources and development of the great Republic of Brazil, as well as of the country's requirements, together with his long experience in exporting manufactures, lend authoritative value to this article, which deals comprehensively with the agricultural, commercial, and industrial situation of his native country.

In the same issue of the *South American* will be found an interesting summary of the work of Mr. John Nelson Wisner, director of fisheries of Uruguay, who is organizing this important department of the progressive Republic. Mr. Wisner, in addition to his scientific duties relating to fish culture, is demonstrating the commercial possibilities in the fish resources of Uruguay and is taking with him the necessary outfits to demonstrate methods of salting, curing, and canning in order to develop the industry. Tentative plans for a vessel of the trawler type have been drawn, and as soon as the final plans have been perfected they will be submitted to builders in all the important shipbuilding countries and the award of the contract will be made on the questions of time and cost. At certain seasons of the year mackerel and pilchard are said to be very abundant about 200 miles off the Uruguayan coast, and Mr. Wisner is very enthusiastic as to the future development of this important addition to Uruguay's natural resources.

**Negro Rule in Haiti**, by Lincoln S. Cornish, is a brief outline of the political history of Haiti from the time when Toussaint L'Ouverture started the movement for freedom up to the election of the late President Tanerède Auguste, on August 8, 1912, which appears in the June number of the *Pan American Magazine*.

**La Ilustracion Sud-Americana**, of Buenos Aires, for April 30, contains several illustrations relating to the progress being made on the subways of that city. One of the pictures shows city officials and officers of the construction company on an inspection tour of the work, which has reached an advanced stage, and which when finished will be a great factor in the city's progressive march.

**Mexico Agricola**, for April, carries a well-written article on "Alfalfa and its cultivation," by Nemesio Sanchez. The various stages of the plant from its planting to its full growth are considered at some length and there are numerous suggestions that should interest those who are growing this important agricultural commodity. The continued article on the "Cultivation of Chile," by Ing. E. Ruiz Erdozain,

also occupies several pages and its several illustrations give excellent ideas about this food product.

**Zig Zag**, of Santiago, for April 19, contains as frontispiece a type of the beautiful North American lady, which makes a very attractive page and one that especially appeals to the young men. Fourteen pages of the same number of the magazine are devoted to the life and death of the unfortunate aviator Acevedo, who met death in an air flight on April 13. This young man, after studying the art of flying at Paris, had returned to Chile, where his daring had won him many laurels at the hands of high Government officials as well as the applause of the people at large, and his untimely death was a great loss to his country.

**Revista Nacional de Colombia**, of Bogota, for April 12, carries an illustrated article on the "Department of Narino," with pictures of the principal plaza in Pasto. Another picture shows the interior of the industrial exposition which was recently held in that city. Other pages show the new bridges over the Magdalena River at Honda and at Girardot, both of which will prove a great convenience to traffic at the two points.

A special edition of **El Progreso**, of Barranquilla, April 7, is devoted to the great progress that is awakening Colombia's prosperous city on the lower Magdalena. The front cover depicts the rising sun, while on the water are to be seen numerous ships of commerce; overlooking the beautiful scene is a female figure holding the Colombian colors, and under the picture are the words "Barranquilla mira hacia el Porvenir." The magazine carries a number of illustrations, along with several articles relative to the city's commercial and industrial progress.

**El Figaro**, of Habana, for May 18, contains full-page portraits of President Menocal and Vice President Varona, and also portraits of the cabinet officers and members of the new National Congress. The whole represents a splendid-looking body of able men under whose labors the Republic will advance along all lines of prosperity.

**Variedades**, of Lima, contains numerous portraits of the President elect of Bolivia, Don Ismael Montes, who recently returned from his diplomatic mission in Europe to again accept the highest office in the gift of the Bolivians. Sr. Montes received a most cordial reception in Argentina, Chile, and Peru, all of which countries he visited en route to his native land.

**Lima** is the title of a well-illustrated article by Sr. Jorge Igual appearing in *Caras y Caretas* for April 26. The writer pays a glowing tribute to the famous old city and its people, whose attractions and hospitalities have ever enjoyed an enviable reputation.

## BOOK NOTES

**Indianerleben.** By Erland Nordenskiöld. Leipzig, 1912. Albert Bonnier. Translated from the Swedish by Carl Auerbach. Price, 8.50 marks.

This is a German translation of another remarkable contribution to the ethnography of several primitive tribes of Indians who inhabit that portion of the Gran Chaco which extends into southern Bolivia.

Nordenskiöld, who, in 1902, had made incursions into the remote and little-known regions of the Chaco through which flows the Rio Pilcomayo, again left Sweden, in February 1908, for another journey into the same territory with the view of making more detailed ethnographic studies of the savage tribes who dwell in the regions that but few white men have been able to penetrate. In the volume noted above he gives the result of investigations made under the most advantageous circumstances and covering a period of something like two years.

The following somewhat freely translated paragraph from his preface gives an inkling of the character of the work:

"I have attempted to become acquainted with the Indians, and have sympathized with them. As far as possible I have sought to live the life of the Indians, to really know them. I have fished with them, danced, sung, and drunk with them. I have regarded these Indians as fellowmen. Among many dry facts I have wished also to depict for the reader human beings worthy of his sympathy."

The author has unquestionably accomplished the desired result. He has depicted almost every phase of life of the Indian tribes he visited, with a wealth of detail and in a spirit of sympathetic comprehension not often met with in the work of scientists. He describes their intimate life, their sociology, their home life, their struggles for subsistence, their rearing, their primitive ideas of morality, their religions and superstitions, their traditions and folklore, in plain and unvarnished language. At times he dwells upon certain phases of life which are usually, through more or less affected modesty, left untouched in books for general circulation. Such details, however, are given in a plain, matter-of-fact manner devoid of all pruriency, and from the viewpoint of the scientific investigator who is interested in all the ethnographic features of a primitive people in all their relations.

Among the tribes most closely studied were the Chorotis, Matacos, Chiriguanos, Chanés, Ashluslays, and Tapietes. Something over 140 illustrations and photographs add much to the interest of the text, while the narrative is as fascinating as a well-told tale of fiction.

In his conclusion the author intimates that he hopes some day to penetrate still farther into the unknown wilds where no white man has yet succeeded in making an entrance even, and to study tribes who have never come in contact with civilized man. May his hopes be realized, and for the benefit of those who read neither Swedish nor German we trust that a good English translation of the present and of future works of his able pen may be published.

**The Southland of North America.** Rambles and Observations in Central America During the Year 1912. By George Palmer Putnam. With 96 illustrations from photographs by the author, and a map. G. P. Putnam's Sons, New York and London. The Knickerbocker Press, 1913. Price, \$2.50 net.

This very interesting descriptive narrative deals with the observations and experiences of Mr. Putnam and his wife, who made quite an extended tour through the Republics of Panama, Costa Rica, Nicaragua, Honduras, and Guatemala. That the journey was surprisingly pleasant and well worth while is evidenced by the author's concluding paragraphs:

"Ours was a journey for pleasure and interest of new sights in strange lands. It was rewarded by both in full measure. Central America proved itself a rare terra

incognita for a ramble off the beaten paths. \* \* \* To-morrow the canal will alter this; it will bring Central America infinitely closer, and by doing so will create a compelling fresh argument for the "see America first" enthusiasts, for no small area in America or abroad is more thoroughly worth seeing than is Central America."

Among the many agreeable surprises experienced by the travelers was the delightful climate of the interior portions of Central America, and the author writes:

"That transcontinental journey was a rare lesson in geography. Among other things it taught us that there is as much diversity of climate in Central America as the most fastidious might desire. Believe no one who tells you that you 'suffocate from heat' in Costa Rica, for its heights offer the most delightful wintering climate imaginable. Indeed, when once travelers' accommodations are provided, North America has at its door an ideal pleasure place for winter excursioning, and one in no way excelled—climatically, scenically, or historically—by anything that much-traveled Europe has to offer."

The book abounds in charming descriptions of the scenic beauties of the several countries visited, depicts the manners and customs of the native types, and weaves in anecdotes, humorous incidents, and bits of romance with the more serious reflection on the economic and industrial conditions met with. Good-natured humor pervades the book, except perhaps when the author takes occasion to dwell rather gloomily on the political conditions which obtain in one or two of the countries visited. The New Englander's impatience with disorder and irregularity is evidenced by the author's caustic criticism.

The following paragraph will serve to show the powers of graphic description of the author, and there are many more in the book just as fine:

"A sunset on Panama Bay is always an artistic event. Our particular one was a natural triumph that beggars description. Far inshore, above the white roofs of the city, vagrant showers chased each other across the sky, clinging close to the emerald hills. In the very west slanting rays of sun filtered from beneath a cloud bank, above whose ragged outlines, themselves tinted with gorgeous golds and pinks and opalescent tints, the palest of fleckless blue extended to the zenith. The shore hills, where visible through the mists, were darkly green, and in the foreground of the broad picture the waters of the bay were painted in with as ample a variety of tone and shade as characterized the sky effects; near by the sea was calm and infinitely blue, merging shoreward into greens, and here and there darkened with rich ultramarine patches, branded by haphazard breezes. Finally the afterglow faded and night's purple cloak fell upon the waters, broken by the pinpoint illuminations of the city and the overhead brilliants of the tropical sky, dazzlingly bright as only near equatorial stars can be."

**Panama Past and Present.** By Farnham Bishop. New York. The Century Co. 1913. Price, 75 cents.

This is a most interesting and instructive little volume of 262 pages, excellently illustrated and written in plain, intelligible, good English that any high school boy can understand, and in a style that chains the reader's interest from the geographical introduction to the last paragraph. Mr. Bishop has had unusual facilities for gathering his information relative to the building of the great canal and the present conditions of Panama, and hence his statements of fact relative thereto may be relied upon. Aside from the accuracy of the information imparted, however, is the fact that the historical features of his narrative are presented in such an entertaining way that the book has all the charm of a tale of adventure and romance. His manner of stating even the dry facts of geography and geology is unique and calculated to arouse the interest of a youthful student as evidenced by his first paragraph.

"A hundred thousand years ago, when the Gulf of Mexico extended up the Mississippi Valley to the mouth of the Ohio, and the ice sheet covered New York, there was no need of digging a Panama Canal, for there was no Isthmus of Panama. Instead,

a broad strait separated South and Central America, and connected the Atlantic and Pacific Oceans. This was the strait that the early European navigators were to hunt for in vain, for long before their time it had been filled up, mainly by the lava and ashes poured into it by the volcanoes on its banks."

That one paragraph would give a boy who had not yet studied geology much food for thought and would doubtless give "dad" occasion to brush up on his half-forgotten geological lore in order to explain all about the glacial epoch and the ancient sea which once covered the great valley of the Mississippi. Many paragraphs of this character may be found in the book, and the amount of valuable information it contains is remarkable and of such character that it will claim the interest of mature as well as youthful readers. One of the finest chapters in the book is the one entitled "How the Isthmus was made healthy." This story of the fight of the United States Army surgeons against the yellow fever scourge is told in such a manner that it would arouse the patriotic pride of the most cold-blooded American ever born, while the chapter "How we live on the Isthmus to-day," gives a faithful picture of present conditions and should be a revelation to those who have never been there to see for themselves.

**The International Mind.** An Argument for the Judicial Settlement of International Disputes. By Nicholas Murray Butler, president of Columbia University, president of The American Association for International Conciliation, etc., New York. Charles Scribner's Sons. 1912. Price, 75 cents.

In this little volume are collected the five annual opening addresses of Dr. Nicholas Murray Butler as chairman of the Lake Mohonk Conferences on International Arbitration, beginning with 1907 and closing with that of May 15, 1912.

The success of the movement for international arbitration and its necessary consequent, international peace, depend upon the education of public opinion—the final arbiter against whose dictates not even the imbecility of vainglorious centuries of militarism will be able to prevail. Just as the great principles of international law have had to depend upon the consensus of public opinion for their enforcement, so will the principles of international arbitration receive their sustaining power from the same source. Let public opinion throughout the civilized world once realize that the substitution of justice for might is right, expedient, and profitable in international as well as in individual controversies the great battle for human intelligence will be won and "wars and rumors of wars" be laid away on the shelves of the past together with other archaic institutions.

To this end, that of the education of public thought, to the development of what Dr. Butler aptly terms the "International Mind," the dissemination of clear, logical, convincing argument among intelligent people is necessary; and in these addresses may be found so much to put even average intelligence upon inquiry and show it the absurdity of the generally used arguments against the settlement of all international controversies by an arbitral court, that it would be a blessing if this little volume could reach every man who can read English, both in this country and in Great Britain. The era of world-wide peace, destined to be forced on mankind eventually by the spread of intelligence, can be materially hastened by a general propaganda of plain logic such as is contained in these addresses.

**Zone Policeman 88.** A Close Range Study of the Panama Canal and Its Workers. By Harry A. Franck, author of "A Vagabond Journey Around the World" and "Four Months Afoot in Spain." New York. The Century Co. 1913.

When in the course of human events the building of the Panama Canal shall have become a remote, though still somewhat large, incident in American history, Harry A. Franck's "Zone Policeman 88" will perhaps find a thousand interested readers where more ambitious and more carefully planned and written tomes will find one. This because it portrays in vivid, natural colors the life of the Canal Zone as it is lived by the people who are actually doing the work. Mr. Franck has made their

personal acquaintance. He has lived among them and knows just how they live and move and have their being, and furthermore has the knack—we might be even more dignified and say genius—of giving his readers a remarkably realistic series of literary moving pictures. His narrative is unstilted, free-and-easy, natural conversation. A “corking” good story-teller is simply giving you the yarn of “the diggers of the ditch”; how they talk, how they live, incidentally dwelling a little on his own experiences and observations and adding some few interesting comments and reflections.

Mr. Franck strolled into Panama one day early in 1912 and decided to make a little study—not of the canal with its locks and dams, cuts and fills, engineering problems, and commercial features—but of the people who are gathered there from the ends of the earth; of that polyglot population of many shades whose thoughts are perhaps as variegated as the hues of their skins, gathered there by the magnetic attraction of Uncle Sam’s currency. From blue-eyed Saxon to kinky-haired African, bright-yellow Mongolian to dark-brown Hindu, they are all there to make a living, very likely on easier terms and under pleasanter conditions than they have hitherto known. And “Policeman 88” circulates among them all, invades their homes, asks questions, laughs and jokes with them, as the census man and later as the “plain-clothes policeman,” takes an inventory of them all, and tells you the result in 314 pages of quaint, humorous, delightful narrative.

**The Stock Exchange from Within.** By W. C. Van Antwerp. Garden City, New York. Doubleday, Page & Co. 1913.

To those uninitiated in the apparent mysteries of the New York Stock Exchange this volume will doubtless be more or less of a revelation. The author, who has been a member of this much-maligned institution for many years, gives a clear and comprehensive explanation in plain and forcible English of just what the Stock Exchange is, how it and other similar institutions came into existence, how they have grown in usefulness and influence, and just what their legitimate functions are.

While the Stock Exchange, as an institution absolutely necessary to the financial and commercial life of the Nation, may need no defense before that comparatively small portion of the American public which really understands its functions, the fact remains that the continued attacks of a certain class of political agitators added to the preachments of certain other perhaps honest reform zealots, have aroused much bitter prejudice in the minds of many honest and well-meaning people against it. To combat this prejudice and to enlighten the general public as to the real nature of the institution is a duty which its members owe not only to themselves but to the great business interests of the country as a whole.

The entire book is of absorbing interest, and especially illuminating are the chapters on “The Uses and Abuses of Speculation,” “Panics, and the Crisis of 1907,” “A Brief History of the Legislative Attempts to Restrain or Suppress Speculation,” and “The Day on ‘Change.’”

**Coconuts: The Consols of the East.** By H. Hamel Smith, editor of “Tropical Life,” and F. A. G. Pape, F. R. G. S., F. R. H. S. (B. E. A.), etc. With foreword by Sir W. H. Lever, Br. London. “Tropical Life,” Publishing Dept., 83-91 Great Titchfield Street, Oxford Street, W. Price, 10s. net; post free, 11s. net.

This volume of 483 pages, with 35 illustrations, by authors who have had many years experience in tropical planting, deals not only with the cultivation and growth of the coconut palm, but gives exhaustive details of the preparation and utilization of its by-products, as well as of the subsidiary industries, cattle breeding, etc. In this connection the authors have spared no pains to show how, on a well-managed coconut estate, where plenty of water abounds, and the space between the palms allows room for catch crops to flourish and cattle, hogs, etc., to breed and increase, the profits to be secured from these subsidiary industries can be made as important perhaps as those arising from the palms themselves. On large estates, in any case, the

suggestions thrown out by the authors, and the advice and instructions given as to how such estates can be managed to best advantage, are certain to place the book prominently on the shelves of those who are interested in coconuts. The several chapters dealing with the seed nuts, nurseries and diseases, need of manuring, questions of cattle and catch crops, with making copra, the extraction of fiber and oil, how to make vinegar, alcohol, etc., the possibilities of paper making even, are all full of valuable information to those interested in the industry. A full chapter dealing with coconut planting and cultivation in Mexico, together with those devoted to Panama and the West Indies add much to the value of the book to Latin-American coconut growers.

**Silviculture in the Tropics.** By A. F. Broun, commander of The Imperial Ottoman Order of the Osmania; formerly of the Indian forest service; later conservator of forests, Ceylon; and lately director of woods and forests, Sudan Government. Macmillan & Co. (Ltd.), St. Martins Street, London. 1912. Price, \$3 net.

The conservation of the natural forests of a country is a matter of vital importance to the welfare of its inhabitants usually neglected until the wasteful inroads upon this asset of national prosperity make themselves acutely felt. Even then it is generally the scarcity of timber for commercial exploitation that claims the attention of those whose interests are aroused, while the far-reaching effects on climate, rainfall, soil, flood areas, and other factors which accompany the denudation of forestal areas are ignored by all save the more thoughtful of our conservationists. The fact is that the general public is woefully ignorant regarding the value and importance of forests aside from their commercial and industrial features, and a treatise such as "Silviculture in the Tropics" should be found in every school and college as well as public library in the United States.

While the volume deals with silviculture in the tropical areas, i. e., the belt of the world included between the Tropics of Cancer and Capricorn, the treatment of the general features of the subject is extensive and thorough and much of it applicable to conditions in the Temperate Zones.

The work is divided into four parts as follows:

Part I. Factors governing and influencing the existence of forests:

Part II. Formation and regeneration of woodland crops:

Part III. Training and improvement of forests; and

Part IV. Special measures of maintenance and protection.

From four to nine chapters in each part deal comprehensively with these subjects, while nearly 100 illustrations embellish the text.

**A History of South America. 1854-1904.** With an Additional Chapter Bringing the History to the Present Day. By Charles Edmond Akers. With illustrations. New York. E. P. Dutton & Co. 1912.

The first edition of this well-known work appeared in August, 1904. Its value as a contribution to the historical literature of South America is so widely recognized that no additional comment is needed. A residence of 14 years in South America had qualified Mr. Akers with the requisite knowledge for the intelligent treatment of its history, and his work was done in a conservative and careful manner and with a sympathetic understanding of the people of whom he wrote. The attempt to cover the period since 1904 in one chapter, however, is disappointing and in many respects falls far short of the merits of the main body of the work.

**Great Britain and the Panama Canal.** A Study of the Tolls Question. By George C. Butte, M. A., member of the bar of the Supreme Court of the United States. 1913.

This little volume of 76 pages is a study of the question raised by the British Government as to whether or not the granting of free passage through the Panama Canal to American vessels engaged in the coastwise trade is in violation of the terms of the

Hay-Pauncefote treaty. The subject is discussed in a very able and lucid manner and the conclusions arrived at are based on the natural and rational constructions of the terms of the treaty in the light of generally accepted principles of construction as laid down by writers on international law. The booklet is most certainly a strong brief for the position taken by the United States.

**Latin-American Universities and Special Schools.** By Edgar Ewing Brandon, vice president of Miami University. United States Bureau of Education: Bulletin, 1912, No. 30. Whole number 504. Washington. Government Printing Office, 1913.

In this volume of 153 pages will be found a general survey of the whole subject of higher and special education in Latin America by one of the foremost educators in this country. The timeliness and importance of such a work is very aptly stated in the letter of transmittal of Dr. P. P. Claxton, commissioner of education, to the Secretary of the Interior, from which the following is quoted:

"The relations between the United States and the Latin-American Republics south of us are constantly becoming closer, and the subjects of common interest more numerous. With increase of commercial interests there should come a like increase in intellectual and cultural interests. The value of commercial relations between two countries is not measured in dollars and cents alone. The exchange of ideas, the feeling of interdependence, the sentiments of friendship, fellowship, and brotherhood, and the broader outlook and fuller and richer life which come to the people of both countries are, or should be, no less important than the exchange of the products of mines, fields, forests, and factories and the material wealth gained thereby.

"The highest ideals of a country are to be found in its universities and colleges, the home of the best that has come down from the past, the birthplace of the best that is to go forth into the future. Established and controlled by the spirit of conservatism, they are the training ground for the leaders in all lines of future progress. They are the power houses and transferring stations of civilization, in which new currents are generated and older currents and those generated elsewhere are transformed into the voltage required for the new work. Therefore, one learns the heart of a people most easily and most surely through a study of its colleges and universities."

Dr. Brandon's work is the result of personal observation and investigation. His eminent fitness to write a treatise of this character is so well known to readers of the BULLETIN, through the series of able special articles dealing with the higher institutions of learning in no less than 13 of the Latin American Republics which have appeared in this magazine, that additional comment is unnecessary. His opportunities and facilities for gathering the information required for this work and the thorough manner in which he has made a study of his subject are revealed in the first paragraph of his prefatory note as follows:

"During the latter part of 1911 and the first part of 1912 I traveled in almost all the countries of Latin America, studying the institutions of higher and special education. I visited practically all the universities and a great many normal, commercial, industrial, and agricultural schools, with the ambition of observing at first-hand their organization, administration, curricula, methods, and physical equipment. In addition to interviews with administrative officers, instructors, and students I gathered all the printed matter available, such as official reports, curricula, laws, and statutes of the institutions, historical notes, university and student publications, and statistical memoranda. Even for institutions not visited I have had access in most cases to original official reports."

The book offers an interesting and comprehensive study of the educational systems of the Latin American Republics and incidentally throws additional light on their high ideals and cultural progress.



**The Beginnings of Spanish-American Diplomacy.** By William Spence Robertson, Ph. D., assistant professor of history in the University of Illinois. (Reprinted from Turner Essays in American History, pages 231-267. Copyright, 1910, by Henry Holt & Co.)

In this pamphlet of 36 pages may be found a study of the early diplomatic history of the Spanish-American colonies and the efforts of the revolutionists to establish diplomatic relations with foreign nations from 1810 to 1816, with special attention to Venezuela, which was for a time the "storm center of the early revolution." The author has evidently made quite an exhaustive study of the subject, and the result of his researches is given in an interesting manner. Of especial interest is his elucidation of the attitude assumed by the United States toward the young nations struggling for independence.

**Glimpses of Panama and of the Canal.** By Mary L. McCarty. Kansas City, Missouri. Tiernan-Dart Printing Co. 1913.

This bright little volume of 182 pages, embellished with some 30 illustrations and a map of the Canal Zone, contains a surprising amount of information anent the canal, its construction, and the life of the cities of Colon and Panama. The author gives her observations and impressions in an entertaining and vivacious manner that claims the reader's interest from start to finish. It is seeing the canal and its environment through a woman's eyes, a novelty which lends additional charm to the narrative for readers who have perhaps read weightier tomes dealing with the engineering, economic, commercial, and statistical features of the great enterprise.

**The Republic of Chile.** A Popular Description of the Country; Its People, and Its Customs. By David W. Caddick. 1s. net. London: Arthur H. Stockwell, 29 Ludgate Hill, E. C.

In this pamphlet of 64 pages will be found brief sketches of the geography, history, history of the navy, resources and industries, leading cities, government, railways, social customs, sports, etc., of the Republic of Chile, compiled by Mr. Caddick, who resided in the country for four years.

**A Bibliography of South America.** Compiled by T. P. O'Halloran. Librerias Mackern, Buenos Aires. T. Fisher Unwin, 1, Adelphi Terrace, London, W. C. 1912. Price, in the Argentine Republic, \$1. To other Republics in South America and any part of North America, \$0.50 oro.

In this pamphlet of 55 pages will be found quite a comprehensive bibliography of English books on South America, classified by authors and subjects. It is divided into two parts, the first containing an alphabetically arranged list of authors with only such works as they have written on South America included beneath their names; the second part contains a list of all these works rearranged and classified under their various subject headings. In the second part are also included many magazine articles upon subjects dealing with South America which have come within the view of the author. While the omission of many important articles that have appeared in leading magazines of the United States in recent years give evidence that the author's research in this field has been rather limited, the fact remains that this pamphlet will be of great service to those who are seeking special information anent South American subjects.

**Latin America: Its Rise and Progress.** By F. Garcia Calderon. With a preface by Raymond Poincaré, of the French Academy, president of the council of ministers. Translated by Bernard Miall. With a map and 34 illustrations. New York: Charles Scribner's Sons. London: T. Fisher Unwin. 1913. Price, \$3 net.

No better appreciation of this valuable contribution to the historical literature of the Western World can be written than the first paragraph of the preface, in which the present President of France sums up its merits. He writes:

"Here is a book that should be read and digested by everyone interested in the future of the Latin genius. It is written by a young Peruvian diplomatist. It is full

of life and thought. History, politics, economic and social science, literature, philosophy—M. Calderon is familiar with all and touches upon all with competence and without pedantry. The entire evolution of the South American Republics is comprised in the volume which he now submits to the European public."

As a masterly exposition of Latin-American civilization as it was and as it now is, from the standpoint of a Latin-American scholar and thinker who has no hesitation in giving the reader his views of its faults as well as of its virtues, the book stands pre-eminent among recent historical works.

**Memoir and Correspondence of Charles Steedman, Rear Admiral, United States Navy, with His Autobiography and Private Journals. 1811-1890.** Edited by Amos Lawrence Mason, A. B., M. D., Harvard. Cambridge. Privately printed at The Riverside Press. 1912.

This interesting volume of 556 pages has been loaned to the Columbus Memorial Library by the Director General of the Pan American Union. It is to be regretted that only 100 copies of this valuable addition to the historical literature of the United States have been printed. The personal recollections, in the form of an autobiography, of one of the noblest and bravest naval officers this country has known form a narrative of absorbing interest not only for the personal element but also because of his association with many of the other great characters that have molded the destinies of the Nation and with whom he was on terms of intimacy. Admiral Steedman's career as an officer covered a period of 45 years, from 1828 to the day of his retirement for age in 1878. As a lieutenant on the *St. Marys* at the siege of Vera Cruz, as a commander in the Paraguay expedition (1858-1860), and, finally, in his services during the Civil War he distinguished himself and earned the plaudits of his countrymen. He died in Washington in his eightieth year, honored and beloved by a reunited Nation.

Of exceptional interest are his graphic descriptions of Buenos Aires, Montevideo, Corrientes, and the hospitalities of the people of these cities extended to the officers of the United States fleet during its visit in 1858-1860, as is the story of his last cruise embracing the cities of the west coast in 1872-73. It is to be hoped that the volume may at some time in the future be published for general circulation.

**Bibliographie Trimestrielle de Droit International.** Paris. 28 Rue Corvisart. (XIIIe.) Subscription price, 3 francs per year.

This valuable little publication gives not only alphabetically arranged lists of all French publications dealing with international law, but also summarizes the contents of publications relative to diplomacy, colonization, politics, and foreign laws which have appeared in the quarter immediately prior to its issue. Theses and articles of review are given attention, as well as books. It is published quarterly, and the subscription is payable after receipt of the last quarterly issue in each year. At the end of the year an alphabetical table of works and authors completes the annual volume. In many instances complete tables of contents of the more important publications are given.

**Pocket Dictionary. Miskito-English-Spanish and English-Miskito-Spanish.** By H. Berckenhagen, Moravian missionary. Published by the Moravian Mission in Bluefields, Nicaragua. 1906. Printed by Times Publishing Co., Bethlehem, Pennsylvania.

This little volume includes a guide for the pronunciation of vowels and some of the consonants in the Miskito language, quite an extensive vocabulary, and an appendix showing the manner of conjugating the Miskito verb.

(Reviews by C. E. A.)

**L'Amérique Latine—République Argentine.** By Eugenio Garzón, introduction by Mr. Enrique R. Larreta, third edition, published by Bernard Grasset, 61 Rue des Saints-Pères, Paris, 1913. Price, 5 francs.

Mr. Eugenio Garzón, former senator in Uruguay and who to-day has become one of the most widely known editors of the foreign press through his association with the *Figaro*, of Paris, as editor in chief of its Latin American section, has recently published a new edition of his book on the Argentine Republic, which proves the author to be not only a master of the intricacies of the French language but an able historian and deep student of economic conditions as well, with a clear insight into the present situation and future of this great Republic. The book is prefaced by a pen portrait of Mr. Garzón by Mr. Enrique R. Larreta and an introduction by the author. The first part of this interesting work is devoted to a historical sketch of San Martín, the liberator of southern South America and who with Bolívar and Washington completes the trilogy of the great republican liberators of the New World, and the important rôle played by San Martín in the emancipation of the hispano-American colonies, the action taking place, as the author so aptly states, on a vast stage extending from the extreme southern end of the continent to the Tropic of Cancer within the space of two decades of struggle. The second part, which deals with the commercial, financial, and economic conditions of the Argentine Republic and its wonderful industrial development, contains the latest available statistics and fulfills the ever-present need of an up-to-date handbook which should be of interest and value to the student of economics and to the capitalist looking for new fields for investment in foreign lands. The book is illustrated with diagrams showing the progress in cattle raising, value of exports, commerce in cereals, cultivated areas, cold-storage industry, railroads, public instruction, etc. Two of the latest maps of the Argentine Republic have been inserted in the text, one of which shows the population, area, railroads, cattle raising, and agricultural production by Provinces.

**L'Argentine Telle Qu'elle Est (Argentina as It Is).** By Paul Walle, sent on special mission by the ministry of commerce. 120 illustrations and 3 maps. Librairie Orientale et Américaine. E. Guilmoto, editor, 6 Rue de Mézières, Paris, France. Price, 8 francs 50.

Mr. Paul Walle has been intrusted with numerous missions to South America by the French Government, the results of which have been embodied in three books on Brazil, entitled "From Uruguay to the São Francisco River," "From the São Francisco River to the Amazon," and "Rubber of Brazil," and one on Peru published under the title of "Economic Peru." In this latest book of Mr. Walle, "L'Argentine Telle Qu'elle Est," the opening chapters are devoted to a very interesting historical, geographical, administrative, and political sketch of this great country, which for years to come will offer a vast field of action to energy and capital. Other chapters deal with agriculture; commerce; stock raising; colonization; real-estate values; investments of European capital; character, habits, and customs of the people; public instruction; and the press, followed by a general review of the different Provinces. It would be difficult to find a better or more complete handbook of the Argentine Republic than this book of Mr. Walle, which is written in such an interesting and entertaining style and is so profusely illustrated that it appeals equally to those interested in the study of economic conditions of the countries of South America and to the reader who finds pleasure in books of travel in foreign lands.

**Monroïsme?** Notes-Etudes sur la Politique continentale américaine à l'égard de l'Europe par F. Capella y Pons, docteur en droit, secrétaire honoraire de la légation de l'Uruguay à Berlin. Paris. Emile Larose, libraire-éditeur, 11 Rue Victor-Cousin, 1913.

This is a study of the Monroe doctrine by a prominent Latin American jurist and diplomat. It is a very able exposition of the principles enunciated by President

Monroe in 1823, the "pure Monroism" which receives the approbation and indorsement of the writer. Its attack is leveled against the developments and accretions which have been added thereto and which, to the Latin American mind, seem to involve a claim on the part of the United States to a special right of protection and consequently a sort of hegemony over the other American Republics.

Monroism, as Sr. Capella conceives it, should connote the common aspirations of all American peoples toward independence, liberty, and fraternity. It is a moral tie joining them in economic and intellectual comradeship. It is not and it should not be construed as animosity toward the European countries from which all the American peoples have their origin. It is not and should not mean the preponderance or superiority of any one country or group of countries over the others. One chapter deals with the liberation of the island of Cuba, in which the author sets forth the disinterestedness of the motives inspiring the intervention of the United States and the subsequent withdrawal in face of the dire predictions of *outramer* relative to its motives. Another chapter is devoted to the Pan American Union, its origin, its purpose, scope, and accomplished results. The author, while criticizing the term "Union," gives unstinted praise to the present administration and refers to the true spirit of Americanism which inspires the present director in his dealings with the South American countries and his profound knowledge of the true policy to be followed in international relations and appreciation of the legitimate susceptibilities of different peoples which should be carefully respected.

(Reviews by M. MacN.)

## SUBJECT MATTER OF CONSULAR REPORTS

### REPORTS RECEIVED UP TO AUGUST 15, 1913.<sup>1</sup>

Title.	Date.	Author.
ARGENTINA.		
Industrial census, telephones.....	May 28	R. M. Bartleman, consul general, Buenos Aires.
Publication, "General Description of the Argentine Republic," 1913.	June 3	
Copy "Review of the River Plate".....	June 16	Do.
Foreign commerce of Argentine for 1912.....	June 18	Do.
BRAZIL.		
Copy of <i>Diario Oficial</i> (June 15, 1913) containing details of construction work.	June 18	Julius G. Lay, consul general, Rio de Janeiro.
CHILE.		
Trade and industrial notes: Savings-bank deposits at beginning, 1913—Number of public schools and enrollment, 1912—The industries—Foreign public debt—Revenue collected—Bill to reserve iron-ore deposits.	June 25	A. A. Winslow, consul, Valparaiso.
Increase of the duty on undressed lumber.....	...do....	Do.
First National and Industrial Congress of Chile.....	...do....	Do.
Increase of duty on lard.....	...do....	Do.
COLOMBIA.		
Copal gum.....	June 16	Leland Harrison, chargé d'affaires, Bogota.
Oil drilling.....	June 19	Do.

<sup>1</sup> This does not represent a complete list of the reports made by the consular officers in Latin America, but merely those that are supplied to the Pan American Union as likely to be of service to this institution.

## Reports received up to August 15, 1913—Continued.

Title.	Date.	Author.
CUBA.		
Annual report on the foreign trade for 1912.....	July 4	James L. Rodgers, consul general at Havana.
DOMINICAN REPUBLIC.		
Annual report on commerce and industries from the district.....	May 10	Charles M. Hathaway, consul, Puerto Plata.
Coffee exports from the northern half of the Dominican Republic.....	July 7	Do.
GUATEMALA.		
Soap.....	June 25	Geo. A. Bucklin, jr., consul general, Guatemala City.
Vacuum cleaners.....	do.....	Do.
Ice plants.....	do.....	Do.
Automobile traffic regulations.....	June 28	Do.
Vital statistics.....	July 7	Do.
HAITI.		
General commercial situation during the first six months of 1913.....	July 11	J. B. Ferres, consul, Port au Prince.
HONDURAS.		
Motor car and traffic regulations.....	July 5	A. T. Haeberle, consul, Tegucigalpa.
MEXICO.		
Commerce and industries in district, calendar year 1911.....	May 1	Alonzo B. Garrett, consul, Nuevo Laredo.
"The maguery plant and its multitudinous uses".....	May 27	Theodore C. Hamm, consul, Durango.
Land.....	June 17	Clarence S. Edwards, consul, Acapulco.
Hats.....	do.....	Do.
Scrap metal.....	June 18	Do.
Oil of linaloe.....	June 20	Do.
Cattle, prices of land, agriculture.....	June 21	Do.
Knit goods and knitting machinery.....	do.....	Do.
Prospects of coffee and oranges in the canton of Coatepec.....	June 26	Wm. W. Canada, consul, Veracruz.
Motor vehicles.....	do.....	John B. Glenn, consular agent, Guanajuato.
Paper dress patterns.....	June 28	John R. Silliman, vice consul, Saltillo.
Auto traffic regulations.....	June 30	Arnold Shanklin, consul general, Mexico City.
Do.....	July 2	Gaston Schmutz, consul, Aguascalientes.
Do.....	July 10	J. W. Gernion, vice and deputy consul in charge, Progreso.
State of exports for six months ending June 30, 1913.....	July 14	Luther T. Ellsworth, consul Ciudad Porfirio Diaz.
Arsenic.....	do.....	Wilbert L. Bonney, consul, San Luis Potosi.
Cattle shipments.....	July 16	Clarence A. Miller, consul, Tampico.
Motor traffic regulations.....	July 21	Claude E. Guyant, vice consul, Ensenada.
PARAGUAY.		
Tools and machinery.....	June 11	Cornelius Ferris, jr., consul, Asuncion.
Exporters of scrap metal.....	do.....	Do.
Scientific apparatus.....	June 12	Do.
Electric power plants.....	do.....	Do.
URUGUAY.		
Uruguay live stock statistics.....	June 14	Frederic W. Goding, consul, Montevideo.
VENEZUELA.		
Possibilities of a direct steanship line.....	July 7	Thomas W. Voetter, consul, La Guaira.
Agency for American goods.....	July 8	Do.
Sugar.....	do.....	Do.
Duty on cement and hydrated lime.....	July 11	Do.

# COMMERCE OF DOMINICAN REPUBLIC FOR 1912

THE total foreign commerce of the Dominican Republic for the year 1912, according to the report of the receiver general of dominican customs, amounted to \$20,603,146, of which \$8,217,898 were imports, and \$12,385,248 were exports. The figures for the year 1911 were: Imports, \$6,949,662; exports, \$10,995,546; total, \$17,945,208. The increase for the year was, therefore: Imports, \$1,268,236; exports, \$1,389,702; total, \$2,657,938.

The balance of trade in favor of the Republic for the year 1912 was \$4,167,350. For the year 1911 it was \$4,045,884.

## IMPORTS.

The imports for the last four years, by countries of origin, were as follows:

	1909	1910	1911	1912
United States.....	\$2,374,025	\$3,739,025	\$4,120,483	\$5,100,001
Germany.....	911,976	1,080,241	1,206,249	1,628,286
United Kingdom.....	576,516	715,400	775,802	720,242
France.....	188,948	210,269	213,455	224,912
Spain.....	69,216	123,453	152,461	149,734
Italy.....	103,444	102,169	139,448	131,356
Porto Rico.....	124,393	124,613	84,941	41,901
Cuba.....	6,213	2,710	8,202	6,578
Other countries.....	71,182	159,811	188,561	214,888
Total.....	4,425,913	6,257,691	6,949,662	8,217,898

The imports by principal articles for 1909, 1910, 1911, and 1912 were as follows:

	1909	1910	1911	1912
Iron and steel.....	\$609,416	\$863,334	\$998,010	\$1,626,800
Cotton manufactures.....	925,970	1,481,344	1,616,921	1,608,465
Rice.....	414,271	497,046	540,204	1,772,882
Flour, wheat.....	309,282	410,705	406,536	453,177
Meat and dairy products.....	242,055	416,291	415,346	420,878
Wood and manufactures.....	153,600	204,734	256,869	343,429
Oils.....	226,065	337,550	320,867	312,070
Vegetable fibers and manufactures, other than cotton..	128,776	171,299	229,180	236,250
Leather and manufactures.....	140,751	208,587	237,076	201,312
Fish, preserved, and fish products.....	108,453	184,779	193,911	189,864
Chemicals, drugs, and dyes.....	88,307	143,275	157,797	165,848
Vehicles.....	49,341	51,019	109,878	154,403
Agricultural implements.....	29,032	39,135	54,469	139,352
Sugar, refined, and confectionery.....	79,055	96,540	96,292	128,260
Beer, bottled.....	68,702	88,669	87,991	107,091
Paper and manufactures, not including printed matter.	52,846	74,465	80,025	105,152
Soap.....	68,669	75,560	88,249	75,119
Hats and caps.....	42,068	58,245	75,906	70,760
Metals and manufactures, other than iron and steel.....	12,768	31,799	51,283	68,562
Wines and liquors.....	45,264	51,342	53,043	64,155
Breadstuffs, other than wheat flour.....	44,405	88,635	57,313	63,555
Materials used in the manufacture of soap.....	58,569	40,022	29,226	59,908
Silk, manufactures of.....	(1)	(1)	(1)	58,262
Wool and manufactures.....	41,079	30,550	56,835	57,339
Coal.....	29,894	49,625	47,791	53,430
Vegetables.....	43,221	63,984	56,980	51,636
Earthen, stone, and china ware.....	25,072	21,234	33,682	49,741

<sup>1</sup> In 1909, 1910, and 1911 not separately stated.

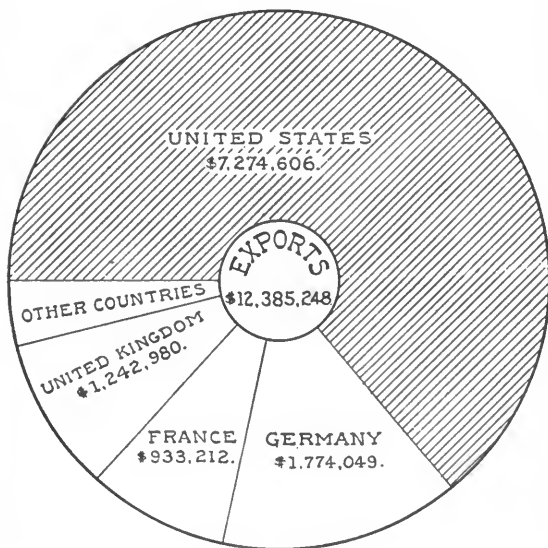
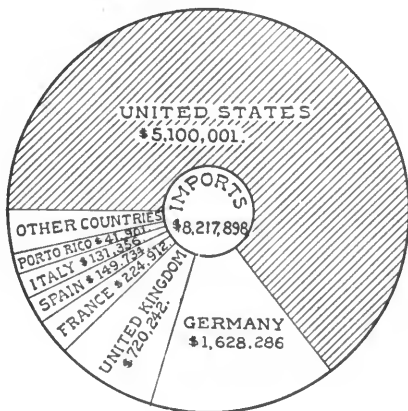
The imports by articles and countries for the year 1912 were as follows:

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
<b>Iron and steel, manufactures of:</b>			<b>Vegetable fibers other than cotton:</b>		
United States.....		\$1,343,637	United States.....		\$105,645
United Kingdom.....		129,966	United Kingdom.....		43,025
Germany.....		118,668	Germany.....		66,276
France.....		9,975	France.....		7,049
Spain.....		3,650	Spain.....		7,044
Italy.....		1,053	Italy.....		938
Cuba.....		1,400	Cuba.....		7
Porto Rico.....		2,576	Porto Rico.....		4,257
Other countries.....		15,875	Other countries.....		2,009
<b>Total.....</b>		<b>1,626,800</b>	<b>Total.....</b>		<b>236,250</b>
<b>Cotton, manufactures of:</b>			<b>Leather, and manufactures of:</b>		
United States.....		859,456	United States.....		168,672
United Kingdom.....		474,733	United Kingdom.....		8,467
Germany.....		135,135	Germany.....		16,013
France.....		29,984	France.....		1,840
Spain.....		54,657	Spain.....		3,310
Italy.....		29,029	Italy.....		1,012
Cuba.....		30	Cuba.....		54
Porto Rico.....		9,083	Porto Rico.....		1,494
Other countries.....		16,358	Other countries.....		450
<b>Total.....</b>		<b>1,608,465</b>	<b>Total.....</b>		<b>201,312</b>
<b>Rice:</b>	<i>Kilos.</i>		<b>Fish, preserved, and fish products:</b>		
United States.....	155,555	12,057	United States.....		173,950
United Kingdom.....	49,131	2,861	United Kingdom.....		7,588
Germany.....	11,662,380	742,026	Germany.....		7,822
Spain.....	599	74	France.....		1,460
Italy.....	197	22	Spain.....		4,804
Other countries.....	241,248	15,942	Italy.....		184
<b>Total.....</b>	<b>12,109,110</b>	<b>772,982</b>	Porto Rico.....		15
<b>Flour, wheat:</b>			Other countries.....		1,041
United States.....	7,254,111	452,785	<b>Total.....</b>		<b>189,864</b>
Germany.....	30	3	<b>Chemicals, drugs, and dyes:</b>		
Other countries.....	6,242	389	United States.....		110,086
<b>Total.....</b>	<b>7,260,383</b>	<b>453,177</b>	United Kingdom.....		2,053
<b>Meat and dairy products:</b>			Germany.....		11,653
United States.....		240,157	France.....		34,063
United Kingdom.....		415	Spain.....		1,247
Germany.....		88,074	Italy.....		4,180
France.....		3,206	Cuba.....		29
Spain.....		901	Porto Rico.....		1,970
Italy.....		2,179	Other countries.....		562
Cuba.....		236	<b>Total.....</b>		<b>165,843</b>
Porto Rico.....		1,280	<b>Vehicles:</b>		
Other countries.....		84,530	United States.....		117,085
<b>Total.....</b>		<b>420,978</b>	Germany.....		11,646
<b>Wood, and manufactures of:</b>			France.....		1,878
United States.....		301,810	Italy.....		53
United Kingdom.....		302	Porto Rico.....		35
Germany.....		29,352	Other countries.....		23,706
France.....		3,853	<b>Total.....</b>		<b>154,403</b>
Spain.....		1,947	<b>Agricultural implements:</b>		
Italy.....		329	United States.....		97,178
Cuba.....		1,139	United Kingdom.....		4,792
Porto Rico.....		2,962	Germany.....		35,985
Other countries.....		1,735	France.....		482
<b>Total.....</b>		<b>343,429</b>	Spain.....		13
<b>Oils:</b>			Italy.....		1
United States.....		277,064	Other countries.....		903
United Kingdom.....		4,083	<b>Total.....</b>		<b>139,352</b>
Germany.....		5,498	<b>Sugar, refined, and confectionery:</b>		
France.....		3,733	United States.....		113,619
Spain.....		16,313	United Kingdom.....		5,607
Italy.....		906	Germany.....		2,764
Porto Rico.....		1,973	France.....		3,584
Other countries.....		2,505	Spain.....		909
<b>Total.....</b>		<b>312,070</b>			

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Sugar, refined, and confectionery—Continued.			Breadstuffs, other than wheat flour:		
Italy.....		\$943	United States.....		\$53,491
Porto Rico.....		11	United Kingdom.....		1,361
Other countries.....		823	Germany.....		841
Total.....		128,260	France.....		1,748
Beer, bottled:	Liters.		Italy.....		279
United States.....	67,789	10,233	Spain.....		2,656
United Kingdom.....	6,162	1,150	Porto Rico.....		2,700
Germany.....	452,667	92,617	Other countries.....		679
France.....	32	10	Total.....		63,755
Porto Rico.....	883	223	Materials used in the manufacture of soap:	Kilos.	
Other countries.....	16,687	2,858	United States.....	424,319	45,427
Total.....	544,220	107,091	United Kingdom.....	3,514	192
Paper, and manufactures of:			Germany.....	32,193	5,771
United States.....		43,092	France.....	23	9
United Kingdom.....		1,017	Italy.....	10,100	2,000
Germany.....		47,652	Porto Rico.....	23,295	3,171
France.....		2,288	Other countries.....	18,694	3,338
Spain.....		7,404	Total.....	512,138	59,908
Italy.....		1,352	Silk, manufactures of:		
Cuba.....		124	United States.....		20,940
Porto Rico.....		404	United Kingdom.....		2,720
Other countries.....		1,819	Germany.....		15,384
Total.....		105,152	France.....		9,837
Soap:	Kilos.		Spain.....		3,072
United States.....	674,433	70,361	Italy.....		2,306
United Kingdom.....	43	38	Cuba.....		5
Germany.....	1,585	848	Porto Rico.....		572
France.....	2,697	2,010	Other countries.....		3,426
Spain.....	692	143	Total.....		58,262
Italy.....	218	58	Wool, and manufactures of:		
Cuba.....	2	280	United States.....		17,542
Porto Rico.....	497	1,379	United Kingdom.....		5,687
Other countries.....	13,672	1,879	Germany.....		23,269
Total.....	693,839	75,119	France.....		7,067
Hats and caps:			Spain.....		995
United States.....		6,013	Italy.....		2,067
United Kingdom.....		432	Cuba.....		12
Germany.....		4,553	Porto Rico.....		274
France.....		4,974	Other countries.....		426
Spain.....		49,714	Total.....		57,339
Italy.....		27	Coal:	Tons.	
Cuba.....		2,795	United States.....	8,635	37,808
Porto Rico.....		1,488	United Kingdom.....	1,674	8,034
Other countries.....		70,760	Other countries.....	1,407	7,588
Total.....		70,760	Total.....	11,716	53,430
Metals, and manufactures of, other than iron and steel:			Vegetables:		
United States.....		52,982	United States.....		31,357
United Kingdom.....		2,454	United Kingdom.....		896
Germany.....		9,619	Germany.....		1,159
France.....		1,537	France.....		2,065
Spain.....		158	Spain.....		9,517
Italy.....		295	Italy.....		599
Cuba.....		285	Cuba.....		350
Porto Rico.....		57	Porto Rico.....		3,518
Other countries.....		1,175	Other countries.....		2,175
Total.....		68,562	Total.....		51,636
Wines and liquors:			Earthen, stone, and china ware:		
United States.....		2,772	United States.....		3,682
United Kingdom.....		155	United Kingdom.....		1,785
Germany.....		10,933	Germany.....		41,132
France.....		24,067	France.....		625
Spain.....		11,634	Spain.....		20
Italy.....		9,766	Italy.....		25
Cuba.....		56	Porto Rico.....		34
Porto Rico.....		53	Other countries.....		2,438
Other countries.....		4,719	Total.....		49,741
Total.....		64,155	Total.....		49,741



·DOMINICAN REPUBLIC·  
 - COMMERCE - 1912  
 \$20,603,146.



Note

Exports and imports of money not included

## EXPORTS.

The exports for the last four years by countries of destination were as follows:

	1909	1910	1911	1912
United States.....	\$4,709,354	\$7,061,303	\$3,751,464	\$7,274,006
Germany.....	2,182,127	2,094,033	2,946,858	1,774,049
United Kingdom.....	76,915	141,947	763,881	1,212,980
France.....	924,015	723,834	1,080,706	933,212
Porto Rico.....	16,327	63,443	51,529	48,220
Italy.....	15,616	22,014	8,807	26,999
Cuba.....	10,147	9,113	20,907	15,429
Other countries.....	179,189	133,934	371,304	1,009,753
Total.....	8,113,690	10,849,023	10,995,546	12,385,248

The exports by articles for the last four years were as follows:

	1909	1910	1911	1912
Sugar, raw.....	\$3,304,931	\$5,590,536	\$4,159,733	\$5,841,357
Cacao.....	2,759,191	2,849,585	3,902,111	4,248,724
Leaf tobacco.....	1,239,486	958,441	1,421,424	670,337
Coffee.....	128,202	323,749	319,142	506,167
Beeswax.....	123,769	148,804	193,317	148,700
Hides of cattle.....	70,996	123,732	104,393	122,391
Bananas.....	123,766	288,647	194,759	111,746
Cotton.....	10,707	17,674	46,806	101,298
Vegetable fibers other than cotton.....		7,845	19,546	18,202
Goatskins.....	60,361	86,084	79,542	97,181
Honey.....	43,045	53,322	58,846	77,451
Lignum-vita.....	34,829	79,974	60,703	63,142
Live animals.....	33,765	8,398	93,986	60,035
Woods, other than specified.....	78,567	56,104	64,288	51,531
Drugs and dye materials.....	38,060	80,569	101,986	49,401
Coconuts.....	1,638	4,020	11,681	12,535
Cigars and cigarettes.....	16,768	22,103	35,730	11,820
Mahogany.....	10,981	13,579	16,246	11,738
Gums and resins.....	2,298	1,762	8,259	8,663
Copra.....	5,812	14,543	5,922	1,899
Other exports.....	24,608	80,212	125,156	110,870

The exports by articles and countries of destination for the year 1912 were as follows:

	Quantity.	Value.		Quantity.	Value.
Sugar (raw):	<i>Kilos.</i>		Coffee:	<i>Kilos.</i>	
United States.....	56,450,669	\$3,647,075	United States.....	1,056,631	\$277,184
United Kingdom.....	15,984,857	1,135,045	Germany.....	391,174	106,724
France.....	1,524,075	104,500	France.....	659,086	151,035
Other countries <sup>1</sup> .....	14,815,696	954,737	Italy.....	134,990	26,995
Total.....	88,775,297	5,841,357	Other countries.....	17,266	4,229
Cacao: <sup>2</sup>			Total.....	2,259,147	566,167
United States.....	14,375,010	2,937,987	Beeswax:		
Germany.....	3,624,627	742,106	United States.....	17,930	9,971
France.....	2,832,965	568,631	Germany.....	227,845	127,974
Total.....	20,832,602	4,248,724	France.....	21,026	10,755
Leaf tobacco:			Total.....	266,801	148,700
United States.....	65,090	12,521	Hides of cattle:		
Germany.....	5,085,129	588,058	United States.....	6,519	1,902
France.....	560,452	60,211	United Kingdom.....	1,641	300
Other countries.....	43,978	9,547	Germany.....	267,464	95,912
Total.....	5,754,649	670,337	France.....	36,143	11,943
			Porto Rico.....	35,565	12,334
			Total.....	347,332	122,391

<sup>1</sup> Practically all the sugar exported to "Other countries" went to Canada; only 24,960 kilos, value \$645, went to other countries.

<sup>2</sup> Much cacao is exported subject to order, and final destination may vary some from above table.

	Quantity.	Value.		Quantity.	Value.
Bananas:	<i>Bunches.</i>		Drugs and dye materials:		
United States.....	223,000	\$111,500	United States.....		\$13,574
Other countries.....	492	246	United Kingdom.....		500
Total.....	223,492	111,746	Germany.....		31,822
Cotton:	<i>Kilos.</i>		France.....		3,505
United States.....	213,259	67,435	Total.....		49,401
United Kingdom.....	89,608	20,389	Cocoanuts:	<i>Kilos.</i>	
Germany.....	12,310	3,054	United States.....	496,771	7,665
France.....	34,865	10,420	Germany.....	157,237	2,753
Total.....	350,042	101,298	France.....	85,672	2,102
Vegetable fibers other than cotton:			Other countries.....	900	15
Germany.....		73	Total.....	650,580	12,535
France.....		409	Cigars and cigarettes:		
Cuba.....		15,429	United States.....		50
Porto Rico.....		2,351	United Kingdom.....		180
Total.....		18,262	Other countries.....		11,590
Goatskins:			Total.....		11,820
United States.....	118,696	90,788	Mahogany:	<i>Tons.</i>	
United Kingdom.....	1,535	768	United States.....	102	2,323
Germany.....	13,653	5,625	United Kingdom.....	129	3,530
Total.....	133,284	97,181	Germany.....	6	100
Honey:	<i>Gallons.</i>		France.....	162	4,643
United States.....	33,838	17,053	Porto Rico.....	14	572
United Kingdom.....	300	150	Other countries.....	74	1,140
Germany.....	123,092	58,335	Total.....	487	11,738
France.....	3,900	1,913	Gums and resins:	<i>Kilos.</i>	
Total.....	161,130	77,451	United States.....	14,476	5,980
Lignum vitae:	<i>Tons.</i>		United Kingdom.....	2,610	1,351
United States.....	709	11,118	Germany.....	6,526	1,152
United Kingdom.....	2,006	38,143	France.....	893	180
Other countries.....	506	13,881	Total.....	24,595	8,663
Total.....	3,221	63,142	Copra:		
Live animals.....		60,035	United States.....	9,107	911
Woods, other than specified:			Germany.....	13,831	988
United States.....		7,777	Total.....	22,938	1,899
United Kingdom.....		19,645	All other exports:		
Germany.....		3,311	United States.....		51,782
France.....		1,543	United Kingdom.....		23,979
Porto Rico.....		18,615	Germany.....		6,062
Other countries.....		640	France.....		2,022
Total.....		51,331	Italy.....		4
			Porto Rico.....		14,348
			Other countries.....		13,673
			Total.....		110,870

The following tables show the entrances and clearances of steamships and sailing vessels engaged in foreign trade during the year 1912 at the nine Dominican ports:

*Entrances.*

	Steamships.				Sailing vessels.			
	With cargo.		In ballast.		With cargo.		In ballast.	
	Number.	Registered tonnage.	Number.	Registered tonnage.	Number.	Registered tonnage.	Number.	Registered tonnage.
Azua.....	1	999	7	5,700	2	129	15	2,110
Barahona.....	1	171			11	885	8	794
La Romana.....			3	202	3	292		
Macoris.....	35	40,600	24	17,605	17	3,390	40	7,180
Monte Cristi.....	27	57,093	11	22,523	3	235	51	1,042
Puerto Plata.....	39	80,399	68	54,819	20	1,957	21	278
Samana.....	28	2,775	1	1,544	28	586	9	33
Sanchez.....	13	28,164	8	16,908	5	444		
Santo Domingo.....	28	26,599	29	23,838	28	4,837	15	1,517
Total.....	172	236,500	151	143,039	117	12,755	159	13,454

*Clearances.*

	Steamships.				Sailing vessels.			
	With cargo.		In ballast.		With cargo.		In ballast.	
	Number.	Registered tonnage.	Number.	Registered tonnage.	Number.	Registered tonnage.	Number.	Registered tonnage.
Azua.....	8	6,257	10	9,240	40	4,658		
Barahona.....					25	2,244		
La Romana.....			1	202			1	249
Macoris.....	41	32,153	21	24,551	8	6,832	44	3,865
Monte Cristi.....	26	54,171	17	36,637	3	1,062	46	218
Puerto Plata.....	30	46,342	19	30,996	6	120	27	780
Samana.....	3	4,551						
Sanchez.....	26	50,577	1	789				
Santo Domingo.....	26	26,491	34	33,167	6	1,171	8	1,824
Total.....	160	220,542	103	137,582	88	16,087	126	6,936



# COMMERCE OF HAITI FOR 1912

**T**HE total foreign commerce of Haiti for the fiscal year ending September 30, 1912, according to the communication addressed to the National Congress by M. Lespinasse, minister of finance, published in the Official Gazette "Le Moniteur" of July 2, 1913, amounted to \$27,162,040, of which \$9,876,555 were imports and \$17,285,485 were exports.

## IMPORTS.

The imports by countries for the last four years were as follows:

	1909	1910	1911	1912
United States.....	\$4,271,046	\$5,702,065	\$5,790,203	\$7,302,484
France.....	644,315	805,924	331,849	1,050,416
United Kingdom.....	586,190	301,770	886,517	761,206
Germany.....	196,886	398,848	430,732	484,915
All other countries.....	182,241	473,139	499,816	277,534
Total.....	5,880,678	7,681,746	7,948,117	9,876,555

Although M. Lespinasse gives the figures of imports by countries for 1912 as above, which are derived from customhouse reports, he states that the figures for all countries except the United States should be increased by 50 per cent on account of under valuation of imports, and on this basis he announces that the total imports for the year were \$11,165,590 and the total trade \$28,449,075.

There are no published statistics of imports for 1912 either by articles or by value.

## EXPORTS.

There are no published statistics of Haitian exports by values for the year 1912 except in gross, as given above.

The exports by articles and quantities for the last two fiscal years ending September 30, 1911, and September 30, 1912, were as follows:

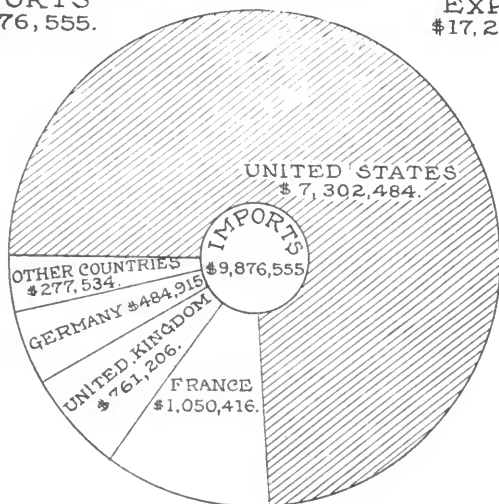
	1911	1912
Coffee.....pounds..	51,795,659	78,168,179
Cacao.....do..	3,228,350	6,905,338
Cotton.....do..	4,198,227	4,388,837
Cotton seed.....do..	8,058,080	8,459,274
Campeche logs.....do..	74,608,092	93,383,693
Campeche roots.....do..	539,000	1,486,500
Yellow wood.....do..	83,000	121,150
Mahogany.....cubic feet..	29,180	13,374
Gaïac wood.....pounds..	5,583,346	12,455,649
Cedar.....do..	72,758	210,000
Candelon wood.....do..	32,890	.....
Latanier wood.....do..	.....	4,806
Gaïac gum.....do..	3,892	7,075
Rubber.....do..	304	188
Orange peel.....do..	462,725	559,200
Mangrove bark.....do..	.....	3,717
Castor oil beans.....do..	2,888	530

# HAITI COMMERCE-1912

\$ 27,162,040.

IMPORTS  
\$ 9,876,555.

EXPORTS  
\$ 17,285,485.

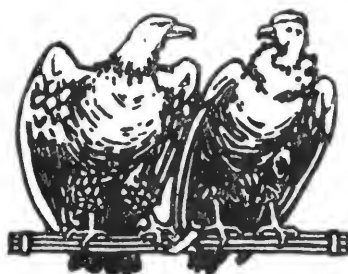


PAN AMERICAN UNION

	1911	1912
Coconuts.....pounds.....	7,546	1,167
Honey.....gallons.....	199,148	34,320
Beeswax.....pounds.....	109,971	71,711
Cattle hides.....do.....	115,471	132,846
Goatskins.....do.....	230,163	250,977
Horsehair.....do.....	1,581	1,096
Horns.....do.....	9,483	7,723
Sponges.....do.....	1,768	4,057
Tortoise shell.....do.....	455	2,140
Indian corn.....do.....	14,880	2,192
Peas.....do.....	4,921	.....
Annato.....do.....	2,604	1,038
Scrap zinc.....do.....	6,295	4,564
Scrap lead.....do.....	344	6,614
Scrap copper.....do.....	27,475	73,995
Rum.....do.....	.....	100

The export of the four principal Haitian products for the last nine years has been as follows:

Year.	Coffee.	Cacao.	Cotton.	Campeche logs and roots.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
1904.....	86,212,627	5,028,615	3,017,014	154,460,718
1905.....	45,244,235	4,924,383	3,287,669	112,050,758
1906.....	56,395,276	4,582,403	3,865,216	120,252,960
1907.....	58,827,657	4,392,661	4,353,498	155,487,534
1908.....	60,649,613	5,918,968	3,062,440	109,237,870
1909.....	39,136,535	4,433,282	3,527,359	88,408,031
1910.....	77,417,662	4,152,660	3,778,118	96,861,639
1911.....	51,795,619	3,228,350	4,198,227	75,197,092
1912.....	78,168,179	6,905,338	4,338,837	94,870,193



# COMMERCE OF MEXICO FOR 1912

**T**HE total foreign trade of Mexico for the fiscal year ending June 30, 1912, amounted to 480,651,440.61 pesos gold, a decrease of 18,976,472.77 pesos from 499,627,913.38 pesos, the figures for the preceding year. The value of the imports was 182,662,311.20 pesos, compared with 205,874,273.39 pesos for the preceding year, a decrease of 23,211,962.19 pesos. The value of the exports was 297,989,129.41 pesos, as against 293,753,639.99 pesos for the year before, a gain of 4,235,489.42 pesos. The balance of trade in favor of the Republic for the fiscal year 1912 was 115,326,818.21 pesos, as compared with 87,879,366.60 pesos in 1911.

Valuing the Mexican gold peso at 50 cents U. S., the imports for 1912 amounted to \$91,331,155.60, as compared with \$102,937,136.70 in 1911, a decrease of \$11,605,981.10. The exports for 1912 on the same basis amounted to \$148,994,564.70, as compared with \$146,-876,819.99 in 1911, a gain of \$2,117,744.71, or a decrease in the total trade of \$9,488,236.39.

## IMPORTS.

The imports for the fiscal year 1912 and for the three preceding fiscal years, by world divisions and by principal countries, were as follows:

World divisions.	1908-9	1909-10	1910-11	1911-12
North America.....	\$45,998,989	\$57,569,929	\$56,958,354	\$49,696,126
Europe.....	30,816,038	37,161,975	43,234,655	39,035,729
Asia.....	909,039	1,366,194	1,571,330	1,523,969
South America.....	305,249	1,059,235	746,462	788,097
West Indies.....	81,990	120,210	101,639	81,955
Africa.....	39,064	44,343	153,906	55,861
Oceania.....	100,714	52,925	73,078	51,272
Central America.....	15,430	58,079	97,712	49,146
<b>Total.....</b>	<b>78,266,513</b>	<b>97,432,890</b>	<b>102,937,136</b>	<b>91,331,155</b>
Principal countries.	1908-9	1909-10	1910-11	1911-12
United States.....	\$45,280,775	\$56,421,551	\$56,573,492	\$49,212,836
Germany.....	8,568,765	10,134,038	12,781,095	11,922,609
United Kingdom.....	9,897,204	11,125,808	11,994,485	10,753,154
France.....	6,178,696	8,715,422	9,336,642	7,809,138
Spain.....	2,588,671	2,641,202	2,839,288	2,930,217
Belgium.....	932,442	1,241,466	2,155,837	1,639,630
Italy.....	900,470	967,227	1,188,452	974,731
India.....	491,598	766,181	1,049,411	971,490
Austria-Hungary.....	609,497	706,666	1,093,390	1,045,399
Switzerland.....	419,763	573,327	725,788	782,278
Canada.....	718,214	1,148,377	384,861	482,289
Chile.....	148,778	78,192	281,580	204,337
Netherlands.....	220,977	272,675	282,993	272,762
Japan.....	291,154	229,578	230,461	239,700
Norway.....	195,216	248,116	209,198	217,631
China.....	95,628	45,823	213,355	207,819
Sweden.....	164,204	185,597	188,863	363,143
Argentina.....	16,124	847,527	358,978	409,891



The imports for the last four years, by customs districts, were as follows:

	1908-9	1909-10	1910-11	1911-12
<b>GULF PORTS.</b>				
Campeche.....	\$123,387	\$164,835	\$164,537	\$142,667
Coutzacoalcos.....	1,927,230	1,545,729	1,288,886	1,810,443
Chetmul.....	179,049	219,120	271,088	250,448
Frontera.....	440,350	505,287	595,025	554,817
Isla del Carmen.....	57,484	101,802	128,344	118,024
La Ascension.....	37,289	50,740	51,024	59,914
Progreso.....	2,174,532	2,790,527	3,899,681	4,242,618
Tampico.....	13,582,226	18,477,785	22,082,100	19,112,559
Tuxpam.....	38,410	28,230	45,495	79,789
Vera Cruz.....	27,788,213	34,676,086	38,538,353	36,456,027
Total of Gulf.....	46,348,170	58,530,161	67,064,233	62,827,309
<b>PACIFIC PORTS.</b>				
Acapulco.....	287,865	267,963	352,701	229,810
Altata.....	42,899	25,226	3,082	.....
Bahia de la Magdalena.....	1,512	1,298	7,146	6,124
Ensenada.....	117,837	158,856	150,975	199,629
Guaymas.....	1,768,310	2,408,060	1,495,879	1,384,215
La Paz.....	80,374	106,130	109,392	127,730
Manzanillo.....	879,818	1,538,339	758,119	956,516
Mazatlan.....	1,844,601	1,767,912	1,640,552	1,385,949
Puerto Angel.....	1,946	5,629	4,290	3,606
Salina Cruz.....	117,971	397,868	291,670	428,432
San Blas.....	111,918	136,040	140,383	90,569
Santa Rosalia.....	979,752	1,006,679	815,502	797,924
Topolobampo.....	96,668	77,903	64,078	70,617
Total of Pacific.....	6,331,471	7,897,903	5,833,769	5,681,121
<b>NORTHERN FRONTIER DISTRICTS.</b>				
Agua Prieta.....	445,913	521,595	594,274	549,307
Boquillas.....	1,527	20,328	2,319	.....
Camargo.....	2,429	4,830	6,675	3,696
Ciudad Juarez.....	5,618,250	7,496,655	6,355,101	3,819,497
Ciudad Porfirio Diaz.....	3,783,378	4,654,796	4,731,739	2,663,747
Guerrero.....	4,594	4,464	3,671	2,581
La Morita.....	1,449,021	1,539,975	1,741,854	2,314,041
Laredo.....	10,792,623	13,415,335	13,689,438	10,384,772
Las Vacas.....	20,962	29,065	37,133	109,836
Los Algodones.....	.....	1,259	11,056	16,477
Matamoros.....	82,035	131,808	446,621	1,027,526
Mexicali.....	194,071	220,826	115,216	219,874
Mier.....	7,538	16,487	13,532	6,179
Nogales.....	3,064,637	2,580,231	1,874,485	1,380,816
Tijuana.....	30,005	271,488	355,288	302,659
Total of northern frontier districts.....	25,497,183	30,909,082	29,978,452	22,801,008
<b>SOUTHERN FRONTIER DISTRICTS.</b>				
Soconusco.....	87,808	85,403	58,464	18,734
Zapaluta.....	1,881	10,341	2,218	2,985
Total of southern frontier.....	89,689	95,744	60,682	21,719
Grand total.....	78,266,513	97,432,890	102,937,136	91,331,155

The imports for the last four years under 11 major classifications were as follows:

	1908-9	1909-10	1910-11	1911-12
Mineral substances.....	\$22,294,220	\$27,929,814	\$26,015,294	\$23,355,989
Vegetable substances.....	14,683,290	21,355,726	19,300,111	15,642,782
Machinery and apparatus.....	10,060,756	10,470,848	12,905,588	11,691,906
Textiles and manufactures thereof.....	7,952,336	10,110,462	12,320,135	10,640,786
Animal substances.....	6,284,203	7,506,442	8,716,625	8,233,156
Chemical and pharmaceutical products.....	4,827,800	5,619,186	6,495,125	6,037,044
Cars, carriages, wagons, etc.....	2,156,646	2,877,097	4,547,603	2,300,445
Wines, spirits, etc.....	2,783,193	3,276,408	3,406,673	3,372,042
Paper and manufactures.....	2,324,231	2,523,450	2,804,470	2,550,385
Arms and explosives.....	1,266,050	1,450,892	1,606,284	2,694,172
Miscellaneous.....	3,683,728	4,312,565	4,819,228	4,802,448
Total.....	78,266,513	97,432,890	102,937,136	91,331,155

Four of the major classes given above are subdivided as follows:

	1910-11	1911-12
<b>Mineral substances:</b>		
Gold, silver, and platinum.....	\$829,035	\$753,363
Copper and alloys.....	2,827,745	3,822,391
Tin, lead, and zinc.....	686,278	698,583
Iron and steel.....	13,224,436	11,658,698
Other metals.....	39,776	34,603
Stone and earthy products.....	8,408,012	6,388,349
<b>Vegetable substances:</b>		
Textile fibers.....	1,074,554	1,682,082
Fruits and grains.....	8,554,147	5,289,794
Miscellaneous vegetable substances.....	860,496	867,095
Miscellaneous products.....	2,454,619	2,873,411
Wood and lumber.....	3,264,970	2,618,478
Manufactures.....	2,591,414	2,311,921
<b>Textiles and manufactures:</b>		
Cotton.....	7,062,956	6,311,159
Linen, hemp, and the like.....	670,222	578,090
Wool.....	2,445,899	1,824,666
Silk.....	1,239,081	987,618
Silk mixed with other fibers.....	742,519	713,735
Imitation or artificial silk.....	159,958	226,106
<b>Animal substances:</b>		
Live animals.....	532,090	563,358
Meat, wool, etc.....	1,027,290	947,496
Animal products (butter, cheese, etc.).....	4,231,870	3,770,277
Manufactures.....	2,925,376	2,952,034

#### MINERAL SUBSTANCES.

The principal items under the subhead "Gold, silver, and platinum" were: Jewelry and trinkets, \$305,831, of which \$126,515 was from Germany, \$101,041 from France, and \$17,131 from the United States; and foreign gold and silver coin, \$472,873 of which \$467,646 was from the United States.

The principal items under the subhead "Copper and alloys" were: Ingots, untreated ore, and matte, \$1,710,895, nearly all from the United States; plates, sheets, and tubing, \$190,336, of which \$53,558 was from the United States, \$53,385 from Germany, and \$30,127 from the United Kingdom; wire, covered, 885 metric tons, worth \$262,601, of which \$228,839 was from the United States and \$32,171 from Germany; other wire, 435 tons, worth \$143,399, of which \$99,244 was from the United States, \$29,964 from Germany, and \$8,924 from France; cable, insulated, 992 tons, worth \$182,884, of which 495 tons were from Germany, 234 tons from the United States, 231 tons from the United Kingdom, and 30 tons from France; cable, not insulated, covered and uncovered, 1,017 tons, worth \$278,301, of which 955 tons were from the United States and 54 tons from Germany.

The principal items under the subhead "Tin, lead, and zinc" were: Bar tin, 320 tons, worth \$200,620, of which 221 tons were from the United States, 74 tons from the United Kingdom, 12 tons from Germany, and 11 tons from the Argentine Republic; zinc in bars, 569 tons, worth \$66,925, of which 301 tons were from Germany, 210 tons from the United States, and 47 tons from Belgium; zinc in sheets, 1,868 tons, worth \$266,914, of which 1,568 tons were from Belgium, 223 tons from Germany, and 70 tons from the United States.

The subhead "Iron and steel" is divided into two classes—structural and industrial material, and manufactures. The principal items in the first class were: Steel in bars and rods, 2,761 tons, worth \$225,858, of which 1,484 tons were from the United States, 626 tons from the United Kingdom, 320 tons from Germany, and 196 tons from Sweden; wire, plain, 4,342 tons, worth \$237,149, of which 2,770 tons were from the United States and 1,401 tons from Germany; fence wire and packing wire, 10,835 tons, worth \$514,218, of which 9,583 tons were from the United States; plows, plow castings, hoes, scythes, and other agricultural hardware, 3,717 tons, worth \$607,170, of which 2,859

tons were from the United States, 475 tons from Germany, and 351 tons from the United Kingdom; wire cable, 1,165 tons, worth \$181,187 of which 994 tons were from the United States and 195 tons from the United Kingdom; iron piping, 34,152 tons, worth \$1,965,233, of which 23,876 tons were from the United States, 4,120 tons from the United Kingdom and 3,117 tons from Germany; round and square and T bars, 2,555 tons, worth \$159,810, of which 1,098 tons were from the United States, 561 tons from Belgium, and 480 tons from the United Kingdom; iron and steel in sheets, including roofing, 17,474 tons, worth \$921,158, of which 14,642 tons were from the United States and 1,881 tons from the United Kingdom; tin plate, 7,289 tons, worth \$478,291, of which 4,427 tons were from the United Kingdom and 2,855 tons from the United States; posts and crosspieces for electrical installation, 1,641 tons, worth \$154,150, of which 893 tons were from the United States and 736 tons from Germany; steel rails, 44,847 tons, worth \$1,332,666, of which 39,332 tons were from the United States, 2,807 tons from Germany, and 1,545 tons from Belgium; fishplates, spikes, and their fittings, 11,482 tons, worth \$527,706, of which 10,369 tons were from the United States; columns, beams, and other structural pieces, 16,094 tons, worth \$915,991, of which 11,432 tons were from the United States, 2,088 tons from Belgium, and 1,545 tons from Germany.

The principal items in the second class of iron and steel, viz, manufactures, were: Manufactures not specified of sheet iron, tin plate, nicked, painted, coppered, or enameled ware, 8,088 tons, worth \$2,587,642, of which 4,798 tons were from the United States, 2,209 tons from Germany, 705 tons from the United Kingdom, and 206 tons from France; nails, bolts, and nuts not specified, 6,253 tons, worth \$544,587, of which 4,797 tons were from the United States, 473 tons from Germany, 437 tons from France, and 366 tons from the United Kingdom; stoves, cooking and heating, 797 tons, worth \$104,242, of which 760 tons were from the United States.

The principal items under the subhead "Stone and earthy products" were: Clay, sand, refractory earth, and tripoli, amounting to \$240,436, of which \$155,012 was from the United States and \$136,986 from Germany; lime, hydraulic lime, cement, carbonated lime, and whiting, 51,128 tons, worth \$416,209, of which 18,016 tons were from the United Kingdom, 17,939 tons from the United States, and 10,460 tons from Germany; coal, 390,160 tons, worth \$1,686,463, of which 290,264 tons were from the United States, 47,165 tons from Canada, and 38,370 tons from the United Kingdom; crude mineral oils, 85,432 tons, worth \$509,502, all from the United States except 1 ton; refined mineral oils, benzine, mineral wax and paraffine, 10,424 tons, worth \$717,889, of which 8,200 tons were from the United States, 1,435 tons from Austria-Hungary, and 547 tons from Germany; coke, 284,965 tons, worth \$1,020,819, of which 217,753 tons were from the United States and 66,057 tons from Germany; pencils of all kinds, amounting to \$116,860, of which \$72,494 was from the United States and \$37,244 from Germany; glass bottles and demijohns, 7,754 tons, worth \$402,688, of which 3,989 tons were from Germany, 2,936 tons from the United States, and 366 tons from Sweden; chinaware and porcelain in pieces not enumerated, 2,214 tons, worth \$388,742, of which 1,121 tons were from Germany, 461 tons from the United Kingdom, 175 tons from the United States, 111 tons from the Netherlands, and 100 tons from Austria-Hungary; glassware, undecorated, 1,844 tons, worth \$303,145, of which 1,266 tons were from the United States and 360 tons from Germany; glassware, engraved, 159 tons, worth \$56,794, of which 52 tons were from Germany, 41 tons from the United States, 32 tons from France, and 16 tons from Austria-Hungary; glassware decorated with gold, silver, or in colors, 260 tons, worth \$95,685, of which 110 tons were from Germany, 68 tons from Austria-Hungary, 66 tons from the United States, and 10 tons from France; sheet glass, common, 3,119 tons, worth \$162,913, of which 1,683 tons were from Belgium, 923 tons from the United States, 202 tons from Germany, and 154 tons from the United Kingdom.

## VEGETABLE SUBSTANCES.

The principal imports under the general heading "Vegetable substances" were: Ginned cotton, 3,812 tons, worth \$930,976, of which 3,736 tons were from the United States and 73 tons from Egypt; jute and like fibers, 6,597 tons, worth \$620,146, of which 5,663 tons were from India and 933 tons from the United Kingdom; caraway and anise seed, shelled almonds, cacao, and pepper, together amounting to \$358,938, which \$86,252 from India, \$68,108 from Venezuela, \$59,271 from Spain, \$35,863 from Ecuador, and \$29,926 from the Dominican Republic; cinnamon and vanilla, worth \$223,452, of which \$147,012 from India and \$10,514 from the United States; dried fruits, not specified, 1,901 tons, worth \$280,702, of 701 tons were from the United States, 650 tons from Spain, 268 tons from France, and 152 tons from Greece; fresh fruits and vegetables, valued at \$311,956, of which \$239,870 from the United States; tinned fruits and vegetables, 1,078 tons, worth \$191,198, of which 631 tons were from the United States, 153 tons from Spain, and 119 tons from France; Indian corn, 39,329 tons, worth \$1,171,518, of which 39,217 tons were from the United States; other grains not enumerated, 57,319 tons, worth \$2,219,192, of which 39,929 tons were from the United States, 9,228 tons from Argentina, 5,874 tons from Canada, and 2,053 tons from Austria-Hungary; hops, 210 tons, worth \$221,233, of which 133 tons were from Germany, 68 tons from Austria-Hungary, and 9 tons from the United States; leaf tobacco, 787 tons, worth \$251,255, of which 752 tons were from the United States, 13 tons from Cuba, 12 tons from Sumatra, and 7 tons from India; olive oil, 607 tons, worth \$201,968, of which 451 tons were from Spain and 137 tons from France; wheat and other flours, 3,178 tons, worth \$279,195, of which 2,884 tons were from the United States, 106 tons from Germany, and 11 tons from the Philippine Islands; opium, 9,270 kilos, worth \$191,761, of which 7,567 kilos were from India, 2,677 kilos from China, 793 kilos from Persia, 404 kilos from the United Kingdom, and 284 kilos from Turkey; vegetable oils, principally linseed and cottonseed, in bulk, 12,163 tons, worth \$1,152,018, all from the United States; the same, including coconut and corn oils, in drums or tins, 2,591 tons, worth \$230,775, of which 1,631 tons were from the United States, 732 tons from the United Kingdom, 86 tons from Germany, and 25 tons from Austria-Hungary; ordinary lumber, in beams, studding, and boards, 236,821 tons, worth \$2,335,923, practically all from the United States; ordinary lumber, in matched boards, 17,012 tons, worth \$265,613, of which 15,792 tons were from the United States; ordinary wooden boxes, set up or knocked down, 11,112 tons, worth \$381,140, of which 11,107 tons were from the United States; empty barrels and kegs, 1,659 tons, worth \$109,302, of which 1,622 tons were from the United States; furniture, valued at \$721,103, of which \$457,548 were from the United States, \$102,520 from Austria-Hungary, \$77,590 from France, and \$17,794 from Germany; manufactures of wood and lumber not otherwise specified, 2,191 tons, worth \$506,440, of which 1,524 tons were from the United States, 255 tons from Germany, and 61 tons from France; rope and cordage, 692 tons, worth \$150,770, of which 507 tons were from the United States, 50 tons from Spain, and 41 tons from Germany; straw braid for hat making, 116 tons, worth \$108,863, of which 62 tons were from France, 20 tons from Switzerland, 18 tons from Italy, and 7 tons from China.

## MACHINERY AND APPARATUS.

The principal imports under this general heading were: Incandescent electric plants, 319,730 kilos, worth \$323,738, of which 208,541 kilos were from the United States and 97,449 kilos from Germany; arc electric lamps, 69,430 kilos, worth \$43,366, of which 40,136 kilos were from Germany and 28,902 kilos from the United States; incandescent-light globes, switches, commutators, shut-offs, and the like, 519,530 kilos, worth \$340,129, of which 335,035 kilos were from the United States and 176,860 kilos from Germany; industrial, agricultural, mining, and the like machinery not

enumerated, and spare parts, 60,229 tons, worth \$10,624,365, of which 43,128 tons were from the United States, 8,468 tons from the United Kingdom, 6,746 tons from Germany, 566 tons from Belgium, 563 tons from France, and 416 tons from Switzerland; 21,319 watches, worth \$73,576, of which 15,298 were from Switzerland, 2,327 from France, 1,850 from the United States, and 1,766 from Germany.

## TEXTILES AND MANUFACTURES.

Under the general heading "Textiles, and manufactures thereof," the principal items under the subhead "Cotton" were: Thread in balls or hanks, 153,219 kilos, worth \$249,765, of which 122,818 kilos were from the United Kingdom, 21,495 kilos from Germany; on spools, \$1,081,857, nearly all from the United Kingdom. Lace, 113,401 kilos, worth \$539,458, of which 72,151 kilos were from the United Kingdom, 24,990 kilos from Germany, 13,091 kilos from France, and 1,140 kilos from Spain; handkerchiefs, \$185,339, nearly all from the United States; piece goods, bleached, unbleached, and colored, 12,487,372 square meters, worth \$1,909,350, of which 8,010,064 meters were from the United Kingdom, 1,987,110 meters from the United States, 707,114 meters from Germany, 591,549 meters from France, and 333,690 meters from Spain; cotton cloth, printed, stamped, and dyed, 4,615,552 square meters, worth \$504,754, of which 3,598,263 meters were from the United Kingdom, 404,850 meters from the United States, 198,834 meters from Germany, 159,302 meters from Spain, and 149,929 meters from France; cotton manufactures, principally underclothing, shirts, and stockings, \$1,677,929, of which \$553,441 was from Germany, \$299,042 from the United States, and \$409,566 from the United Kingdom.

The principal items under the subhead "Linen, hemp, and the like" were: Linen and hemp thread, in hanks or on spools or reels, 287,860 kilos, worth \$111,282, of which 120,188 kilos were from Germany, 66,035 kilos from Italy, 41,434 kilos from Austria-Hungary, and 22,244 kilos from the United States; linen piece goods, 724,094 square meters, worth \$238,418, of which 405,578 square meters were from the United Kingdom, 123,336 square meters from France, 82,714 square meters from Germany, 61,087 square meters from Belgium, and 10,847 square meters from the United States.

The principal items under the subhead "Wool" were: Piece goods, weighing up to 150 grams per square meter, 185,833 kilos, worth \$562,718, of which 114,138 kilos were from France, 34,608 kilos from Germany, 31,313 kilos from the United Kingdom, the same, weighing from 150 to 450 grams per square meter, 167,976 kilos, worth \$561,882, of which 99,976 kilos were from the United Kingdom, 28,397 kilos from France, 16,986 kilos from Germany, and 16,371 kilos from Belgium; the same, weighing more than 450 grams per square meter, 34,320 kilos, worth \$77,661, of which 15,360 kilos were from the United Kingdom, 7,261 kilos from France, 5,139 kilos from Belgium, 3,372 kilos from Germany, and 2,625 kilos from the United States; rugs and carpets, 119,296 square meters, worth \$156,965, of which 77,788 square meters were from the United Kingdom, 14,470 square meters from Germany, 12,921 square meters from France, and 11,734 square meters from the United States; ready-made clothing, 28,849 kilos, worth \$171,236, of which 12,355 kilos were from the United States, 10,741 kilos from France, and 3,259 kilos from Germany.

The principal items under the subhead "Silk" were: Pure silk, in hanks or on reels or spools, 4,719 kilos, worth \$64,082, of which 2,001 kilos were from Germany, 1,924 kilos from the United States, 543 kilos from the United Kingdom, and 110 kilos from France. Piece goods, pure silk, 24,921 kilos, worth \$342,179, of which 11,363 kilos were from France, 6,946 kilos from Japan, 2,735 kilos from Switzerland, 1,075 kilos from Germany, 1,042 kilos from the United States, and 913 kilos from China; ready-made clothing, pure silk, 3,691 kilos, worth \$119,214, of which 2,524 kilos were from France, 508 kilos from the United States, 285 kilos from Germany, and 266 kilos from Japan. Manufactures of pure silk not otherwise specified, 28,480 kilos, worth \$420,014, of which 10,992 kilos were from France, 5,642 kilos from Switzerland, 4,589

kilos from Germany, 3,476 kilos from the United States, and 2,873 kilos from Japan; piece goods, mixed silk, 73,482 kilos, worth \$418,759, of which 41,096 kilos were from France, 11,381 kilos from the United Kingdom, 10,401 kilos from the United States, 7,478 kilos from Germany, and 1,772 kilos from Switzerland; manufactures of mixed silk not enumerated, 17,999 kilos, worth \$171,703, of which 8,060 kilos were from France, 4,882 kilos from Germany, 2,823 kilos from Switzerland, and 1,201 kilos from the United States; piece goods, artificial silk, 213,247 square meters, worth \$56,014, of which 170,107 square meters were from the United Kingdom, 17,684 square meters from the United States, and 16,008 square meters from Germany.

#### ANIMAL AND ANIMAL SUBSTANCES.

Under this general heading the principal imports were live animals, not specified, to the value of \$563,358, of which \$535,422 was from the United States; meats and fish, salted, smoked, or in brine, 534,270 kilos, worth \$134,288, of which 335,844 kilos were from the United States, 124,787 kilos from Norway, and 43,491 kilos from the United Kingdom; wool, unwashed, 406 metric tons, worth \$156,756, of which 283 tons were from the United Kingdom, 58 tons from the United States, 32 tons from Germany, and 25 tons from India; carded wool, 286 tons, worth \$350,603, of which 116 tons were from the United Kingdom, 110 tons from France, and 60 tons from the United States; lard, 7,023 tons, worth \$1,373,027, of which 6,959 tons were from the United States, and 61 tons from China; butter, 323 tons, worth \$155,437, of which 216 tons were from the United States, 58 tons from Denmark, 21 tons from Spain, and 18 tons from France; animal fats, not specified, 533 tons, worth \$84,075, of which 491 tons were from the United States, and 29 tons from Germany; cheese, 719 tons, worth \$258,694, of which 434 tons were from Holland, 189 tons from the United States, 46 tons from Switzerland, 19 tons from Italy, and 17 tons from France; tinned meats, 4,712 tons, worth \$1,203,703, of which 2,337 tons were from the United States, 1,108 tons from Spain, 302 tons from Switzerland, 288 tons from Portugal, 215 tons from France, 162 tons from Norway, and 116 tons from Germany; eggs, 607,584 kilos, worth \$101,950, all from the United States; stearine, 1,323 tons, worth \$245,019, of which 812 tons were from Belgium, 417 tons from the United States, and 79 tons from the Netherlands; glycerine, 327 tons, worth \$122,029, of which 269 tons were from the United States, 28 tons from Germany, and 18 tons from France; raw silk, 16,674 kilos, worth \$97,302, of which 4,850 kilos were from China, 3,512 kilos from Japan, 3,370 kilos from the United States, and 2,892 kilos from France.

Tanned leather, 145 tons, worth \$489,248, of which 75 tons were from the United States, 56 tons from Germany, and 12 tons from France; boots, shoes, and slippers, 827,369 pairs, worth \$1,671,190, of which 776,456 pairs were from the United States; leather bands and cables, 109 tons, worth \$154,505, of which 63 tons were from the United States and 37 tons from the United Kingdom; manufactures of leather, not specified, 103 tons, worth \$207,972, of which 63 tons were from the United States, 18 tons from Germany, and 11 tons from the United Kingdom; manufactures of whalebone, horn, and bone not specified, 70,053 kilos, worth \$108,218, of which 17,174 kilos were from France, 20,513 kilos from Germany, 15,744 kilos from Italy, 7,317 kilos from the United Kingdom, and 5,122 kilos from the United States; manufactures of mother of pearl, coral, ivory, and tortoise shell, 26,109 kilos, worth \$103,334, of which 9,483 kilos were from France, 7,192 kilos from Germany, 4,106 kilos from Japan, 2,306 kilos from Austria-Hungary, and 1,855 kilos from the United States.

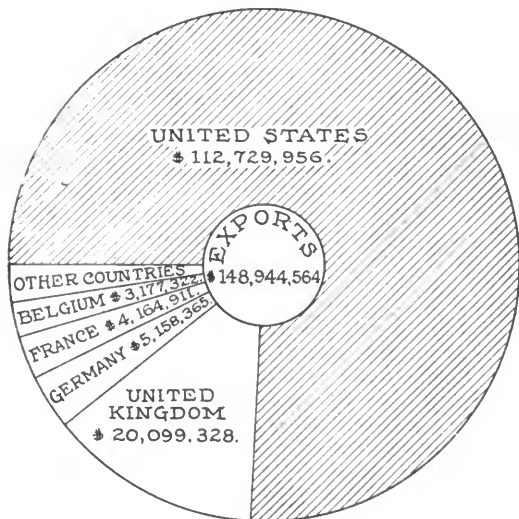
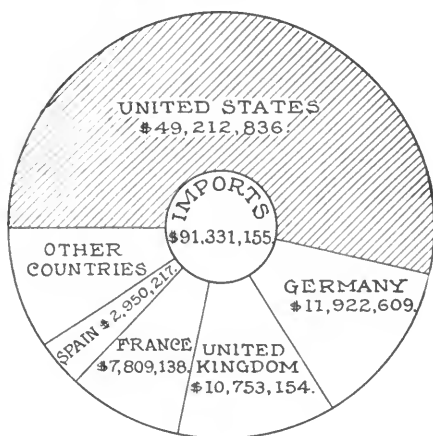
#### CHEMICAL AND PHARMACEUTICAL PRODUCTS.

The principal imports were acetates of aluminum, ammonia, lime, copper, chromium, iron, lead, and soda, 519,705 kilos, worth \$62,603, of which 260,701 kilos were from Germany, 123,831 kilos from the United States, and 94,844 kilos from the United Kingdom; sulphuric acid, 3,128 metric tons, worth \$70,739, of which 2,561 tons were

# MEXICO

## COMMERCE-1912

\$ 240,275,719.



from the United States and 529 tons from the United Kingdom; acetic, boric, citric, chromic, nitric, oxalic, pyrolemic, and tartaric acids, 648 tons, worth \$88,912, of which 423 tons were from the United States, 149 tons from Germany, 32 tons from the United Kingdom, and 31 tons from France; absorbent cotton and gauze, 191,766 kilos, worth \$115,492, of which 187,957 kilos were from the United States; ammonia, 111 tons, worth \$75,121, of which 324 tons were from the United States, 53 tons from Germany, and 32 tons from the United Kingdom; alkaline cyanide, 1,697 tons, worth \$1,519,023, of which 2,210 tons were from the United Kingdom, 1,596 tons from Germany, and 813 tons from the United States; creolin and other disinfectants, 365,61 kilos, worth \$68,625, of which 150,070 kilos were from Germany, 93,936 kilos from the United States, 66,000 kilos from Belgium, and 12,327 kilos from the United Kingdom; yeasts of all kinds, 210,715 kilos, worth \$82,565, of which 275,187 kilos were from the United States, 178 and oxides not specified, 142 tons, worth \$49,716, of which 32 tons were from Germany, 21 tons from Italy, 21 tons from France, 18 tons from the United Kingdom, and 15 tons from the United States; nitrate of soda and of potash, 1,724 tons, worth \$6,482,242, of which 1,282 tons were from Chile and 351 tons from Germany; carbonate of soda, 7,030 tons, worth \$11,913, of which 5,587 tons were from the United Kingdom and 1,455 tons from the United States; sulphate of alumina, of marine fish, and of soda, 999 tons, worth \$83,525, of which 447 tons were from the United Kingdom, 299 tons from Germany, and 121 tons from the United States; medicinal wines and elixirs, 188,702 kilos, worth \$200,461, of which 8,5728 kilos were from Germany, 67,172 kilos from Spain, and 31,803 kilos from the United States; drugs, narcotics, chemical and pharmaceutical products not specified, 193,216 kilos, worth \$1,622,227, of which 199,344 kilos were from the United States, 189,116 kilos from France, 33,475 kilos from Germany, and 26,901 kilos from the United Kingdom; paints, in powder or crystals, 2,221 tons, worth \$785,637, of which 1,458 tons were from Germany, 282 tons from Belgium, 219 tons from the United Kingdom, 218 tons from the United States, and 21 tons from France; pig and paints, 1,295 tons, worth \$257,175, of which 1,041 tons were from the United States, 188 tons from the United Kingdom, and 49 tons from Germany; white and colored varnishes, blacking, and polish, in paste or liquid, 592 tons, worth \$201,579, of which 462 tons were from the United States, 100 tons from Germany, and 16 tons from the United Kingdom.

#### CARS, CARRIAGES, WAGONS, ETC.

The principal imports under this heading were: Carts and wagons in weight up to 200 kilos each, 518 tons, worth \$87,643, of which 514 tons were from the United States; the same of over 200 kilos each, 716 tons, worth \$108,731, of which 669 tons were from the United States and 55 tons from Germany; handcarts and wheelbarrows, 1,533 tons, worth \$134,883, of which 813 tons were from the United States, 551 tons from Germany, and 133 tons from France; railway cars and coaches, 11,075 tons, worth \$592,911, of which 10,547 tons were from the United States and 507 tons from Germany; carriages and automobiles of weight below 250 kilos each, 177 tons, worth \$152,729, of which 141 tons were from the United States, 16 tons from France, and 12 tons from Italy; the same weighing from 250 to 750 kilos, 210 tons, worth \$246,195, of which 142 tons were from the United States, 31 tons from France, and 22 tons from Italy; the same, weighing over 750 kilos, 322 tons, worth \$423,772, of which 158 tons were from the United States, 67 tons from Germany, 49 tons from France, and 40 tons from Italy; boats and vessels of all kinds, 1,580 tons, worth \$187,260, of which 1,169 tons were from the United States and 391 tons from the United Kingdom; rubber tires, 159 tons, worth \$298,982, of which 101 tons were from the United States, 24 tons from France, and 21 tons from Germany; bicycles and velocipedes, 81,389 kilos, worth \$120,583, of which 32,952 kilos were from the United States, 32,129 kilos from the United Kingdom, and 11,642 kilos from Germany.



## WINES, SPIRITS, ETC.

The principal imports under the general heading "Wines, spirits, etc.," were: Spirits, in bottles, 1,367,633 liters, worth \$1,035,195, of which 920,175 liters were from France, 190,337 liters from the United Kingdom, 97,349 liters from the United States, 95,897 liters from Spain, and 67,864 liters from Belgium; spirits, in wood, 240,935 liters, worth \$141,959, of which 133,526 liters were from France, 95,994 liters from the United States, and 12,368 liters from the United Kingdom; mineral waters, natural and artificial, 1,138 tons, worth \$131,857, of which 365 tons were from France, 357 tons from Germany, 307 tons from the United States, and 48 tons from Spain; beer and cider, in bottles, 557 tons, worth \$145,878, of which 261 tons were from Spain, 127 tons from the United States, 87 tons from the United Kingdom, and 58 tons from Germany; bitters, 134,446 kilos, worth \$57,844, of which 101,521 kilos were from France, and 32,925 kilos from Spain; liquors, 287,185 kilos, worth \$456,369, of which 130,320 kilos were from Spain, 75,886 kilos from France, 25,163 kilos from Germany, and 23,751 kilos from the United Kingdom; wines, still, in wood, 8,186 tons, worth \$869,681, of which 5,549 tons were from Spain, 2,078 tons from France, 397 tons from the United States, 76 tons from Italy, and 67 tons from Portugal; the same, in bottles, 1,495 tons, worth \$45,394, of which 560 tons were from France, 459 tons from Spain, 351 tons from Italy, 54 tons from Germany, 42 tons from Portugal, and 20 tons from the United States; wines, sparkling, 129 tons, worth \$197,779, of which 114 tons were from France, 7 tons from Italy, and 4 tons from Germany.

## PAPER AND MANUFACTURES.

Under this general heading the principal items were: Scrap cuttings and like stock, 12,627 tons, worth \$195,075, of which 6,399 tons were from Sweden, 3,785 tons from Norway, 1,386 tons from Russia, 407 tons from Germany, and 237 tons from the United States; paper and cardboard, not cut or stamped, 3,318 tons, worth \$416,190, of which 1,532 tons were from the United States, 737 tons from Germany, 366 tons from Spain, and 133 tons from Italy; paper, cut, ruled, engraved, lithographed, or tinted, 1,588 tons, worth \$593,505, of which 489 tons were from the United States, 438 tons from France, 254 tons from Germany, and 186 tons from Spain; maps, books, periodicals, and music, unbound, 717 tons, worth \$158,752, of which 397 tons were from the United States, 114 tons from Spain, 109 tons from France, 36 tons from Italy, and 35 tons from Germany; prints, chromos, and lithographs, 45,202 kilos, worth \$75,192, of which 15,191 kilos were from Germany, 14,893 kilos from the United States, and 6,503 kilos from Switzerland; books and music, bound, 578 tons, worth \$305,846, of which 210 tons were from France, 205 tons from Spain, 115 tons from the United States, and 20 tons from Germany; manufactures of paper not specified, 597 tons, worth \$353,764, of which 252 tons were from Germany, 196 tons from the United States, 45 tons from the United Kingdom, 31 tons from Spain, and 28 tons from France.

## ARMS AND EXPLOSIVES.

Under this heading the principal imports were: Firearms of all kinds, 175,555 kilos, worth \$755,192, of which 71,531 kilos were from the United States, 57,657 kilos from Spain, 13,301 kilos from France, 10,370 kilos from Switzerland, and 10,351 kilos from Denmark; cartridges and caps for firearms, 1,617 tons, worth \$1,218,099, of which 559 tons were from Germany, 529 tons from Belgium, 318 tons from the United States, and 169 tons from Austria-Hungary; dynamite, mining powder, and other explosives not specified, 3,122 tons, worth \$174,061, all from the United States; mining fuses and caps, 457 tons, worth \$116,580, of which 188 tons were from the United States, 111 tons from the United Kingdom, 90 tons from Germany, and 58 tons from Belgium.

## MISCELLANEOUS.

The principal items of import under the general heading "Miscellaneous" were: Lubricating oils, 5,838 tons, worth \$341,427, of which 5,709 tons were from the United States; manufactures not specified of celluloid, gutta-percha, rubber, and rubber cloth, 290,211 kilos, worth \$487,157, of which 121,250 kilos were from Germany, 87,576 kilos from France, and 70,266 kilos from the United States; machinery belting of rubber, 336 tons, worth \$279,083, of which 239 tons were from the United States, and 68 tons from the United Kingdom; rubber tubing, 192 tons, worth \$145,887, of which 174 tons were from the United States and 12 tons from the United Kingdom; machine packing, 221 tons, worth \$127,539, of which 175 tons were from the United States, 23 tons from Germany, and 16 tons from the United Kingdom; tools not enumerated, 1,816 tons, worth \$723,200, of which 1,271 tons were from the United States, 331 tons from the United Kingdom, and 183 tons from Germany; musical instruments, 636,810 kilos, worth \$594,758, of which 308,913 kilos were from the United States and 303,196 kilos from Germany; soaps, 305 tons, worth \$118,192, of which 178 tons were from the United States, 64 tons from the United Kingdom, 31 tons from France, and 32 tons from Germany; roofing board, asbestos, and tarred felt, 1,147 tons, worth \$152,721, of which 1,014 tons were from the United States and 102 tons from the United Kingdom; perfumery, 243,408 kilos, worth \$382,552, of which 149,019 kilos were from France, 52,052 kilos from the United States, and 34,613 kilos from Germany; 237,019 hats, unfinished, worth \$255,581, of which 109,845 were from Italy, 92,539 from the United States, and 16,345 from France; 117,594 hats, finished, worth \$256,403, of which 63,577 were from the United States, 16,773 from France, 12,724 from Ecuador, and 10,762 from Italy; rubber cloth, 280 tons, worth \$115,036, of which 167 tons were from the United States, 76 tons from the United Kingdom, and 27 tons from Germany.

## EXPORTS.

The exports for the fiscal year ending June 30, 1912, and for the three preceding years, by world divisions and by principal countries, were as follows:

World divisions.	1908-9	1909-10	1910-11	1911-12
North America.....	\$86,736,431	\$98,951,040	\$113,167,055	\$112,729,956
Europe.....	27,550,863	29,555,678	31,648,271	34,079,550
West Indies.....	806,035	860,855	1,105,415	979,005
Central America.....	420,921	619,069	901,355	1,078,827
Oceania.....	10,000	.....	.....	84,909
South America.....	26,032	34,118	34,687	33,221
Asia.....	7	2,375	20,006	9,096
Total.....	115,550,309	130,023,135	146,876,819	148,994,564

Principal countries.	1908-9	1909-10	1910-11	1911-12
United States.....	\$86,472,343	\$98,432,859	\$113,167,055	\$112,729,956
United Kingdom.....	12,066,055	14,267,251	17,941,176	20,099,328
Germany.....	6,429,506	4,219,785	4,354,171	5,158,365
France.....	5,504,985	6,141,824	4,654,989	4,164,911
Belgium.....	2,903,474	3,820,041	3,680,792	3,177,322
Spain.....	614,504	1,025,730	792,150	1,190,286
Cuba.....	805,285	832,655	1,102,185	968,713
Canada.....	264,087	518,180	917,802	678,345
British Honduras.....	154,858	320,219	412,159	412,457
Guatemala.....	239,833	281,396	413,677	398,585

The exports for the last four years by customs districts were as follows:

	1908-9	1909-10	1910-11	1911-12
<b>GULF PORTS.</b>				
Campeche.....	\$1,076,036	\$801,784	\$876,934	\$1,330,755
Coatzacoalcos.....	1,100,014	1,234,105	1,470,983	1,903,845
Chetmul.....	159,440	320,138	404,279	411,055
Frontera.....	333,368	893,878	883,976	1,041,661
Isla del Carmen.....	977,790	1,381,865	1,700,981	1,519,469
La Asencion.....	50,187	5,770	5,144	8,372
Progreso.....	11,570,971	10,907,151	13,057,632	10,443,557
Tampico.....	37,465,147	41,440,691	46,281,456	46,378,205
Tuxpam.....	161,429	332,711	278,055	310,662
Vera Cruz.....	19,459,580	19,846,212	26,831,399	43,789,240
Total of Gulf.....	72,353,962	77,164,305	91,851,339	107,138,821
<b>PACIFIC PORTS.</b>				
Acapulco.....	94,155	126,727	141,372	215,583
Altata.....	22,604	3,344	606	
Bahía de la Magdalena.....	1,930	2,294	8,243	3,814
Ensenada.....	87,009	154,782	223,497	156,087
Guaymas.....	109,815	404,967	627,949	1,462,769
La Paz.....	254,247	303,801	264,298	261,606
Manzanillo.....	47,793	32,526	60,748	270,382
Mazatlan.....	3,058,484	2,064,927	965,946	1,566,621
Puerto Angel.....	148,672	154,807	254,839	267,294
Salina Cruz.....	318,495	207,031	439,422	807,615
San Blas.....	117,426	56,472	73,527	123,163
Santa Rosalia.....	3,446,278	3,300,224	3,164,894	3,400,372
Topolobampo.....	108,376	228,539	287,607	359,812
Total of Pacific.....	7,866,884	7,040,441	6,512,948	8,895,418
<b>NORTHERN FRONTIER DISTRICTS.</b>				
Agua Prieta.....	2,594,686	4,092,383	2,601,365	3,900,628
Boquillas.....	119	9,187	30,258	
Camargo.....	1,780	2,574	2,250	4,697
Ciudad Juarez.....	8,689,364	14,475,697	14,643,439	3,900,054
Ciudad Porfirio Diaz.....	6,670,400	11,220,589	10,566,423	6,956,201
Guerrero.....				15,038
La Morita.....	656,934	1,604,759	2,112,631	4,173,766
Laredo.....	11,693,795	8,734,418	12,320,228	6,916,247
Las Vacas.....	39,498	5,380	185,678	242,667
Los Algodones.....		258	2,116	7,784
Matamoros.....	60,068	99,352	206,629	208,530
Mexicali.....	95,735	113,749	78,908	241,499
Mier.....	1,631	736	1,134	1,308
Nogales.....	4,209,492	5,046,372	5,340,881	5,819,668
Tijuana.....	39,134	74,804	35,110	244,894
Total of northern frontier.....	34,752,636	45,480,267	48,127,050	32,632,981
<b>SOUTHERN FRONTIER DISTRICTS.</b>				
Soomusco.....	418,612	177,473	200,927	151,724
Zapaluta.....	149,215	160,649	184,556	175,620
Total of southern frontier.....	567,827	338,122	385,483	327,344
Grand total.....	115,550,309	130,023,135	146,876,820	148,994,564

The exports for the last four years under five major classifications were:

	1908-9	1909-10	1910-11	1911-12
Mineral products.....	\$72,136,413	\$78,260,037	\$90,002,983	\$93,163,401
Vegetable products.....	33,965,277	38,857,899	45,633,601	41,793,475
Animal products.....	6,969,675	10,052,092	8,401,070	9,930,598
Manufactured products.....	1,273,940	1,798,326	1,804,835	3,301,789
Miscellaneous.....	1,205,006	1,084,781	1,034,331	865,301
Total.....	115,550,309	130,023,135	146,876,820	148,994,564

## MINERAL PRODUCTS.

Mineral products are subdivided into three classes: Precious metals and ore containing the same, of which the exports in 1911-12 amounted to \$69,736,735, and of this \$21,552,558 represented gold and \$14,781,177 silver; industrial metals and ore containing the same, \$21,215,684; mineral combustibles, \$187,225; miscellaneous, \$1,663,758.

The principal gold exports were: Gold ore, 1,119 kilos, worth \$946,258, of which 1,117 kilos went to the United States; gold dust and bars, 35,223 kilos, worth \$23,481,771, of which 31,637 kilos went to the United States, 2,311 kilos to the United Kingdom, and 714 kilos to Belgium.

The principal silver exports were: Ore, 191,801 kilos, worth \$3,410,621, of which 193,993 kilos went to the United States; bar silver, 1,119,157 kilos, worth \$20,165,225, of which 812,892 kilos went to the United States, and 293,338 kilos to the United Kingdom; silver combined with lead, 691,263 kilos, worth \$12,151,385, of which 408,714 kilos went to the United States, 195,790 kilos to the United Kingdom, and 78,847 kilos to Belgium; silver combined with copper, 13,162 kilos, worth \$8,147,031, of which 127,297 kilos went to the United States, and the remainder to the United Kingdom; silver combined with iron, 179 kilos, worth \$6,007, of which 1,391 kilos went to the United States and the remainder to Germany; silver sulphides, 7,389 kilos, worth \$12,747,270 to the United States.

Under industrial metals the principal were: Antimony, 3,410 metric tons, worth \$557,000, of which 2,825 tons went to the United Kingdom and the remainder to the United States; mercury, 165 tons, worth \$133,533, of which 52 tons went to the United Kingdom, 109 tons to the United States, 20 tons to Germany, and 15 tons to France; copper, 19,421 tons, worth \$13,288,192, of which 12,269 tons went to the United States, 13,135 tons to the United Kingdom, and 3,105 tons to France; copper ore, 121,411 tons, worth \$3,677,114, of which 119,934 tons went to the United States, 5,251 tons to France, and 5,277 tons to the United Kingdom; lead, 110,768 tons, worth \$3,009,060, of which 71,753 tons went to the United States, 19,617 tons to the United Kingdom, and 17,392 tons to Belgium; zinc ore, 42,257 tons, worth \$41,897, of which 15,119 tons went to Belgium, 13,742 tons to the United States, and 13,244 tons to Germany.

Of other mineral products the principal were: Asphalt, 19,211 tons, worth \$321,240, of which 9,582 tons went to the United Kingdom, 2,939 tons to Germany, 2,771 tons to Belgium, and 2,115 tons to Canada; coal, 50,777 tons, worth \$163,983, practically all to the United States; marble in the rough, 1,699 tons, worth \$97,397, of which 1,628 tons went to the United States.

## VEGETABLE PRODUCTS.

The principal vegetable products were: Coffee, 24,385 tons, worth \$6,781,522, of which 16,382 tons were exported to the United States, 3,598 tons to Germany, 2,393 tons to France, and 856 tons to the United Kingdom; rubber, 5,532 tons, worth \$5,988,899, of which 5,155 tons were exported to the United States, 198 tons to Belgium, 69 tons to the United Kingdom, and 59 tons to Germany; barley, 49,181 tons, worth \$829,397, of which 23,814 tons went to the United Kingdom, 22,293 tons to Germany, and 3,046 tons to the United States; chiclé, 2,898 tons, worth \$1,581,563, of which 1,621 tons went to the United States, 695 tons to Canada, and 552 tons to British Honduras; Chile peppers, 1,014 tons, worth \$268,566, practically all to the United States; frijoles (beans), 6,474 tons, worth \$518,795, of which 5,413 tons went to Cuba, 830 tons to the United States, and 130 tons to Spain; fresh fruits, 17,913 tons, worth \$392,036, of which 16,087 tons went to the United States and 1,806 tons to Canada; dried fruits, 1,283 tons, worth \$196,177, of which 1,279 tons went to the United States; garbanzos (chick peas), 27,853 tons, worth \$2,231,865, of which 13,876 tons went to Spain, 9,651 tons to the United States, and 4,027 tons to Cuba; Guayule rubber, 4,130

tons, worth \$1,967,560, of which 3,691 tons went to the United States, 554 tons to Germany, and 163 tons to France; henequen, 107,355 tons, worth \$10,715,040, of which 99,324 tons went to the United States and 7,331 tons to the United Kingdom; ixite, 20,666 tons, worth \$1,896,339, of which 12,610 tons went to the United States, 4,578 tons to Germany, 1,704 tons to Belgium, and 699 tons to France; vegetables, 3,928 tons, worth \$139,836, of which 3,396 tons went to the United States and 547 tons to Canada; cedar and other building woods, 298,483 cubic meters, worth \$188,167, of which 99,947 meters went to the United Kingdom, 86,507 meters to the United States, 79,161 meters to Germany, and 35,493 meters to France; cabinet woods, mahogany, ebony, and the like, 124,350 cubic meters, worth \$1,296,042, of which 59,963 meters were exported to the United States, 47,583 meters to British Honduras, and 18,716 meters to the United Kingdom; Indian corn, 5,249 tons, worth \$212,098, of which 2,615 tons went to Salvador, 2,142 tons to Guatemala, and 490 tons to the United States; legwood, 19,340 tons, worth \$228,920, of which 8,081 tons were exported to the United Kingdom, 4,177 tons to France, 3,817 tons to Russia, and 2,063 tons to the United States; zinc ore, 13,753 tons, worth \$849,797, of which 1,633 tons went to France, 13,379 tons to Germany, and 348 tons to the United States; leaf tobacco, 577 tons, worth \$30,870, of which 294 tons went to Belgium, 141 tons to Germany, 74 tons to France, 81 tons to Canada, 52 tons to the Netherlands, 23 tons to the United States, and 20 tons to Cuba; yucca, 169,431 kilos, worth \$1,077,982, of which 150,059 kilos went to the United States and 15,932 kilos to France; casapariha, 292,611 kilos, worth \$63,013, of which 181,012 kilos went to the United States and 69,419 kilos to Germany.

## ANIMAL PRODUCTS.

The principal exports under this heading were: 282,452 head of cattle, worth \$3,767,082, of which 267,061 head were exported to the United States and the remainder to Guatemala; bones, 7,333 tons, worth \$162,739, of which 7,249 tons went to the United States; goatskins, 2,551 tons, worth \$1,381,985, of which 2,496 tons went to the United States and 35 tons to France; cattle hides, 14,803 tons, worth \$3,586,038, of which 13,178 tons went to the United States, 940 tons to Germany, and 589 tons to France; deerskins, 293 tons, worth \$221,393, of which 290 tons went to the United States and the remainder to Germany.

## MANUFACTURED PRODUCTS.

The principal manufactured products were: Sugar, 24,082 tons, worth \$1,245,702, of which 23,832 tons went to the United Kingdom; beer, 1,199 tons, worth \$114,170, of which 396 tons went to the United States, 272 tons to Nicaragua, 267 tons to Guatemala, and 221 tons to Salvador; cottonseed meal and cake, 18,206 tons, worth \$364,496, of which 9,052 tons went to the United Kingdom, 7,455 tons to Germany, and 1,649 tons to Belgium; leather, 115 tons, worth \$80,356, of which 100 tons went to the United Kingdom; bran, 1,628 tons, worth \$89,705, of which 2,261 tons went to Germany and 1,860 tons to the United States; palm-leaf hats, 906,579 kilos, worth \$337,003, of which 888,640 kilos went to the United States and 17,015 kilos to Canada; manufactured tobacco, 179,721 kilos, worth \$206,483, of which 49,243 kilos went to France, 45,917 kilos to the United States, 32,181 kilos to the United Kingdom, and 26,239 kilos to Peru.



# COMMERCE OF SALVADOR FOR 1912

THE total foreign commerce of the Republic of Salvador for the year 1912, according to the report of the director of the bureau of fiscal accounts, Sr. N. Castro Morán, published in the Diario Oficial of May 2 and of May 31, 1913, amounted to \$6,774,859.43 gold imports and 22,341,987.23 colones silver exports.

Estimating the average gold premium for the year at 125, the value of the colon in United States gold would be 44.5 cents. On this basis the exports would amount to \$9,942,184.32 and the total trade to \$16,717,043.75.

The statistics of foreign trade for the year 1911, as revised and published in the report of the minister of finance, Sr. Don R. Guirola D., were: Imports, \$5,113,518.06; exports, \$9,438,561.30 (22,208,379.54 colones, converted on the basis of gold premium of 135); total trade, \$14,552,079.36.

There was therefore an increase for the year 1912, as compared with preceding year, of imports, \$1,661,341.37, and of \$503,623.02 in exports, or a total increase of \$2,164,964.39.

## IMPORTS.

The imports by countries for the last four years were as follows:

	1909	1910	1911	1912
United States.....	\$1,344,315.79	\$1,346,597.13	\$1,815,051.13	\$2,627,700.22
United Kingdom.....	1,438,613.90	1,165,992.80	1,543,827.54	1,904,546.16
Germany.....	482,341.70	407,391.97	533,127.56	664,674.45
France.....	285,169.66	262,294.21	386,026.53	397,252.05
Italy.....	157,707.99	133,699.78	191,400.08	288,399.60
Mexico.....	8,202.74	8,999.24	85,298.32	239,930.56
Belgium.....	104,550.13	65,613.37	128,068.81	224,274.52
Spain.....	82,473.91	67,185.04	83,291.05	87,691.21
China.....	64,766.70	73,618.86	74,249.40	81,278.88
Netherlands.....	38,196.40	63,413.65	61,674.23	74,717.55
Japan.....	69,061.82	62,172.48	79,952.43	55,839.38
Ecuador.....	7,075.00	10,656.00	16,665.50	24,294.80
Austria-Hungary.....	16,583.87	12,468.21	29,488.80	23,297.55
Nicaragua.....	12,368.42	19,214.44	9,044.00	15,911.81
Honduras.....	36,386.69	13,414.74	28,778.64	12,755.90
Sweden.....	12,000.63	15,179.35	17,213.83	12,625.53
Portugal <sup>1</sup> .....		2,238.55	6,856.74	9,825.17
Switzerland.....	3,443.82	4,356.36	5,369.27	7,184.19
Denmark.....	5,425.64	2,607.33	6,165.40	5,723.60
Cuba.....	1,597.62	812.50	2,599.47	3,516.69
Norway <sup>1</sup> .....		1,706.18	1,434.26	2,893.18
Turkey <sup>2</sup> .....			23.65	2,413.52
India <sup>2</sup> .....			5,767.75	2,218.70
Costa Rica <sup>1</sup> .....		268.00	404.80	1,585.24
Jamaica <sup>2</sup> .....			7.25	1,237.75
Panama <sup>2</sup> .....			80.00	1,086.50
Russia <sup>2</sup> .....			21.25	916.77
Guatemala <sup>1</sup> .....		763.00	1,149.72	451.15
Canada <sup>2</sup> .....			44.00	363.25
Other countries.....	6,649.43	4,586.00	436.65	313.55
Total.....	4,176,931.56	3,745,249.19	5,113,518.06	6,774,859.43

<sup>1</sup> In 1909 included in "Other countries."

<sup>2</sup> In 1909 and 1910 included in "Other countries."

The following table shows the imports by articles for the last four years:

Articles.	1909	1910	1911	1912
Cotton cloth and manufactures.....	\$1,492,999.74	\$1,091,245.75	\$1,767,579.63	\$2,016,953.22
Hardware.....	199,427.10	229,429.23	279,335.64	564,283.57
Drugs and medicines.....	193,213.82	214,509.67	207,981.63	418,983.56
Flour.....	260,708.27	247,437.65	247,437.65	392,883.27
Boots, shoes, and findings.....	145,961.76	174,888.02	259,285.59	213,724.15
Cotton yarn.....	128,302.99	131,372.00	174,851.74	181,240.96
Machinery.....	53,149.39	53,856.46	88,273.87	214,716.34
Wines.....	78,041.25	63,909.72	110,044.98	112,159.67
Bags for coffee.....	117,904.06	59,315.66	102,077.79	117,073.05
Woolen fabrics, and manufactures thereof.....	68,304.63	53,032.51	86,076.00	100,209.07
Provisions.....	102,863.38	62,950.74	81,877.67	114,787.55
Silk fabrics, and manufactures thereof.....	89,098.85	68,809.80	91,299.96	102,739.14
Soap and candle grease.....	89,059.65	93,986.53	138,011.13	178,091.04
Haberdashery and notions.....	22,217.36	20,125.47	52,312.54	36,564.48
Distilled liquors.....	25,389.06	30,709.22	42,910.80	56,231.77
Beer and ginger ale.....	22,299.32	24,939.02	41,025.96	45,737.76
Hats, other than Panama.....	29,069.49	23,278.17	40,118.76	39,857.86
Glassware.....	23,811.91	19,435.06	33,612.13	48,879.04
Fence wire 1.....		22,833.79	35,664.74	62,236.22
Agricultural machinery 2.....		16,752.35	32,399.84	60,956.59
Lumber and cork.....	3,252.65	3,393.96	9,885.76	25,119.30
Stone and china ware.....	32,406.93	20,691.97	30,675.87	41,315.09
Paper and stationery.....	26,329.04	28,484.30	28,563.38	52,483.48
Silk thread.....	22,790.06	33,060.51	26,030.00	28,415.01
Perfumery.....	17,563.47	21,958.37	25,872.92	24,762.14
Matches.....	34,165.84	20,648.72	24,840.90	26,863.85
Coin.....	74,897.22	12,224.00	30,284.90	8,664.69
Fertilizers.....	2,661.50	8,870.87	22,373.87	130,426.49
Indian corn.....				190,716.12
Huminating oils.....	23,645.79	14,610.68	19,875.77	21,794.66
Printed books.....	6,841.33	5,836.66	15,420.67	6,602.78
Panama hats.....	7,075.00	9,826.00	16,965.50	24,062.80
Lime and cement.....	11,472.83	10,167.84	12,675.01	33,178.67
Furniture and cabinet work.....	12,006.41	10,112.68	13,605.69	21,658.67
Marble.....	7,842.75	5,503.57	10,955.99	4,008.20
Cheese and butter.....	13,045.65	19,640.08	12,744.51	22,608.35
Candles.....	3,542.98	5,155.17	5,092.43	13,706.45
Jewelry.....	4,270.75	8,097.25	10,251.23	3,749.15
Fancy articles.....	7,123.66	9,141.39	6,896.06	2,980.25
Hemp, manufactures.....	4,780.34	7,071.69	8,090.37	12,467.26
Linon cloth, and manufactures thereof.....	11,621.52	5,466.75	8,467.59	10,667.14
Leather goods.....	3,312.14	4,317.02	6,534.35	17,424.28
Spices and tea.....	4,804.45	4,209.01	5,374.37	8,786.42
Tobacco.....	1,749.01	3,164.89	2,010.90	3,704.39
Mineral waters.....	3,352.55	2,388.81	1,522.80	6,110.71
Woolen yarn.....	210.36	1,930.89	737.72	165.72
Live animals 1.....		90.00	746.00	4,797.08
Plants and seeds 1.....		285.88	593.63	1,647.95
Chocolate.....		48.56	28.40	463.47
Linon thread.....				324.71
Miscellaneous 1.....	304,107.58	346,912.34	477,231.39	573,697.49
Articles admitted free.....	389,087.12	403,516.51	350,783.80	367,158.35
Total.....	4,176,931.56	3,745,249.19	5,113,518.06	6,774,859.43

1 Included for 1909 in "Miscellaneous articles." 2 Included for 1909 in "Articles admitted free."

The imports by articles and principal countries for the year 1912 were as follows:  
 Cotton cloth and manufactures: United Kingdom, 1,299,980 kilos, worth \$1,059,888;  
 United States, 1,131,210 kilos, worth \$628,758; Italy, 205,215 kilos, worth \$166,635;  
 France, 62,364 kilos, worth \$51,275; Germany, 56,366 kilos, worth \$45,467; Spain,  
 26,121 kilos, worth \$31,106; Belgium, 23,372 kilos, worth \$16,133.

Hardware: United States, 2,663 tons, worth \$261,865; Germany, 921 tons, worth \$142,178; United Kingdom, 1,074 tons, worth \$128,566; Belgium, 142 tons, worth \$15,214.

Drugs and medicines: United States, 360,312 kilos, worth \$136,593; United Kingdom, 372,518 kilos, worth \$110,123; France, 130,423 kilos, worth \$82,162; Germany, 197,901 kilos, worth \$63,550; Belgium, 34,740 kilos, worth \$16,133.

Flour: All the flour was imported from the United States.

Boots, shoes, and findings: United States, 87,988 kilos, worth \$150,664; Germany, 31,684 kilos, worth \$37,217; United Kingdom, 8,551 kilos, worth \$11,426.

Cotton yarn: United Kingdom, 256,141 kilos, worth \$157,226; United States, 19,882 kilos, worth \$7,280; Germany, 7,413 kilos, worth \$6,922; France, 5,650 kilos, worth \$5,611.

Machinery: United States, 768 tons, worth \$178,752; United Kingdom, 108 tons, worth \$17,155; Germany, 45 tons, worth \$10,594.

Wines: France, 191 tons, worth \$44,304; United States, 190 tons, worth \$18,101; Italy, 70 tons, worth \$15,741; Spain, 101 tons, worth \$13,931; Germany, 117 tons, worth \$13,016.

Bags for coffee: United Kingdom, 526 tons, worth \$93,437; Netherlands, 47 tons, worth \$6,183; Germany, 28 tons, worth \$4,953; Belgium, 62 tons, worth \$4,679.

Woolen fabrics and manufactures thereof: United Kingdom, 31,749 kilos, worth \$18,314; Italy, 11,939 kilos, worth \$24,598; France, 13,785 kilos, worth \$11,776; Germany, 10,166 kilos, worth \$11,546.

Provisions: United States, 222 tons, worth \$39,959; France, 50 tons, worth \$17,785; United Kingdom, 46 tons, worth \$13,648; Germany, 24 tons, worth \$8,380; Italy, 31 tons, worth \$8,268.

Silk fabrics and manufactures thereof: Japan, 4,188 kilos, worth \$13,239; China, 3,562 kilos, worth \$10,565; United States, 997 kilos, worth \$6,506.

Soap and candle grease: Belgium, 533 tons, worth \$99,166; Netherlands, 364 tons, worth \$57,619; United States, 75 tons, worth \$7,294.

Haberdashery and notions: Germany, 38,775 kilos, worth \$22,688; France, 8,070 kilos, worth \$7,157.

Distilled liquors: France, 55,453 kilos, worth \$30,822; United States, 22,221 kilos, worth \$7,594; Mexico, 35,108 kilos, worth \$5,561.

Beer and ginger ale: Mexico, 162,627 kilos, worth \$25,101; Germany, 134,535 kilos, worth \$9,982; United States, 50,307 kilos, worth \$4,613.

Hats other than Panama: Italy, 8,439 kilos, worth \$21,233; France, 7,470 kilos, worth \$8,790; United States, 1,220 kilos, worth \$1,099.

Glassware: Germany, 156 tons, worth \$21,284; France, 14 tons, worth \$6,344; United States, 26 tons, worth \$6,267; Belgium, 50 tons, worth \$6,107.

Fence wire: Nearly all the fence wire was imported from the United States.

Agricultural machinery: United States, 119 tons, worth \$28,527; United Kingdom, 102 tons, worth \$24,138.

Stone and chinaware: Germany, 218,320 kilos, worth \$31,510; France, 7,523 kilos, worth \$2,815; United Kingdom, 15,714 kilos, worth \$2,370.

Paper and stationery: Germany, 99,954 kilos, worth \$28,472; United States, 40,126 kilos, worth \$9,159; Belgium, 23,677 kilos, worth \$5,115; France, 8,361 kilos, worth \$3,397.

Fertilizers: United States, 1,874 tons, worth \$80,856; United Kingdom, 521 tons, worth \$23,680; Germany, 534 tons, worth \$20,194.

Indian corn: Mexico, 1,886,205 kilos, worth \$158,205.66; United States, 1,436,086 kilos, worth \$32,060.46.

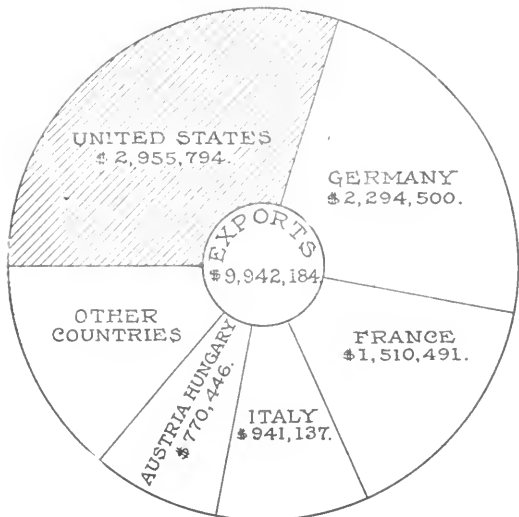
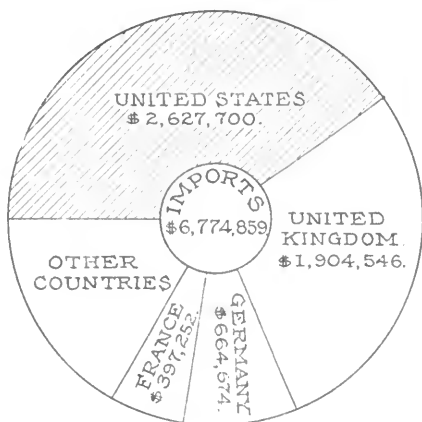
*Imports by ports.*

	1911	1912
Acajutha.....	\$3,356,038.24	\$4,032,148.34
La Unión.....	1,150,181.94	1,632,968.41
La Libertad.....	570,860.97	810,707.47
El Triunfo.....	36,436.91	279,035.21
Total.....	5,113,518.06	6,774,859.43



# SALVADOR COMMERCE - 1912

\$ 14,552,079.36



## EXPORTS.

The exports for the last four years, by countries, were as follows:

	1909	1910	1911	1912
United States.....	\$1,879,453.87	\$2,279,668.59	\$3,090,081.32	\$2,955,794.29
Germany.....	1,061,315.73	1,584,632.26	1,669,232.64	2,294,500.18
France.....	1,629,063.15	1,097,118.04	2,272,190.32	1,510,491.99
Italy.....	430,811.49	609,673.52	465,411.38	941,137.35
Austria-Hungary.....	317,021.07	419,775.53	347,359.17	770,446.94
United Kingdom.....	449,894.35	483,808.59	555,709.75	445,456.23
Sweden.....	40,614.64	47,051.84	115,259.02	295,874.15
Norway.....	28,161.11	77,704.48	83,081.75	243,592.51
Panama.....	118,321.95	142,546.24	148,411.29	103,614.95
Spain.....	214,157.51	170,871.44	235,324.52	68,058.16
Nicaragua.....	9,082.99	7,805.94	10,642.05	58,276.79
Denmark.....	.....	.....	.....	38,543.54
Chile.....	12,100.13	37,313.00	27,370.10	36,718.50
Ecuador.....	28,928.65	76,204.41	105,740.00	36,708.92
Costa Rica.....	27,977.77	46,558.92	51,707.50	30,149.99
Russia.....	.....	.....	.....	20,425.50
Switzerland.....	.....	.....	.....	20,425.50
Peru.....	45,817.30	95,757.10	112,409.53	19,068.26
Honduras.....	9,948.51	33,127.19	38,967.82	14,452.96
Mexico.....	.....	34,434.24	46,494.24	12,634.02
Belgium.....	6,037.50	660.48	1,498.13	11,107.77
Guatemala.....	.....	6,367.86	8,230.98	8,617.18
British America.....	.....	3,051.44	1,066.42	6,087.60
Caracao.....	.....	.....	1,012.60	.....
Netherlands.....	43,921.74	43,015.36	51,360.77	.....
Other countries.....	8,711.26	689.60	.....	.....
Total.....	6,361,340.72	7,297,836.07	9,438,561.30	9,942,184.31

The following table shows the exports, by articles, for the last four years:

	1909	1910	1911	1912
Coffee.....	\$4,590,704.65	\$4,819,184.28	\$6,681,687.48	\$7,610,818.31
Clean.....	.....	309,576.77	188,923.72	154,466.06
In parchment.....	688,509.54	601,318.67	973,368.62	607,603.08
Gold in bars.....	111,584.14	167,800.40	124,770.15	799,255.42
Gold and silver amalgams, concentrates, etc.....	136,575.00	279,107.00	388,878.81	168,458.79
Sugar.....	257,246.61	314,843.30	261,031.45	94,940.03
Silver in bars.....	300,745.35	487,063.41	523,233.62	148,115.90
Balsam.....	103,681.12	81,120.00	87,682.60	78,175.37
Hides of cattle.....	51,600.07	76,429.18	56,965.90	69,930.34
Rubber.....	20,289.84	38,698.10	28,353.45	37,518.61
Leaf tobacco.....	25,701.70	19,370.30	21,634.09	22,414.00
Rice.....	13,179.91	7,710.37	16,410.89	31,785.65
Hats, palm leaf.....	.....	8,736.70	14,769.38	3,622.96
Woods.....	.....	3,850.00	.....	4,288.46
Panela (a kind of sugar).....	.....	13,647.87	8,003.04	15,922.66
Deerskins.....	.....	7,023.10	7,233.25	7,468.77
Horns.....	.....	10,034.94	2,072.24	752.31
Indian corn.....	.....	9,891.54	2,002.36	.....
Jute cordage.....	.....	348.60	1,954.05	2,854.78
Alligator skins.....	.....	376.00	311.43	167.80
Pigskins.....	.....	298.00	297.50	.....
Henequen.....	.....	540.00	275.40	12,251.53
Cocoanuts.....	.....	169.70	5,968.81	284.80
Lard.....	.....	2,417.40	388.88	6,264.79
Tobacco, manufactured.....	.....	452.00	169.57	300.37
Boots and shoes.....	.....	83.60	136.42	.....
Starch.....	.....	169.40	76.85	3,428.19
Sole leather.....	.....	22.00	267.93	.....
Goatskins.....	.....	68.00	81.09	.....
Honey.....	.....	62.60	36.99	1,701.64
Steel in bars.....	.....	.....	.....	311.50
Sheepskins.....	.....	.....	.....	301.35
Hammocks.....	.....	.....	92.01	140.73
Beans.....	.....	.....	11,615.53	1,657.83
Provisions.....	.....	.....	.....	24,399.90
Miscellaneous.....	61,522.79	37,482.84	30,406.79	32,582.38
Total.....	6,361,340.72	7,297,836.07	9,438,561.30	9,942,184.31

The exports of the principal articles to the leading countries in 1912 were as follows: Coffee, clean: To Germany, \$2,117,870.56; to France, \$1,477,168.82; to the United States, \$1,469,404.86; to Italy, \$941,087.95; to Austria-Hungary, \$712,682.27; to Sweden, \$295,874.18; to Norway, \$243,592.51; and to the United Kingdom, \$152,149.95.

Coffee, in parchment: To Austria-Hungary, \$57,208.42; to the United Kingdom, \$55,168.20; to the United States, \$36,908.74; and to Germany, \$21,750.71.

Gold and silver: To the United States, \$1,405,969.47, and to the United Kingdom, \$143,568.15.

Sugar: To Panama, \$99,769.66; to the United Kingdom, \$38,822.69; and to Ecuador \$28,495.13.

Indigo: To the United Kingdom, \$35,068.35; to Peru, \$19,068.25; to Mexico, \$11,986.43; to Germany, \$11,448.62.

Balsam: To Germany, \$46,369; to the United States, \$22,450.25; and to France, \$7,120.

Hides of cattle: To Germany, \$59,493.42, and to the United States, \$9,922.49.

*Exports by ports.*

	1911	1912
Acajutla.....	\$4,063,382.63	\$4,860,510.85
La Unión.....	2,260,349.43	1,818,310.79
La Libertad.....	1,638,119.63	1,405,314.55
El Triunfo.....	1,920,877.20	1,858,048.12
Total.....	9,882,728.89	9,942,184.31



## ARGENTINE REPUBLIC

At a recent meeting of the Society of National Engineers of the Argentine Republic, Engineer Benigno Benigni submitted a plan for a **SUBFLUVIAL TUNNEL** under the River Plate between Buenos Aires and Colonia, Uruguay, the object being to connect by an electric railway the capital of the Argentine Republic with the city of Montevideo, Uruguay. The tunnel as planned is to be 52 kilometers long, 48 kilometers of which are to be under the bed of the Rio de la Plata. The interior dimensions of the tunnel or tubes are 4 meters high by 3.2 meters wide. The tunnel is to be ventilated by large metal towers placed along the line at distances of 6 kilometers. It is calculated that this tunnel could be constructed in seven years at an approximate cost of \$75,000,000. The construction and operation of the tunnel as planned would place Buenos Aires within two hours of Montevideo.—In 1912 the exports of **FROZEN AND CHILLED MEATS** from the Argentine Republic consisted of 3,584,927 frozen wethers and lambs, as compared with 4,104,515 in 1911; 2,269,474 chilled beef quarters in 1912, as compared with 2,131,791 in 1911, and 2,086,780 frozen quarters of beeves in 1912, as compared with 1,693,494 in 1911.—On May 30 last the Government of the Province of Buenos Aires officially opened to public traffic four of the network of **CANALS** which have been under construction during the last three years in and around the islands of the delta of the Parana River. The property value of these islands is estimated at 85,000,000 pesos, and the number of inhabitants at 22,000. Since 1910 about 20 steamers have been in operation in the coastwise trade between the ports of Tigre and San Fernando, and in addition to a large tonnage of freight have carried annually about 140,000 passengers between the ports of Tigre and San Fernando. The islands have an area of 23,000 square kilometers of fertile land, and large quantities of fruits and vegetables are raised for the Buenos Aires markets. The canals referred to have a length of 70 kilometers.—Law No. 5559 authorized the president of the Republic to survey, construct, and exploit a **RAILWAY** from the port of San Antonio in the territory of Rio Negro to Lake Nahuel Huapi. A topographic and geologic map of the high table lands crossed by this railway in the central part of the territory of Rio Negro has been made by order of the department of public works, and it has been planned to extend this railway to the port of Valdivia, Chile. The highest point on the line is at Cajon Negro in Argentine territory. The railway will enter Chile at the Portezuelo of the Cajon Negro River through a tunnel about 1½ kilo-

meters long and constructed at an elevation of 1,180 meters above the level of the sea.—The Southern Railway proposes to construct a **BRANCH LINE** between Azul and Tendril, thereby opening up one of the richest agricultural and stock-raising sections of the country.—Recent statistics show that the number of **NATURALIZED FOREIGNERS** in the Argentine Republic is 25,651, nearly four-fifths of whom are Italians and Spaniards.—A law has been promulgated authorizing the president to construct a **NAVAL HOSPITAL** in Buenos Aires to cost 2,541,130 pesos.—The **FOREIGN COMMERCE** of the Argentine Republic during the first quarter of 1913 consisted of imports amounting to 108,652,009 gold pesos (not including coin), and exports 154,894,362 gold pesos.—One of the results of the agricultural exposition held in Buenos Aires in 1910 was the establishment of an **AGRICULTURAL MUSEUM** in the exposition building. This museum has now more than 20,000 samples on exhibition.—In the Tercero River Valley near Pueblito, State of Cordoba, an **IRRIGATION RESERVOIR** is to be constructed with a capacity of 300,000,000 cubic meters of water. The reservoir will cost 7,900,000 pesos, and will irrigate 77,000 hectares of land.—An executive decree of May 9, 1913, regulates the exploration and exploitation of the Rividavia **PETROLEUM** deposits.—The unveiling of the **STATUE** erected in honor of President Avellaneda took place in Buenos Aires on June 8 last.



## BOLIVIA

The Bulletin is in receipt of a letter from the **BANK OF THE BOLIVIAN NATION** calling attention to an error in the May edition in which it was stated that "steps have been taken for the fusion of the Industrial and National Banks of Bolivia." The National Bank of Bolivia is not the same as the Bank of the Bolivian Nation; it is this latter institution which has absorbed three banks since its establishment about two and one-half years ago, namely: The Bank of Bolivia and London, the Agricultural Bank, and the Industrial Bank, so that it now has a capital of £1,517,000, which is the largest capital of any bank in the Republic. Before the Bank of the Bolivian Nation was in operation two years a dividend of 5 per cent was paid to its shareholders despite the fact of the expense incurred in the fusion of the three banks referred to. The Bank of the Bolivian Nation now has branches in Oruro, Potosi, Cochabamba, Sucre, Santa Cruz, Tarija, and Riberalto.—Recent investigations in the Provinces of Larecaja, Mun-

ceas, and Caupolican of the department of La Paz show that tagua or VEGETABLE IVORY, so highly prized in Ecuador, Colombia, and Venezuela, also exists in large quantities in certain parts of Bolivia.—The Republic of Uruguay has established a LEGATION at La Paz.—A cable from La Paz, dated August 14, announces the following cabinet selected by President Montes: Foreign affairs, Sr. Don Cupertino Arteaga; government, Sr. Don Claudio Pinilla; treasury, Sr. Don Casto Rojas; instruction, Sr. Don Carlos Calvo; justice, Sr. Don Placido Sanchez; war, Sr. Don Nestor Gutierrez.—Within the last few months a number of petitions have been presented to the Bolivian Government for permission to exploit SALT MINES. In the Republic, especially in the western part of the country, salt exists in the form of veins, brine, and saline springs. The salt deposits of Bolivia have been celebrated from time immemorial. The Lipes rock salt and the Garci-Mendoza salt springs have been known and exploited for a long time. Near Yullona, in the Province of Pacajes, there are a number of heavily charged salt springs. Many of the saline springs of the country were worked in the time of the Incas, and with modern methods could be made to produce enormous quantities of salt. The mining of salt in the country can easily be developed, should sufficient demand arise for the product, into a great industry capable of supplying the local needs of the country and leaving a large surplus for export.—Sr. Adolfo Ballivian, consul general of Bolivia in New York, has compiled statistics showing that the EXPORTS OF MERCHANDISE from the port of New York to Bolivia in May, 1913, consisted of 5,018 packages, weighing 309,208 kilos, valued at \$101,895.72. These values were made up of cotton goods, \$43,036.33; hardware, \$17,101.01; machinery, \$11,882.14; groceries and liquors, \$4,432.41; drugs and medicines, \$1,102.45; and miscellaneous articles, \$24,341.38. Most of these goods entered the country through the ports of Mollendo and Antofagasta.—The minister of public instruction has authorized the prefect at Sucre to purchase the Ruck LIBRARY in the sum of 50,000 bolivianos.—The GEOGRAPHIC SOCIETY of La Paz has elected Dr. Claudio Pinilla honorary president, Sr. M. V. Ballivian president, and Dr. Castro F. Pinilla general secretary.—On May 12, 1913, the ONE HUNDREDTH ANNIVERSARY of the publication of the first newspaper in Bolivia was celebrated throughout the country. Gold and silver medals were awarded to persons engaged in the printing industry for length of service and activity in the printing business. The principal newspapers of the Republic issued special editions in honor of the event. Oruro is said to have been the first Bolivian city to have a printing press.



## BRAZIL

The MARINE HOSPITAL on Cobras Island was inaugurated early in July.—The inaugural session of the NATIONAL CONGRESS OF INSTRUCTION was held in Bahia on July 4 of the present year. The number of immigrants arriving at Sao Paulo from January 1 to July 2, 1913, was 58,346.—The Superior SCHOOL OF AGRICULTURE and veterinary science at Rio de Janeiro was opened on August 8 of the present year.—At a meeting of the National GEOGRAPHIC SOCIETY of Rio de Janeiro on July 3 last Dr. Lucas Ayarragaray, minister of the Argentine Republic near the Government of Brazil, was elected an honorary member of the organization. Many members prominent in the political and literary circles of Brazil were present at the meeting. The president of the society, Baron Homem de Mello, Dr. Ayarragaray, and Dr. Sebastian Sampaio made short addresses.—The secretary of agriculture of the State of Sao Paulo has authorized the Oriental & Imperial Co., of Tokyo, to bring into the State up to the last of October of the present year 4,500 JAPANESE IMMIGRANTS.—The inspection service and agricultural defense bureau has been making investigations for the purpose of learning the area under COCONUT CULTIVATION in the country, the economic and sanitary condition of the plantations, and other interesting facts. According to the data obtained the zones appropriate for cultivation in the State of Pernambuco comprise the municipalities of Recife, Olinda, Iguarassu, Gotanna, Jaboato, Cabo, Serinhaem, Rio Formoso, and Barreiros. The species cultivated are the Bahia coconut and the white coconut, comprising an area of 2,817,500 square meters, and containing 230,000 trees planted at a distance varying from 6 to 10 meters. The coconut tree begins to bear at from 6 to 10 years of age and produces four crops annually. The production per tree is 40 coconuts, or 6,280 coconuts per hectare.—According to data compiled in the inspection and agricultural defense office the LIVE STOCK on hand in the State of Maranhao at the present time numbers, approximately, 422,000 head of cattle, 67,000 horses, 16,000 mules and asses, 109,000 goats and sheep, and 111,000 hogs. In Pernambuco there are in the neighborhood of 812,416 head of cattle, 284,138 horses, 135,701 mules and asses, 1,867,779 goats, 934,615 sheep, and 286,772 hogs, and in Espirito Santo the estimated number of live stock is 154,506 head of cattle, 65,780 horses, 66,214 mules, 36,257 goats, 25,153 sheep, and 328,798 hogs.—From the 12th to the 15th of July last an EXPOSITION of aviculture, apiculture, floriculture, horticulture, and pomiculture was held in the municipal park of Bello Horizonte, capital

of the State of Minas. The governor of the State and high civil and military officials attended the opening and closing sessions.—An AVIATION SCHOOL is to be established at Sao Paulo under the management of the well-known aviator, Eduardo Chavez. More than 45 officials have registered for entry to same.—Sr. Alexandrino de Alençar has been appointed Secretary of the NAVY to take the place of Sr. Belfort Vieira, resigned.—A popular subscription has been opened for the purpose of securing funds with which to erect a STATUE at Campinas in honor of the late Dr. Campos Salles, who was born at that place.



## CHILE

The first CONGRESS OF INDUSTRIES AND COMMERCE of Chile will meet in Santiago on October 7 of the present year under the auspices of the Society for the Encouragement of Manufacture and of the Commercial Union of Santiago. The congress will consider questions concerning the establishment, protection, and development of domestic industries, and will consider plans and measures for increasing manufacturing of all kinds in the country.—It is estimated that the Tofo IRON MINES of Chile, which the Corral Iron Smelter has made proposals to exploit, have deposits of iron ore available aggregating 40,000,000 tons, or a sufficient supply at the present rate of consumption by the smelter to last for a period of 25 years. A principal characteristic of many of the iron ores of Chile is the presence of copper, this element increasing in quantity in the ores with the depth of the mines, the percentage of copper at a distance of a few meters from the surface often running over 3 per cent. This fact has caused mining engineers to believe that many of the iron beds of Chile cover large masses of copper ores in different parts of the country.—The new CIRCUS-THEATER at Valparaiso, which is expected to be completed before October next, has a capacity for seating 2,100 persons. The theater faces Merced Plaza and is one of the most solidly constructed and artistic structures in the Republic.—Owing to delay in the arrival of a considerable part of the rolling stock of the Arica to La Paz RAILWAY, the line will not be open to traffic up to its full capacity until the latter part of the present year. Large quantities of ores are now being offered for transportation from the Corocoro and Colacoto mines, and until the new rolling stock arrives it is probable that the hauling of these ores will tax to the utmost the present freight transportation facilities of the railway. The tariff rates for passenger and freight traffic have been fixed as follows: Passengers, first class, 8 centavos per kilometer; second class, 5



centavos per kilometer. Freight, first class, 20 centavos per quintal per kilometer; second class, 17 centavos per quintal; third class, 14 centavos per quintal; fourth class, 12 centavos per quintal; and fifth class, 10 centavos per quintal per kilometer.—The port and town of ARICA are picturesquely situated at the foot of a chain of low hills surrounding the bay and which terminates in one extremity in the Morro Hill, a mass of giant rocks rising to the height of 156 meters and directly opposite Alacran island about 400 meters distant. Since the opening to public traffic of the Arica to La Paz Railway on May 14, 1913, this port has been the scene of great activity and plans are under discussion for improving it by building a breakwater and driveway from Morro Hill to Alacran Island, protecting in this way the southern part of the bay. It is further planned to extend this breakwater about 1,200 meters, so as to better protect the port and at the same time to reclaim a strip of land about 150 meters long by 1,000 meters wide. These and other improvements which are contemplated would make Arica a fine commercial and naval port with a protected area of about 86 hectares. The cost of the principal improvements planned are estimated at £900,000.—WIRELESS TELEGRAPH stations are at present in operation at Valparaiso, Taleahuano, Mocha, and Arica. The Valparaiso and Mocha stations will communicate over a distance of more than 300 miles, the Taleahuano station more than 700 miles, and the Arica station more than 500 miles. Wireless installations are being constructed at Antofagasta, Coquimbo, Puerto Montt, Punta Arenas, and Juan Fernandez. All of these stations are able to send messages to a distance of about 500 miles.—The MUSEUM to be established at Valparaiso is to be enriched by a gift of the duplicate specimens of the collection of the National Museum in Santiago. Sr. John Juger, director of the museum in Valparaiso, recently visited Santiago and secured numerous articles for the museum as well as the approval by the Government of the budget of the museum for the coming year both as to current expense and construction funds.—The TRAMWAYS of the city of Punta Arenas are to be improved, the municipality having borrowed 150,000 pesos for that purpose. The roadbed and rolling stock will be put in first-class condition and the betterment of the service in every respect will be made.



The National Government has contracted with Pearson & Son, an English firm, to draw up plans and estimates of the work necessary to be done to give the PORT OF BUENAVENTURA the facilities

and conveniences of a modern harbor. The plans include the dredging of the canal and of the bay, the construction of wharves, buildings, cranes, lighthouses, and buoys for the port and customhouse, and the installation of an electric light and power plant, a sanitary station, sewers, and an aqueduct.—The VESSEL acquired by the Government of Colombia at a cost of \$10,000 to ply between the Archipelago of San Andres, Providencia, and Cartagena has been christened *Presidente Restrepo*.—According to official data there are in Bogota 2,314 FOREIGNERS.—On August 11, 1913, the first Colombian gold was coined at the mint in Medellin.—The WIRELESS telegraph station at Cartagena was completed early in July last and was officially inaugurated on the 20th of the same month.—By order of the department of public works SAMPLES OF DOMESTIC SEEDS AND PRODUCTS have been placed on exhibition in the following cities of the Republic: Bogota, Medellin, Bucamaranga, Cali, Barranquilla, Cartagena, and Pasto. The department of foreign relations has arranged to have exhibits of this kind installed abroad at the consulates and information offices of the Colombian Government.—The legislature of the department of Boyaca has approved a law providing for the construction of a RAILWAY from Tunja to the Magdalena River, and from the southern to the northern boundary of said department, via Tunja, Paipa, Duitama, Santa Rosa, Belen, and Soata, with a branch to Sogamoso.—The legislature of the department of Narino has enacted a law establishing a departmental AGRONOMIC INSTITUTE in the city of Pasto.—The EXPORTS OF BANANAS in 1912 consisted of 4,541,701 bunches, weighing 105,262,498 kilos. During the first three months of the present year the banana exports were 1,791,516 bunches, weighing 41,768,138 kilos.—A large modern boat has been installed in the SANITARY SERVICE of the port of Buenaventura.—The FLUVIAL TRANSPORT CO. has been organized at Manizales for the navigation of the Cauca River. Sr. Francisco Jaramillo is manager of the company.—The Antioquia German Bank at Medellin has arranged with the National Government to establish, in accordance with the provisions of law 24 of 1905, a MORTGAGE DEPARTMENT.—A FLUVIAL NAVIGATION CO. has been organized at Cali. The company has acquired land for the construction of dry docks, warehouses, stations, etc.—An INDUSTRIAL BANK has been incorporated at Cartagena with a capital of \$500,000 divided into shares of \$100 each.—An organization of BOY SCOUTS has been established at Bogota. José Maria Sanper was elected president and Cenon Escobar secretary of the organization.—The sessions of the National CONGRESS of 1913 were opened on July 20 last, the anniversary of the independence of Colombia. The following officers

of the Senate were elected: Dr. José Vicente Concha, president; Sres. Neira and Luis Suarez Castillo, vice presidents; and Sr. Julio H. Palacio, secretary. The officers of the House are as follows: Gen. Marcelino Velez, president; Sres. Nicanor G. Insignares and Ignacio Rengifo, vice presidents; and Sr. Daniel J. Reyes, secretary.—On July 16 last the first FLAG CELEBRATION was held in Bogota. The ceremonies, which took place at Bolivar Plaza, were participated in by the President of the Republic, the diplomatic corps, and high officials of the federal and municipal governments. One feature of the celebration was the attendance of 1,000 school children, who, after singing the national hymn, were addressed by the President, and each school was presented with a flag.



## COSTA RICA

The prosperous FINANCIAL CONDITION of the Government of Costa Rica is shown by the fact that the actual revenues of the Republic for 1912 were 9,950,671.97 colones, or 1,290,671.97 colones more than the estimated amount of the budget for the year in question. Of this revenue 6,015,523.73 colones in 1912 came from import duties as compared with 5,829,652.99 colones collected from import duties in 1911. A considerable source of revenue was from the theater tax which, in 1912, amounted to 162,675.83 colones, collected in the principal cities of the country in the following amounts: San Jose, 79,464.60 colones; Limon, 56,559.38, and Puntarenas, 26,651.85 colones. This tax consists of maximum and minimum charges established upon the basis of theater receipts.—A proposal has been made by John N. Bliss to PAVE 200 squares of the streets of the city of San Jose at the rate of not less than 50 squares per year. The price at which the proposed work is to be done varies from \$2.75, American gold, to \$3.10 per square meter, the latter price to be charged where fillings have to be made and the former where the streets are level. If the city desires a guaranty from the contractor for the upkeep of the streets for a period of five years, an additional sum of 25 cents per square meter will be charged on streets that are not molested by the laying of pipes, sewers, etc. The proposed contract specifies that on the completion of the paving of six squares payment for same is to be made by the municipality, and the municipal authorities are to arrange for the free importation of the material and tools necessary in carrying on the work. Paving is to be commenced on January 1, 1914, and the municipality has the option, on or before the completion of the work, to

contract for the paving of 200 additional squares on the same terms if it so desires.—In view of the approaching opening to traffic of the Panama Canal a rapid development of the PACIFIC COAST REGION of Costa Rica is anticipated. The zone referred to is exceedingly fertile, well watered and especially adapted to tropical agriculture and stock raising. A request is now before the Federal Congress for a concession for the exploitation of a mile zone on the Pacific coast with the special object in view of developing the coconut industry of that part of the country. This zone, if properly exploited, will undoubtedly be a great source of wealth to individuals and to the nation, there being no richer or more favorably situated land available in any part of the Republic.—Congress has passed a law authorizing 1,000 men as the maximum ARMED FORCE which the President of the Republic may maintain in active service during 1914. This force may be increased to 5,000 men in case of armed insurrection, and in case of foreign war to the number that the President of the Republic may deem proper.—The large DAIRY and hacienda of Francisco Gutierrez, situated on the slopes of the Turrialba Volcano, with a stock of 300 milch cows was recently sold to Collado Bros. for the cash price of 400,000 colones.—The Anglo-Costarican Bank has loaned the municipality of San Jose 175,000 colones at 10 per cent interest annually. The LOAN is guaranteed by the slaughterhouse revenues.—The Costarican Congress has subventioned the San Luis Gonzaga COLLEGE at Cartago at the rate of 1,000 colones per month from March 1913 to the end of the present year, and at the rate of 1,300 colones per month in 1914.—The President of Costa Rica has been authorized by Congress to continue the construction of the public HOSPITAL in Limon. The 36,433 colones received into the public treasury on March 31, 1907, because of the rescinding of the hospital contract made with the United Fruit Co. becomes available for the new hospital fund.—The Aoyac Valley in Costa Rica has been noted since early in the seventeenth century for its EMERALDS and other precious stones, as well as for the tradition of a gold mine known under the name of Tisingal, which is said to be situated near the Ciruro River. Recently a private expedition went in search of these treasures, and press reports state that the vein of the emerald mine has been found by the exploring party, and specimens, pronounced by local experts to be equal to the emeralds from the celebrated Colombian mines, are said to have been obtained. The emeralds are reported to be found along the shores of the Bley River. Specimens will be sent to the United States for appraisalment by experts, and it is the intention of the persons under whose auspices the rediscovery of these mines was made, to bring skilled miners from Colombia to exploit the mines.



# CUBA

At the celebration of the fifty-second anniversary of the founding of the Habana Academy of Medical, Natural, and Physical Sciences on May 28 last, a \$200 prize known as the "President Gutierrez prize" was awarded to Dr. Antonio de Gordon y Aeosta for a brochure written by him entitled "Infant Mortality in Cuba, causes and prophylaxis."—On June 1, 1913, the RAILWAY which connects Caibarien with the towns of Yaguajal and Mayajagua was opened to public traffic. The railway traverses a series of rich valleys and passes through the one time celebrated Dolores plantation, giving rail communication to the villages of Seibabo, Guaminaba, and Bojil. A fine station with iron frame and concrete walls has been erected at Caibarien by the company. The line belongs to the North American Sugar Co.—Press reports state that a railway is to be built from Cardenas to Cochinos Bay in the southern part of the Republic. The proposed line is about 95 kilometers long and will have branches running to some of the principal plantations in the neighborhood of the main line. The country which will be penetrated by this railway is rich in forestal wealth. The DRAINAGE OF THE ZAPATA SWAMP along the route of this line, and for which a concession has been granted by Congress, will open up a considerable area of fertile lands and will greatly facilitate the development of the resources of the southern part of the island.—Propaganda is being made by the inhabitants of the western part of Vuelta Bajo to secure the extension of the Western Railway to the PORT OF ARROYOS DE MANTUA and to habilitate and open said port to public traffic.—A STATUE is soon to be unveiled in Santiago de Cuba in honor of Jose Maria Heredia, the Cuban patriot and poet. Heredia is presented under the shadow of the Angel of Fame, both figures being of heroic size. One of the celebrated poems of Heredia which brought him international fame is the "Song of Niagara."—Press reports state that the President of the Republic has promised the Cigar and Cigarette Manufacturers' Union to consider the matter of negotiating treaties in favor of Cuban-made cigars. The union believes that foreign trade in Cuban cigars and tobacco would be promoted by concluding such treaties.—On June first the United Railways of Habana inaugurated a through EXPRESS TRAIN service between Habana and Cienfuegos.—The NATIONAL BANK OF CUBA has established a branch office at the corner of Muralla and Cristo streets in the city of Habana.—President Menocal has selected the Durañona Palace, former residence of the American Legation, at Marianao, as his summer residence.—Negotiations are under way for concluding a

WIRELESS TELEGRAPH TREATY with the United States.—Sr. Raul Regis de Olivera has been appointed Brazilian MINISTER to Cuba.—Three SUGAR MILLS with a total output of 300,000 bags of sugar per annum are to be erected near Santiago de Cuba.—Carlos Galvani has been authorized to install an ELECTRIC LIGHT and power plant at Isabela de Sagua, province of Santa Clara.—Preliminary steps have been taken toward the establishment of a large ZOOLOGICAL AND BOTANICAL GARDEN in the suburbs of the city of Habana. An item of \$25,000 has been included in the municipal budget to be used in surveying and the planting of trees on the proposed site of the park.—The law establishing the Bureau of the OFFICIAL GAZETTE attached to the department of the interior has been duly promulgated.

## DOMINICAN REPUBLIC

On August 1, 1913, in accordance with a decree published in the Official Gazette of May 3 last, the DECIMAL SYSTEM of weights and measures became effective in the Dominican Republic. The law specifies that weights and measures used in contracts and transactions of all kinds shall be expressed in the decimal system and provides a penalty of from 5 to 50 pesos for each infraction of the law. Surveyors shall use only the metric system in their plans and measurements, and a violation of this provision of the law is punishable by a fine of 200 pesos.—On June 2, 1913, the work of taking the next CENSUS of the republic was formally begun in accordance with the provisions of the law.—A special series of domestic POSTAGE STAMPS in commemoration of the seventy-fifth anniversary of the installation of the patriotic society known as the "Trinitaria," founded by Duarte in the preliminary movement for independence, has been issued by the Dominican Government for circulation from July 16 to August 16, 1913. The stamps are of the following denominations:  $\frac{1}{2}$ , 1, 2, 5, 10, 20, 50, and 100 centavos.—The Official Gazette of June 4, 1913, publishes the Spanish text of the ARBITRATION TREATY celebrated between Brazil and the Dominican Republic by the representatives of the two Governments in Washington on April 29, 1910, the exchange of ratifications having been made in the same city on March 31, 1913.—The Government of the Dominican Republic has taken over for public use and conservation the lands on which the ancient cities of Isabela, La Vega Real, and Santiago de los Caballeros stand, as well as the Juan Herrera plain in San Juan de la Maguna, where the "Corral de Indias" and the

Guacarea cave are situated in the Province of La Vega. A complete exploration of the ruins is to be made, and the grounds of the lands referred to are to be used as NATIONAL PARKS. Archæologic relics obtained during the exploration are to become the nucleus of a national museum.—Among the agricultural engineers graduating from Cornell University, Ithaca, N. Y., in 1913, was Emilio G. Joubert, son of Lie. Emilio C. Joubert, formerly minister of the Dominican Republic in Washington.—The new law prohibiting the ADULTERATION OF MILK or other food substances imposes imprisonment or a fine, or both, on persons convicted of transgressing its provisions. Under certain conditions sentences of imprisonment may be for from 3 to 12 months, and fines imposed amounting to from 25 to 100 pesos.—Subject to the approval of the federal congress, a contract has been made by the municipal council of Santo Domingo with José del C. Ariza for the construction of an AQUEDUCT to supply the city of Santo Domingo with water. The federal capital is greatly in need of a more constant and abundant water supply to meet the demand required by increase in population, growth of industrial enterprises, and for the use of the fire department of the metropolis. The contract specifies a charge of 5 cents per cubic meter of water to private persons and enterprises, and a fixed charge of \$500 annually to the municipality for water used by it on the streets. Fire plugs are to be placed at convenient points in the streets of the city without charge, and hospitals and markets are to be supplied with water.—The Government of the Dominican Republic has prohibited the construction and repair of buildings within the area of land in the city of Santo Domingo occupied by the ruins of the HOUSE OF COLUMBUS.—The secretary of war and navy of the Dominican Republic has recommended to the national congress the enactment of a law modifying the term of SERVICE IN THE REGULAR ARMY, making the time four years for soldiers who can not read nor write and two years for those who can read and write or who learn to read and write during their term of service.—The Senate of the Dominican Republic has approved a contract authorizing the construction of a RAILWAY from Manzanillo Bay through the Cibao Valley to Concepcion de la Vega. Press reports state that from 1,500 to 2,000 men are to be employed in the construction work of this railway within a very short time. The proposed line will open up to development an extremely rich agricultural section of the Republic.—A bottling and ICE PLANT is to be installed in Montecristy by Arcadio Sanchez.—A well-equipped PRINTING AND LITHOGRAPHIC establishment has been opened by Lepervanche & Quaranta at Puerto Plata.

## ECUADOR

On June 15, 1913, an AGRICULTURAL EXPOSITION was inaugurated in the hippodrome situated in the northern part of the city of Quito. The stock exhibits consisted of cattle, horses, mules, sheep, and other domestic animals and fowls. There were also small exhibits of agricultural machinery. The agricultural exposition was organized and conducted under the auspices of a number of the large plantation owners and stock growers of Quito and vicinity, and has proven to be a very successful undertaking. Press reports state that one of the results of the exposition has been the organizing of an agricultural and stock-growing society which will have for its special object the growth and development of the agricultural and stock industries on the Ecuadorean tablelands of the Andes Mountains. One of the most enthusiastic workers in organizing and making this exposition a success was Sr. Victor Eastman Cox, the minister of Chile near the Government of Ecuador in Quito. Mr. Cox also exhibited a fine Durham bull of pure blood. Fine blooded bulls imported from Salvador and the United States were also exhibited and attracted considerable attention. The Chilean minister has also been instrumental in importing into Ecuador fine breeds of fowls for his country place in the suburbs of Quito and for a number of Ecuadorean aviculturists. Some of the high valleys and tablelands of Ecuador are particularly adapted to the raising of stock, and a fine quality of hides and beef are yearly being produced in the Republic in increasing quantities. It is proposed to repeat the exposition next year and to make it a permanent organization for yearly exhibits of agricultural and stock products.—The Burgos Building or woman's ward of the general HOSPITAL in the city of Guayaquil was inaugurated on May 25 last. The building was constructed through the generosity of the much lamented Ecuadorean philanthropist Buenaventura Burgos, and is appropriately fitted up with modern apparatus and appliances.—The inauguration of the Manta to Santa Ana RAILWAY on the 4th of last May, when the road was opened to traffic to Portoviejo, was an event of the greatest importance to the future of the Province of Manabi. The rapid development of this Province, with its vast extent of unexplored forests, its gold-bearing fluvial sands awaiting exploitation with modern machinery and methods, its groves of vegetable-ivory palms, the nuts of which are daily becoming more sought after in the markets of the world, and its famous straw hats, known abroad as "Panama" hats, is assured by the opening to traffic and extension



of this railway. The Manta to Santa Ana Railway as originally projected followed a course from Santa Elena to Playas and from Playas to Guayaquil, a distance of about 150 kilometers. Later a plan was submitted for a direct line from Santa Elena to Guayaquil reducing the distance about 50 kilometers. The route to be followed southward from Santa Elena has not been definitely chosen, but indications seem to be that it will be extended to Guayaquil via Playas. From Portoviejo north the road is to be built to connect with the northern system of railways of Ecuador. One of the most promising industries of the Province of Manabi which will be stimulated by the building of this railway is the growing of "cabuya," a species of century plant, from which a strong fine fiber is taken, which is being extensively used in the manufacture of twine. The demand for this fiber is so great and its uses so varied that an overproduction of cabuya fiber in the near future is thought to be practically impossible.—HIGHER EDUCATION in Ecuador is carried on in the Central University at Quito, which has departments of medicine, pharmacy, science, and law. There is also a university at Guayaquil and one in Cuenca, named, respectively, after the Provinces of Guayas and Azuay. Both of these universities have departments of medicine, pharmacy, and jurisprudence. In addition to the universities mentioned there is a law college at Loja. The University of Quito was founded in the eighteenth century by the Dominican friars under the name of "Santo Tomas de Aquino," the patron saint of the institution.



## GUATEMALA

The Singer SEWING MACHINE Co. of New York, has established a branch agency in the Republic of Guatemala with headquarters in the federal capital.—POSTAGE STAMPS to the number of 5,500,000 have been ordered by the Guatemalan Government from England. The denominations are as follows: 1, 2, 5, 6, 10, 12½, and 20 centavos.—A decree of September 12, 1912, levied an export TAX ON COFFEE payable in gold bonds. In order to have a supply of these bonds on hand in which the payment of export duties on the 1913-14 coffee crop can be made, the Government will issue the following bonds: 1,000 bonds of \$100 each; 800 of \$500 each; and 500 of \$1,000 each, or a total of \$1,000,000.—The President of Guatemala has made the following appointments to international congresses: Orestre Segre to the Fourteenth International Congress Against Alcoholism, which will meet in Milan, Italy, in

October next; Julio Brower to the Third International Refrigeration Congress, which met in Chicago in September, 1913; and Jose Azurdia to the Seventeenth International Congress of Medicine, which met in London from the 6th to the 12th of August last.—ELECTRIC installations for the Estrada Cabrera hospital, known as "Asilo de Convalescientes," the Joaquina maternity hospital, the military academy, and the boys' training school have been ordered from New York.—The town of Barberena in the Department of Santa Rosa has contracted with Leon Yela for a supply of POTABLE WATER.—The Legislative Assembly of Guatemala has elected Licentiate Angel Maria Bocanegra judge of the SUPREME COURT OF JUSTICE of Central America, and Licentiate Felicitó Leiva and Manuel Echeverria Vidaurre, respectively, first and second substitute judges of said court.—The municipality of Retalhuleu has contracted with J. T. Wright & Co. to furnish ELECTRIC light and power to the town.—The convention concerning the payment of the interest on the PUBLIC DEBT is published in El Guatemalteco of May 14, 1913.—The Guatemalan Mining & Development Co. has denounced 39 MINING CLAIMS, 21 of which cover gold and silver mines.—The BUDGET of the Government of Guatemala for the fiscal year 1913-14—that is to say, from July 1, 1913, to June 30, 1914—amounts to 48,170,788.02 pesos, distributed among the different departments as follows: Interior and justice, 4,856,940; foreign relations, 1,983,633.38; treasury, 2,596,974; public credit, 25,211,741; fomento, 2,632,310.20; war, 6,235,852; public instruction, 4,084,395, and for miscellaneous uses (clases pasivas), 568,942.44 pesos.—The following CONVENTIONS have been ratified by Guatemala: Convention signed at the Second International Conference at The Hague in June, 1912, concerning exchange, notes, and checks; international opium convention signed at The Hague on January 23, 1912; sanitary convention signed in Paris on January 17, 1912; and the rules and regulations proposed by Great Britain to avoid collisions at sea.—According to a report submitted by the department of foreign relations to the National Legislative Assembly at its regular sessions in 1913, the Government of Guatemala accepted invitations to the following international congresses in 1912: Twelfth International Congress of Navigation, which met in Philadelphia in May; International Royal Exposition of Agriculture, held in London in May; Eighteenth International Congress of Americanists, which met in London from May 27 to June 1; National Congress of Viticulture, held in Spain in July; Second Spanish International Tuberculosis Congress, held at San Sebastian from the 9th to 16th of September; Fifteenth International Congress of Hygiene and Demography, held in Washington from the 23d to the 29th of September; Fifth International Congress of Boards of Trade, held in Boston from September

24 to 28; Tenth International Stenographic Congress, held in Madrid from September 26 to October 20; Twentieth International Irrigation Congress, held in Salt Lake from September 30 to October 3; Annual Meeting of the Association of Military Surgeons, held in Baltimore from the 1st to 4th of October; and the Fourth Congress Concerning the Cultivation of Rice, held in Vercelli, Italy, in October and November.—The BOUNDARY COMMISSION appointed by Guatemala to study and locate the frontier, in cooperation with the commission of Honduras, has made considerable progress in its work. The head of the commission is Engineer Claudio Urrutia.



## HAITI

Peru and Paraguay have designated Mr. Georges Lion as their CONSULAR REPRESENTATIVE at Port au Prince.—The Government has authorized the NATIONAL RAILROAD CO. of Haiti to open up its line to traffic from Port au Prince to St. Marc.—The concession for the installation of a system of WATERWORKS in Port au Prince is to be awarded to the lowest bidder. As soon as certain changes have been made in the plans the Government will issue a call for proposals.—The Chamber of Deputies of Haiti has introduced a bill to amend the constitution.—A NIGHT SCHOOL has been organized at Leogane.—The bill submitted to Congress on July 18, 1913, by Mr. Auguste Bonamy, secretary of finance, provides that from October 1, 1913, the NATIONAL MONETARY UNIT shall be the gold gourde of the exact weight and fineness of the quarter of an American gold dollar. The gourde is divided into 100 parts or centimes. A national silver money will also be coined, the unit being the gourde of the same weight and fineness as the present 25-cent piece of the United States. The amount of the new issue of gold currency will be fixed later by Congress. The amount of the silver currency is fixed at 3,000,000 gourdes. The new coins will bear on one side the coat of arms of the Republic with the words "Liberty, equality, and fraternity, Republic of Haiti," and the value of the coin, and on the other side the effigy of J. J. Dessalines, with the date of the year of the coinage at the bottom. It is also provided that until the new gold currency has been minted, the withdrawal of the paper money in circulation will begin on October 1 next by means of American gold up to the amount of 6,750,000 gourdes at the rate of 4½ gourdes to the gold dollar. The balance of the bills remaining in circulation will be withdrawn by means of the new silver currency at the rate of 4½ gourdes of the present cur-

rency for 4 gourdes of the new currency. The 10,000,000 francs reserved by the convention of October 21, 1910, on monetary reform, will be applied, up to the amount of \$1,500,000, to the withdrawal of 6,750,000 gourdes under the conditions above stated. The balance of the 10,000,000 francs will be used to cover the cost and expenses of the coinage of the 3,000,000 silver gourdes. The coinage and withdrawal will be made through the National Bank of the Republic of Haiti under conditions to be agreed upon later by the department of finance and the bank.—Mr. Cadelon Rigaud, former secretary of state of Haiti has been appointed CHARGÉ D'AFFAIRES at Habana, Cuba.—Mr. Amilcar Duval, chief clerk of the State Department, has been appointed CHIEF OF DIPLOMATIC CEREMONIAL. Mr. Amilcar was formerly counselor of the Haitian legation in France.—On July 9, Congress voted an EMERGENCY APPROPRIATION of \$60,000 and 30,000 gourdes to defray the expenses incurred by the department of interior and general police since the installation of the new Government.—According to the report of the minister of public instruction there are 549 public and 126 private schools, making a total of 675 schools in the country. Of this number there are 250 country schools as against 200 last year, 6 colleges, and 3 high schools. The handsome new building to be occupied by the Elie Dubois Manual Training School is rapidly nearing completion and it is expected that the classes will be opened in October. On the day of the school opening a bronze bust of the eminent citizen Elie Dubois, for whom the school is named, will be unveiled and placed in the building. The teachers for the school have been engaged in Brussels. In the budget for the fiscal year 1912-13 the appropriations for schools amounted to 1,799,744 gourdes and \$50,550, or a total of \$564,762.57. The State pays an annual rental of 182,000 gourdes for buildings occupied as schools.—According to an official notice published in the *Moniteur Officiel* of July 19, by the department of finance, instructions have been given for the PAYMENT OF THE FOREIGN DEBTS of the country as follows: 1875 loan, coupons due June 30, 1913; 1896 loan, coupons due July 1, 1913; 5 per cent gold 1910 loan, coupons due May 15, 1913.—The SPECIAL SESSION OF CONGRESS which opened April 28 was extended by Congress to August 27, 1913.—The following DIPLOMATIC AND CONSULAR APPOINTMENTS have been made by President Michel Oreste: Minister to Washington, Mr. Ulrick Duvivier, formerly chargé d'affaires of Haiti at Habana, Cuba; secretary of legation in Washington, Mr. Hubert Alexis; secretary of legation in Paris, Mr. Bignon Pierre Louis; Haitian consul general in New York, Mr. Louis Bizelais; consul general in Havre, France, Mr. Frederic Bernardin; consul general in Antwerp

and Amsterdam, Mr. Auguste V. Douyon.—The president has appointed Mr. Emmanuel Morel, secretary of public works and agriculture, to succeed Mr. Auguste Supplice, who resigned, and Mr. Seymour Pradel, secretary of the interior and police, to fill the vacancy caused by resignation.—The library of the Pan American Union has received through the courtesy of the Haitian minister in Washington a copy of Dr. Léon Audain's recent book entitled "L'Organisme dans les Infections."—According to a recent consular report from Port au Prince a gradual increase is noted in the IMPORTS OF AMERICAN FURNITURE, especially chairs and in automobiles. Up to July over 40 automobiles of American make had been imported into the island. Work is being pursued on the improvement of the streets of the capital. Sewers are being constructed in some of the principal streets and the roadbeds and sidewalks are being repaired. All of these improvements require large quantities of cement, machinery, and tools, which are imported from the United States. This is now the dull season in Haiti, but beginning with September the new coffee crop will be brought into market. As the prospects are good for a fair average crop a revival in trade is expected.



## HONDURAS

The Congress of Honduras has ratified the POSTAL CONVENTION concluded with Chile on March 11, 1910, and the protocol of August 11, 1911, modifying the same.—Jose Rossner has been authorized by the Honduran Congress to establish a BANK of issue and discount in Tegucigalpa under the name of the Agricultural Commercial Bank. The concession is for a period of 50 years. The bank will make a specialty of short-time loans, the lending of money on real property, and the advancing of funds to merchants.—Salvador D'Antoni, of New Orleans, has been given a 10-year concession for the establishment of a BREWERY at La Ceiba. The concessionaire is permitted to import free of duty the machinery and material required for the installation of the establishment. The brewery is to be in operation within one year.—The BUDGET of the Government of Honduras for the fiscal year 1913-14 amounts to 4,824,000 pesos, receipts and expenditures, respectively. The revenues are represented by 2,350,000 pesos import duties, 200,000 export duties, 1,400,000 tax on aguardiente, and 874,000 pesos from other sources. The disbursements are estimated in pesos as follows: Department of home government, 701,244; justice, 178,048; foreign relations,

214,148.50; public instruction, 510,501; fomento, public works and agriculture, 671,978; war and marine, 1,795,886.75; treasury, 404,374; and public credit, 374,819.75. The new budget became operative on August 1 last.—The Congress of Honduras has authorized the President of the Republic to have erected in one of the public parks of the federal capital a MARBLE BUST in commemoration of the Honduran poet, Juan Ramon Molina.—An election will be held on the last day of October, 1913, for DEPUTIES to the National Congress from the departments of Ocotepeque, Tegucigalpa, Valle, Intibuca, Yoro, Santa Barbara, and La Paz.—The National Congress of Honduras has given a VOTE OF THANKS to the Congress of the Republic of Salvador for participation by that body in mourning over the great loss of Honduras by the death in office of Gen. Manuel Bonilla, President of the Republic.—The Honduran Congress has passed a law prescribing that the sale of NITRATE, except chemically pure for pharmaceutical use, shall be by and for account of the State. Sales are to be made through the revenue collectors and customhouse administrators.—The Congress of Honduras has approved the convention signed in San Jose, Costa Rica, on January 15, 1913, by the representatives of the Governments of Honduras, Costa Rica, Guatemala, Nicaragua, and Salvador concerning the unification of the CENTRAL AMERICAN CONSULAR SERVICE which provides that until definite rules and regulations are formulated and approved by the Governments in interest the five Central American Republics shall appoint a joint consul in each of the following places: Genoa, Bremen, Vigo, Havre, and Liverpool, the designations to be made by countries as follows: Honduras, Genoa; Costa Rica, Bremen; Guatemala, Vigo; Nicaragua, Havre; and Salvador, Liverpool. The salaries of these consuls will be \$500 American gold each per month.—An order of the President of the Republic extending until April 6, 1915, the Honduran-British TREATY of amity, commerce, and navigation, made on January 21, 1887, and ratified February 3, 1900, has been approved by the Honduran Congress. The new treaty of May 5, 1910, between Honduras and Great Britain is awaiting the ratification of the Congress of Honduras.—For the purpose of stimulating the application of the pupils of the primary and normal schools of the Republic by making known the manual work completed in said institutions during each school year, and in order to reward according to merit the work accomplished, the President of the Republic has decreed an ANNUAL SCHOOL EXPOSITION to be held in Tegucigalpa each year, beginning on Arbor Day. The department of public instruction shall formulate rules and regulations governing these expositions and shall be in charge of matters pertaining to same throughout the country.—The importation free of duty of the surgical instruments,

supplies, apparatus, and furniture required for the fitting up of a first-class **SURGICAL AND ORTHOPEDIC INSTITUTE** at San Pedro Sula has been granted by the Honduran Government to Drs. Camilo Giron and Manuel Morales. These physicians agree to give free consultations daily, gratuitous treatment to persons in the military service at San Pedro and Puerto Cortes sent the institute by the respective commanders of said military stations, establish an urgency service in case of accidents to workmen, a vaccination office, a laboratory, and to render an annual report to the department of the interior of cases treated by them.



The National Geologic Institute of the City of Mexico has recently made a number of analyses of the **SALINE DEPOSITS** of Texcoco Lake and have found them to contain from 6 to 10 per cent of potassium. The institute recommends the exploitation of these deposits commercially.—The **FIRST AGRICULTURAL CONGRESS OF MEXICO** was held in the capital of the Republic during the first part of July last. The congress recommended the establishment of agricultural leagues in the different political divisions of the country to work in cooperation with local boards of agriculture or agricultural societies. The founding of a central board of agriculture under the name of the National Federation of Agriculturists was also recommended. The assistance of all agriculturists in organizing local agricultural defense leagues for the protection of the agricultural industry of the Republic was solicited.—On June 23, 1913, the International School of American **ARCHÆOLOGY AND ETHNOLOGY** celebrated its third anniversary in the city of Mexico by inaugurating an exposition with the object of showing the results obtained in research work carried on in 1912-13. Bavaria, Russia, and Saxony joined the association during the past year, and the Hispanic Society of America gave it a considerable sum of money for the purpose of studying Mexican folklore. Important excavations were carried on in Colima, the Valley of Mexico, and a number of other places in the Republic.—The waters of the Carapan River in the State of Michoacan, which flow into Lake Chapala, have been declared to be the property of the Federal Government. The following streams also come under the jurisdiction of the Federal Government: Ciuxtla River in the State of Jalisco; Palma River, State of Guanajuato; Coatancito Creek, in the State of Chiapas, which flows into the Coatan River, and the Sirapo Springs, in the State of Michoacan, which flow into the Tarecuato River.—A contract has been made with Vicente Najera to exploit **CHICLE** on 25,000 hectares of

land in the State of Campeche. The contract is for a period of 10 years. The concessionaire will pay the Government at the rate of 50 pesos per ton of Chicle gathered during the first year and 100 pesos per ton thereafter until the expiration of the contract.—The department of fomento, colonization, and industry has made the following contracts for the use of water for IRRIGATION purposes: With Francisco C. Alcalde for the use of the waters of the Sinaloa and Oconi Rivers in the State of Sinaloa; with Fseco. C. Garcia for the use of the Urepetiro River in the municipality of Tlazazalea, State of Michoacan, and with Laura Hernandez Acuña and associates for the use of the waters of the Piaxtla River in the State of Sinaloa.—The department of communications and public works has made the following RAILWAY contracts: With the Ixtlahuaca to Mani Railway modifying the contract made on February 26, 1895 for the construction of a railway in the State of Mexico; with the Coahuila, Chihuahua & Northeastern Railway rescinding the contract of August 12, 1912, which authorized the construction and exploitation of a railway between Monclova and the city of Chihuahua; with Alfredo Slatter, modifying the contract of December 17, 1910, for the construction of a railway from Zacatecas to Tlaltenango, and with the Parral & Durango Railway for the construction of a line from Parral to Guanaecvi.—The time specified in the contract made with Francisco Salas Lopez on October 5, 1910, for the filing of plans for the establishment of a ZINC SMELTER has been extended until May 31, 1914.—Carlos Garcia Teruel has been granted until November 17 of the present year in which to file plans for the establishment of a factory for the manufacture of SOLID FUEL out of hydrocarbides, crude petroleum, etc.—The National Academy of Medicine of Mexico in the City of Mexico has offered premiums for competitive works which will solve the following questions: Twenty thousand pesos for discovering the specific agent of exanthematous typhus; 15,000 pesos for discovering the exact manner in which that disease is transmitted to human beings, and 15,000 pesos for discovering an effective treatment of the disease. The works must be submitted to the National Academy of Music before May 31, 1915, for examination by a committee selected for that purpose.—A lighthouse service has been put in operation to indicate the entrance to the port of GUAYMAS.



## NICARAGUA

An AUTOMOBILE road is being constructed with private capital into the rubber-growing district between Bluefields and San Miguelito. Ernesto Fernandez, who is taking an active part in the building of



the road, proposes to put 300 men on construction work and to rush the completion of the road.—The Bluefields TANNING Co. (Ltd.), in which New Orleans and Nicaraguan capitalists are interested, has been reorganized and the capital of the company increased. The main office of the tannery will be at Bluefields, and the enterprise will continue to exploit the industry of tanning leather and the manufacture of boots and shoes. The capital of the company is \$45,000 gold.—The Belle of the South MINING Co., whose property is situated near Wawa, has recently installed improved milling machinery at the mines, and expects to begin the shipment of bullion within a short time. D. M. Nichols, the general superintendent of the mine, reports that considerable development work is taking place in the Wawa mining district.—The President of Nicaragua, in accepting the modified contract made with Brown Bros. & Co. and J. & W. Seligman & Co., empowered Pedro Rafael Cuadra, minister of finance of Nicaragua, to formally sign and deliver, in the name of the Republic, the necessary contract covering the arrangements agreed to.—The Congress of Nicaragua delegated to the President of the Republic, during the recess of that body, the power to legislate in the branches of fomento, police, beneficence, and public instruction.—The Supreme Court of Nicaragua, considering that it is expedient for better judicial administration that the period for district judges, registrars, and forensic physicians now in charge of their respective offices shall continue in the exercise of their powers until January 13, 1914, the supreme court will opportunely make appointments for the legal period.—An executive decree of June 18, 1913, withdraws the orders issued on May 18 and 21, 1912, concerning the receiving and clearing of shipping on the Atlantic coast and of passengers leaving that coast. This leaves the old regulations in effect.—A boarding and day SCHOOL FOR WOMEN has been established at Granada under the name of "Colegio de Maria Auxiliadora." The equipment for the school was purchased in the United States.—At a recent session of the Congress of Nicaragua Sr. Salvador Chamorro was elected FIRST DESIGNATE to the presidency of the Republic, and Sr. Narciso Lacayo was chosen second designate.—The National Legislative Assembly has passed a law providing for the PAVING of the streets of the central zone of the city of Managua. Owners of real property in the zone referred to are to be charged paving taxes at the rate of 40 centavos per linear meter of frontage, and the proceeds of the vehicle tax are to be used for paving purposes.—An order of the treasury department provides that until a new issue of domestic and foreign postage stamps is placed on sale the old issues of stamps, after being restamped, shall be accepted for domestic and foreign postage in every part of the Republic. The same order provides for the circulation and exchange of the old issue of postal cards and stamped envelopes.—

Press reports state that E. Brautigam & Co. propose to establish a large SUGAR cane plantation and erect a refinery in the neighborhood of Laguna de Perlas, on the Atlantic coast. It is understood that American capital is interested in the enterprise and that experts will be employed in superintending every branch of the business, so as to make the venture a paying proposition.—A law has been passed by the Congress of Nicaragua creating the new judicial district of Acoyapa, with jurisdiction over that city and the towns of San Miguelito, Morrito, San Pedro, and Santo Tomas.



## PANAMA

The department of fomento of the Government of Panama has contracted with John H. Lloyd for the material and labor necessary for the electric installation and other accessories for the WHARF MARKET in the city of Panama, including wiring, piping, switchboards, Maza lamps, etc., the work to be done under the supervision and with the approval of the city engineer.—The Government of Panama has granted a concession to R. W. Hebard for a period of 25 years to use the public highways, that is to say, streets, parks, and roads, for the purpose of establishing and operating an electric LIGHT AND POWER plant in the city of Panama. During the term of the concession the plant and accessories are free from federal and municipal taxes. The concessionaire agrees to furnish the municipality of Panama with electric light at the rate of 16 balboas per month for each arc light, 1.40 balboas for each incandescent light of 16 candlepower, and current for public buildings at 0.12 of a balboa per kilowatt hour. The charge for electric current to private parties must not exceed 0.16 of a balboa per kilowatt hour. Work on the plant must be commenced within six months and completed within one year thereafter. The concessionaire agrees to give the Government 2 per cent of the gross receipts of the enterprise. Natives of Panama are to be given the preference in selecting workmen for carrying on the operations of the plant.—The President of Panama has appointed the following persons governors of the different Provinces: Francisco A. Mata, governor of the Province of Panama; Ruben S. Arcia, Province of Colon; Pacifico Melendez P., Bocas del Toro; Alfredo Patiño, Cocle; Alquilino Gilberto Vega, Veraguas; Modesto Moreno, Los Santos, and Gerardo Herrera, governor of the Province of Chiriqui.—The Central and South American CABLE Co. has placed its cables in the city of Panama and in parts of the

Canal Zone, in subterranean conduits.—The ad referendum COPYRIGHT CONVENTION, celebrated in the city of Panama on July 26, 1912, between the representatives of the Governments of Panama and Spain, has been approved by the National Assembly and was promulgated by President Belisario Porras on April 30, 1913. The convention is for a period of six years and will continue in force thereafter until one of the high contracting parties formally terminates it in the manner provided for in the instrument. Under this convention authors and translators of literary, scientific, and artistic works are given, for a period of 30 years, the same rights in the respective nations as they enjoy in their own countries. Authors in the respective countries have the exclusive right in the other country to the translation of their own works during the period the convention is in force.—The Gaceta Oficial of May 15 publishes a reprint in Spanish of the laws governing SANITATION and construction in the cities of Colon and Panama contained in the rules and regulations submitted to the Panaman Government by the Isthmian Canal Sanitary Commission.



## PARAGUAY

Through the courtesy of Sr. Don Hector Velasquez, minister of Paraguay in Washington, the MONTHLY BULLETIN has been furnished with the following interesting data: The BANK of Spain and America of Buenos Aires opened a branch at Asuncion on July 2 last.—The Bank of the Republic at Asuncion has established a branch in the city of Encarnacion.—Sr. Ernesto Eguzquiza, who was formerly chief of the President's office, has been appointed MAYOR of the city of Asuncion.—Sr. Walter H. Bertrand has been appointed CONSUL of Denmark at Asuncion.—A WIRELESS telegraph station has been successfully installed at Cerro de Lambare, one of the suburbs of the capital, thereby placing Asuncion in communication with the wireless telegraph system of the Argentine Republic.—The electric TRAMWAYS have commenced operations in Asuncion.—The large BARRACKS now being constructed according to the most approved sanitary methods at Paraguari for the second military zone will soon be completed.—The officers and experts contracted in Chile for the organization of the FLEET have arrived at Asuncion.—A consumers' COOPERATIVE SOCIETY with a capital of 1,500,000 pesos national money has been organized in Asuncion.—The additional protocol to the

TREATY of extradition now in force between Great Britain and Paraguay was to have been signed in Asuncion early in July last.—The general REVENUES of the Government are increasing. Data collected by the Treasury Department show that at the close of the year they will exceed 70,000,000 pesos.—During the months of May and June last the Agricultural Bank made loans to farmers aggregating 150,000 pesos. These loans run for five years and bear 6 per cent interest annually.—In September, 1913, the GOVERNMENT VESSELS *Manuel, Independencia, Ludovico, and Libertad* will be sold at public auction. The bases of the sales, respectively, are: 80,000, 60,000, 60,000, and 20,000 pesos gold.—Sr. Severiano Zubizarreta has been appointed director general of posts and telegraphs.—In accordance with a decree of July 3 last, Col. Patricio A. Escobar has been appointed minister of war and marine.—The MUNICIPAL BAKERY in the city of Asuncion is doing a large business direct with the consumer at prices much lower than was formerly charged for the same articles by private dealers and bakeries.—The Government of Paraguay has ordered 15,000,000 1-cent internal revenue stamps printed in Asuncion.—Delarenzi & Co. are soon to place in operation a large LAUNDRY in the federal capital. The laundry will be equipped with the latest machinery, and up-to-date methods are to be used in conducting the business.—The Agricultural Bank has been authorized by the Government of Paraguay to place in circulation, as the needs of commerce may require, the BANK NOTES recently received from abroad, and to receive bids for the coining of 3,000,000 pieces of nickel of the denomination of 10 centavos, and 2,000,000 of the denomination of 20 centavos.—The consul general of Paraguay in London reports that of the PARAGUAYAN STUDENTS holding Government scholarships in England, one is studying architecture, another science, another sanitary engineering, and another agriculture.—The gross receipts of the Paraguay Central Railway during the second half of 1912 amounted to £71,289, and the gross expenditures to £41,017, or a net income during the period referred to of £30,272.—A PAMPHLET in Spanish entitled "Apuntes Relativos al Porvenir de la Agricultura y de la Ganaderia en el Paraguay" (Information concerning the future of agriculture and stock raising in Paraguay) has been sent to the Paraguayan consulates in Buenos Aires, Montevideo, Dresden, Barcelona, and Rome for distribution to prospective investors and emigrants.—The consul general of Paraguay in Berlin has been requested to contract for a number of German military officers for use as INSTRUCTORS in the Paraguayan army.—Press reports state that the Governments of Paraguay and the United States have signed an EXTRADITION TREATY.



## PERU

The STEAMER "IQUITOS" of the Peruvian Line was formally delivered to the Government on May 12 last. This vessel is at present to be used in the trade between Peru and Chile, and its first cargo consisted of sugar loaded at Huancachaco to be transported to Chilean ports.—The Government of Peru has accepted the proposal of the Lima WATER WORKS company to take over the plant and all accessories, including the property called "Chacarilla de Otero," for the sum of £69,700. The commission appointed to appraise the property valued it, approximately, at £68,536.—The municipality of Chorrillos, a beautiful suburban town on the Pacific Ocean near Lima, has contracted a LOAN of £8,000 for public improvements.—Plans are being made to inaugurate the AVIATION SCHOOL of the Government of Peru near Lima on September 24, 1913, the anniversary of President Billinghurst's advent to the presidency of the republic. Sr. Montero, an experienced aviator, is to be director of the school, and will place at the disposal of the advanced students his Bleriot monoplane, the operation of which brought him into prominence in aviation circles in France and the United States. Gen. Muniz is president of the aviation league.—Dr. Carlos Wiese has recently been conducting students of the University of San Marcos in Lima to the huacas or ancient burying grounds and other historic ruins of the Inca and pre-Inca periods in the vicinity of the federal capital. Interesting talks explaining these ruins, their formation, and the history of their builders, as far as it is known, were given on the ground to the students by Prof. Wiese.—Dr. Albert A. Giesecke, dean of the University of Cuzco, has, with the cooperation of the students of the University, taken a census of the province and city of Cuzco. This data shows that the province of Cuzco has 26,939 inhabitants, of which 14,698 are males and 12,241 females. One of the inhabitants was found to be 150 years old, another 120 years, two 110 years, one 109 years, one 108 years, one 101 years, and sixteen 100 years. Of the total population 7,745 could read and write.—In response to the request of the chairman of the executive committee of the Fifth Latin American and the Sixth Pan American MEDICAL CONGRESS to be held in Lima, the President has issued a decree providing for the return of duties collected on articles imported for exhibition purposes connected with this congress when said articles are reexported within 30 days from the expiration of the exposition.—The official newspaper of Peru publishes a law declaring the verses and music of the NATIONAL HYMN, the former from the pen

of the illustrious poet José de la Torre Ugarte and the latter composed by José Bernardo Alcedo, and adopted as such in 1821 by the Supreme Government to be the official hymn of the republic. In public celebrations and official acts no other hymn shall be played as the national anthem of the country. The three copies filed in the department of Government, referred to in decree 24th of May, 1901, are to be deposited as follows in Lima: One in the Historical Museum, another in the National Library, and a third in the department of War and Marine. The hymn consists of six verses and a chorus.—An overland trip was recently made from LIMA to IQUITOS by Mesones Muro in 10 days. Father Francisco Irazola, of the Ucayali mission, who has done a great deal of exploring in Peru, now proposes to make the journey in seven days.



## SALVADOR

Statistics compiled by Sr. José Alfaro Morán, consul general of the Republic of Salvador in New York, show that the EXPORTS from the port of New York to Salvador during the second quarter of the present year consisted of 27,663 packages of merchandise, weighing 1,717,705 kilos, valued at \$404,566.04 American gold. The totals for each port were as follows: Acajutla, 13,988 packages, weighing 796,342 kilos, valued at \$203,470.79; La Union, 11,183 packages, weighing 783,204 kilos, valued at \$146,387.81; La Libertad, 1,509 packages, weighing 83,750 kilos, valued at \$47,117.64, and El Triunfo, 983 packages, weighing 54,409 kilos, valued at \$7,529.80. The principal shipments, according to value, during the three months referred to were as follows: Prepared hides, \$54,699.34; mining machinery and supplies, \$48,528.94; cotton goods, \$43,506.38; chemical and pharmaceutical products, \$34,473.62; railway material, \$31,321.30; sewing machines, \$30,726.33; machinery, \$13,009.65; and electrical supplies, \$12,027.43.—The Government of Salvador has granted Emilio Mosonyi, an Austrian subject resident in the city of San Salvador, the exclusive privilege of boring ARTESIAN WELLS in the Republic of Salvador for a period of 10 years. Before commencing boring operations the concessionaire must make satisfactory arrangements with the owners of the land. The machinery, accessories, and piping necessary for boring wells and maintaining same in operation is to be admitted free of duty. The Government grants a subvention of \$4,000 gold to the concessionaire, half of which is to be paid on beginning operations and the remainder when the concessionaire has completed boring and successfully opened up an artesian well. Contracts made with the Government for boring wells are to be at a

discount of 5 per cent from the regular prices. Ten per cent of any valuable mineral substance found in boring is to belong to the Government. At least two wells a year must be bored, and if two years elapse without any well having been bored by the concessionaire the concession is forfeited.—The secretary of agriculture of the Government of Salvador is taking an active part in the encouragement of the cultivation of the maguey, or CENTURY PLANT, in the departments of the Republic suitable for the growth of the agaves and in the establishment of factories for the preparation of the fiber produced by these plants. Conferences to discuss plans that will interest a large number of agriculturists on the subject have recently been held, and much valuable and practical information has been gathered for use in propaganda work throughout the country.—The NATIONAL THEATER, under construction in the city of San Salvador by Eng. Eugenio Crepiat, is being rapidly constructed, and it is expected that the building will be completed and ready for the decorators in September, 1914.—A Government commission in charge of B. McIntire and E. Bermudez is investigating the Lempa River in order to determine its value to adjoining lands for irrigation purposes. An English engineering firm recently reported upon the utilization of the Lempa cascades for the production of electric light and power. These falls have a plunge of 30 meters and are capable of generating great power.—A report from San Miguel states that a valuable GOLD MINE is known to exist on the sides of the Conchagua volcano.—Baldomero Francesh y Folch has been appointed professor of arboriculture and floriculture in the Government AGRICULTURAL COLLEGE.—A monthly SUBVENTION of 250 pesos has been granted by the Federal Government to the National Society of Agriculture for stock raising and industries.—The contract for PAVING the streets of the city of San Salvador was signed by Pearson & Son on May 26 last.—Steps have been taken for the establishment of a military AVIATION SCHOOL in the Republic of San Salvador. Rafael Maldonado, a Salvadorian aviator who has recently been in the United States, is interested in the project.—Dr. Juan C. Segovia, who has made a detailed study abroad of the treatment of hydrophobia, proposes to establish a HYDROPHOBIA INSTITUTE in the city of San Salvador.



## URUGUAY

A recent MESSAGE of President José Batlle y Ordóñez to the general assembly was accompanied by a bill concerning the organization of popular credit on the basis of cooperation and reciprocity.

The bill provides that as soon as the paid-up capital of the Bank of the Republic has reached \$20,000,000 there shall be set aside the sum of \$500,000 the first year, which amount may be increased later if necessary, to stimulate popular credit—that is to say, credit granted to artisans, laborers, employees, owners of small industries, and tradesmen, to be used principally in the establishment and development of cooperative societies of production and consumption by means of "Cajas populares" (popular banks) and for the industrial habilitation of competent workmen who have sufficient capital to operate on their own account. The bank under specified conditions and for certain purposes will loan money for cooperative building and for use in supply and production, the bill being intended to extend the benefits of credit to persons unable to obtain funds from the regular banks. Attention is called to the rapid increase of deposits in the savings departments and banks of Montevideo. In 1908 there were 16,561 depositors with \$9,083,099 deposited, and an average of \$548 each, as compared with 39,039 depositors with \$17,539,186 deposited, or an average of \$448 per depositor in 1912.—The CUSTOMS RECEIPTS of the Government of Uruguay for the month of April, 1913, amounted to \$1,651,759.49. The total customs revenues for the 10 months from July to April of the fiscal year 1912-13 were \$15,771,809, as compared with \$14,203,652 for the same period of the previous fiscal year.—A decree has been issued modifying the decree of September 12, 1912, concerning the area to be expropriated in connection with the building of the new GOVERNMENT PALACE, and providing for taking 9 blocks instead of 22, as originally planned. The modification will enable the building to be erected at a cost of 2,000,000 pesos, approximately, instead of 4,000,000 or 5,000,000, as originally planned.—The President of Uruguay has signed a decree providing for the establishment of a special COMMERCIAL SECTION in the department of foreign relations of the Government of Uruguay in Montevideo. Some of the duties of the new section will be to study and formulate commercial treaties, compile reports, maintain a consulting library on port regulations, customs tariffs, navigation laws, etc., furnish information to commercial agents at home and abroad, supply industrial and trade data for propaganda work, and publish industrial and commercial information.—On May 2, 1913, the INTERNATIONAL CONFERENCE OF AGRICULTURAL DEFENSE held its inaugural meeting in University Hall in the City of Montevideo. The following delegates were in attendance: Enrique B. Moreno and Jose M. Huergo, Argentina; Marcial Martinez de Ferrari, Maximiliano del Campo, and Carlos Camacho, Chile; Matias Alonso Criado, Ecuador; Luis Abente Haedo and Moises J. Bertoni, Paraguay; E. de Quiros



Matoso, Carlos Moreira, and Andres Montblanc, Brazil; and Dr. Eduardo Acevedo, Roberto Sundberg, and Jaime Maimo, Uruguay. Dr. Jose Romcu, Secretary of Foreign Relations, and Dr. Jose Ramasso, Secretary of Industries of the Government of Uruguay, were elected honorary presidents, and the diplomatic delegates of Chile, Argentina, and Uruguay were elected chairmen of the conference. The conference adjourned on May 10 after approving two conventions—one concerning the defense against locusts, signed by Bolivia, Paraguay, Brazil, Argentina, and Uruguay, and another relating to other plagues and the exports and imports of vegetables, to which, in addition to the countries named in the foregoing, Peru, Colombia, Ecuador, and Chile were parties. The next conference is to meet in Buenos Aires on a date satisfactory to the Argentine Government, to be selected later. A permanent international office was established in Montevideo in charge of an agricultural engineer to be appointed by the Government of Uruguay and the diplomatic representatives of the countries in interest accredited near the Government of Uruguay. Other South American countries were invited to become parties to the conventions.



## VENEZUELA

The BUDGET of the Republic of Venezuela for the fiscal year beginning July, 1913, and ending June 30, 1914, estimates the revenues at 52,227,930 bolivares, made up of the following items: Import duties and taxes, 35,520,420; tax on liquors, 3,200,000; stamped paper for cigarettes, 4,560,000; wharves, 4,000,000; stamps, 1,440,000; and sundry revenues, 3,507,510 bolivares. The expenditures are estimated, in bolivares, as follows: Department of home government (interior), 12,541,467.02; foreign relations, 1,339,573.79; treasury, 13,825,366.60; war and marine, 10,941,743.75; fomento (encouragement), 4,453,928; public works, 4,287,760; public instruction, 4,338,460; and other expenses, 499,630.84.—The new NATURALIZATION LAW of the Republic of Venezuela provides that any foreigner who has resided at least one year in the country is entitled to apply for naturalization papers. Foreigners who wish to become Venezuelan citizens must make application through the department of home government (interior) to the President of the Republic, or through the governor of the State or Territory in which the applicant resides. Applicants must be over 21 years of age, must state their occupation or profession, and if married and having minor children the number of same. If the application is granted a certificate of

naturalization will be issued to the applicant through the department of foreign relations.—The Venezuelan Senate has ordered placed in a prominent place in the Hall of Sessions of that body, in memory of the HUNDREDTH ANNIVERSARY of the meeting of the first congress, a copy of the celebrated oil painting by Tovar y Tovar representing the first congress of the Republic in the act of signing the declaration of independence of Venezuela.—In 1912 the maritime ports of Venezuela registered 31,769 incoming and 26,589 outgoing PASSENGERS.—The department of fomento and public works has contracted with Dr. Luis Pio Herrera for the installation of a factory containing modern machinery for the working of hennequen and other industrial FIBROUS PLANTS grown and found in the country. The concessionaire proposes to give special attention to the exploitation of plants of the agave family.—The Government of Venezuela has authorized Antonio Aranguren to transfer his concession of February 28, 1907, for the exploitation of MINES in the districts of Maracaibo and Bolivar, State of Zulia, to a London corporation entitled "Venezuelan oil concessions." Permission has likewise been granted to Carlos Leon to dispose of his interest in a number of copper mines in the district of Bolivar, State of Yaracuy, to the Cumaragua Mining Co.—Gen. Paulino Torres has been authorized to construct a TRAIL for the use of pack animals between the port of Cariaco, capital of the district of Rivero, State of Sucre, and the municipality of Santa Maria in the same district. The sum of 16,000 bolivares has been placed at the disposal of Gen. Torres with which to begin this work.—A recent executive decree provides for the repair of the CART ROAD between Villa de Cura and San Juan de los Morros, the construction of a new road between the latter place, via Uverito, Maniadero, and Carita, to the Parapara highway, and the repair of the latter road as far as Calabozo.—The department of foreign relations has settled the CLAIM of the Carenero Railway & Navigation Co., a French corporation, by the payment of 300,000 bolivares.—The Venezuelan Government, through the department of fomento, has prohibited the exploitation of pendare trees without authorization to exploit the balatá or RUBBER producing forests.—The department of fomento of the Government of Venezuela is conducting an investigation of the BANANA pest which is injuring banana plantations in certain districts of the Republic, and will take steps to combat and prevent the spread of the disease.—The Congress of Venezuela has ratified the PROTOCOL signed at Caracas on February 11, 1913, between the representatives of the Governments of France and of Venezuela, and President Gomez has duly promulgated the same.



