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TRADE OF
CURAÇOA AND DEPENDENCIES
FOR THE YEAR 1898.



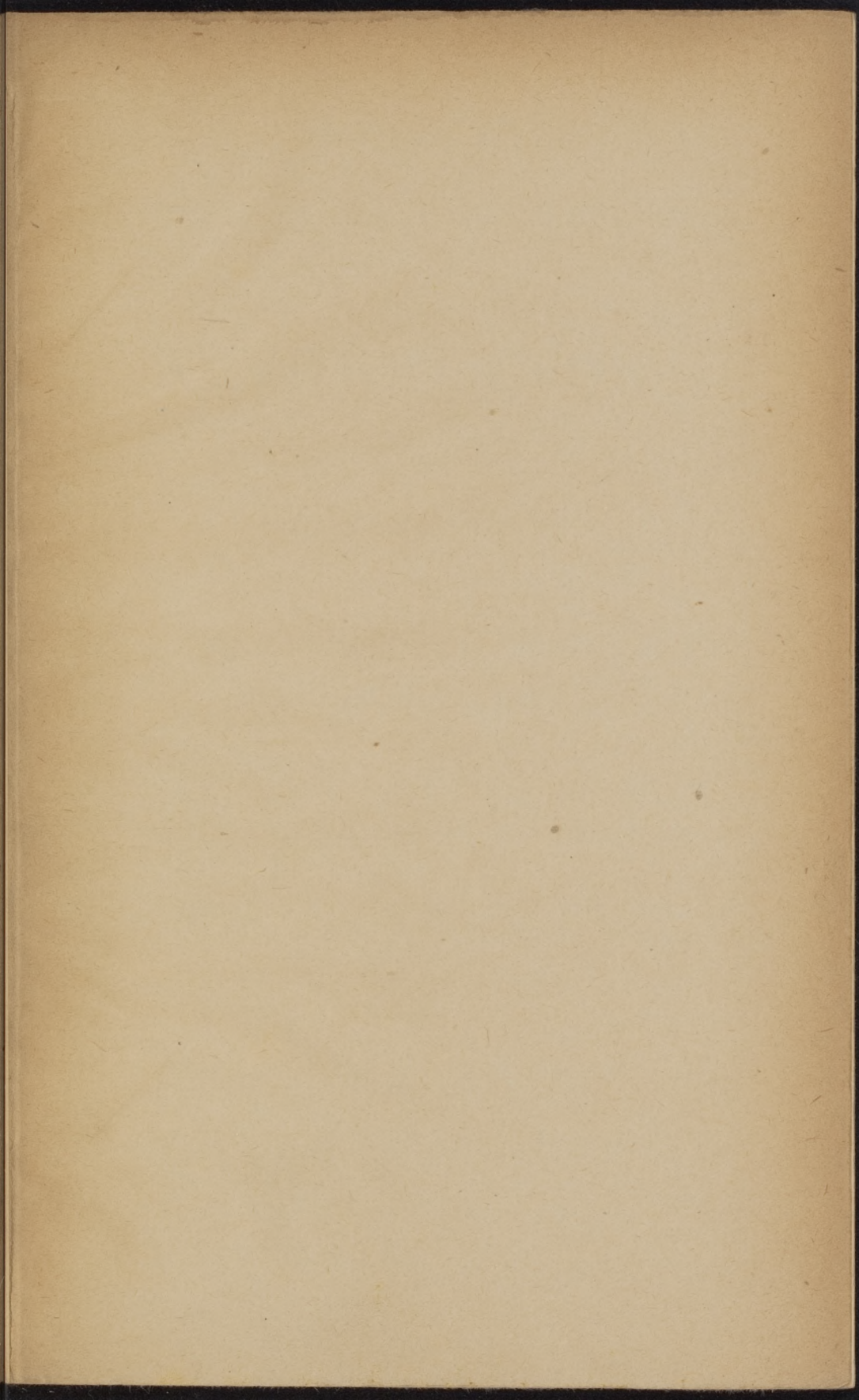
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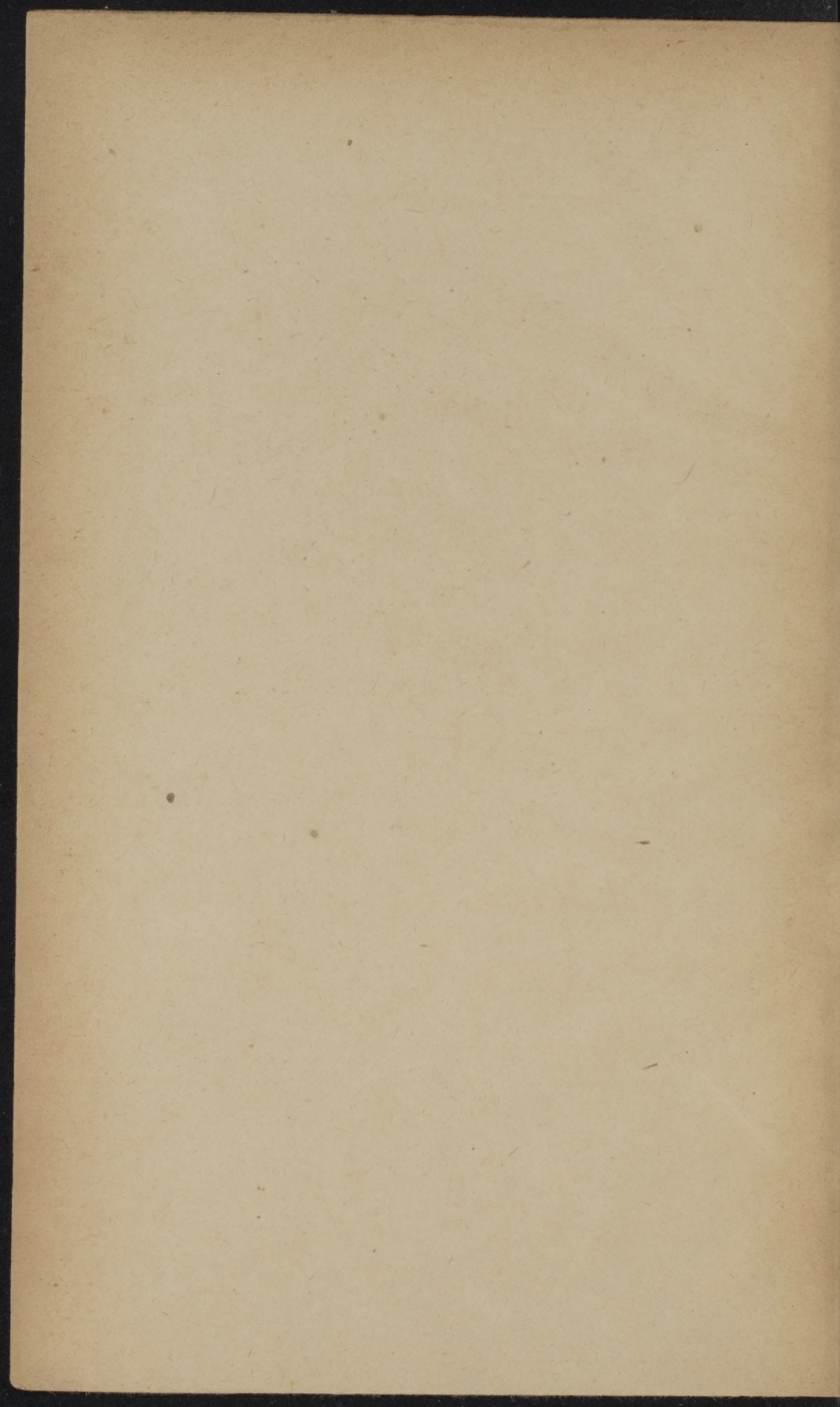
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REPORT FOR THE YEAR 1898

ON THE

TRADE AND COMMERCE OF CURAÇOA AND
ITS DEPENDENCIES.



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*Presented to both Houses of Parliament by Command of Her Majesty,
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Reference to previous Report, Annual Series No. 2047.

*Report on the Trade and Commerce of Curaçoa and its Dependencies
for the Year 1898*

By MR. CONSUL JESURUN.

(Received at Foreign Office, March 30, 1899.)

With sincere regret I find that the economical review of the year 1898 fails to exhibit any cause for satisfaction with the commercial results, and I do ardently hope for speedy relief and improvement in the immediate future. The past year has been one of great depression in trade; a rapid progress is urgently required, but hardly any suggestion can be offered as to the best means to bring about commercial success. A situation like the present involves undoubted trials and even dangers to business. Various reasons rendered a flourishing trade at this place impossible. Our trade is largely dependent on the conditions of the markets of the neighbouring Republics, principally that of Venezuela. Owing to the outbreak of a revolution headed by General Hernandez immediately after President Andrade's installation (March 3, 1898), the peace of Venezuela was not fully guaranteed for the greater part of last year, and the prevalence of small-pox in Caracas, Valencia, and Puerto Cabello about the same time, caused quarantine regulations to be established, thereby decreasing the passenger traffic; consequently for months no vessels arrived at this port from Puerto Cabello; some steamship lines had to exclude that port completely for the time being. Appendix N shows in what degree the passenger traffic has flagged during 1898, the decrease amounting to almost 2,000. The merchants here depend largely on what they sell to passengers, who will always buy at least a few articles for their own use, when they do not purchase on a larger scale for business, because they are able to obtain the goods much cheaper and to import them duty-free at the custom-houses of the neighbouring Republics as articles for their personal use. The abundance of paper currency, and the consequent high premium on drafts in all the Republics renders it inexpedient to effect sales of any importance. Besides the very low price at present for almost all products does not in any way satisfy most producers and exporters. Coffee, an article which plays a leading

General
remarks.

part in the commercial and shipping affairs of this island, is most unfortunately on the decline during the last few years. The very low price of this article is without parallel since 1848; in the beginning of January, 1898, prices were quoted at from 6 to 8 dol. in New York, and have continued the same to this day with slight fluctuations. This island being so close to the neighbouring Republics, producers of coffee use this port almost as the only one for its transshipment to foreign markets and for the sale of a great part of the bills drawn on shipments.

Financial
condition.

This colony's financial condition goes from bad to worse every year, and the prospect is very gloomy. When the budget for 1897 was fixed, it was thought by this Government that only 63,389 fl. 15½ c. would be required to cover the colony's expenses, because the administration believed at the time that the taxes on imports and excise-duty on liquors would have increased, but these expectations were not realised, and the final accounts show a deficit of 118,595 fl. 7½ c. Again in 1898, the anticipated deficit of 54,742 fl. 65 c. has increased to about 100,000 florins. It is very unfortunate for this colony at the present time that taxation has a tendency to increase. The extent to which the population is taxed has much to do with its commercial welfare. Last year at the time when the duty on cigars and cigarettes was raised 40 or more of the principal merchants signed an address to the States-General deploring the depression which has been and still prevails in all branches of commerce and industry, and alleging that owing to a succession of bad crops and great droughts, commerce is unable to bear the present endeavours of the authorities to obtain more revenue by the levying of higher taxes than when it was in a flourishing condition. They suggested an administrative or financial separation of this colony from the Windward Islands, and also strict economy in the administration of this island, and of Bonaire and Aruba as the only and ultimate means of making ends meet. It is generally held by all writers on the economical condition of this island, that were the distant islands of Saba, St. Martin, and St. Eustatius separated from this colony, the yearly amounts necessary for their administration would be paid by the Netherlands; the United Colony consisting only of Curaçoa, Bonaire, and Aruba, would then be able to attend to their own disbursements, without necessitating any financial help from the home Government. The first-named islands of the Windward Group have hardly any tie or intercourse entitling them to the use of the proceeds of the high taxes which the population and commerce in particular of the last-named group have to pay into the coffers of the whole colony.

Telegraph
Cable
Company.

The yearly subsidy of 3,750*l.* guaranteed by this Government to the French Cable Company forms an item towards increasing the deficit of the colony; fortunately and contrary to expectation, the income of the French Cable Company last year has been more than could have been anticipated, on account of the

number of telegrams and the large amount paid for their transmission during the Hispano-American war, and also for the daily telegrams of meteorological records, sent from this port to Washington by the Observer of the Weather Bureau of the United States of America. The amounts received on these accounts should have almost sufficed to cover the above guarantee. The cable-charges have been reduced per word, and it is expected that the reduction will contribute much towards the development of commercial relations between this island and foreign markets. In return this Government facilitates the remittance home of the surplus after deducting the expenses of the Company here.

The large amount required by the Government to cover the cost of instruction in this island, although slightly reduced last year, will as before continue to add largely to the deficit.

Although Great Britain and the Netherlands have renewed diplomatic relations with the Republic of Venezuela, the 30 per cent. differential customs duties established years ago by the Government of that Republic continue to be levied, depriving the West India Islands of a good outlet for their goods. It is sincerely to be hoped that this matter is receiving earnest attention as it is one of great importance, both for the respective Governments and for merchants in general. Differential duties in Venezuela.

The several private wharves, formerly with well stocked stores of all requirements for the construction and repair of vessels, were a source of large revenue both to the owners and to the Government, but since the establishment of the 30 per cent. differential duty in Venezuela, and the great increase in steam tonnage, they have declined to such an extent as to leave them scarcely able to do a profitable business. Were it not for the amounts received from the several steamship companies in payment for the use of these wharves and stores this business could hardly exist. In former years, all the freight from and to the neighbouring Republics was carried in sailing vessels, but these are now almost wholly superseded by steamers. Shipbuilding and repairing.

The works at the phosphate mines in this island have been at a standstill since 1895. Mr. Godden, a British subject, owner of the Santa Barbara estate, offered to the labourers here steady work at reasonable wages during the years he had been exporting this article, which is universally known to be of high grade. On account of this, the only article paying an export duty here, not being shipped for various reasons, this colony has been deprived for some years of a very substantial income towards covering its expenses. Phosphate mines.

The Aruba Phosphate Company, formed in the year 1879, did a lucrative business for a number of years. Of the 113 shares, 56 were held in England, and these were obtained by the transfer of the concession to the Company. The face value of shares was 160*l.*, and dividends as high as 210*l.* were paid in the year 1884, while the last dividend of 47*l.* was paid in 1892. Since then, the price of phosphate has declined, and at present the company barely covers the cost of working the mines. Of the

56 shares owned by British shareholders, 28 have been sold to Curaçoa merchants, at from 200*l.* to 250*l.* Last year the Government received about 440*l.* besides the export duty, while in former years the Company paid as much as 35,000*l.* during 1890, and about 14,500*l.* during 1891. From 1892, when the last dividend was paid, the Government received annually about 8,000*l.* till 1895, when the income was reduced to 4,000*l.* The sales for 1898 deliveries were made in 1897, when the prices were very low, however those for the present year's deliveries were made last year at somewhat better figures. The comparative scarcity of labour in Florida has contributed towards improving the price. Moreover, the mines which were worked very cheaply there are now almost exhausted, so that at present work cannot be carried on there at such cheap rates as formerly. Great Britain still continues to import the largest quantity, while Germany, which had only imported about 900 tons in 1897, took 4,635 tons in 1898.

Gold mines
of Aruba.

The Aruba Island Gold Mining Company, Limited, established in London, obtained for a long term of years from the Colonial Government the right of working the gold mines of Aruba. The term of the concession being about to expire, the managers of the Company had been for the last 15 months in negotiation with the Colonial and Home Government for the purpose of securing a new concession. The conditions of the previous concession have been altered, and the principal advantage conceded now by the Government is that the grant is to be for a period of 40 years from January 1, 1900. The annual payment to the Government will amount to 300*l.*, and the Colonial Treasury will participate in the net profits of the Company, after allowing for interest on the capital and a certain percentage for depreciation of plant. As long as the grantee had not obtained the guarantee that he would remain in exclusive possession for a long period of years, large sums could not be invested in plant. Now that this point has been settled, every effort will be made towards developing the mines and erecting the required plant. The gold mines of Aruba are considered to be rich. In the early years of the discovery lumps of pure gold, one weighing as much as 30 lbs., had been found. Every now and then, after heavy rains, pieces are obtained weighing several ounces, but the great object is not the alluvial gold, but the working of the mines where the lodes or veins are situated. During the past year and pending the negotiations very little work had been done at Aruba in the matter of extracting gold by the cyanide process, of which mention has been made in my previous report. During 1897, 12 kilos. of unwrought gold had been shipped, representing in value about 1,550*l.*

Imports.

It is much to be regretted that no statistical tables exist of the proportional percentage of the imports; but there is reason to believe that a large percentage of the total imports come from Great Britain. No figures being available to show the exact proportion of British trade to that of

other countries, Appendix A shows the relative value of all merchandise brought to this port by British and foreign vessels during the year 1897. From this appendix it is satisfactory to observe, that notwithstanding the general depression of trade, British vessels have brought to this port during 1897 926,364 fl. worth of goods, almost 35 per cent. of the value of all imports, which latter show a decrease of 286,017 fl. on the total imports of 1896.

The stagnation of import and the depression of export trade is a direct consequence of the high tariff on imports and excessive excise duty on all strong drinks, wines, and beers.

A trifling quantity of aloes came from the Island of Aruba Aloes. and have been reshipped to New York, the only market where anything near the cost price of manufacturing could be obtained for the indifferent quality. Aruba, Bonaire, and Curaçoa could produce very clean and high-grade aloes were the price for such quality any better than that obtainable at present on foreign markets, where buyers give preference to the dirty or low grades on account of cheapness, and because those who handle this article abroad are able to obtain by means of suitable machinery and process the exact grade desired at a far lower cost than is possible in these islands. The low prices for this article have been yielding less, owing to the higher duties levied by this Government, and the producers and exporters have suffered greatly. In the Island of Bonaire, where there are large tracts of land planted only with aloes, the producers are unable to export any quantity for the above reasons, and the same is to be said as to this island.

The increase in the importation of beer is due solely to the Beer. larger imports of the Wrexham lager beer, and an insignificant amount of stout, while the imports brought in foreign vessels continue unimportant.

There was a decrease of 89,517 fl. in the total quantity Brandy. of brandy imported as compared with the imports for 1896, which tends to show that the raising of import and excise duty on spirits, contrary to this Government's expectations, continues to affect largely the amount imported, the greater part of which is for re-exportation. To lessen this evil, it only rests with the Government to simplify the regulations and remove every possible restriction from the export.

Formerly a great many more bricks were made and ex- Bricks. ported from Bonaire, but this industry seems to have faded away since the death of the inaugurator of this business. There is also an export duty which probably makes them, when imported elsewhere, dearer than those from other sources.

Cattle formerly came wholly from Colombia, but last year Catt'e. only 87, valued at 1,391 fl., came from Rio Hacha, while the balance, 1,401, valued at 53,826 fl., have been imported from different ports of Venezuela.

Cheese is imported principally from Holland, its share being Cheese. 24,705 fl., and the balance, 886 fl., from New York.

Cigars and
cigarettes.

The causes of the large falling-off in the imports of cigars and cigarettes, which will be larger in the year 1898 and the present, were the hostilities between Spain and the United States of America, and the high duties on the importation of these articles. A number of manufacturers have started making cigars and cigarettes with imported American tobacco, and although the quality is inferior to Havana imports, still it hampers the importation of the better article, while the manufacturers are so many that hardly any profit is made, and the industry only just serves at present to keep a few persons occupied. Imports of cheap quality cigars manufactured in Holland will suffer seriously.

Coal.

Cardiff and Newcastle coals are preferred to the American, 55 per cent. of the first have been imported here in one British and in five foreign vessels (3,894 tons). One Dutch steamer only landed 125 tons valued at 625 fl., to be reshipped again to be consumed by the same company's steamers. The 3,061 tons of American coal imported here are principally for the use of the Red D Line steamships; very insignificant quantities being sold for the bridge engine, electric, and waterworks.

Coffee.

Most of the coffee imported here comes from Venezuela, the imports by Venezuelan and American vessels are all from that Republic; the quantity received in Colombian vessels is from Rio Hacha, Cartagena, and Savanilla, and that brought in Dutch and Dominican vessels is from Hayti and Santo Domingo.

Corn.

The total import of corn came entirely from New York.

Dividivi.

Dividivi reached this port in Dutch vessels from the islands of the colony, Bonaire, and Aruba, and also from Maracaibo, Venezuela, that imported by American and Colombian bottoms came from Ria Hacha, Colombia, and that received from Venezuelan ports came in Venezuelan vessels.

The headings "dry-goods," "merchandise," and "sundries," include such a large variety of articles from so many different places, that it is almost impossible to enumerate them all. Notwithstanding a few exceptions which might be noted, Great Britain furnishes by far the greater part of this trade. Under the first head British vessels brought in 4,246 fl. worth more than in 1896, and the balance is irregularly divided between the foreign ships, which I am unable to compare, because the statement in my last report was not made as detailed as the present one, which has absorbed a good deal of time and steady work. The second heading, on the contrary, shows a falling-off of 124,588 fl., which I attribute, in the first place, to cheap calico and cotton goods such as grey shirtings, drills, Clifton K and N, and blue denims in which, unless British manufacturers pay more attention to designs and produce a more showy article, with firm colour at a lower price than they offer at present, American goods will continue to make better show and command a readier sale. Austria is also working up quite a trade in hosiery, fancy articles and general goods for dresses, and even hardware.

Germany has always been trying to obtain a share in this trade. France comes in for a share in fancy goods. The increase under the last heading is over 100,000 fl. in favour of British ships, and a very considerable part is supposed to come from Great Britain.

The over-production of cheaper dye-stuffs has, doubtless, caused the lowering of prices in this line and the dulness prevailing in the importation and exportation. Dye-wood or
brazilletto.

Wheat, rye, and maize are imported only from New York. Flour.

Only gin distilled by Messrs. Blankenheym and Nolet of Schiedam, Holland, is imported here. The increase in the imports of this article last year is simply due to the small imports of 1895 and 1896 after the large quantity received during 1894 to obtain the difference on the excise duty afterwards raised. Since then the new regulations ordering the excise duty to be paid in cash, and the increased stringency with which the other taxes are collected, will accelerate the extinction of the small dealer's trade in this article; only large importing firms, who have always ready-money, can afford to import and declare for consumption any large quantity, when sales are made on credit, which is generally the case. To save many inconveniences, much unnecessary work, and heavy expense, merchants, on selling gin, brandy and rum, for the neighbouring Republics, although for export, find themselves obliged to pay excise duty, thus representing the population of this island as consumers of an enormous quantity of strong drinks, which in reality is not the case. Gin.

Goats mostly come from Bonaire. Goats.

Hides are imported from Colombia and Venezuela for re-exportation. Hides.

Horses come from Venezuela, Colombia, Bonaire, and Aruba. Horses.

Ice is imported from Maine, United States of America, but an ice machine of British manufacture, bought at Barbados, will shortly be started here, and the ice will be made of condensed water. Ice.

Although the Curaçoa liqueur is made in this island, and sold comparatively cheaper than the quality made in Holland, the latter is still imported, but not on such a large scale as formerly, for the same reasons as so seriously affect the imports of brandy, gin, and rum. Liqueur.

Lumber comes from the United States of America; the importation has been less, because fewer houses and vessels have been built than in former years. Lumber.

Provisions are for the greater part imported from the United States of America and Holland, with the exception of a considerable quantity of canned goods imported from London. Provisions.

Rum is solely imported from Demerara, British Guiana, and the increase is to be attributed to the same reasons as given for the increase of gin. Rum.

Skins are imported here from Aruba, Bonaire, Venezuela, and Colombia. The quantity from the last mentioned places decreased 50 per cent. Skins.

Straw. Straw, for hats: formerly the whole of this article came from Cuba, but for the last few years, on account of internal troubles and the war between Spain and the United States of America, a soft straw called hipijapa has been imported from Maracaibo, Venezuela, and another quality, imitating Cuban straw, but much inferior, from Hayti and Santo Domingo.

Tobacco. The decrease in the imports of tobacco, which is all from New York, is because of difficulties as to the shipments for Venezuela.

Sugar. Out of the total imports of sugar, 82,575 fl., Venezuela furnishes about 60 per cent., United States of America about 20 per cent., Holland and Germany the balance.

Tiles. Tiles are all of Dutch manufacture, and the small quantity imported by an Italian vessel under this heading are bricks and marble slabs.

Wines. The larger quantity of wines imported are French, some Spanish and Dutch, and a small quantity comes from Germany.

Wood. Wood arrives here for re-shipment to European and American markets, principally from Venezuelan ports, some from Colombia and Santo Domingo. Last year a number of cargoes arrived here from Barrahonda, on the coast of Santo Domingo, and will probably continue to arrive during this year for transshipment by the steamers of the West India and Pacific line. The reasons for these transshipments being done here, instead of at Santo Domingo city, are because freights from the coast to the city, and the cost of transshipment there, as also the rate of freight to Europe, are much more expensive than here.

Steamship lines. The present condition of the various steamship lines is considered to be upon the whole satisfactory. According to Appendix K the British share of shipping amounted to 80 vessels (60 steamers and 20 sailing vessels). The increase of 27 steamers, with the aggregate tonnage of 34,465 tons register, was due to the Spanish-American war, and to the circumstance that the Red D line steamers had been taken by the United States Government under the Mail Subsidy Act, and that the Company had to charter British steamers to ply between this island, Venezuelan ports, and New York.

The two British lines, the "West India and Pacific" and the "Harrison," work in harmony, and have managed to keep away powerful competition, such as the "Hamburg Amerikanische Packetfahrt Actien Gesellschaft," who did their best to cut into the business of these British lines by making consignees here sign a letter instructing their agents and shippers in France to give the preference to that line, and thus enable them to secure from France all shipments made viâ Liverpool by the two British lines. By promptly notifying the agents of these British lines in March last of the fact, and requesting them to do their utmost to protect the interests of the British lines they are representing, I have been able to counteract the movement started here by the extremely active German Company, in endeavouring to secure outward French cargo for this island, Maracaibo, and Coro,

Venezuela, and Cucuta, Colombia. I hope that the preference given to the British ships will continue, and that steady headway will be made against all efforts to deprive them of their share of business.

Dutch and German steamers on account of too much coffee at Venezuela and cocoa at Trinidad, continue to shut out dividivi and other cargo at Curaçoa.

In furtherance of direct trade and lower freight rates, a new line will be established by the German Company (Hamburg Amerikanische Packetfahrt Actien Gesellschaft) direct from European to Venezuelan ports which includes Maracaibo. Possibly the establishment of this new line, direct to Maracaibo, might have influenced the decision of the Red D Line Company, with regard to their additional freight steamers at reduced freight, as the Red D line often bring European cargo transhipped at New York. Anyhow, Curaçoa will on account of this direct line of steamships to Maracaibo lose the greater part of the European cargo transhipped here at present.

The Italian line "La Veloce," continues to call twice monthly at this port, on the 21st from European and Venezuelan ports, and on the 5th from Colombian ports. A rumour is afloat that the business of this line will be affected on account of the Cerruti claim.

The cargo boats of the Compagnie Générale Transatlantique continue to call here on the 4th of every month from European and Venezuelan ports. In the month of May one of the passenger steamers, the "St. Germain," called here for 25 passengers and made about 20,000 fr.

The Red D Line has since the declaration of peace between Spain and the United States of America, altered its route so as to call at Ponce and San Juan, Puerto Rico, on every alternate journey homeward and outward. Two mail steamers sail fortnightly, arriving here every other Saturday and returning every other Sunday from La Guaira and Puerto Cabello, connecting with one of the steamers of the company, which arrives from and departs for Maracaibo. In addition to the regular mail and passenger steamers, this company now despatches from New York, twice a month to this port and Maracaibo, steamers carrying freight only and at a reduced rate. This additional and direct service to Maracaibo will undoubtedly affect the interests of this island as the transhipment of the cargo for Maracaibo and Cucuta from New York, which furnished work for the labourers here, &c., and which was formerly brought here by the mail steamers, need not be at present transhipped at this port. By this unexpected proceeding of the Red D Line Company, the greater part of the transhipment formerly made at this island will be done away with. This company might have been obliged to put on these additional freight steamers fearing the German line's competition, or that at any time the Venezuelan Government might again decree the transhipment of cargo for and from Maracaibo and Coro to be made at Puerto Cabello instead of its being done here. This

measure had been proposed by a member of the Senate at Caracas, and unanimously accepted by that body, but luckily for this island the bill did not go through Congress. Whenever this measure is decreed by that Government, it will be a direct blow to the interests of this island. Neither at Maracaibo or Coro do the merchants like the idea of transshipping their cargo at Puerto Cabello, and they have never been at all satisfied by the trial some years ago. Masters of foreign ships are aware that the harbour of Puerto Cabello is exceedingly narrow and inconvenient, that the wharf, although partly new, is not large enough to accommodate as many steamships and sailing vessels as would undoubtedly call there at the same time, neither are there sufficient stores for the purpose of depositing cargo in transit. Besides the too many and complicated custom-house regulations will be a great nuisance rendering vessels calling there continually liable to fines, and the extras which will be exacted by the custom-house officials for allowing the discharge of cargo at that port after office hours will be a serious item of expense. Altogether the cost of transshipment at that port will be excessive, and if convenient to Puerto Cabello in particular it will be prejudicial to the several interests of the other Venezuelan ports. The Red D Line would suffer the most of all other steamship lines, their steamers which would have to carry on the coasting trade would have to be placed under the Venezuelan flag, rendering them liable to be used by the Venezuelan Government and at times when the company most urgently need them for the traffic.

Casualties.

The number of serious casualties for which returns have been made during the past years have been mostly for vessels shipwrecked at the N.E. point of the Island of Bonaire or else close to that particular place, where the low lands of that island extend to the south-west point. Masters of vessels coming to this island from the north-east, and those shipwrecked at that spot look upon the want of a light on that part of the island as a cause of grave complaint. In consequence, I have applied to the Governor of this colony, requesting the erection of a lighthouse, where the existence of such a light is deemed indispensable for the safety of navigation.

Agricultural resources.

Agricultural resources are very few, consequently the demand for farm implements will never be large. Hoes and shovels are imported from Great Britain, but axes and windmills come from the United States as also barbed wire and nails. Of late the Government has been letting land at the rate of 5s. per acre to the country labourers for the purpose of cultivation. Mr. Hamelberg, Secretary of the Society, formed here to promote the knowledge of the History, Language, Agriculture, and Ethnology of the Dutch Antilles, in an able article printed in the second annual report of the society last year, proposes the introduction of hemp, agave and "furcræa," commonly known in Central America as "pita," as a new culture for Curaçoa, and he has compiled several estimates as to how much it will cost to sow, reap, and prepare the article for export. If his estimates are correct, which few doubt, and

some even hold that a smaller outlay is actually required for the purpose, the results they show are very satisfactory, as the profits will be very large. Farmers or rather owners of land, who might be able to make the disbursements necessary for this new industry are not at all enterprising, and I fear very much whether the country people here will even try it on a small scale without direct pecuniary aid from the Government. Probably some foreign capitalists, and others who might by experience have made money in this line will invest and secure the profits of the business. Although the plant is described as being able to endure severe droughts, still the landowners here very much doubt whether the crop will yield without sufficient rain.

The Manufacturers' Association, inaugurated on March 29, 1898, at Caracas, for the purpose of making American goods known on that market, is similar to the National Association I have recommended in my Annual Report, No. 1876, for the year 1896. This mercantile museum has met, according to reports, with very good success, and beneficial results for the interests of all concerned have accrued from its establishment. The establishment of such an institution here will prove a step in the march forward to maintain the preponderance of British commerce. Nothing is so eloquent and instructive to buyers as to be brought into contact with the object offered for sale, while to sellers it cannot be anything else but productive. Curaçoa, as a trade centre right in the way to Venezuela, Colombia, Hayti, and Santo Domingo, is so well known as to require no recommendation, and all who are aware of this circumstance can foresee the possibility of its becoming a commercial depôt as formerly, on the abolition of the 30 per cent. differential duty in Venezuela and on alterations being made in the currency of the other Republics. It may be thought by those unacquainted with the West India Islands and South and Central American Republics, that the expense of such an institution will not be proportionate to business, and that these markets can be trusted to continue to take what British merchants are willing to sell them, and that the periodical flying visits of travelling agents from the United Kingdom will be quite sufficient links for gaining their trade. But unwavering perseverance, by constantly pushing forward, offering what is really required by foreign merchants, taking special care that the orders entrusted to them are executed with precision in all respects, as our rivals are always most willing to do, will be the only chances British commerce may have to retain her wavering position, and continue to lead more firmly than ever at the head of the commerce of nations against the present keenness of competition in prices and other facilities daily offered by others.

The up-to-date information concerning business opportunities which this association's office could give to their clients would be various, such as relating to the goods in demand, the position of intending buyers, the collection of accounts, the registration of trade-marks, together with much general information, as to the resources, products and soil of the different countries.

Commercial
museum
suggested.

This agency, if effectually served and properly located, should be the means of extending and promoting the mutual interests of British exporters, and the trade relations with this part of the world. It is impossible to specify all that could be done, as space forbids my making extensive reference to this subject, but I am firmly of opinion that such an enterprise if established here would succeed as others have done in various parts of the world, where the rapid growth of trade is attributed to such show-rooms as those referred to. We lack commercial banking facilities and the corporation might be formed upon a basis to include the operation of its own banking business.

In this way home manufacturers known to the bank would be able to draw against shipments if necessary. I shall always be only too glad to help any association of this kind with all data and information as far as possible, with the view of promoting British trade and commercial interests generally.

The number of letters I have received from many firms, to whom I am always ready to give information of general interest or to place those intending to do business with Curaçoa, into communication with firms here, have increased largely.

I must repeat again that this is not a market for machinery as it is not a manufacturing country.

Opening for
line of
British
steamers.

Attention has been called on previous occasions, especially in my last report, to the opening offered for a line of British steamers. I feel it my duty to bring it forward again, and in support of my statement I may mention that the Red D Line Company are running more boats to Maracaibo, and that the German line will shortly begin to run boats to that port. The two lines of British steamers touching at this port on their outward trip do not return here, but go home via New Orleans where very often vessels are delayed, and suffer from quarantine and fumigation regulations. I should very much like to see the establishment of a regular passenger and cargo line of British steamers outward and homeward taken up by some British firm, and I shall be prepared to give any information on the subject that would be found necessary.

Hurricane in
West Indies.

During my stay in New York on leave of absence, Mr. David Jesurun, Acting Consul at the time, with the valued and highly appreciated co-operation of His Excellency the Governor and some gentlemen here, formed a committee for the purpose of collecting funds to aid the destitute inhabitants of the Islands of Barbados and St. Vincent, who in September last suffered appalling loss by the hurricane which passed over the islands. The inhabitants of this island subscribed willingly to the fund which amounted to 498 fl. 74 c., which has been remitted to and received by the Governor of Barbados and the Administrator of St. Vincent. The calamitous times hanging heavy on this Colony, and the effects of the disastrous hurricane in the islands of St. Martin and St. Eustatius on the same day, have prevented this Consulate's collection from being larger,

I shall not close this report without rendering thanks to

"The Consular Journal and Greater Britain" for its continual well-meant and spirited defence of Consuls in general. This publication's tendency is for the promotion of trade between Great Britain and foreign markets, and it has always been most cordially welcomed at this Consulate, but of late its periodical visits have been very irregular, and many of its interesting numbers are missing from the file, which I have preserved with care for future references.

The ceremonies in connection with the celebration of the coronation of Her Majesty Queen Wilhelmina on September 6 last were held in these Islands on August 29, 30, and 31 and were of an elaborate character. The representatives of the several nations were present at an audience at the Governor's residence, and the speeches were full of good wishes for Her Majesty's health and success in the government of the Netherlands and her possessions. Coronation festivities.

This Island was visited by the following men-of-war.

First came on January 25 the British training squadron under command of Commodore E. S. Poë, R.N., on board H.M.S. "Active," accompanied by H.M.S.S. "Calypso," "Volage," and "Champion." On account of a few cases of yellow-fever they were prevented from entering this port; and, after saluting and being answered, the squadron left for the Windward Islands. The unfortunate incident which prevented the visit to this port of Her Majesty's ships is sincerely regretted; but we hope to have the pleasure of welcoming them at another time, when all shall be done to make their stay at this harbour as pleasant as possible. Then followed the German "Geier," the Italian "Amerigo Vespuccio," the American "Annapolis" in the month of March. On April 2, the Italian man-of-war "Etna" arrived, and on May 14 the Spanish squadron, from Cape Verde via Martinique, consisting of the cruisers "Infanta Maria Teresa," flagship, "Viscaya," "Almirante Oquendo," "Christobal Colon," and the torpedo boats destroyers "Pluton" and "Terror," appeared before this harbour. The flagship and the "Viscaya" came into port, and bought about 3,500*l.* worth of coal and provisions, leaving the next evening to rejoin the other ships of the squadron which remained cruising at a distance from this harbour. Next came the Dutch first class protected cruiser "Friesland" from Holland, but her stay here was short as she returned home before the Queen's Coronation. Then the Italian "Umbria" arrived here and left again to join company off the harbour with the "Carlos Alberto" and another ship. The Dutch man-of-war "Alkmaar" left for Holland about the same time, while the "Sommelsdyk" arrived here to replace the last man-of-war on the station. The "Carlos Alberto" and "Umbria" accompanied by the "Dogali," "Piemont" and the "Calabria" returned here from Colombia to meet a transport with provisions and coals and were present during the Coronation festivities. Visits of men-of-war.

The streets have been, since September last, illuminated with 255 incandescent lamps, instead of 22 arc lamps. Were the cost Electric lighting.

of electric lighting cheaper, one could hope that, in the future, the large majority of private houses might discard the antiquated oil lamp for the more modern illuminant. At the present rate of 3s. 4d. per month for each incandescent lamp, only a few private residences, chief hotels, clubs and shops have availed themselves of the many advantages offered by the new light of which about 450 are used at present.

Appendix A.—STATEMENT showing the Relative Position of the Value of General Merchandise brought to this Port by British and Foreign Vessels during the Year 1897.

(335)

Articles.		British Vessels.		Dutch Vessels.		German Vessels.		United States Vessels.		Norwegian Vessels.		Russian Vessels.		Austrian Vessels.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Aloes ...	Kilos. ...	...	...	7,195	536	...	...	...	...	...	...	...	...	...	...
Beer ...	Barrels and boxes ...	666	7,046	59	676	876	7,315	4	73	...	...	...	...	...	...
Brandy ...	Boxes, &c. ...	793	15,011	146	2,386	132	2,563	...	...	...	...	...	...	...	...
Cattle ...	...	...	...	...	...	...	...	87	1,391	...	...	...	...	...	...
Cheese ...	Boxes ...	14	70	2,269	24,705	...	...	71	816	...	...	...	...	...	...
Cigars ...	Pieces ...	73,500	1,148	808,700	15,059	5,500	179	71,000	6,597	...	...	...	...	...	...
Cigarettes ...	Packages ...	50,000	1,610	...	...	...	...	1,673,000	144,202	...	...	...	...	...	...
Coal ...	1,000 kilos. ...	331	2,184	125	625	700	4,988	3,061	17,046	2,164	14,386	699	4,508	...	...
Coffee ...	Bags ...	...	...	253	7,100	...	...	607	17,997	...	...	...	...	...	...
Corn ...	...	2,494	4,652	10	20	...	...	5,592	10,763	...	...	...	...	...	...
Dividivi ...	Kilos. ...	...	...	590,735	29,315	...	...	113,400	6,175	...	...	...	...	...	...
Dry goods ...	Bales, &c. ...	1,922	10,881	639	5,181	275	1,362	8,192	47,195	...	...	...	...	...	...
Dye-wood ...	Kilos. ...	...	...	23,800	1,184	...	...	22,500	910	...	...	...	...	...	...
Flour, wheat, rye, or maize ...	Barrels, &c. ...	10,611	77,957	20	200	...	...	20,414	157,925	...	...	...	...	...	...
Gin ...	Cases ...	...	...	4,375	20,938	...	...	...	...	...	...	...	...	...	...
Goats ...	...	...	...	1,168	2,667	...	...	5	15	...	...	...	...	...	...
Hides ...	Pieces ...	...	...	...	...	...	...	223	669	...	...	...	...	...	...
Horses ...	...	...	...	6	280	...	...	4	600	...	...	...	...	...	...
Ice ...	1,000 kilos. ...	...	...	...	...	...	...	1,549	4,000	...	...	...	...	...	...
Liquor ...	Cases ...	6	67	154	1,343	25	104	...	...	...	...	...	...	...	...
Lumber ...	Sq. metres ...	41,621	13,012	...	...	...	...	43,699	18,607	...	...	...	...	...	...
Merchandise ...	Bales ...	4,192	539,923	255	25,306	1,830	194,239	2,363	114,829.50	...	...	...	...	...	...
Figs ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pine, tar, and rosin ...	Barrels ...	...	...	6	34	...	...	...	...	...	...	...	...	...	...
Provisions ...	Cases, &c. ...	2,190	29,123	251	5,394	119	10,466	5,358	65,441	...	...	...	...	...	...
Rum ...	Hogsheads ...	47	1,570	1,282	29,552	...	...	...	...	...	...	...	...	...	...
Skins, goats ...	Dozen ...	...	...	255	3,192	...	...	20	280	...	...	...	...	...	...
Straw, for hats ...	Packages ...	...	...	589	764	...	...	90	859	...	...	...	...	...	...
Sugar ...	Barrels, &c. ...	30	441	4,060	32,868	845	3,233	3,815	17,993	...	...	...	...	...	...
Sundries ...	...	24,489	206,631	31,490	93,214	6,254	118,473	14,112	142,850	...	...	...	...	29,853	14,920
Tobacco ...	Boxes, &c. ...	17,035	12,377	...	...	...	...	70,904	48,300	...	...	...	...	...	...
Tiles ...	1,000 pieces ...	...	...	247	7,849	...	...	...	...	...	...	...	...	...	...
Turtles ...	...	...	...	79	474	...	...	...	...	...	...	...	...	...	...
Wine, all sorts ...	Barrels, &c. ...	328	2,701	32	1,156	316	3,500	...	...	...	...	...	...	526	2,415
Wood, mahogany, and other hard ...	Sq. metres ...	...	...	31	96	...	...	...	...	...	...	...	...	...	...
Total ...	...	...	926,364	...	312,614	...	316,427	...	825,623.50	...	14,386	...	4,508	...	17,335

STATEMENT showing the Relative Position of the Value of General Merchandise brought to this Port by British and Foreign Vessels during the Year 1897—continued.

Articles.		French Vessels.		Spanish Vessels.		Italian Vessels.		Dominican Vessels.		Colombian Vessels.		Venezuelan Vessels.		Total.	
		Quantity	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Florins.		Florins.		Florins.		Florins.		Florins.		Florins.		Florins.
Aloes ...	Kilos. ...	...	...	...	...	...	...	...	...	...	...	...	...	7,195	536
Beer ...	Barrels and boxes ...	...	...	...	...	...	...	...	...	...	...	...	...	1,665	15,110
Brandy ...	Boxes, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	1,071	19,990
Cattle ...	...	...	...	...	...	...	...	...	...	...	1,401	53,826	1,488	55,217	
Cheese ...	Boxes ...	...	...	...	...	...	...	...	...	...	...	...	...	2,354	25,591
Cigars ...	Pieces ...	...	...	...	...	...	...	...	...	...	...	...	...	958,700	22,953
Cigarettes ...	Packages ...	...	...	...	...	...	...	...	...	...	...	...	...	1,723,000	145,812
Coal ...	1,000 kilos. ...	...	...	...	...	...	...	...	...	...	...	...	...	7,080	43,737
Coffee ...	Bags ...	...	...	...	...	...	...	...	...	...	600	13,472	1,733	48,289	
Corn ...	...	...	...	...	...	...	21	920	247	8,800	...	...	...	8,096	15,335
Dividivi ...	Kilos. ...	...	...	...	...	...	...	...	...	...	396,450	19,224	1,145,585	56,964	
Dry goods ...	Bales, &c. ...	...	...	...	...	...	...	...	...	45,000	2,250	...	...	11,028	64,619
Dye-wood ...	Kilos. ...	...	...	...	...	...	...	...	...	38,500	1,528	331,300	7,335	416,100	10,957
Flour, wheat, rye, or maize ...	Barrels, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	31,045	236,082
Gin ...	Cases ...	...	...	...	...	...	...	...	...	11	22	...	...	4,375	20,938
Goats ...	...	...	...	...	...	...	...	...	...	...	...	99	313	1,184	2,704
Hides ...	Pieces ...	...	...	...	...	...	...	...	...	...	...	...	...	322	982
Horses ...	...	...	...	...	...	...	...	...	...	...	...	...	...	52	3,293
Ice ...	1,000 kilos. ...	...	...	...	...	...	...	...	...	...	...	...	...	1,549	4,000
Liqueur ...	Cases ...	...	...	...	...	...	...	...	...	...	...	...	...	185	2,014
Lumber ...	Sq. metres ...	...	...	...	...	...	...	...	...	...	...	...	...	85,320	31,649
Merchandise ...	Bales ...	...	...	...	...	356	4,296	...	...	...	...	...	...	8,996	878,593.50
Pigs ...	...	...	...	...	...	...	...	...	...	...	...	4	16	4	16
Pitch, tar, and rosin ...	Barrels ...	...	...	...	...	...	...	...	...	...	...	...	...	6	34
Provisions ...	Cases, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	7,918	110,424
Rum ...	Hogsheads ...	...	...	...	...	...	...	...	...	...	...	...	...	1,329	31,122
Skins, goats ...	Dozen ...	...	...	...	...	...	...	...	...	...	...	112	609	387	4,081
Straw, for hats ...	Packages ...	...	...	...	...	...	...	...	...	...	...	...	...	679	1,623
Sugar ...	Barrels, &c. ...	...	...	...	...	...	...	...	...	9	22	4,728	28,013	12,996	82,575
Sundries ...	...	3,133	23,934	70	35	3,907	39,134	14	695	44	418	2,999	10,477	116,365	655,781
Tobacco ...	Boxes, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	87,939	60,767
Tiles ...	1,000 pieces ...	...	...	...	...	49	875	...	...	...	...	...	...	296	8,724
Turtles ...	...	...	...	...	...	...	...	...	...	...	152	910	...	231	1,384
Wine, all sorts ...	Barrels, &c. ...	195	2,865	...	...	94	745	...	...	...	...	...	...	1,491	13,382
Wood, mahogany, and other hard ...	Sq. metres ...	...	...	...	...	41	773	187	374	...	...	15	100	274	1,313
Total ...	...	...	31,799	...	35	...	45,823	...	2,189	...	13,090	...	136,458	...	2,676,651.50

APPENDIX B.—Statement of the Value of all Merchandise Imported at Curaçoa during the Years 1895-96.

Articles.		1895.		1896.	
		Quantity.	Value.	Quantity.	Value.
Aloes	Kilos. ...	46,041	Florins. 7,356	35,870	Florins. 3,189
Beer	Barrels and boxes	1,212	11,274	1,141	12,690
Brandy	Boxes, &c.	2,269	48,323	1,832	109,507
Cheese	Boxes	2,874	19,778	1,621	19,562
Cigars and cigarettes	Pieces or packages	3,261,325	159,949	4,071,225	200,405
Coal	1,000 kilos.	5,950	37,665	4,339	25,448
Coffee	Bags	2,419	80,834	3,013	115,939
Corn	"	8,561	21,622	7,644	12,047
Dividivi	Kilos.	1,150,070	52,272	1,571,855	78,430
Dry goods	Bales, &c.	5,368	81,244	9,897	51,581
Dye-wood	Kilos.	975,600	19,896	778,500	17,998
Flour, wheat, rye, or maize	Barrels, &c.	31,182	256,611	27,905	203,804
Gin	Cases, &c.	2,853	14,134	2,772	13,372
Hides	Pieces	23	69	...	...
Ice	1,000 kilos.	1,604	4,140	1,607	4,109
Liqueur	Cases, &c.	57	704	220	2,946
Merchandise	Bales, &c.	8,068	718,017	8,706	963,229
Pitch, tar, and resin	Barrels, &c.	32	205	6	50
Provisions	Cases, &c.	6,016	93,395	7,414	98,245
Rum	Hogsheads	563	19,870	1,060	29,233
Skins, goats	Dozen	1,933	27,448	656	8,736
Spars, masts	Pieces	42	632	...	...
Straw, for hats	Packages	3,207	4,812	3,156	4,028
Sugar	Barrels, &c.	12,956	101,592	13,421	110,826
Sundries, as lime, &c.	"	238,051	725,521	93,510	709,296
Tobacco	Boxes, &c.	169,018	131,556	134,197	101,168
Wine, all sorts	Barrels and boxes	1,164	13,549	1,552	20,571
Wood, mahogany and other hard	Sq. metres	386	1,000	388	1,349
" planks, ribs, &c.	"	100,064	34,668	119,988	49,910
Total	...	...	2,633,136	...	2,962,668

			Florins.
Total imports during the year	1894	.. ..	3,165,481
"	1895	.. ..	2,633,136
"	1896	.. ..	2,962,668
"	1897	.. ..	2,676,651

Appendix C.—STATEMENT of all Merchandise in Transit at Curaçoa during the Years 1895-97.

Articles.		Quantity.		
		1895.	1896.	1897.
Cacao	Bags	885	1,051	1,458
Coffee	"	305,244	240,728	380,058
Dyewood	Kilos.	51,000	..	..
Hides	Pieces	19,159	18,606	27,124
Peruvian bark	Packages	168	26	391
Skins, goats	"	7,758	4,802	8,466
Sundries	Bales, boxes, &c.	2,586,340	1,086,802	1,023,937

Appendix D.—STATEMENT of the Exports from the Island of Bonaire during the Years 1895-97.

Articles.		1895.		1896.		1897.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Florins.		Florins.		Florins.
Beef, salons	Pieces ..	38	57	7	10·50	..	..
Cattle .. .. .	.. ..	15	600	25	1,000	57	2,280
Brazil-wood	Kilograms ..	28,830	1,009·05	16,500	412·50	34,500	862·50
Bricks .. .. .	.. ..	800	12	60,000	900	5,500	82·50
Dividivi.. .. .	Kilograms ..	345,797	13,831·88	395,885	15,835·40	619,445	24,777·80
Donkeys .. .. .	.. ..	124	1,240	362	3,620	239	2,390
Firewood	Bundles ..	1,153	86·47½	65	4·87½	205	15·37½
Charcoal	Bags	35,008	8,752	27,882	6,970·50	26,793	6,698·25
Goats .. .. .	.. ..	1,461	2,922	1,308	2,616	804	1,608
Horses .. .. .	.. ..	5	300	8	480	8	480
Lignum-vitæ	Square metres	7·5	7·50	162	162	11	11
Limbe	Hectolitres ..	1,927	1,927	2,590	1,554	2,575	1,545
Orange-peel	Kilograms ..	25	12·50	25	12·50	50	25
Pigs .. .. .	.. ..	..	..	11	110	3	30
Salt	Barrels ..	32,812	19,687·20	75,358	45,214·80	30,059	18,035·40
Sheep .. .. .	.. ..	550	1,650	428	1,284	485	1,455
Skins, goats	Dozen ..	357·5	3,575	212	2,120	20	200
	Kilograms ..	..	..	..	..	5,734	3,440·40
Tortoise-shell .. .. .	.. ..	10	80	..	..	..	..
Turtle .. .. .	.. ..	6	18	14	42	17	51
Wool, dirty	Kilograms ..	48	14·40	60	18	143	42·90
Total .. .. .	.. ..	..	55,782·00½	..	82,367·07½	..	64,020·12½

Appendix E.—STATEMENT of the Exports from the Island of Aruba during the Years 1895–97.

Articles.		1895.		1896.		1897.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Florins.		Florins.		Florins.
Aloes	Kilograms ..	148,855	8,931·30	195,125	11,707·50	176,470	10,588·20
Beef, salons	Pieces ..	..	..	..	..	22	33
Beans	Litres ..	8,050	966	25,300	3,036	50	6
Bones	Barrels ..	50	50	..	..	90	90
Chairs, native manufacture	Pieces ..	8	8	..	..	..	..
Charcoal	Bags ..	..	..	..	..	67	16·75
Copper, old	Barrels ..	3	14	..	..	..	..
	Kilograms ..	..	..	275	27·50	25	8·50
Dividivi.. .. .	" ..	164,360	6,574·40	196,240	7,849·60	126,395	5,055·80
Donkeys	" ..	150	1,500	26	260	179	1,790
Firewood	Cubic metres..	..	..	..	..	2	10
Fish, salted and dried	Dozen ..	241	482	48	96	289	578
Grass, sea	Bags ..	..	..	13	18	..	..
Goats .. .. .	" ..	..	..	85	170	63	126
Horses	" ..	2	120	2	120	3	180
Lime	Hectolitres ..	228	228	..	..	..	..
Manure	Barrels ..	6,150	246	16,060	642·40	7,400	296
Nuts, cocoa .. .. .	" ..	..	..	..	..	..	..
Phosphate of lime	Cubic metres..	9,177·37	113,524·07	14,717·69	182,057·83	18,938·36	234,267·51
Figs	" ..	116	1,160	343	3,430	178	1,780
Peanuts	Barrels ..	1,043	4,172	3,599	14,396	793	3,172
Salt	" ..	625	375	1,971	1,182·60	..	..
Sheep	" ..	290	870	78	234	226	678
	Dozen ..	880 $\frac{3}{4}$	8,808·35	537 $\frac{1}{2}$	5,371·66	73	730
Skins, goats	Kilograms ..	..	..	..	..	9,051·5	5,430·90
	Dozen ..	25	75	..	..	..	..
" sheep	" ..	5,706	2,920	1,819	1,391	150	126
Straw hats .. .. .	" ..	..	..	..	..	..	..
Sweet potatoes.. .. .	Barrels ..	..	..	6	18	3	9
Turtle .. .. .	" ..	..	..	..	..	..	..
Wool	Kilograms ..	2,550	765	2,460	788	4,420	1,826
Total .. .. .	..	..	151,789·12	..	232,741·09	..	266,297·66

Appendix F.—STATEMENT of Phosphate of Lime Exported from Aruba during the Years 1897-98.

To—	Number of Vessels.		Loading.	
	1897.	1898.	1897.	1898.
			Tons.	Tons.
Great Britain—				
London	8	6	3,554	2,392
Ipswich	4	3	1,547	1,105
Bo'ness	2	2	822	790
Berwick-on-Tweed	1	3	400	1,175
Liverpool	1	1	491	408
Gloucester	1	..	440	..
Plymouth .. .. .	..	1	..	438
	17	16	7,254	6,308
Rotterdam, Holland .. .. .	..	1	..	440
Nantes, France	5	1	2,284	500
Antwerp, Belgium .. .. .	..	1	..	470
Ghent	4	..	1,836	..
Hamburg, Germany	1	4	448	1,899
Harburg .. .. .	..	2	..	1,102
Geestemünde	1	2	436	1,002
Rendsburg .. .. .	..	1	..	632
Valencia, Spain	1	..	303	..
Samia, Italy	1	..	267	..
Total	30	28	12,828	12,353

Appendix G.—STATEMENT of the Exports from the Island of St. Martin during the Years 1895–97.

Articles.		1895.		1896.		1897.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Florins.		Florins.		Florins.
Arrowroot	Kilograms ..	104	15·60	20	3	133	19·95
Cattle .. .. .	.. .. .	156	..	2	..	3	..
Charcoal	Barrels ..	2 $\frac{1}{2}$	1·37 $\frac{1}{2}$	12 $\frac{1}{2}$	6·25	10	5
Confectionery	Boxes ..	..	..	..	..	1	5
Corn, Guinea	Decalitres ..	305	152·50	..	..	..	..
	Barrels ..	..	..	6	18	..	..
Donkeys .. .. .	.. .. .	..	..	70	..	..	..
Earthenware .. .. .	.. .. .	..	..	7	2·25	..	..
Goblets .. .. .	.. .. .	388	6·12 $\frac{1}{2}$	..	..	..	..
Goats .. .. .	.. .. .	102	..	26	..	40	..
Hides	Kilograms ..	..	..	105 $\frac{1}{2}$	42·10	79	31·60
Horses .. .. .	.. .. .	..	..	2	..	..	..
Lime	Hectolitres ..	..	..	25	25	30	30
Pigs .. .. .	.. .. .	..	..	1	..	18	..
Potatoes, sweet	Barrels ..	4	8	..	..	..	..
Salt	Hectolitres ..	147,929 $\frac{1}{4}$	105,030	41,677	29,591·25	363 $\frac{9}{1}$	258·38
Sheep .. .. .	.. .. .	..	..	28	..	21	..
Skins, goats and sheep	Dozen ..	42	204	33 $\frac{1}{12}$	157·42	63	159
Starch	Kilograms ..	..	..	..	..	47 $\frac{1}{2}$	9·50
Tamarinds	Barrels ..	..	..	34 $\frac{1}{4}$	172·50	74	370
Total .. .. .	.. .. .	..	105,417·60	..	30,017·77	..	888·43

CURACOA.

Appendix H.—STATEMENT of the Exports from the Island of St. Eustatius during the Years 1895-97.

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Articles.		1895.		1896.		1897.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Florins.		Florins.		Florins.
Cattle .. .. .	..	75	2,340	58	1,740	50	1,500
Cement	Barrels ..	15	30	40	80	117	234
Charcoal .. .. .	" ..	..	..	12	6	..	..
Corn	Bags ..	28	56	39	78	33	49·50
Goats .. .. .	..	178	356	158	316	134	268
Hides	Kilograms ..	..	..	..	..	13½	5·40
Honey	Litres ..	..	..	..	..	5	5
Horses .. .. .	..	10	600	2	120	3	180
Manure	Barrels ..	..	..	147	147	..	..
Mules .. .. .	..	3	300	2	200	1	100
Pigs .. .. .	..	75	750	54	540	73	730
Pea-nuts	Barrels ..	2	8	..	..	62½	250
Potatoes, sweet..	" ..	3,125	6,250	1,540	3,080	1,625	3,250
Sand .. .. .	" ..	..	..	..	..	1	2
Sheep .. .. .	..	61	183	86	258	116	348
Donkeys .. .. .	..	28	280	54	540	98	930
Skins, goats ..	Dozen ..	49½	247·50	40	200	43	240
Starch	Barrels ..	..	..	4	103	1	25
	Kilograms ..	..	..	..	..	66	16·50
Taniers	Barrels ..	..	..	..	..	..	50
Timber .. .. .	..	..	..	Ad valorem	25	..	..
Turtles .. .. .	..	..	..	5	15	..	..
Yams	Barrels ..	690	1,725	1,179	2,947·50	1,542	3,855
Total .. .. .	..	..	13,125·50	..	10,392·50	..	12,038·40

CURACOA.

Appendix I.—STATEMENT of the Exports from the Island of Saba during the Years 1895-97.

Articles.		1895.		1896.		1897.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Cattle .. .. .	..	20	Florins. 800	8	Florins. 320	1	Florins. 40
Calves .. .. .	..	1	15	..	..	2	30
Eschalots	Barrels ..	11½	86·25	35½	266·25	11½	86·25
Goats .. .. .	..	74	370	36	180	30	150
Horses .. .. .	..	1	75	..	..	1	75
Lime juice	Barrels ..	..	..	..	..	2	30
Onions .. .. .	..	..	..	..	..	21	105
Pigs	"	146	876	38	228	26	156
Potatoes, European	Barrels ..	806	8,060	714	7,140	292½	2,925
" sweet .. .. .	" .. ..	..	..	..	..	1	3·75
Sheep .. .. .	..	151	906	163	978	60	360
Taniers	Barrels ..	1	5	7½	37·50	2	10
Total .. .. .	..	..	11,193·25	..	9,149·75	..	3,971

Appendix J.—STATEMENT of Vessels Arrived at and Departed from Curaçoa during the Year 1897.

Nationality.	From—					Total.
	European Ports.	North American Ports.	South American Ports.	Dutch Antilles.	British, Danish, and Spanish West Indies, Hayti, and Santo Domingo.	
British	1	13	32	...	11	57
Dutch ... ..	...	...	44	517	1	562
French ... ..	...	...	12	1	2	15
German	1	...	47	...	...	48
Norwegian	3	...	...	...	...	3
Russian	1	...	...	...	...	1
Austrian	1	...	...	...	...	1
Spanish ... ..	...	...	1	...	2	3
Italian	1	...	24	...	...	25
American, U.S. ... ..	...	45	120	3	...	168
Dominican ... ..	...	...	...	...	3	3
Colombian ... ..	...	...	16	...	...	16
Venezuelan ... ..	...	...	204	14	52	270
Total	8	58	500	535	71	1,172

Appendix K.—STATEMENT of British Vessels which Arrived at and Departed from Curaçoa during the Years 1897–98.

	Number of Vessels.		Tons Register.	
	1897.	1898.	1897.	1898.
Steam	33	60	68,664	103,291
Sailing	24	20	4,764	4,602
Total	57	80	73,428	107,893

Appendix L.—STATEMENT of Vessels Arrived at and Departed from the following Islands of the Colony during the Year 1897.

Nationality.	Number of Ships from—				
	Bonaire.	Aruba.	St. Martin.	St. Eustatius.	Saba.
British	3	27	58	35	14
Dutch	341	164	153	218	130
American, U.S.	3	2	2	10	..
French	3	..	9	7	..
Danish .. ..	..	2	..	..	..
Norwegian .. ..	..	2	..	..	..
Venezuelan	65	81	12	..	1
Total	415	278	234	270	145

Appendix M.—STATEMENT of the Population of the Islands during the Year 1897.

	Number.		Total.
	Male.	Female.	
Curaçoa	12,876*	16,384	29,260
Bonaire	2,130	2,547	4,677
Aruba	4,360	4,831	9,191
St. Martin, N.D.	1,716	2,268	3,984
St. Eustatius	564	876	1,440
Saba	1,057	1,096	2,153
Total	22,703	28,002	50,705

* 162 officers and soldiers of the garrison are included.

STATEMENT of Births during the Year 1897.

	Number.		Total.
	Male.	Female.	
Curaçoa	568	484	1,052
Bonaire	129	99	228
Aruba.. .. .	142	167	309
St. Martin, N.D.	73	69	142
St. Eustatius.. .. .	21	34	55
Saba	32	25	57
Total	965	878	1,843

STATEMENT of Deaths during the Year 1897.

	Number.		Total.
	Male.	Female.	
Curaçoa	247	261	508
Bonaire	29	34	63
Aruba.. .. .	46	53	99
St. Martin, N.D.	22	24	46
St. Eustatius.. .. .	18	21	39
Saba	21	20	41
Total	383	413	796

STATEMENT of Marriages during the Year 1897.

						Number.
Curaçoa	..	..	..	..	..	98
Bonaire	..	..	..	..	..	29
Aruba	..	..	..	..	..	29
St. Martin, N.D.	..	..	..	..	..	13
St. Eustatius	..	..	..	..	..	3
Saba..	..	..	..	..	..	9
Total	..	..	..	..	..	181

RELIGION.

						Number.
Protestants	..	..	..	..	..	7,927
Catholics	..	..	..	..	..	41,946
Jews..	..	..	..	..	..	831
Total	..	..	..	..	..	50,704*

* One person is stated as belonging to no recognised religion.

Appendix N.—STATEMENT of the Passengers Arrived at and Departed from Curaçoa during the Years 1895–98.

Year.	Number.	
	Arrived.	Departed.
1895	5,865	6,255
1896	6,314	6,970
1897	5,506	5,630
1898	4,746	4,567

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